



# CITY OF NORMAN

## Development Review Form

### Transportation Impacts

DATE: October 7, 2025

STAFF REVIEW BY: David Riesland, P.E.  
City Transportation Engineer

PROJECT NAME: Liberty Point

PROJECT TYPE: PUD

Owner: Wiggin Investments, LLC  
Developer's Engineer: SMC  
Developer's Traffic Engineer: TEC

#### SURROUNDING ENVIRONMENT (Streets, Developments)

Very low density residential surrounds the proposed site.

#### ALLOWABLE ACCESS:

The site proposes two access points along US-77/Classen Boulevard, one access point along Post Oak Road, and two access points along 24<sup>th</sup> Avenue SE,. All access points meet minimum driveway requirement in the Engineering Design Criteria.

#### EXISTING STREET CHARACTERISTICS (Lanes, Speed Limits, Sight Distance, Medians)

US 77/Classen Boulevard: 5 lanes (existing). Speed Limit - 50 mph. No sight distance problems. Median center turn lane.

24<sup>th</sup> Avenue SE: 2 lanes (existing). Speed Limit - 40 mph. No sight distance problems. No median.

Post Oak Road: 2 lanes (existing). Speed Limit - 50 mph. No sight distance problems. No median.

Cedar Lane Road: 4 lanes (existing). Speed Limit - 40 mph. No sight distance problems. No median.

ACCESS MANAGEMENT CODE COMPLIANCE: YES ☒ NO ☐

Proposed number of access points for the development is in compliance with what is allowed in the subdivision regulations.

#### TRIP GENERATION

Time Period	Total	In	Out
Weekday	11,124	5,562	5,562
A.M. Peak Hour	324	155	169
P.M. Peak Hour	903	458	445

TRANSPORTATION IMPACT STUDY REQUIRED? YES ☒ NO ☐

Being well above the threshold for when a traffic impact study is required, Traffic Engineering Consultants, Inc., submitted a traffic impact analysis in September, 2025, documenting the trip generation characteristics of the site as well as the proposed access locations with respect to existing driveways and/or streets on the US-77/Classen Boulevard, 24<sup>th</sup> Avenue SE, and Post Oak Road corridors. The development will feature two access points along US-77/Classen Boulevard, one on Post Oak Road, and two along 24<sup>th</sup> Avenue SE. All proposed access points will afford full access.

Signalization of the US-77/Classen Boulevard intersection with the realigned 24<sup>th</sup> Avenue SE/Home Street 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 24<sup>th</sup> 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 24<sup>th</sup> 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 24<sup>th</sup> Avenue SE should ODOT approve the installation of this traffic signal.

RECOMMENDATION: APPROVAL ☒ DENIAL ☐ N/A ☐ STIPULATIONS ☐

*Recommendations for Approval refer only to the transportation impact and do not constitute an endorsement from City Staff.*

The proposed development is expected to generate approximately 11,124 trips per day, 324 AM peak hour trips, and 903 PM peak hour trips. Future traffic capacities on US-77/Classen Boulevard and Post Oak Road exceed the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated. Regardless, \$41,438.20 in traffic impact fees will need to be collected with the filing of the Final Plat for future improvements at the Cedar Lane Road and Post Oak Road intersections along US-77/Classen Boulevard as well as the Cedar Lane Road intersection with 24<sup>th</sup> Avenue SE. Should future signalization of the realigned intersection at Classen Boulevard/24<sup>th</sup> Avenue SE be granted by ODOT, the developer will install this new traffic signal.