

Armstrong Bank Consolidation Project Preliminary Plat

The proposed 289,885 square foot planned unit development (PUD) is expected to generate approximately 13,647 trips per day, 486 AM peak hour trips, and 1,417 PM peak hour trips. The development is proposed for location on the east side of Classen Boulevard south of Cedar Lane Road and the existing Wal-Mart. Obviously being well above the threshold for when a traffic impact study is required (>100 peak hour trips is the threshold), the developer is required to submit a traffic impact study with this application. On behalf of the developer, Traffic Engineering Consultants, Inc., submitted a traffic impact study. No traffic operational issues are anticipated due to the development.

STREET	NO. OF LANES	BACK-GROUND TRAFFIC (Veh/day)	PROJECTED TRAFFIC (Veh/day)	TOTAL PROJECTED TRAFFIC (Veh/day)	ROADWAY CAPACITY L.O.S. "E"	% CAPACITY USED (BACKGROUND)	% CAPACITY USED (PROJECTED)
Classen Boulevard	5	20,926	12,283*	33,209	36,000	58.13	92.25
24 th Avenue SE	2	1,500**	1,364*	2,864	17,100	8.77	16.75

*90/10 percent split of Projected Traffic between Classen Boulevard and 24th Avenue SE, respectively

** Estimated AADT

The proposed development will access Classen Boulevard from the east by way of two private street intersections and one private driveway intersection. The proposed development will also access 24th Avenue SE from the west by way of one private street intersections and two private driveway intersections. All proposed private driveways will be designed for full access. Capacity exceeds demand in this area. However, additional off-site improvements are anticipated with the development of the Armstrong Bank Consolidation Project site. With full build-out, expected around 2030, improvements are required to the Classen Boulevard intersection with Cedar Lane Road to add an additional eastbound right-turn lane with associated modifications to the existing traffic signal and roadway striping. In addition, with Oklahoma Department of Transportation approval, a new traffic signal is proposed on Classen Boulevard at the south private street intersection. All design and construction costs of these improvements will be the responsibility of the developer. The intersection should be evaluated with each Final Plat that comes forward to determine the appropriate time to implement these improvements.

Two locations will require the payment of traffic impact fees. First, there is the series of future traffic signals along Classen Boulevard between State Highway 9 and Cedar Lane Road. An assessment of impact fees for this series of traffic signals was previously established at \$163.74 per PM peak hour trip for a series of future traffic signals on Classen Boulevard between State Highway 9 and Cedar Lane Road. As a result, \$143,763.72 ($163.74 \times 878 = 143,763.72$) in traffic impact fees will need to be collected with the filing of the Final Plat. Second, is a future traffic signal at the Classen Boulevard intersection with Post Oak Road. Based upon a previous assessment of impact fees for this signal of \$113.46 per PM peak hour trip, \$46,518.60 ($113.46 \times 410 = 46,518.60$) in traffic impact fees will need to be collected with the filing of the Final Plat. All of these impact fees are based upon full build-out and can be adjusted should only a portion of the development advance to a Final Plat.