



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: May 18, 2015

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

PROJECT NAME: Absentee Shawnee Health Center **PROJECT TYPE:** Commercial/Office/Day Care
Owner: Absentee Shawnee Tribe of Oklahoma
Developer's Engineer: Cardinal Engineering
Developer's Traffic Engineer: TEC

SURROUNDING ENVIRONMENT (Streets, Developments)

Country residential surrounds the development to the north, east and south with some park space to the west and some commercial to the south. State Highway 9 is the main east/west roadway, and 156th Avenue NE is the main north/south roadway.

ALLOWABLE ACCESS:

Proposed access complies with Section 4018 of the City's Engineering Design Criteria.

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

State Highway 9: 2 lanes (existing and future). Speed Limit - 65 mph. No sight distance problems. No medians.

156th Avenue NE: 2 lanes (existing and future). Speed Limit - 50 mph. No sight distance problems. No medians.

ACCESS MANAGEMENT CODE COMPLIANCE:

YES ☐ **NO** ☒

Proposed number and location of access points for the development will comply with Section 4018 of the City's Engineering Design Criteria.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	7,417	3,708	3,709
A.M. Peak Hour	653	520	133
P.M. Peak Hour	857	217	640

TRANSPORTATION IMPACT STUDY REQUIRED?

YES ☒ **NO** ☐

Traffic Impact Study prepared by Traffic Engineering Consultants, Inc. of Oklahoma City, Oklahoma.

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

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

Phase 2 of the Absentee Shawnee Health Center development near the intersection of State Highway 9 and 156th Avenue NE is expected to include 80,393 square feet of commercial space, 280,962 square feet of office space, and an 11,000 square foot day care center. The day care center represents a change in the land uses assumed in the original traffic impact study prepared for this development in 2008. The re-plat of Phase 2 add a maintenance building for internal use only and; therefore, adds no new trips to the system. In total, this Phase 2 of the overall development is expected to generate approximately 7,417 trips per day and 857 trips during the PM peak hour. The traffic capacity on the affected roadways exceeds the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated on these facilities.

The change in land use from commercial to day care center actually increases the number of trips to be generated slightly. However, the change does not impact the recommendations from the original study. That is, that the intersection of State Highway 9 with 156th Avenue NE will require signalization sometime prior to full build-out of Phase 2. As Phase 2 progresses, this intersection should be monitored closely to determine when signal warrant volumes are close to being met in order that the new traffic signal can be designed, bid, and constructed.