

Public Involvement Summary



Oklahoma Turnpike Authority

Toby Keith Expressway/I-35/Indian Hills Interchange

Cleveland County, EWC-28004, JP 37100(07)

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Executive Summary

This document summarizes the public involvement activities conducted for the Oklahoma Turnpike Authority (OTA) ACCESS Toby Keith Expressway (TKE) (formerly East-West Connector) and I-35 Interchange project in Cleveland County. The purpose of the public involvement effort for this project was to present the proposed improvements to the TKE/I-35 Interchange, discuss the environmental impacts, and obtain public input. The public was informed about the proposed design of the project, the construction phasing, environmental impacts, and project schedule. Two separate public engagement opportunities were completed: a virtual public open house (on-line only) and a hybrid in-person public meeting and on-line open house.

OTA held a virtual public open house on-line between January 20 and February 20, 2026. According to the open house website analytics, 2,918 unique users viewed the website 6,610 times over the 32-day period. The “Interchange Design and Construction” page, containing the project design exhibits and videos was the most frequently viewed page (3,870 views). In total, 204 separate comment forms were received through the website. Some people submitted multiple comments on a single form. In total, 271 comments were categorized.

OTA held a joint in-person and virtual hybrid public meeting with the Oklahoma Department of Transportation (ODOT). The joint meeting covered the OTA’s TKE/I-35 project as well as a related ODOT project on I-35 to the north of the interchange [I-35 Corridor Improvements from Franklin Road in Norman to SW 19th Street in Moore in Cleveland County, JP 35235(04)]. The in-person public open house was held on May 27, 2026 at 700 South Broadway Avenue in Moore, OK. Project stakeholders including local municipalities and business owners adjacent to I-35 in the study area were invited to attend between 12:00 – 2:00 PM, and the public was invited to attend between 4:00 – 8:30 PM. Fourteen (14) people signed in for the stakeholder meeting and 77 people signed in for the open house.

The hybrid on-line/in person public meeting provided information on the design and environmental studies for both the OTA and ODOT projects and provided an opportunity to comment on both projects. Two agency comments and fourteen comment submittals from the public were received either at the in-person public open house, through email, or via the website and nineteen comments were categorized. All comments were considered relevant to the TKE/I-35 interchange project and have been included in this summary. Comments from the public included several design questions and suggestions related to improving access with specific movements. Other comments were similar to those received from the virtual public open house, including support for the project, concerns about noise, access, and the public input process.

Combining public comments from both meetings, fifteen (15) comments expressed general support for the project. Eighteen (18) comments included specific suggestions for the design, requesting certain movements and/or access be addressed. Nineteen (19) comments expressed preference for the No Build alternative or non-specific opposition to the interchange project. Other project-specific comment topics were related to the public involvement process and/or ODOT/FHWA oversight of the project (27),

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the need for the project (17), traffic concerns (14), environmental impacts (10), and right-of-way acquisition (9). Nine (9) comments were specific to the improvements on I-35, including support and concerns about the one-way frontage roads. Approximately half of the comments (143 comments) were not specific to the TKE/I-35 project.

Introduction

This document summarizes the public involvement activities conducted for the Oklahoma Turnpike Authority (OTA) Toby Keith Expressway (TKE) (formerly East-West Connector) and I-35 Interchange project in Cleveland County [OTA Project EWC-28004, ODOT JP 37100(07)]. The purpose of the public involvement effort for this project was to present the proposed improvements to the TKE/I-35 Interchange, discuss the environmental impacts, and obtain public input. The public was informed about the proposed design of the project, the construction phasing, environmental impacts, and project schedule. Two separate public engagement opportunities were completed: a virtual public open house (on-line only) and a joint OTA/ODOT hybrid in-person public meeting and on-line open house.

OTA Virtual Public Open House

Notification

Notice of the virtual public open house was sent by Every Door Direct Mail (EDDM) to 2,100 addresses in three postal routes (73160-C017, 73069-R016, and 73072-R013) in the vicinity of the project. The mailing included a postcard with information on how to access the virtual public meeting (QR code and website address) as well as a telephone number and general ACCESS website address for more information. Postcards were delivered to the Moore, Norman, and Sooner post offices on January 15, 2026 for delivery on or around January 18 and 19, 2026. OTA also advertised the meeting via electronic media. Two Facebook posts were created, each visible for two weeks. These posts generated 241 link clicks and received over 98,000 impressions. A copy of the postcard and postal route map as well as a report on the Facebook posts are included in **Appendix A**.

Information and Format

The virtual public open house was held on-line between January 20 and February 20, 2026 at <https://accesspubinv.transportationplanroom.com>. A link to this page was provided via QR code on the postcard and via direct link from the ACCESS Oklahoma website (www.accessoklahoma.com). According to the open house website analytics, 2,918 unique users viewed the website 6,610 times over the 32-day period. The “Interchange Design and Construction” page, containing the project design exhibits and videos was the most frequently viewed page (3,870 views). A copy of the summary analytics for the website are included in **Appendix B**. Prints of the website pages and the posted materials are included in **Appendix C**. The website included the following pages:

- Homepage with brief overview of the East-West Connector with links to the three TKE interstate interchanges that will have virtual public open houses (I-44, I-35 and I-40).
- I-35 Interchange main page with links to more information about the specific information about the TKE/I-35 Interchange Project, including:

- Interchange Design and Construction – a PDF exhibit of the ultimate interchange configuration, videos of the first construction work package and the ultimate interchange configuration with verbal explanation for the different phases.
- Environmental Studies – a summary of the environmental studies completed for the interchange and their findings.
- Submit a Comment – on-line comment form with additional instructions on how to submit comments via telephone.

Joint OTA/ODOT In-Person and Virtual Public Open House

Notification

Notification of the joint OTA/ODOT meeting was completed by ODOT. Area officials were notified by mail on April 22, 2026 and agencies and other local stakeholders were notified by mail on April 29, 2026. ODOT also sent 4,317 postcards to all addresses within six postal routes, including those notified for the previous virtual open house (73160-C004, 73160-C017, 73160-C034, 73069-R016, 73072-R013, and 73160-C036). ODOT hand delivered flyers to all businesses adjacent to the I-35 frontage roads prior to the meeting. Copies of ODOT's notification materials can be found in the ODOT Meeting Summary at <https://oklahoma.gov/odot/about-us/public-meetings.html>.

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The in-person public open house was held on May 27, 2026 at 700 South Broadway Avenue in Moore, OK. Project stakeholders including local municipalities and business owners adjacent to I-35 in the study area were invited to attend between 12:00 – 2:00 PM, and the public was invited to attend between 4:00 – 8:30 PM. Combined maps showing the design of the ODOT and OTA projects were available at the in-person open house and staff from ODOT and OTA were present to discuss the projects and answer questions. Handouts were available including a detailed map of ODOT's project and a list of frequently asked questions and responses. Fourteen (14) stakeholder representatives signed in including the cities of Moore, Norman, and Midwest City, and some of the business owners along the corridor. Seventy-seven (77) individuals signed in for the in-person open house including representatives from ODOT and members of the public. Sign in sheets are available in the ODOT Meeting Summary at <https://oklahoma.gov/odot/about-us/public-meetings.html>.

The ODOT virtual open house was held on-line from May 19 to June 17, 2026 at <https://publicinput.com/i35moorenorman>. The website included a project description and maps, information about the in-person open house, a summary of the environmental studies completed, and all of the same maps and handouts available at the in-person open house. The website provided an opportunity to comment separately on both projects. Copies of the website pages can be found in the ODOT Meeting Summary at <https://oklahoma.gov/odot/about-us/public-meetings.html>.

Summary of Comments

In total, two agency comments and 218 comments from the public were received from both meetings. The comments have been summarized and responses to each topic are included below.

Agency Comments

The Oklahoma Water Resources Board (OWRB) indicated that a floodplain development permit from the OWRB may be required and that the project should be designed to be reasonably safe from flooding and not cause flooding or drainage problems on adjacent property.

Response: Thank you for your comment. ODOT and OTA will submit floodplain development permits to the OWRB for all mapped floodplain crossings. The projects have been designed to accommodate drainage according to ODOT design standards and to protect adjacent property from flooding.

The Oklahoma Department of Environmental Quality (DEQ) stated that the project is not anticipated to have adverse environmental impacts under DEQ jurisdiction. The project may be subject to permitting under OKR10 for construction stormwater. Section 401 Water Quality Certification will also be required if a Section 404 permit is required from the USACE.

Response: Thank you for your comments. ODOT and OTA will require the contractor to obtain all necessary OKR10 permits prior to construction. OTA anticipates that a Section 404 Nationwide Permit will be applicable to the project; nationwide permits include Section 401 water quality certification.

Public Comments

In total, 218 separate comment forms were received from members of the public during the comment periods of both open houses. Some people submitted multiple comments on a single form. In total, 290 comments were categorized.

Combining both meetings, fifteen (15) comments expressed general support for the project. Eighteen (18) comments included specific suggestions for the design, requesting certain movements and/or access be addressed. Nineteen (19) comments expressed preference for the No Build alternative or non-specific opposition to the interchange project. Other project-specific comment topics were related to: the public involvement process and/or ODOT/FHWA oversight of the project (27), the need for the project (17), traffic concerns (14), environmental impacts (10), and right-of-way acquisition (9). Nine (9) comments were specific to the improvements on I-35, including support and concerns about the one-way frontage roads. Approximately half of the comments (143 comments) were not specific to the TKE/I-35 project. A small number of other comments were also received as listed below. Copies of the written comments are included in **Appendix D**.

Project Support (15 comments)

Summary: Expressed support for the project.

Relevant Comments: 30, 68, 73, 83, 86, 128, 132, 134, 158, 168, 173, 176, 206, 210, 217

Design Suggestions and Questions (18 comments)

Summary: Asked questions about access to specific properties or suggested connections between specific roadways.

Relevant Comments: 62, 63, 80, 83, 92, 107, 109, 123, 133, 140, 156, 212, 213, 214, 215, 216, 217, 218

General Project Opposition (19 comments)

Summary: Expressed support of the No Build alternative or general opposition to the interchange.

Relevant Comments: 1, 2, 13, 14, 23, 26, 31, 59, 67, 89, 98, 101, 117, 126, 170, 183, 185, 195, 199

Concerns about the Public Input and/or ODOT/FHWA Review process (27 comments)

Summary: Expressed concern that public comments would not be heard or considered and questioned how ODOT and/or FHWA are involved in the project review.

Relevant Comments: 22, 82, 89, 98, 104, 110, 111, 123, 146, 157, 177, 178, 179, 180, 182, 184, 185, 190, 196, 197, 198, 200, 201, 203, 204, 208, 209

Project Not Needed (17 comments)

Summary: Generally questioned the need for the project.

Relevant Comments: 7, 19, 35, 38, 72, 79, 99, 112, 146, 147, 148, 150, 152, 153, 157, 172, 189

Traffic Concerns (14 comments)

Summary: Expressed concern that the project would not alleviate existing traffic congestion and could possibly make it worse. Some questions centered on the traffic studies.

Relevant Comments: 35, 87, 92, 110, 111, 115, 126, 141, 184, 187, 188, 189, 190, 192

Right-of-Way Acquisition (10 comments)

Summary: Questioned the need for property acquisition, concern about impacts to property owners.

Relevant Comments: 17, 20, 67, 72, 105, 111, 131, 157, 201

Environmental Impacts (10 comments)

Summary: Concerns about impacts to the environment including wildlife and noise impacts.

Relevant Comments: 72, 82, 92, 105, 107, 140, 141, 159, 201, 208

I-35 Improvements (9 Comments)

Summary: Comments specific to the proposed improvements on I-35, including both support and concerns about one-way frontage roads.

Relevant Comments: 87, 115, 116, 133, 156, 170, 172, 186, 212

Prefer ODOT's Original Plan (3 comments)

Summary: Expressed preference for ODOT's original plan for the I-35/Indian Hills Road interchange.

Relevant Comments: 21, 110, 183

Flooding Concerns (2 comments)

Summary: Concerns about flooding on certain properties.

Relevant Comments: 82, 123

Other (4 comments)

Summary: Comments about the interchange not otherwise categorized.

Relevant Comments: 82, 107, 108, 123

Comments Not Specific to the Project (143 comments)

Summary: Comments unrelated to the TKE/I-35 Interchange Project.

Relevant Comments: 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 16, 18, 21, 24, 25, 27, 28, 29, 32, 33, 34, 35, 36, 37, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 64, 65, 67, 69, 70, 71, 74, 75, 76, 77, 78, 81, 84, 85, 87, 88, 89, 90, 91, 93, 94, 95, 96, 97, 99, 100, 102, 103, 104, 106, 113, 114, 117, 118, 119, 120, 121, 122, 124, 125, 126, 127, 128, 129, 130, 135, 136, 137, 138, 139, 142, 143, 144, 145, 146, 148, 149, 151, 153, 154, 155, 159, 160, 161, 162, 163, 164, 165, 166, 167, 169, 171, 172, 174, 175, 189, 190, 191, 192, 193, 194, 195, 198, 199, 200, 201, 202, 203, 205, 207, 208, 209, 211.

Responses to Comments

OTA and ODOT collaborated on responses to the comments received. A response to each comment category is provided below. Responses to comments not specific to the project are not provided.

Support for the Project (15 comments): Thank you for your comments. Your support of the project is noted.

General Project Opposition (19 comments): Thank you for your comments. Your opposition to the project is noted.

Design Suggestions and Questions (18 comments): Thank you for your suggestions. All of the recommendations will be thoroughly reviewed and appropriately considered by the engineering team as the project design plans are finalized. Lane configurations and ramps are designed to facilitate movement of traffic in and through the area, taking into account existing and future traffic patterns and traffic generators. Decisions on ramp beginning and ending locations are based not only upon anticipated traffic, but also must meet spacing requirements from other ramps, and design criteria on length, grade and curvature as well. Frontage roads, driveways, walls, drainage system components, and other aspects along the roadway such as lighting are designed and installed as needed considering the safety of the traveling public, access to properties and design criteria that apply to the project type. The scope of the project to address the key traffic factors is not anticipated to expand to address all of the broader systemic issues in the area.

Concerns about the Public Input and/or ODOT/FHWA Review process (27 comments): While no federal funds will be used for the construction of the TKE/I-35 interchange, the project involves changes in access to an interstate highway. FHWA approval of these changes is required; therefore, the TKE/I-35

project is subject to review under the National Environmental Policy Act (NEPA). Environmental studies were completed and ODOT assisted OTA with agency consultations and coordination with FHWA. FHWA must approve the NEPA document before construction can begin.

The public has been provided multiple opportunities to comment on the project. The OTA launched a website in 2022 after the announcement of the ACCESS program (www.accessoklahoma.com). This website has been continually maintained and updated with new information since that time. The website provides contact information and allows the public to submit comments and questions.

In April 2022, OTA held four (4) initial public information meetings in Newcastle, Norman, Moore and Noble, Oklahoma to show the general project corridor and general interchange location. General comment cards were submitted by the public to help better understand impacts of the proposed alignments and specific property owner details that would be relevant to the project's ultimate design.

The OTA offered two separate comment periods as part of the design-phase public involvement described in this document. All comments have been reviewed and considered.

Project Not Needed (17 comments): While we understand that large infrastructure projects can cause concern and frustration for some in the community, the completion of the Outer Loop, with this project as a critical component, was included by the state legislature in [Oklahoma Statutes §69-1705 \(e\)\(20\)](#) and has been upheld by the Oklahoma Supreme Court. The project, as a portion of the Outer Loop, serves as a connection with the greater transportation network and will provide an alternative transportation route around Oklahoma City. The project will expand the mobility of the south Oklahoma City metropolitan area by providing greater access to Moore and Norman while completing the Outer Loop. Not only will this project help to relieve congestion and improve safety across the system, but it will also create a strong connection and an interchange that will serve the community's growing and evolving traffic demands into the foreseeable future.

Traffic Concerns (14 comments): The project is intended to relieve traffic on I-35 and complete the Outer Loop, which will provide an alternative user-based route around Oklahoma City. While construction of the Toby Keith Expressway will bring more traffic to the interchange at I-35, it is anticipated to relieve congestion and improve safety on other parts of the system. These projects are consistent with the proposed improvements described in ODOT's I-35 Corridor Traffic Study started in 2017. While some features may not be exactly what was shown in the study, the improvements will allow ODOT to work towards the Preferred Alternative in a phased manner. For more information on the I-35 Corridor Traffic Study, please visit this the project website at <https://oklahoma.gov/odot/about-us/public-meetings.html>. OTA will ensure that the design and construction of the project will implement comprehensive traffic management strategies during the phased construction of the interchange and frontage roads in order to minimize traffic disruptions and help smooth and maintain traffic flows.

Right-of-Way Acquisition (10 comments): OTA is purchasing only the property needed for the interchange construction. Property that was purchased by ODOT for the I-35/Indian Hills interchange project has been purchased and transferred to OTA ownership and maintenance responsibility. OTA

follows a prescribed process for right-of-way acquisition that ensures independent assessment of property values and seeks negotiated, fair market value transactions with all property owners.

Environmental Impacts (10 comments): OTA completed environmental studies of the proposed interchange and assessed impacts to environmental items including streams and wetlands, habitat for threatened and endangered species, cultural resources, potential hazardous materials, and traffic noise. Some unavoidable impacts will occur; however, impacts to environmental resources will be minimized as much as possible through design, and construction will be confined to only the area necessary for the project. A noise study was completed according to FHWA and ODOT policy. While noise impacts were identified at a small number of locations, noise walls did not meet feasible and reasonable criteria as defined in ODOT policy.

I-35 Improvements (9 Comments): ODOT completed a traffic study of the I-35 corridor from south of Robinson Street in Norman to north of SH-37/SW 4th Street in Moore. The study analyzed the safety and traffic conditions in the corridor and evaluated several alternative solutions. All options considered included one-way frontage roads. ODOT identified Alternative 1XB as the preferred plan for the corridor, which includes one-way frontage roads and X-ramps. ODOT presented the study to the public in 2017, 2021, and 2026. More information about the traffic study can be found at <https://oklahoma.gov/odot/about-us/public-meetings.html>.

Prefer ODOT's Original Plan (3 comments): Initially, ODOT had planned to upgrade the interchange at I-35 and Indian Hills Road and had developed a functional set of plans. Those plans were sufficient to identify and acquire some of the needed properties. As the Department worked towards funding the interchange within their 8 Year Construction Work Program, the OTA announced the ACCESS Oklahoma Program in 2022, which changed the circumstances at this location. As a result, OTA and ODOT subsequently partnered and have jointly and cooperatively moved forward to ensure that the OTA's interchange project will improve the safety of the outdated existing interchange design while accommodating the new Toby Keith Expressway and providing direct connections between I-35 and the Toby Keith Expressway in addition to constructing connected frontage roads for both facilities.

Flooding Concerns (2 comments): The project is being designed to carry all storm water away from the roadway and adjacent properties while not worsening any existing flooding issues. Water will be conveyed in new and appropriately sized drainage structures to designated outfall locations in existing streams. The sizing of the drainage structures will be in accordance with hydraulic studies conducted across the project and surrounding areas. The project is anticipated to improve drainage through the interchange.

Other (4 comments): Maps, as well as plans related to the construction of this project, and other projects across the ACCESS Oklahoma Program, are available to the public on the OTA's ACCESS Oklahoma website at www.accessoklahoma.com. The website is updated with the most recent information as it becomes available and is a reliable source of around-the-clock public information.

The OTA and ODOT jointly cooperate at locations where their respective systems connect and interact in order to ensure that the entire transportation network operates seamlessly and efficiently. While no

specific aesthetic treatment plans have been completely developed, both OTA and ODOT intend to ensure that aesthetics, including any landscaping or hardscaping, will be incorporated into the overall project which will be constructed in phases.