

Liberty Point Preliminary Plat

The proposed development is a recreational campground development with approximately 395 recreational lots as well as supporting amenities available to the patrons. Additionally, the site features approximately 254,900 square feet of commercial/retail space, 208 multifamily residential units, and 22 townhomes. In total, the development is expected to generate approximately 11,124 trips per day, 324 AM peak hour trips, and 903 PM peak hour trips. Obviously being well above the threshold for when a traffic impact study is required (>100 peak hour trips is the threshold), the developer submitted a traffic impact analysis documenting the trip generation information for this addition as well as a discussion regarding the proposed access points relative to existing streets and/or driveways along the US-77/Classen Boulevard corridor, 24th Avenue SE, and Post Oak Road. On behalf of the developer, TEC submitted the traffic impact analysis. Traffic operational issues are not anticipated due to the development.

STREET	NO. OF LANES	BACKGROUND TRAFFIC (Veh/day)	PROJECTED TRAFFIC (Veh/day)	TOTAL PROJECTED TRAFFIC (Veh/day)	ROADWAY CAPACITY L.O.S. "E"	% CAPACITY USED (BACKGROUND)	% CAPACITY USED (PROJECTED)
US-77/Classen Boulevard	5	21,000	11,740*	32,740	36,000	58.33	90.94
24 th Avenue SE	2	1,000	494*	1,494	17,100	5.85	8.74
Post Oak Road	2	1,950	494*	2,444	17,100	11.40	14.29
Cedar Lane Road	4	10,000	1,360*	11,360	34,200	29.24	33.22

* Trip distribution splits are 95% on US-77/Classen Boulevard, 11% on Cedar Lane Road, 4% on 24th Avenue SE, and 4% on Post Oak Road

The proposed development proposes two access points along Classen Boulevard, one access point along Post Oak Road, and two access points along 24th Avenue SE. With regards to the location of the access points, all driveways meet the minimum driveway requirement in the Engineering Design Criteria. Capacity exceeds demand in this area. As such, additional off-site improvements are not anticipated.

Signalization of the US-77/Classen Boulevard intersection with the realigned 24th Avenue SE is warranted in the traffic impact analysis. The traffic impact analysis has been submitted to the Oklahoma Department of Transportation (ODOT) for review. Initial approval of this new traffic signal is not expected to be granted by ODOT. This traffic signal is crucial to accommodate the future traffic to be generated by the site.

While no negative traffic impacts were anticipated, an assessment of impact fees was previously established in an earlier traffic study for the Destin Landing development for a number of intersections in the area. These impact fees will cover a portion of the costs associated with improvements at of US-77/Classen Boulevard at Cedar Lane Road, US-77/Classen Boulevard at Post Oak Road, and Cedar Lane Road at 24th Avenue SE. The Liberty Point TIA identified 468 PM peak hour trips through US-77/Classen Boulevard at Cedar Lane Road, 161 PM peak hour trips through US-77/Classen Boulevard at Post Oak Road, and 25 PM peak hour trips through Cedar Lane Road at 24th Avenue SE. The fees for the intersections are \$20,348.64, \$18,267.06, and \$2,822.50 respectively. In total, \$41,438.20 in traffic impact fees for three identified intersections will need to be collected with the filing of the Final Plat. In addition, to the traffic impact fees collected, the developer would be responsible to install the traffic signal at the realigned intersection of US-77/Classen Boulevard and 24th Avenue SE should ODOT approve the installation of this traffic signal.