



# CITY OF NORMAN

## Development Review Form

### Transportation Impacts

**DATE:** Rev. February 23, 2015

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

**PROJECT NAME:** Ruppert's 2nd Addition      **PROJECT TYPE:** Automobile Salvage

Owner: Joe & Peggy Ruppert  
Developer's Engineer: Hale & Associates  
Developer's Traffic Engineer: None

#### **SURROUNDING ENVIRONMENT (Streets, Developments)**

Commercial and industrial developments exist all around this site. In addition, there is some floodplain to the east of the site.

#### **ALLOWABLE ACCESS:**

The proposed access point is in accordance with the driveway spacing requirements contained within the City of Norman's Engineering Design Criteria.

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

North Interstate Drive: 2 lanes (existing and future). Speed Limit - 50 mph. No sight distance problems. No medians.

**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	50	25	25
A.M. Peak Hour	6	4	2
P.M. Peak Hour	11	5	6

**TRANSPORTATION IMPACT STUDY REQUIRED?**      YES ☐      NO ☒

Being well below the threshold for when a traffic impact study is normally required, this development not required to submit a traffic impact study. Trip generation was performed by staff based upon the submitted site plan. No off-site improvements are required to support the development as proposed.

**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 development as proposed utilizes one existing access point onto the East I-35 Frontage Road. No negative traffic impacts are anticipated.

Based upon the staff prepared trip generation, PM peak hour trip generation is expected to be 11 trips. Previously, impact fees were derived for signalization of the Indian Hill Road intersections with 36<sup>th</sup> Avenue NW, with the Southbound I-35 ramps, and with the Northbound I-35 ramps. This impact fee was determined to be \$66.05 per PM peak hour trip. Based upon the pre-determined fee, the total to be collected with the filing of the Final Plat for this Addition would be \$726.55 (\$66.05 per PM peak trip times 11 PM peak trips = \$726.55).