

Camping World Site Redevelopment Traffic Impact Study

Baxter, MN

BAXTE 180941 | October 20, 2024

Baxter City Council Acceptance Date:



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Camping World Site Redevelopment Traffic Impact Study

Prepared for the City of Baxter

1 Introduction

This traffic impact study report provides the findings related to the analysis of the proposed redevelopment of the former Camping World site within the commercial area in the northwest quadrant of the intersection of Trunk Highway (TH) 371 and Excelsior Road in Baxter, MN. The former Camping World site, which was previously both a Walmart and a Gander Mountain, is currently vacant and generating no traffic demands. There is a proposal to redevelop the site by remodeling the existing building and reconfiguring the parking area.

The proposed redevelopment will remodel approximately 67,980 square feet (SF) of the existing 110,460 SF building into a medical clinic with urgent care and a drive-through pharmacy. The remaining 42,480 SF of vacant space within the building will eventually be used for future growth and expansion of the medical clinic. As part of the redevelopment, the existing parking area on the site will be reconfigured to improve wayfinding, enhance vehicular and pedestrian safety, accommodate the proposed drive-through pharmacy, and improve the existing landscaping.

The primary focus of this traffic impact study is to determine the impact of the proposed 67,980 SF medical clinic on the surrounding roadway network, including Design Road, Edgewood Drive, TH 371, Excelsior Road, and Clearwater Road. While the proposed redevelopment will connect only to private access roadways within the existing commercial area, it will create no new public roadway accesses; the existing site access locations were also reviewed as part of this study.

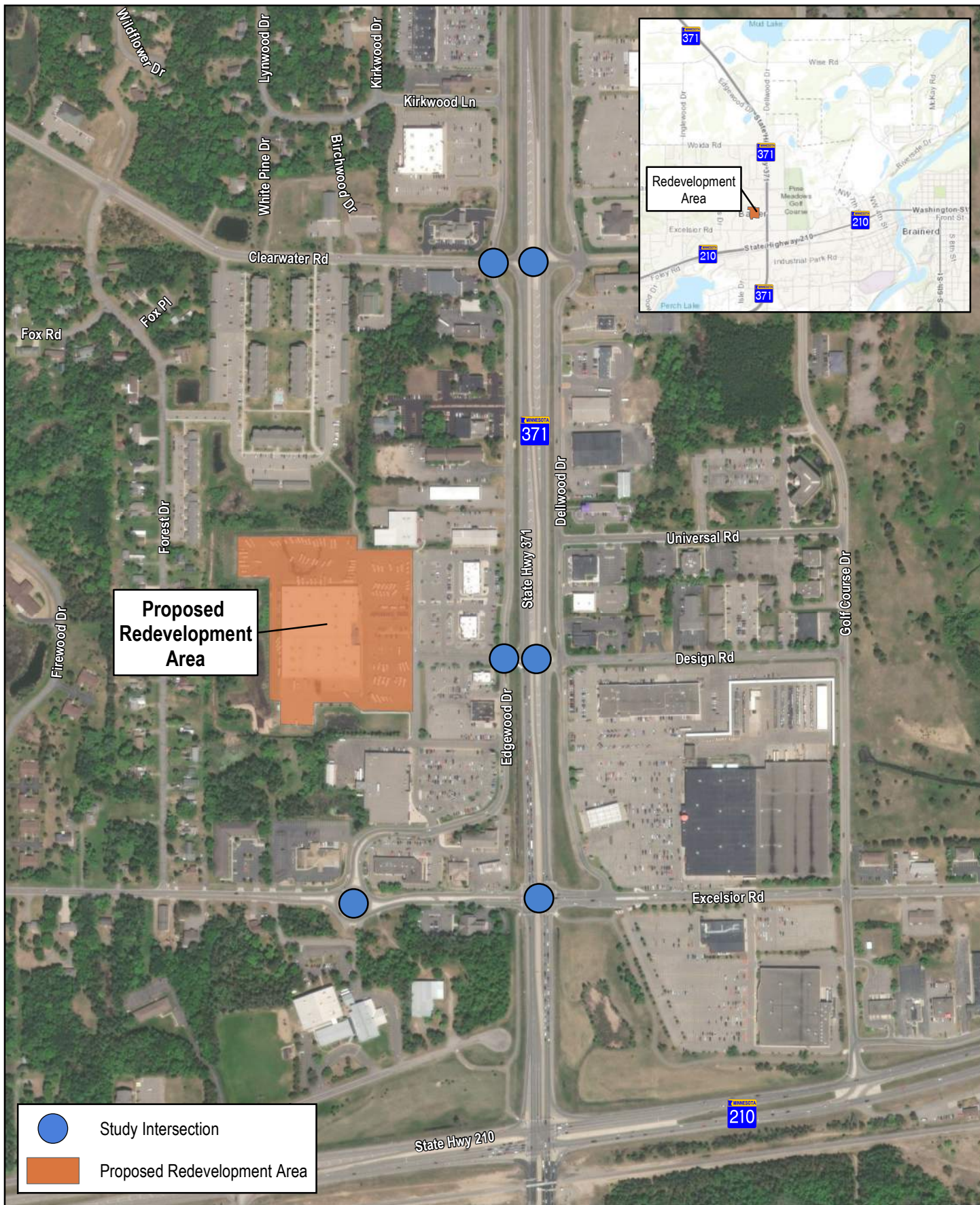
The ongoing MnDOT TH 371 Nisswa to Baxter Corridor Study and TH 210/TH 371 Interchange Study will have implications on traffic operations within the study area. As part of the MnDOT TH 371 Nisswa to Baxter Corridor Study, MnDOT is expected to potentially recommend future closure of the TH 371 and Design Road intersection, which will have significant impacts on traffic patterns in the area as well as impact how vehicles access the proposed medical clinic redevelopment. As part of the TH 210/TH 371 Interchange Project, MnDOT is considering many alternatives for the TH 371 and Excelsior Road intersection, including several grade-separated alternatives; the project is still screening potential alternatives and currently has no recommended alternative design.



Traffic operations analyses were completed for the existing 2024 conditions as well as future 2030 No Build and Build conditions as part of this project. The 2030 conditions represent 5 years after the opening of the proposed medical clinic and is used to determine the impacts directly related the proposed medical clinic. The 2030 scenarios were analyzed with and without the TH 371 and Design Road intersection to account for the traffic impacts of closing the intersection, with and without the proposed medical clinic. The following intersections were included in the

analysis to ensure adequate traffic operations with increased traffic demands from the proposed medical clinic:

- **TH 371 and Excelsior Road** – traffic signal.
- **TH 371 and Design Road** – $\frac{3}{4}$ access; Design Road through and left turn movements are prohibited.
- **TH 371 and Clearwater Road** - $\frac{3}{4}$ access; Clearwater Road through and left turn movements are prohibited.
- **Edgewood Drive and Excelsior Road** – single-lane roundabout.
- **Edgewood Drive and Design Road** – 3-way stop; westbound traffic coming from TH 371 does not stop.
- **Edgewood Drive and Clearwater Road** – 3-way stop; westbound traffic coming from TH 371 does not stop.

Figure 1 shows the project area, including the proposed medical clinic redevelopment site, and the study intersections.



	Study Intersection
	Proposed Redevelopment Area



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 Map by: jdanibas
 Projection: Crow Wing Co. Coords.
 Source: ESRI

Project Location
 Camping World Site Redevelopment
 Traffic Impact Study
 Baxter, MN

Figure 1

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2 Existing Conditions

TH 371 is a north-south principal arterial roadway, which extends from US Highway 10 in Little Falls, MN to US Highway 2 in Cass Lake, MN. TH 371 serves as a major interregional corridor in this portion of the State and serves as the primary north-south connection for trips within the City of Baxter. TH 371 provides access to TH 210, which is the major east-west corridor in the region, as well as a significant amount of commercial development in the area. In the study area, TH 371 is a 4-lane divided roadway with dedicated left and right turn lanes at each intersection. The speed limit on TH 371 through the study area is 50 mph; just north of Clearwater Road, the speed limit is 60 mph.

Edgewood Drive is a north-south local roadway which extends from Excelsior Road to Pine Beach Road (CSAH 77) and acts as a frontage road and parallel reliever roadway on the west side of TH 371. Edgewood Drive primarily provides access to the commercial developments on the west side of TH 371 as well as providing a route between the east-west roadways that connect to TH 371 including Excelsior Road, Design Road, Clearwater Road, Woida Road, Novotny Road, Lake Forest Road, and Pine Beach Road, some of which have limited access at TH 371. Edgewood Drive is a two-lane roadway with turn lanes at the Clearwater Road, Woida Road, and Pine Beach Road intersections. The posted speed limit on Edgewood Drive is 30 mph.

Excelsior Road is an east-west roadway which extends from Cherrywood Drive to Baxter Drive, where it enters the City of Brainerd and becomes Jackson Street. Excelsior Road is functionally classified as a major collector west of Edgewood Drive and a minor arterial east of Edgewood Drive and serves as a parallel reliever roadway to TH 210 through the City of Baxter. North of TH 210, Excelsior Road is one of three locations within the City of Baxter where vehicles can cross TH 371. East of Edgewood Drive, Excelsior Road provides access to primarily commercial land uses and is a two-lane roadway with turn lanes at major intersections and accesses. West of Edgewood Drive, Excelsior Road is a two-lane roadway with no turn lanes and acts as a backage access from TH 210 and Inglewood Drive for vehicles approaching the commercial area from the west as well as providing access to primarily residential land uses. The posted speed limit on Excelsior Road is 30 mph.

Design Road is an east-west roadway which extends from Edgewood Drive to Golf Course Drive providing access to the commercial land uses on both sides of TH 371. At TH 371, Design Road is a $\frac{3}{4}$ access intersection with Design Road through and left turn movements are prohibited. There is currently no posted speed limit on Design Road so a statutory speed limit of 30 mph was assumed.

Clearwater Road is an east-west roadway which extends from Whipple Lake Recreational Area on the west to Cypress Drive on the east. Clearwater Road is functionally classified as a minor collector between Inglewood Drive and TH 371 in the project area. Clearwater Road provides access to commercial development on both sides of TH 371 as well as residential development west of TH 371. At TH 371, Clearwater Road is a $\frac{3}{4}$ access intersection with Clearwater Road through and left turn movements are prohibited. The posted speed limit on Clearwater Road in the project area is 30 mph.

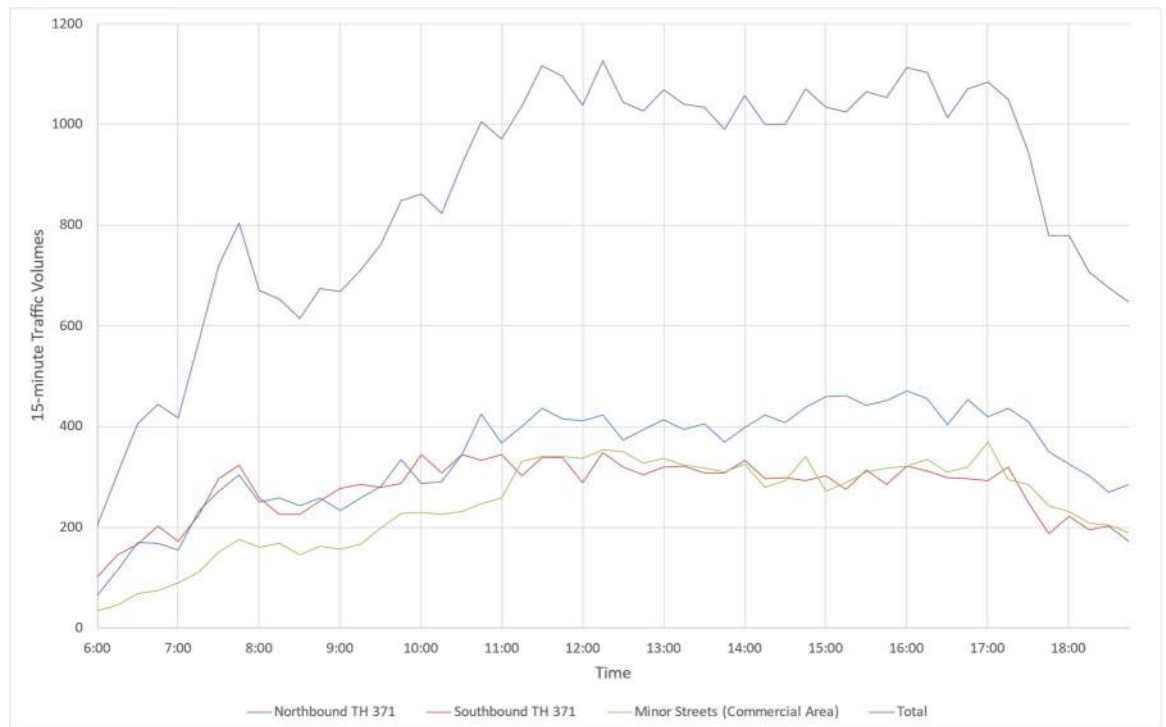
2.1 Vehicle Volumes

13-hour (6 AM to 7 PM) turning movement counts were collected at the three study intersections along Edgewood Drive as part of this study in September 2024. Additionally, 13-hour (6 AM to

7PM) turning movement counts were collected in June and July 2023 as part of MnDOT’s ongoing TH 371 Nisswa to Baxter Corridor Study, which were utilized for this study. The 2023 and 2024 traffic counts at adjacent intersections generally were similar, and volumes were balanced to create a cohesive set of 2024 existing traffic volumes. Based on the existing volumes, the AM peak hour is 7:30 to 8:30 AM and the PM peak hour is 4:00 to 5:00 PM.

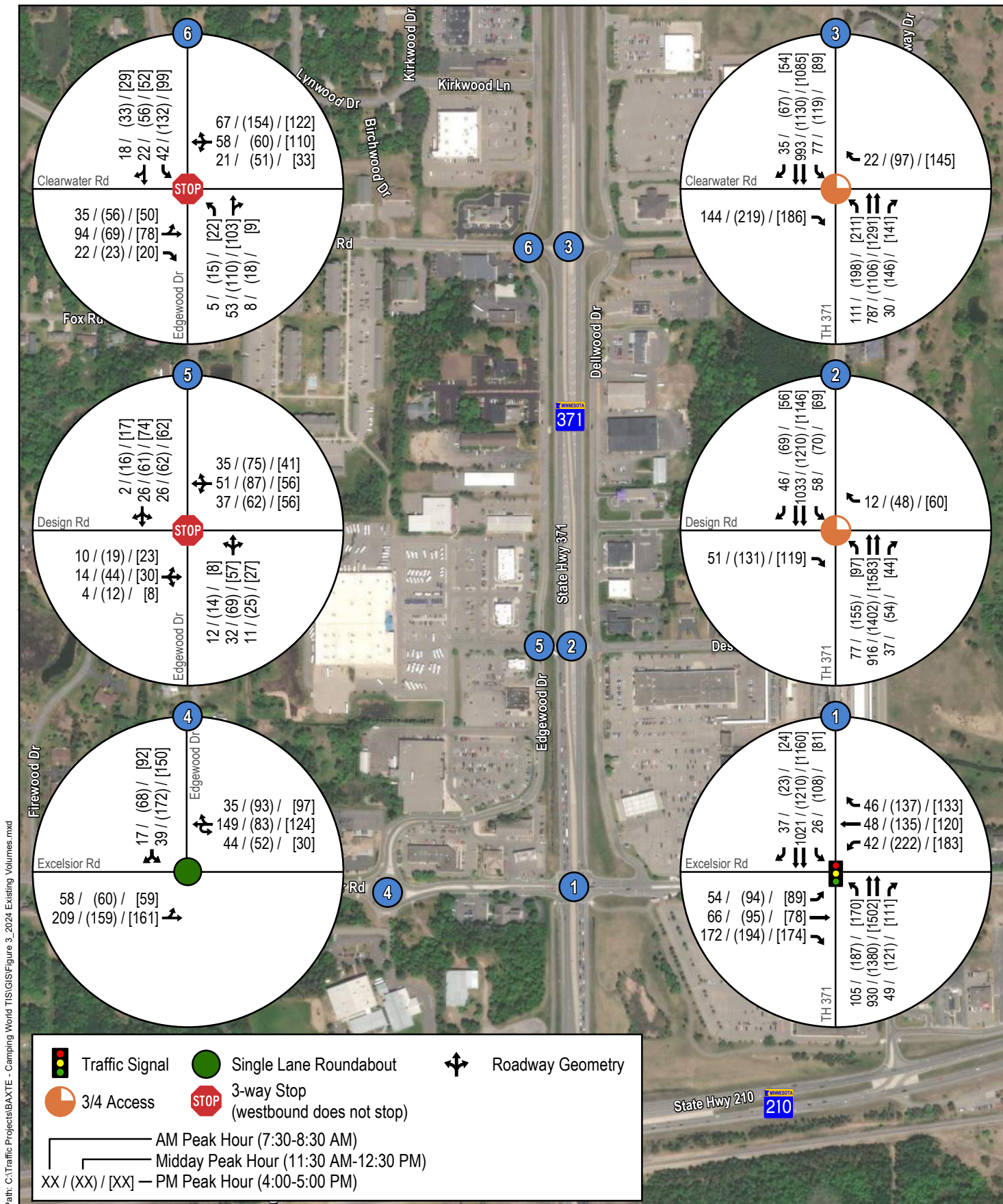
As with many commercial areas, the vehicle volumes are relatively low during the AM peak period (7 to 9 AM) and gradually increases throughout the day until reaching a peak around 12 PM, with commercial area traffic volumes remaining relatively similar from 11 AM to 7 PM. Similarly, traffic volumes along TH 371 increase throughout the day before peaking during the PM peak period. As a result, the PM peak hour volumes are approximately 40 to 50% higher than the AM peak hour. **Figure 2** shows the 15-minute volumes entering the study area on northbound TH 371, southbound TH 371, and from the minor streets/commercial area throughout the 13-hour count period.

Figure 2 – 15-Minute Entering Traffic Volumes



In addition to the traditional AM and PM peak hours, there is also a midday peak hour (11:30 AM to 12:30 PM), which has the higher traffic volumes in and out of the commercial area than the PM peak hour. Overall, the midday peak hour volumes at the study intersections are less than 5% lower than the PM peak hour volumes. Therefore, the midday peak hour was also analyzed as part of this study.

Figure 3 shows the 2024 existing traffic volumes for the AM, midday, and PM peak hour as well as the existing roadway geometry and traffic control at each study intersection. More detailed count information is in **Appendix A**.



	Traffic Signal		Single Lane Roundabout		Roadway Geometry
	3/4 Access		3-way Stop (westbound does not stop)		
<p>— AM Peak Hour (7:30-8:30 AM) — Midday Peak Hour (11:30 AM-12:30 PM) XX / (XX) / [XX] — PM Peak Hour (4:00-5:00 PM)</p>					



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2024 Existing Volumes
 Camping World Site Redevelopment
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Figure
3

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3 Future Conditions

As part of the traffic impact analysis for the proposed medical clinic, 2030 No Build and Build traffic volumes were estimated. The 2030 conditions represent 5 years after opening of the medical clinic and are used to determine the impacts directly related the proposed medical clinic.

3.1 Background Traffic Growth

To forecast background traffic growth along the project roadways, traffic forecasts developed for MnDOT’s TH 371 Nisswa to Baxter Corridor Study were used. The TH 371 Nisswa to Baxter Corridor Study used historical traffic growth patterns and recommendations from previous studies in the area to estimate traffic growth. **Table 1** shows the background growth rates used for each study roadway based on the forecasts from the TH 371 Nisswa to Baxter Corridor Study. It should be noted that the MnDOT study forecasted no growth in traffic volumes on Excelsior Road; however, a background growth rate of 0.5% was used for this study assuming minimal growth. Design Road forecasts were not provided in the MnDOT study, therefore, a minimal background growth rate of 0.5% was used.

Table 1 – Background Traffic Growth

Roadway	Description	2023 Traffic Count	2030 Forecast	Annual Growth Rate ¹
TH 371	North of TH 371	40,800	43,700	1.0%
Excelsior Rd	West of TH 371	8,000	8,300	0.5% ²
	East of TH 371	8,200	8,500	0.5% ²
Design Rd	West of TH 371	3,800	3,900	0.5% ³
	East of TH 371	2,400	2,500	0.5% ³
Clearwater Rd	West of TH 371	5,500	5,700	0.5%
	East of TH 371	4,000	4,400	1.5%

1 Forecasts from the TH 371 Nisswa to Baxter Corridor Study
 2 The TH 371 Nisswa to Baxter Corridor Study used 0% growth for Excelsior Rd; a minimal 0.5% growth rate was used for this study
 3 The TH 371 Nisswa to Baxter Corridor Study did not provide forecasts for Design Rd; a minimal 0.5% growth rate was used for this study

3.2 Future TH 371 Access

As was discussed previously, the ongoing MnDOT TH 371 Nisswa to Baxter Corridor Study and TH 210/TH 371 Interchange Study will have implications on traffic operations within the study area. As part of the MnDOT TH 371 Nisswa to Baxter Corridor Study, MnDOT is expected to potentially recommend future closure of the TH 371 and Design Road intersection, which will have significant impacts on traffic patterns in the area as well as impact how vehicles will access the proposed medical clinic redevelopment. To analyze the impacts of this potential closure, both the No Build and Build scenarios were analyzed with the Design Road access to TH 371 open and closed.

The No Build scenario with Design Road closed analyzes the impacts to the area if the access is closed regardless of whether the former Camping World Site is redeveloped to the proposed medical clinic or not. The Build scenario with Design Road closed analyzes the roadway

network's capacity to provide acceptable traffic operations if the Design Road access is closed in the future.

Figure 5 shows the 2030 No Build volumes with the Design Road access open during the AM, midday, and PM peak hours, which includes background growth only. **Figure 6** shows the 2030 No Build volumes with the Design Road access closed during the AM, midday, and PM peak hours, which includes background growth and rerouting of trips due to the access closure.

As part of the TH 210/TH 371 Interchange Project, MnDOT is considering many alternatives for the TH 371 and Excelsior Road intersection, including several grade-separated alternatives. Any changes to the TH 371 and Excelsior Road intersection would have significant impacts to traffic patterns throughout the area, which extend well beyond the immediate project area for this traffic impact study. With the future design of the TH 371 and Excelsior Road intersection unknown at this time, the intersection was only analyzed under its current signal control and roadway geometry.

The future design of the TH 371 and Excelsior Road area should maintain reasonable access to the commercial areas and accommodate the proposed medical clinic traffic as well as other growth and redevelopment in the area without putting undue burden on the City roadway network. Creating an overpass at Excelsior Road without providing some sort of reasonable access alternatives would not work for the City with the significant commercial development on both sides of TH 371. It would push all northbound left turning traffic to Woida Road, which the MnDOT TH 371 Nisswa to Baxter Corridor Study is showing needs improvements under current access conditions. There would need to be some way to access the Excelsior Road/Design Road area through either ramps or some other form of access. As the TH 210/TH 371 Interchange Project continues, the City should review how each concept would impact traffic patterns for the Excelsior Road/Design Road area.

3.3 Trip Generation and Distribution

The proposed redevelopment of the former Camping World site will remodel approximately 67,980 square feet (SF) of the existing 110,460 SF building into a medical clinic with urgent care and a drive-through pharmacy. The remaining 42,480 SF of vacant space within the building will eventually be used for future growth and expansion of the medical clinic. As part of the redevelopment, the existing parking area on the site will be reconfigured to improve wayfinding, enhance vehicular and pedestrian safety, accommodate the proposed drive-through pharmacy, and improve the existing landscaping. **Figure 4** shows the most recent proposed site plan for the medical clinic, which will connect to private access roadways within the existing commercial development and will not create any new public roadway accesses.

This study will only analyze the impacts of the proposed 67,980 SF medical clinic, without the future 42,480 SF expansion. The future expansion was not included as the timeline for future expansion and the use for that portion of the clinic is not known at this time. Trip generation estimates for the full 110,460 SF medical clinic are provided, which can be used for long-term planning in the area, including in the two ongoing MnDOT studies. As was mentioned previously, the ongoing TH 371/TH 210 Interchange Study is expected to make changes to the intersection of TH 371 and Excelsior Road, which will significantly impact traffic patterns in the study area. The future design of the TH 371 and Excelsior Road should consider the long-term traffic demands in the area, including the future expanded medical clinic.

The Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th edition was used to estimate the total number of trips generated by the proposed medical clinic during the AM, midday, and PM peak hours as well as the daily trips. ITE Land Use Code 630 – Clinic was used for the trip generation estimates. The ITE Trip Generation Manual does not have a land use specific to urgent care facilities, therefore, the clinic trip generation rates were also applied to the urgent care portion of the proposed medical clinic. The clinic land use in the ITE Trip Generation Manual includes facilities such as labs and pharmacies, therefore, no additional trips were estimated for the proposed drive-through pharmacy. Trips for the midday peak hour were estimated based the ITE's daily trip distribution information for medical clinics, which results in the midday peak hour having approximately 10% less trips than the PM peak hour.

Table 2 summarizes the AM peak hour, midday peak hour, PM peak hour, and daily trip generation estimates for the proposed medical clinic.

Figure 4 – Medical Clinic Site Plan

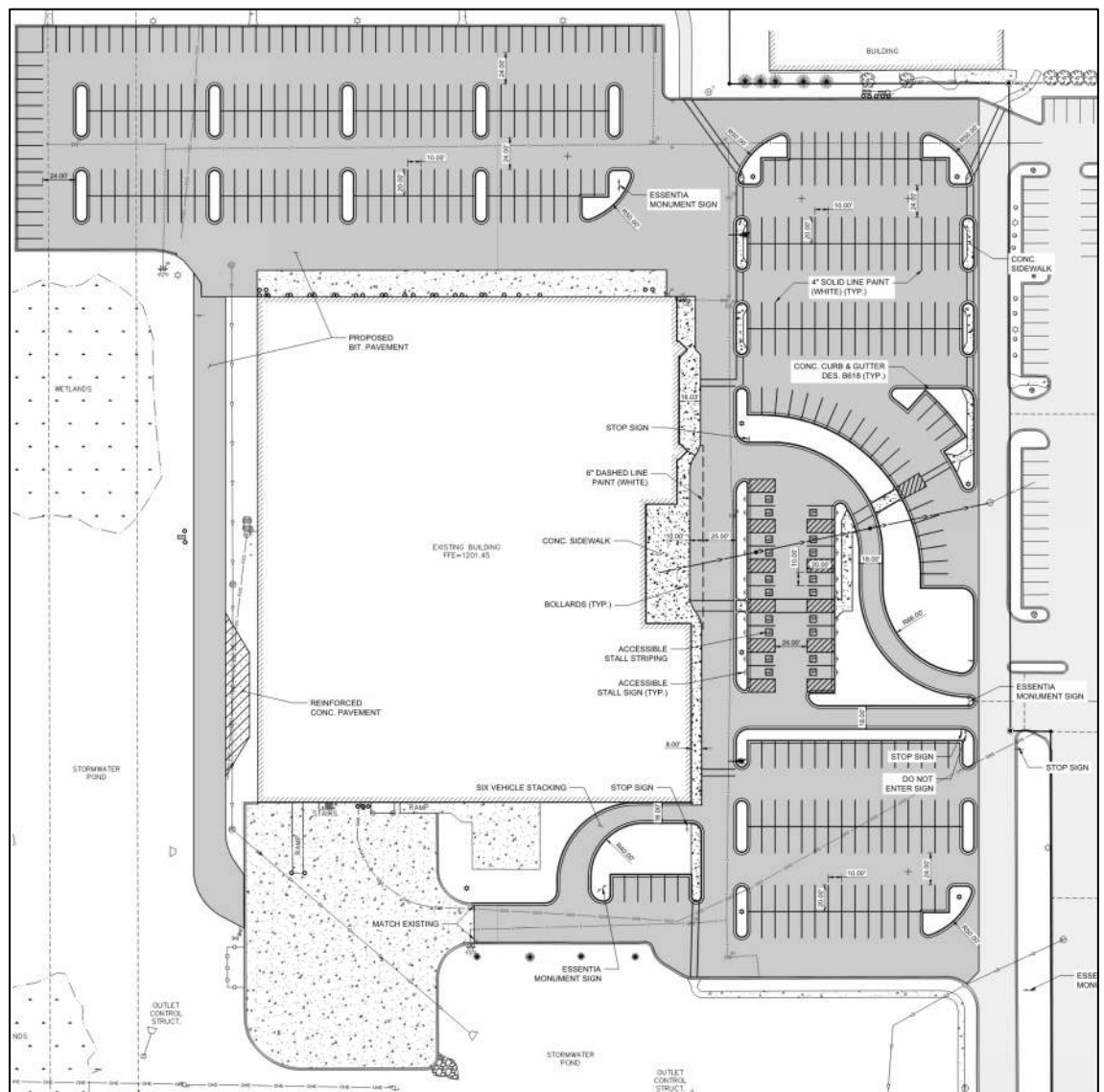


Table 2 – Site Trip Generation

Land Use	Size	Daily Trips	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Medical Clinic	67,980 SF	2,560	151	36	187	63	163	226	75	176	251
Future Expansion**	42,280 SF	1,590	95	22	117	39	102	141	47	110	157
Total	110,460 SF	4,150	246	58	304	102	265	367	122	286	408

**Assumes additional Medical Clinic land use.

Trips from the proposed medical clinic were distributed to the roadway network based on the existing traffic volumes, traffic patterns, and potential origins/destinations for trips both regionally and within the Baxter/Brainerd Area. Trips were distributed to the network based on the following distribution:

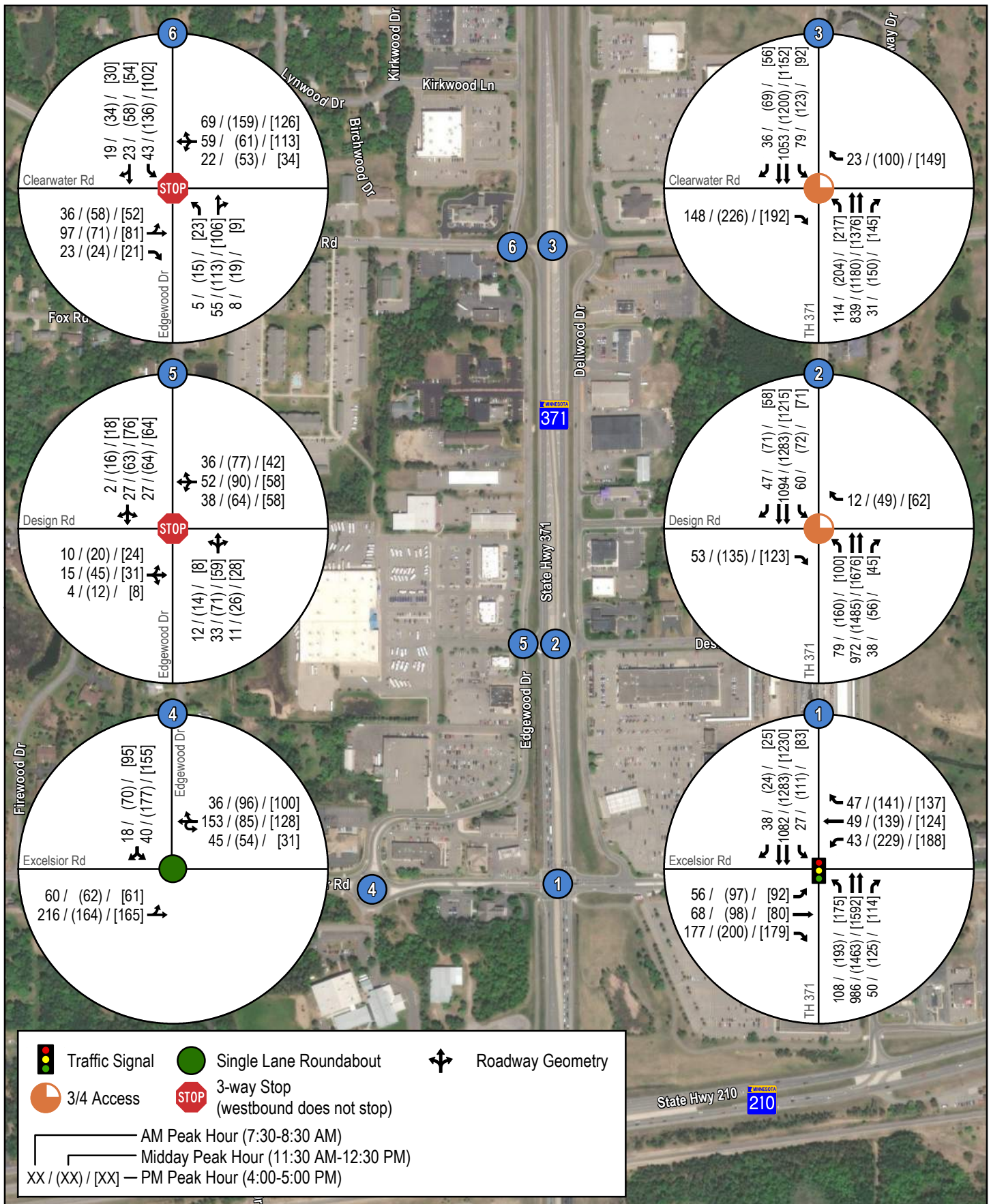
- 40% to/from the south on TH 371
- 25% to/from the north on TH 371
- 10% to/from the west on Excelsior Road
- 5% to/from the west on Clearwater Road
- 5% to/from the north on Edgewood Drive
- 15% to/from the east on Excelsior Road

Under the scenarios where the Design Road access to TH 371 remains open, a majority of the trips to/from TH 371 are expected to use the intersection of TH 371 and Design Road to enter and exit the site. For vehicles exiting the site to the north on TH 371, vehicles would be expected to use the traffic signals at either Excelsior Road or Wolda Road, both of which can be accessed using Edgewood Drive.

Under the scenarios where the Design Road access to TH 371 is closed, trips to/from the proposed medical clinic using TH 371 would need to use either Excelsior Road or Clearwater Road to enter and exit the site, both of which connect to the site via Edgewood Drive.

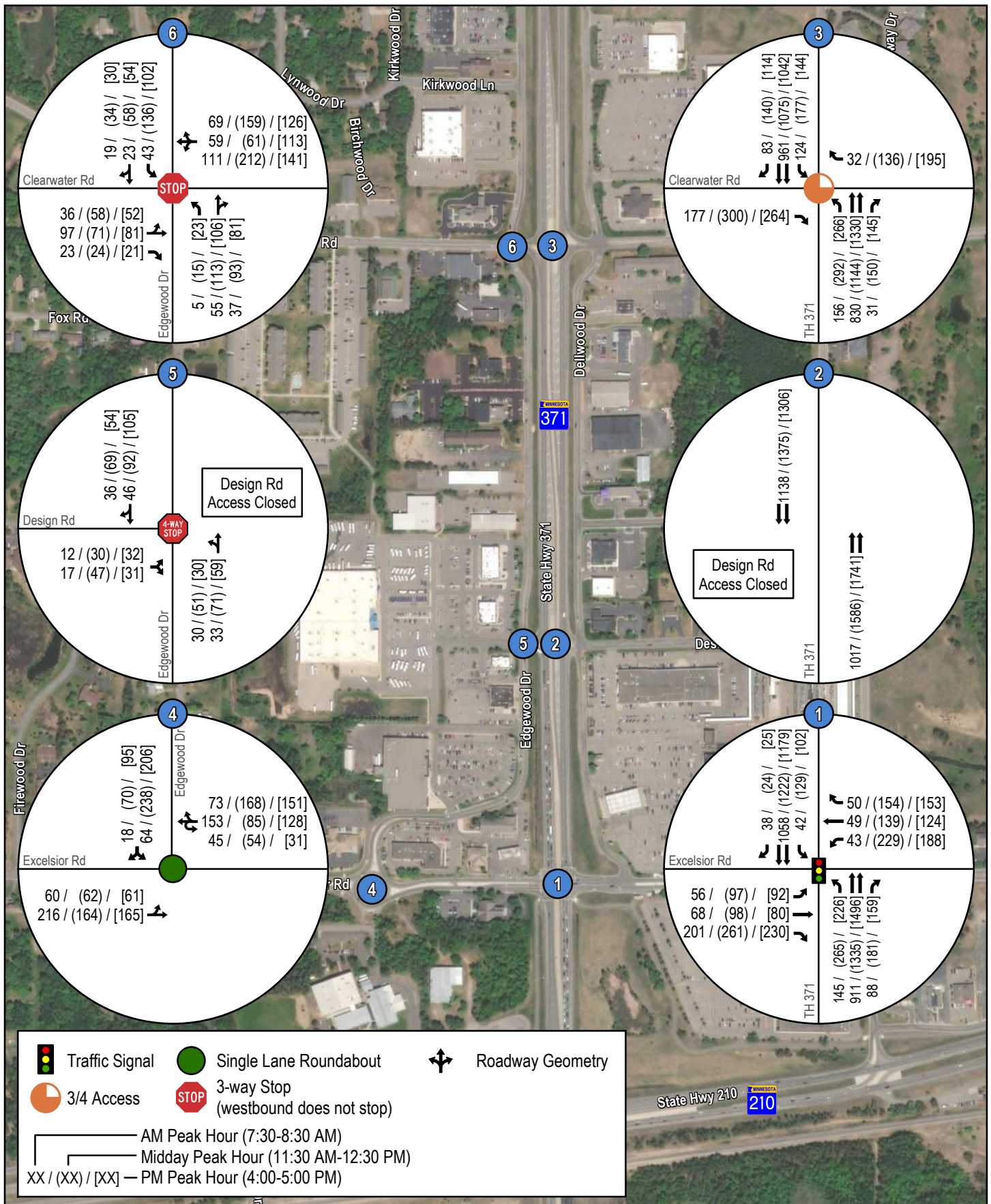
Figure 7 shows the 2030 Build volumes with the Design Road access open during the AM, midday, and PM peak hours, which includes background growth and the trips from the proposed 67,980 SF medical clinic. **Figure 8** shows the 2030 Build volumes with the Design Road access closed during the AM, midday, and PM peak hours, which includes background growth, the trips from the proposed 67,980 SF medical clinic, and rerouting of trips due to the access closure.

Path: C:\Traffic\Projects\BAXTE - Camping World TIS\GIS\Figure 5_2030 No Build Volumes (Design Open).mxd



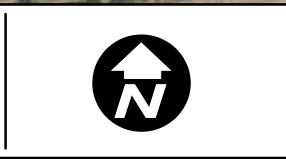
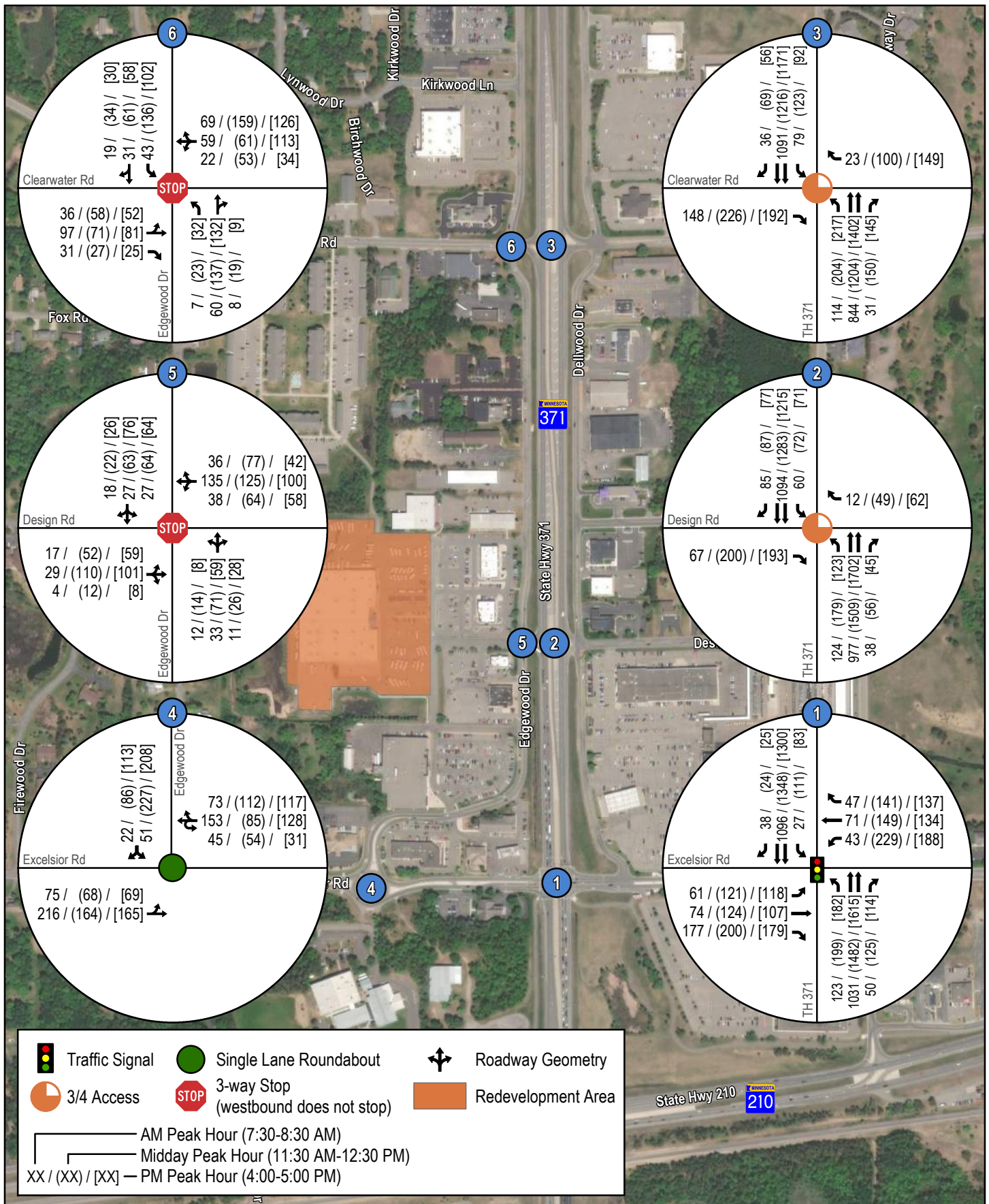
		Project: BAXTE 180941 Print Date: 10/17/2024	2030 No Build Volumes (Design Rd Open) Camping World Site Redevelopment Traffic Impact Study Baxter, MN	Figure 5
		Map by: jdanibas Projection: Crow Wing Co. Coords. Source: ESRI		

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		Project: BAXTE 180941 Print Date: 10/17/2024	2030 No Build Volumes (Design Rd Closed) Camping World Site Redevelopment Traffic Impact Study Baxter, MN	Figure 6
		Map by: jdanibas Projection: Crow Wing Co. Coords. Source: ESRI		

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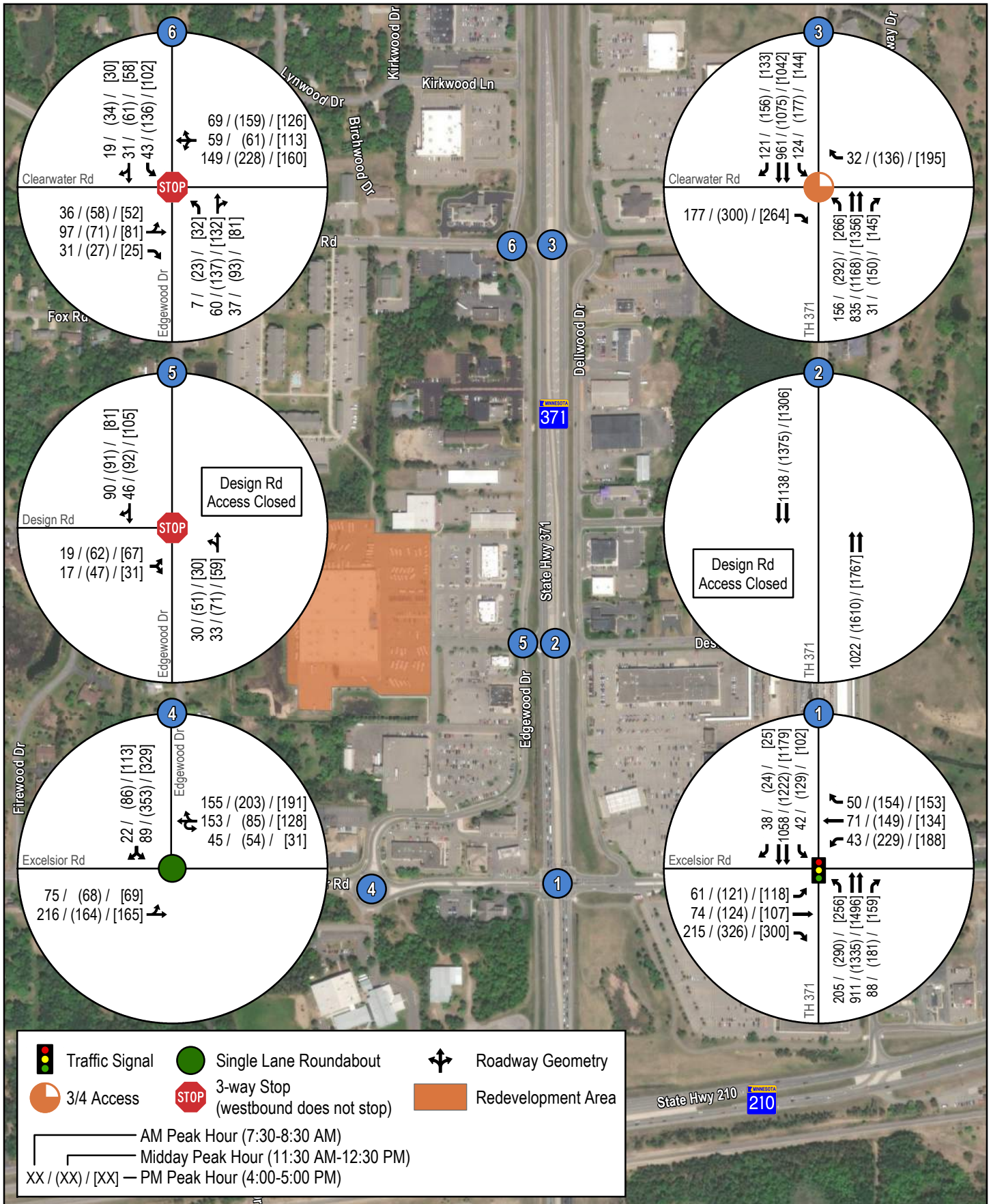
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2030 Build Volumes (Design Rd Open)
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Figure 7

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Path: C:\Traffic Projects\BAXTE - Camping World TIS\GIS\Figure 8_2030 Build Volumes (Design Closed).mxd



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2030 Build Volumes (Design Rd Closed)
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Figure 8



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4 Traffic Operations Analysis

Traffic operations analyses were conducted to determine the level of service (LOS), delay, and queueing information for the AM, midday, and PM peak hour conditions.

LOS is a qualitative rating system used to describe the efficiency of traffic operations at an intersection. Six LOS are defined, designated by letters A through F. LOS A represents the best operating conditions (no congestion), and LOS F represents the worst operating conditions (severe congestion). For the study intersections, it was assumed that a LOS D or better, for all approaches and the overall intersection, represent acceptable operating conditions. Some approaches may operate at LOS E and some movements may operate at LOS F at the TH 371 traffic signals due to the long cycle length MnDOT uses to serve the regional traffic demands that use TH 371.

LOS for intersections is determined by the average control delay per vehicle. The range of control delay for each LOS is different for signalized and unsignalized intersections. The expectation is that a signalized intersection is designed to carry higher traffic volumes and will experience greater delays than an unsignalized intersection. Driver tolerance for delay is greater at a signal than at a stop sign; therefore, the LOS thresholds for each LOS category are lower for unsignalized intersections than for signalized intersections. **Table 3** shows the LOS thresholds for signalized and unsignalized intersections.

Table 3 – Level of Service Thresholds

Level of Service	Average Vehicle Delay (sec/veh)	
	Signalized Intersection	Unsignalized (Stop or Roundabout) Intersection
A	0 to 10	0 to 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

All traffic operations analyses were performed using the Synchro/SimTraffic (Version 11) software package. The results reported in this analysis are an average of 10 simulation runs in SimTraffic 11. All relevant traffic operations result tables can be found in **Appendix B**.

The following scenarios were analyzed as part of this study:

- **2024 Existing Conditions**
 - Existing volumes, intersection geometry, and traffic control
- **2030 No Build Conditions (Design Road Access Open)**
 - 2030 No Build (Design Road Open) traffic volumes; background traffic growth only (**Figure 5**).
 - Existing intersection control and roadway geometry

- **2030 No Build Conditions (Design Road Access Closed)**
 - 2030 No Build (Design Road Closed) traffic volumes; background traffic growth and rerouting of trips due to the access closure (**Figure 6**).
 - Other than the intersection of TH 371 and Design Road, existing intersection control and roadway geometry
- **2030 Build Conditions (Design Road Access Open)**
 - 2030 Build (Design Road Open) traffic volumes; background traffic growth and medical clinic trips (**Figure 7**).
 - Existing intersection control and roadway geometry
- **2030 Build Conditions (Design Road Access Closed)**
 - 2030 Build (Design Road Closed) traffic volumes; background traffic growth, medical clinic trips, and rerouting of trips due to the access closure (**Figure 8**).
 - Other than the intersection of TH 371 and Design Road, existing intersection control and roadway geometry

4.1 2024 Existing Conditions

Under 2024 existing conditions, the six study intersections operate acceptably at LOS C or better with each approach operating at LOS E or better during the AM, midday, and PM peak hours. Each of the approaches and intersections along Edgewood Drive operate at LOS A with minimal delay and queueing.

Some of the minor street left turn and through movements, as well as the left turns from TH 371, operate at LOS E or F due to the longer cycle length at the signalized TH 371 and Excelsior Road intersection; particularly during the midday and PM peak hours, when the cycle length is 150 seconds. During the midday and PM peak hours, some of the maximum turn lane queues exceed the available storage, particularly eastbound and westbound. However, the queues tend to clear each signal cycle and do not create significant queuing or delay issues.

Due to the close spacing of Edgewood Drive and TH 371 (50 to 80 feet), eastbound queues from TH 371 can reach Edgewood Drive at the Design Road and Clearwater Road intersections. These queues have a minor impact on the operations of the Edgewood Drive intersections.

Table 4 shows a summary of the 2024 existing traffic operations at the study intersections during the AM, midday, and PM peak hours.

Table 4 – 2024 Existing Traffic Operations

Intersection	Approach	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
		Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)
TH 371 at Excelsior Rd (Traffic Signal)	NB	16.7 / B	16.0 / B	28.0 / C	33.3 / C	26.9 / C	30.1 / C
	SB	10.5 / B		27.8 / C		22.8 / C	
	EB	27.5 / C		48.3 / D		43.8 / D	
	WB	31.3 / C		55.6 / E		52.9 / D	
TH 371 at Design Rd (3/4 Access)	EB	4.3 / A	2.9 / A	7.7 / A	5.8 / A	6.8 / A	5.5 / A
	WB	1.4 / A		2.5 / A		2.7 / A	
	NB	7.6 / A		12.4 / B		10.4 / B	
	SB	5.7 / A		13.7 / B		19.9 / C	
TH 371 at Clearwater Rd (3/4 Access)	EB	1.8 / A	2.6 / A	4.4 / A	4.8 / A	4.3 / A	5.0 / A
	WB	2.4 / A		3.7 / A		3.7 / A	
	NB	8.9 / A		12.4 / B		11.5 / B	
	SB	4.4 / A		9.5 / A		15.8 / C	
Edgewood Dr at Excelsior Rd (Roundabout)	EB	0.0 / A	3.6 / A	0.0 / A	3.5 / A	0.0 / A	3.6 / A
	WB	2.6 / A		3.1 / A		3.1 / A	
	NB	3.8 / A		4.2 / A		4.1 / A	
	SB	3.6 / A		3.4 / A		3.7 / A	
Edgewood Dr at Design Rd (3-way stop; WB does not stop)	EB	5.5 / A	3.2 / A	6.7 / A	5.3 / A	6.0 / A	4.9 / A
	WB	5.5 / A		9.2 / A		7.5 / A	
	NB	5.4 / A		9.4 / A		6.6 / A	
	SB	0.7 / A		0.9 / A		0.7 / A	
Edgewood Dr at Clearwater Rd (3-way Stop; WB does not stop)	EB	6.1 / A	4.2 / A	8.9 / A	6.3 / A	8.6 / A	5.6 / A
	WB	5.1 / A		8.5 / A		7.4 / A	
	NB	6.5 / A		9.8 / A		8.4 / A	
	SB	0.7 / A		1.1 / A		1.2 / A	

4.2 2030 No Build (Design Road Access Open) Conditions

Under 2030 No Build conditions with the Design Road access to TH 371 open, the six study intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS E or better during the AM, midday, and PM peak hours. Each of the intersections along Edgewood Drive operate at LOS A and each approach operates at LOS B or better with minimal delay and queuing.

As in the existing conditions, some of the minor street left turn and through movements and the left turns from TH 371 operate at LOS E or F due to the longer cycle length at the signalized TH 371 and Excelsior Road intersection; particularly during the midday and PM peak hours, when the cycle length is 150 seconds. During the midday and PM peak hours, some of the maximum turn lane queues exceed the available storage, particularly eastbound and westbound. However, the queues tend to clear each signal cycle and do not create significant queuing or delay issues.

At the intersection of TH 371 and Design Road, the northbound left turns operate at LOS E during the midday peak hour and the southbound left turns operate at LOS E during the PM peak hour. The northbound and southbound left turn queues never exceed half of the available left turn storage.

As in the existing conditions, eastbound queues from TH 371 can reach Edgewood Drive at the Design Road and Clearwater Road intersections, due to the close spacing of Edgewood Drive and TH 371 (50 to 80 feet). These queues have a minor impact on the operations of the Edgewood Drive intersections.

Table 5 shows a summary of the 2030 No Build traffic operations at the study intersections during the AM, midday, and PM peak hours with the Design Road access to TH 371 open.

Table 5 – 2030 No Build (Design Rd Open) Conditions

Intersection	Approach	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
		Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)
TH 371 at Excelsior Rd (Traffic Signal)	NB	15.9 / B	16.4 / B	33.2 / C	38.5 / D	31.7 / C	34.2 / C
	SB	12.1 / B		36.0 / D		30.4 / C	
	EB	27.8 / C		47.0 / D		42.6 / D	
	WB	33.0 / C		57.5 / E		49.7 / D	
TH 371 at Design Rd (3/4 Access)	EB	4.7 / A	3.1 / A	9.5 / A	7.0 / A	8.1 / A	6.5 / A
	WB	1.4 / A		2.9 / A		3.1 / A	
	NB	7.6 / A		13.4 / B		12.1 / B	
	SB	7.7 / A		20.6 / C		24.6 / C	
TH 371 at Clearwater Rd (3/4 Access)	EB	1.9 / A	2.8 / A	4.2 / A	5.1 / A	4.6 / A	5.5 / A
	WB	2.6 / A		4.2 / A		3.9 / A	
	NB	10.1 / B		13.8 / B		14.2 / B	
	SB	5.3 / A		12.3 / B		17.9 / C	
Edgewood Dr at Excelsior Rd (Roundabout)	EB	0.0 / A	3.7 / A	0.0 / A	3.6 / A	0.0 / A	3.6 / A
	WB	2.7 / A		3.0 / A		3.1 / A	
	NB	3.9 / A		4.4 / A		4.1 / A	
	SB	3.8 / A		3.3 / A		3.6 / A	
Edgewood Dr at Design Rd (3-way stop; WB does not stop)	EB	5.4 / A	3.3 / A	6.9 / A	6.3 / A	6.2 / A	5.5 / A
	WB	5.4 / A		11.3 / B		8.5 / A	
	NB	5.8 / A		11.8 / B		8.3 / A	
	SB	0.8 / A		1.0 / A		0.8 / A	
Edgewood Dr at Clearwater Rd (3-way Stop; WB does not stop)	EB	6.5 / A	4.6 / A	9.7 / A	7.0 / A	9.0 / A	6.3 / A
	WB	5.3 / A		9.6 / A		8.8 / A	
	NB	6.9 / A		10.5 / B		9.9 / A	
	SB	0.7 / A		1.2 / A		1.2 / A	

4.3 2030 No Build (Design Road Access Closed) Conditions

With the Design Road access to TH 371 closed, vehicles using the Design Road access would need to reroute to use either the TH 371 and Excelsior Road or TH 371 and Clearwater Road intersections, resulting in increased traffic volumes on Excelsior Road and Clearwater Road between TH 371 and Edgewood Drive. At the intersection of Edgewood Drive and Design Road, the east leg of the intersection would be removed, and it would become a 3-legged, all-way stop controlled intersection.

Under 2030 No Build conditions the Design Road access to TH 371 closed, the six study intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS D or better during the AM, midday, and PM peak hours. Each of the intersections along Edgewood Drive operate at LOS B or better and all approaches operate at LOS C or better with minimal queueing.

As in the existing conditions, some of the minor street left turn and through movements and the left turns from TH 371 operate at LOS E or F due to the longer cycle length at the signalized TH 371 and Excelsior Road intersection; particularly during the midday and PM peak hours, when the cycle length is 150 seconds. During the midday and PM peak hours, some of the maximum turn lane queues exceed the available storage, particularly eastbound and westbound. However, the queues tend to clear each signal cycle and do not create significant queuing or delay issues.

At the intersection of TH 371 and Clearwater Road, the increased volume of northbound left turns operate at LOS D during the midday and PM peak hours; the northbound left turns operated at LOS C or better with the Design Road access open to TH 371. The northbound left turn queues never exceed half of the available left turn storage.

During the midday peak hour, the increased traffic volumes at the intersection of Edgewood Drive and Clearwater Road, primarily westbound left turns and northbound right turns, results in some of the stop-controlled movements operating at LOS D; all approaches still operate at LOS C or better. All movements operated at LOS C or better at the intersection of Edgewood Drive and Clearwater Road with the Design Road access to TH 371 open.

As in the existing conditions, eastbound queues from TH 371 can reach Edgewood Drive at the Clearwater Road intersection, due to the close spacing of Edgewood Drive and TH 371 (approximately 80 feet). These queues have an impact on the operations of the intersection of Edgewood Drive and Clearwater Road and contributes to some of the stop-controlled movements operating at LOS D during the midday peak hour.

Table 6 shows a summary of the 2030 No Build traffic operations at the study intersections during the AM, midday, and PM peak hours with the Design Road access to TH 371 closed.

Table 6 – 2030 No Build (Design Rd Closed) Conditions

Intersection	Approach	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
		Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)
TH 371 at Excelsior Rd (Traffic Signal)	NB	18.6 / B	17.7 / B	33.1 / C	38.1 / D	32.9 / C	35.4 / D
	SB	12.7 / B		36.7 / D		32.7 / C	
	EB	26.6 / C		44.6 / D		40.5 / D	
	WB	31.9 / C		53.1 / D		48.7 / D	
TH 371 at Clearwater Rd (3/4 Access)	EB	2.6 / A	3.2 / A	7.4 / A	7.1 / A	5.8 / A	6.7 / A
	WB	2.9 / A		4.8 / A		4.7 / A	
	NB	8.8 / A		13.4 / B		12.3 / B	
	SB	5.2 / A		14.4 / B		20.9 / C	
Edgewood Dr at Excelsior Rd (Roundabout)	EB	0.0 / A	3.7 / A	0.0 / A	3.6 / A	0.0 / A	3.7 / A
	WB	2.9 / A		3.2 / A		3.3 / A	
	NB	3.9 / A		4.4 / A		4.1 / A	
	SB	3.8 / A		3.5 / A		3.9 / A	
Edgewood Dr at Design Rd (3-way stop)	EB	5.3 / A	4.9 / A	6.0 / A	5.3 / A	6.0 / A	5.4 / A
	WB	5.0 / A		5.5 / A		5.5 / A	
	NB	3.5 / A		3.8 / A		4.0 / A	
Edgewood Dr at Clearwater Rd (3-way Stop; WB does not stop)	EB	6.6 / A	4.3 / A	16.0 / C	11.0 / B	11.8 / B	7.9 / A
	WB	5.9 / A		18.7 / C		12.4 / B	
	NB	7.3 / A		20.8 / C		13.4 / B	
	SB	0.7 / A		1.2 / A		1.2 / A	

4.4 2030 Build (Design Road Access Open) Conditions

Under 2030 Build conditions with the Design Road access to TH 371 open, a majority of the trips to/from TH 371 are expected to use the intersection of TH 371 and Design Road to enter and exit the proposed medical clinic site. For vehicles exiting the site to the north on TH 371, vehicles would be expected to use the traffic signals at either Excelsior Road or Woida Road, both of which can be accessed using Edgewood Drive.

Under 2030 Build conditions with the Design Road access to TH 371 open, the six study intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS E or better during the AM, midday, and PM peak hours. Each of the intersections along Edgewood Drive operate at LOS B or better and all approaches operate at LOS C or better with minimal queuing.

As in the existing and no build conditions, some of the minor street left turn and through movements and the left turns from TH 371 operate at LOS E or F due to the longer cycle length at the signalized TH 371 and Excelsior Road intersection; particularly during the midday and PM peak hours, when the cycle length is 150 seconds. During the midday and PM peak hours, some of the maximum turn lane queues exceed the available storage, particularly eastbound and

westbound. However, the queues tend to clear each signal cycle and do not create significant queuing or delay issues.

At the intersection of TH 371 and Design Road, the northbound left turns operate at LOS E during the midday peak hour and the southbound left turns operate at LOS E during the PM peak hour. The northbound and southbound left turn queues never exceed half of the available left turn storage.

As in the existing conditions, eastbound queues from TH 371 can reach Edgewood Drive at the Design Road and Clearwater Road intersections, due to the close spacing of Edgewood Drive and TH 371 (50 to 80 feet). These queues have a minor impact on the operations of the Edgewood Drive intersections.

Table 7 shows a summary of the 2030 Build traffic operations at the study intersections during the AM, midday, and PM peak hours with the Design Road access to TH 371 open.

Table 7 – 2030 Build (Design Rd Open) Conditions

Intersection	Approach	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
		Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)
TH 371 at Excelsior Rd (Traffic Signal)	NB	18.2 / B	18.4 / B	32.3 / C	40.9 / D	34.0 / C	37.0 / D
	SB	13.5 / B		39.4 / D		33.0 / C	
	EB	29.2 / C		56.0 / E		47.4 / D	
	WB	35.5 / D		62.6 / E		52.9 / D	
TH 371 at Design Rd (3/4 Access)	EB	6.2 / A	3.9 / A	9.6 / A	7.3 / A	8.3 / A	7.0 / A
	WB	1.6 / A		3.1 / A		3.6 / A	
	NB	8.0 / A		14.0 / B		13.0 / B	
	SB	6.4 / A		20.5 / C		26.6 / D	
TH 371 at Clearwater Rd (3/4 Access)	EB	2.1 / A	2.9 / A	4.4 / A	5.1 / A	4.5 / A	5.5 / A
	WB	2.6 / A		3.9 / A		4.0 / A	
	NB	10.8 / B		14.0 / B		13.7 / B	
	SB	5.9 / A		11.8 / B		19.1 / C	
Edgewood Dr at Excelsior Rd (Roundabout)	EB	0.0 / A	3.9 / A	0.0 / A	3.8 / A	0.0 / A	3.8 / A
	WB	2.8 / A		3.4 / A		3.3 / A	
	NB	4.1 / A		4.6 / A		4.4 / A	
	SB	4.0 / A		3.4 / A		3.8 / A	
Edgewood Dr at Design Rd (3-way stop; WB does not stop)	EB	6.0 / A	3.1 / A	8.4 / A	10.6 / B	7.4 / A	8.5 / A
	WB	5.4 / A		17.5 / C		11.4 / B	
	NB	6.7 / A		20.8 / C		15.3 / C	
	SB	0.8 / A		0.9 / A		0.9 / A	
Edgewood Dr at Clearwater Rd (3-way Stop; WB does not stop)	EB	6.6 / A	4.7 / A	10.6 / B	7.5 / A	9.1 / A	6.3 / A
	WB	5.5 / A		10.1 / B		8.1 / A	
	NB	6.9 / A		11.0 / B		9.8 / A	
	SB	0.8 / A		1.2 / A		1.2 / A	

4.5 2030 Build (Design Road Access Closed) Conditions

Under 2030 Build conditions with the Design Road access to TH 371 closed, the trips to/from TH 371 are expected to use either Clearwater Road or Excelsior Road to enter and exit the proposed medical clinic site. For vehicles exiting the site to the north on TH 371, vehicles would be expected to use the traffic signals at either Excelsior Road or Woida Road, both of which can be accessed using Edgewood Drive.

Under 2030 Build conditions the Design Road access to TH 371 closed, the six study intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS E or better during the AM, midday, and PM peak hours. Each of the intersections along Edgewood Drive operate at LOS B or better and all approaches operate at LOS D or better with minimal queueing.

As in the existing and no build conditions, some of the minor street left turn and through movements and the left turns from TH 371 operate at LOS E or F due to the longer cycle length at the signalized TH 371 and Excelsior Road intersection; particularly during the midday and PM peak hours, when the cycle length is 150 seconds. During the midday and PM peak hours, some of the maximum turn lane queues exceed the available storage, particularly eastbound and westbound. However, the queues tend to clear each signal cycle and do not create significant queuing or delay issues.

Under Build conditions with the Design Road access to TH 371 closed, the northbound left turn queues at the intersection of TH 371 and Excelsior Road exceed the available storage more frequently than in the other alternatives due to the increase in northbound left turn volumes from the rerouting of Design Road traffic and the new medical clinic trips.

At the intersection of TH 371 and Clearwater Road, the increased volume of northbound left turns operate at LOS E during the midday peak hour and LOS D during the PM peak hour; the northbound left turns operated at LOS C or better with the Design Road access open to TH 371. The northbound left turn queues never exceed half of the available left turn storage.

During the midday and PM peak hours, the increased traffic volumes at the intersection of Edgewood Drive and Clearwater Road, primarily westbound left turns and northbound right turns, results in some of the stop-controlled movements operating at LOS D or E; all approaches still operate at LOS C or better. All movements operated at LOS C or better at the intersection of Edgewood Drive and Clearwater Road with the Design Road access to TH 371 open.

As in the existing conditions, eastbound queues from TH 371 can reach Edgewood Drive at the Clearwater Road intersection, due to the close spacing of Edgewood D and TH 371 (approximately 80 feet). These queues have an impact on the operations of the intersection of Edgewood Drive and Clearwater Road and contributes to some of the stop-controlled movements operating at LOS D and E during the midday and PM peak hours.

Table 8 shows a summary of the 2030 Build traffic operations at the study intersections during the AM, midday, and PM peak hours with the Design Road access to TH 371 closed.

Table 8 – 2030 Build (Design Rd Closed) Conditions

Intersection	Approach	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
		Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)
TH 371 at Excelsior Rd (Traffic Signal)	NB	21.0 / C	20.2 / C	35.9 / D	41.8 / D	34.6 / C	37.2 / D
	SB	15.3 / B		38.9 / D		32.9 / C	
	EB	27.2 / C		52.9 / D		46.0 / D	
	WB	34.3 / C		57.2 / E		50.3 / D	
TH 371 at Clearwater Rd (3/4 Access)	EB	2.8 / A	3.3 / A	8.0 / A	7.5 / A	5.8 / A	6.6 / A
	WB	2.8 / A		4.9 / A		4.6 / A	
	NB	8.7 / A		13.5 / B		11.7 / B	
	SB	6.1 / A		14.7 / B		20.8 / C	
Edgewood Dr at Excelsior Rd (Roundabout)	EB	0.0 / A	4.1 / A	0.0 / A	4.2 / A	0.0 / A	4.2 / A
	WB	3.0 / A		3.8 / A		3.7 / A	
	NB	4.2 / A		5.5 / A		4.9 / A	
	SB	4.3 / A		3.8 / A		4.2 / A	
Edgewood Dr at Design Rd (3-way stop)	EB	5.4 / A	4.6 / A	6.3 / A	5.4 / A	6.3 / A	5.4 / A
	WB	4.5 / A		5.4 / A		5.5 / A	
	NB	3.8 / A		4.3 / A		4.5 / A	
Edgewood Dr at Clearwater Rd (3-way Stop; WB does not stop)	EB	6.7 / A	4.4 / A	24.6 / C	14.8 / B	13.0 / B	8.4 / A
	WB	6.4 / A		23.3 / C		12.8 / B	
	NB	8.0 / A		26.9 / D		14.4 / B	
	SB	0.7 / A		1.2 / A		1.1 / A	

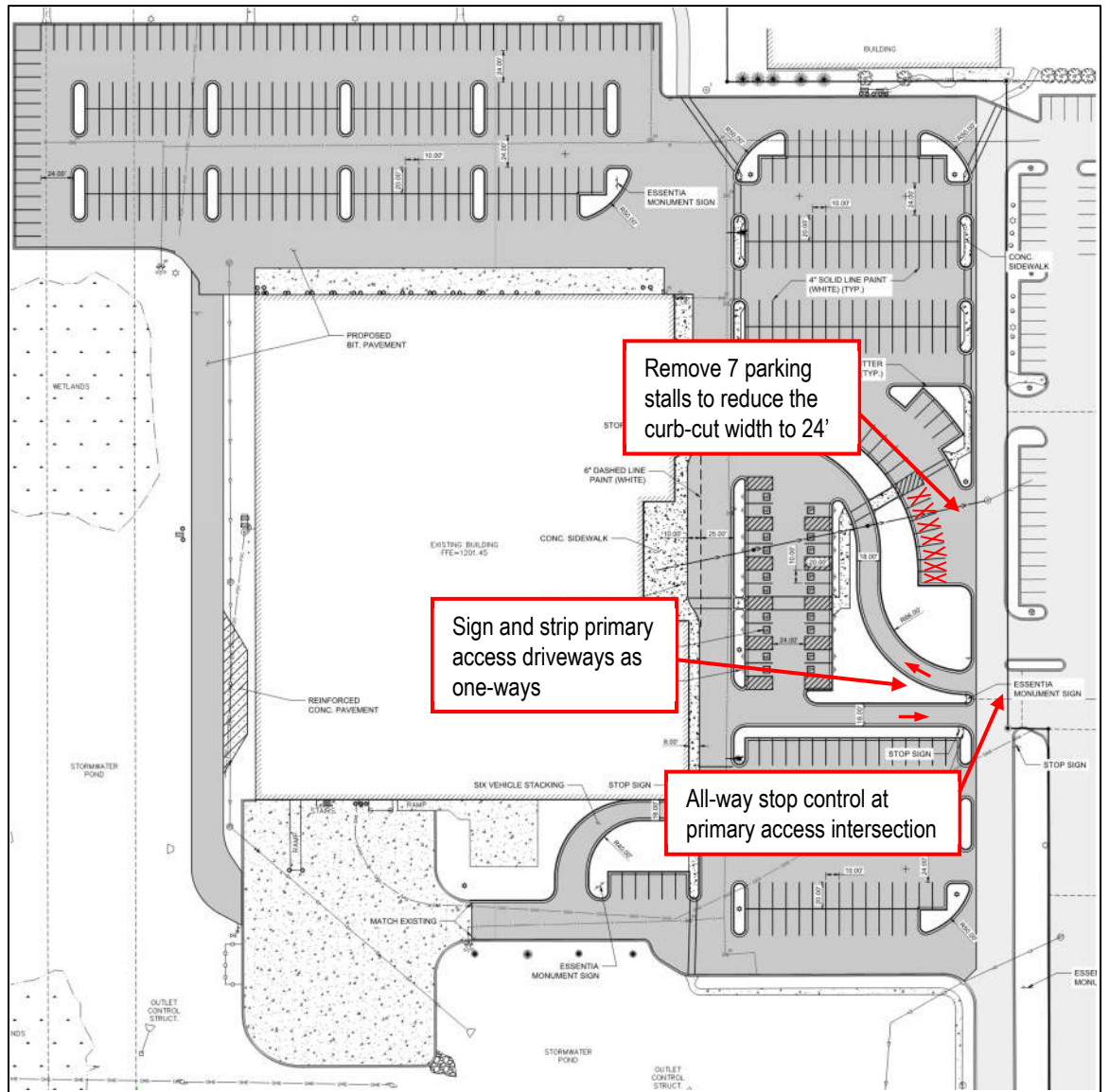
5 Site Traffic Review

The proposed medical clinic will remodel the former Camping World building and will connect to private access roadways within the existing commercial development; there are no new public roadway accesses proposed. However, the site plan was reviewed to recommend potential improvements to traffic circulation and operations within the commercial area. In addition, a high-level review of traffic operations at the primary clinic access intersection was completed, to recommend traffic control with the private commercial development area.

Figure 9 shows the proposed site plan, with two recommendations to improve the site, which are also listed below:

- The intersection at the primary access should be all-way stop controlled
 - The intersection will have fairly low traffic volumes due to its location within commercial development, therefore an all-way stop controlled intersection is expected to operate well. Most of the traffic volumes will be going to/coming from the medical clinic.
 - An all-way stop at the intersection will require all vehicles to stop at least once when crossing through the commercial area.
- The width of curb-cut for the parking aisle just north of the primary access should be reduced to 24 feet.
 - To achieve this, the first 7 parking stalls should be removed, allowing for the curb-cut width can be reduced to 24 feet.
 - As currently shown, there is a possibility that vehicles may back into the private access roadway, which could present a safety issue.
- The primary access should be signed and striped as one-way roadways for the entrance and exit driveways.

Figure 9 – Medical Clinic Site Plan Improvements



Remove 7 parking stalls to reduce the curb-cut width to 24'

Sign and strip primary access driveways as one-ways

All-way stop control at primary access intersection

6 Conclusion

The proposed redevelopment of the former Camping World site will remodel approximately 67,980 square feet (SF) of the existing 110,460 SF building into a medical clinic with urgent care and a drive-through pharmacy. The remaining 42,480 SF of vacant space within the building will eventually be used for future growth and expansion of the medical clinic. As part of the redevelopment, the existing parking area on the site will be reconfigured to improve wayfinding, enhance vehicular and pedestrian safety, accommodate the proposed drive-through pharmacy, and improve the existing landscaping.

The initial 67,980 SF medical clinic is estimated to generate approximately 2,560 trips per day, which will access the site using the existing private roadway network within the existing commercial development area, which provide access to Edgewood Drive. In the future, the expanded medical clinic is expected to generate approximately 4,150 trips per day for the entire developed site. This study only analyzed the impacts of the proposed 67,980 SF medical clinic, without the future 42,480 SF expansion. The future expansion was not included as the timeline for future expansion and the land use for that portion of the clinic is not known at this time; additional medical office was assumed at this time. There is also uncertainty about the long-term traffic control at the TH 371 and Excelsior Road intersection, as the ongoing TH 371/TH 210 Interchange Study is expected to make changes to the intersection, including possible grade separation; however, the project is in the alternative scoping phase and has no recommendations at this time.

As part of the MnDOT TH 371 Nisswa to Baxter Corridor Study, MnDOT is expected to recommend potential future closure of the TH 371 and Design Road intersection, which will have significant impacts on traffic patterns in the area as well as impact how vehicles will access the proposed medical clinic redevelopment. To analyze the impacts of this closure, both the No Build and Build scenarios were analyzed with the Design Road access to TH 371 open and closed. The No Build scenario with Design Road closed analyzed the impacts to the area if the access is closed regardless of whether the former Camping World Site is redeveloped to the proposed medical clinic or not. The Build scenario with Design Road closed analyzed the roadway network's capacity to provide acceptable traffic operations if the Design Road access is closed in the future.

As part of the TH 210/TH 371 Interchange Project, MnDOT is considering many alternatives for the TH 371 and Excelsior Road intersection, including several grade-separated alternatives. Any changes to the TH 371 and Excelsior Road intersection would have significant impacts to traffic patterns throughout the area, which extend well beyond the immediate project area for this traffic impact study. With the future design of the TH 371 and Excelsior Road intersection unknown at this time, the intersection was analyzed under its current signal control and roadway geometry. The future design of the TH 371 and Excelsior Road area should maintain reasonable access to the commercial areas and accommodate the proposed medical clinic traffic as well as other growth and redevelopment in the area.

Traffic operations were analyzed for the 2024 existing, 2030 No Build (Design Road Access Open), 2030 No Build (Design Road Access Closed), 2030 Build (Design Road Access Open) and 2030 Build (Design Road Access Closed) scenarios. For this study, the No Build scenarios included only background growth. The Build scenarios included background growth and the estimated medical clinic trips. For scenarios where the Design Road access to TH 371 is closed,

trips were rerouted to use either Clearwater Road or Excelsior Road to access the areas east and west of TH 371.

Under each scenario, some of the minor street left turn and through movements and the left turns from TH 371 operate at LOS E or F due to the longer cycle length at the signalized TH 371 and Excelsior Road intersection; particularly during the midday and PM peak hours, when the cycle length is 150 seconds. During the midday and PM peak hours, some of the maximum turn lane queues exceed the available storage, particularly eastbound and westbound. However, the queues tend to clear each signal cycle and do not create significant queuing or delay issues.

Due to the close spacing of Edgewood Drive and TH 371 (50 to 80 feet), eastbound queues from TH 371 can reach Edgewood Drive at both the Design Road and Clearwater Road intersections under each scenario. These queues have a minor impact on the operations of the Edgewood Drive intersections.

2024 Existing Conditions

- The TH 371 intersections operate acceptably at LOS C or better with each approach operating at LOS E or better.
- Each of the approaches and intersections along Edgewood Drive operate at LOS A with minimal delay and queuing.

2030 No Build Conditions (Design Road Access Open)

- The TH 371 intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS E or better.
- Each of the intersections along Edgewood Drive operate at LOS A and each approach operates at LOS B or better with minimal delay and queuing.

2030 No Build Conditions (Design Road Access Closed)

- The TH 371 intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS D or better.
- Each of the intersections along Edgewood Drive operate at LOS B or better and all approaches operate at LOS C or better with minimal queuing.
- At the intersection of TH 371 and Clearwater Road, the increased volume of northbound left turning vehicles operate at LOS D during the midday and PM peak hours.
 - The northbound left turns operated at LOS C or better with the Design Road access open to TH 371.
- During the midday peak hour, the increased traffic volumes at the intersection of Edgewood Drive and Clearwater Road, primarily westbound left turns and northbound right turns, results in some of the stop-controlled movements operating at LOS D.
 - All movements operated at LOS C or better at the intersection with the Design Road access to TH 371 open.

2030 Build Conditions (Design Road Access Open)

- A majority of the trips to/from TH 371 are expected to use the intersection of TH 371 and Design Road to enter and exit the proposed medical clinic site.
- The TH 371 intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS E or better.

- Each of the intersections along Edgewood Drive operate at LOS B or better and all approaches operate at LOS C or better with minimal queuing.
- At the intersection of TH 371 and Design Road, the northbound left turns operate at LOS E during the midday peak hour and the southbound left turns operate at LOS E during the PM peak hour.

2030 Build Conditions (Design Road Access Closed)

- The trips to/from TH 371 are expected to use either Clearwater Road or Excelsior Road to enter and exit the proposed medical clinic site.
- The TH 371 intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS E or better.
- Each of the intersections along Edgewood Drive operate at LOS B or better and all approaches operate at LOS D or better with minimal queuing.
- At the intersection of TH 371 and Clearwater Road, the increased volume of northbound left turning vehicles operate at LOS E during the midday peak hour and LOS D during the PM peak hour.
 - The northbound left turns operated at LOS C or better with the Design Road access open to TH 371.
- During the midday and PM peak hours, the increased traffic volumes at the intersection of Edgewood Drive and Clearwater Road, primarily westbound left turns and northbound right turns, results in some of the stop-controlled movements operating at LOS D or E.
 - All movements operated at LOS C or better at the intersection with the Design Road access to TH 371 open.

The proposed medical clinic will remodel the former Camping World building and will connect to private access roadways within the existing commercial development with no new public roadway accesses. However, the site plan was reviewed to recommend potential improvements to traffic circulation and operations within the commercial area. In addition, a high-level review of traffic operations at the primary clinic access intersection was completed, to recommend traffic control with the private commercial development area.

6.1 Recommendation

Based on the analysis of the proposed medical clinic, no additional roadway or intersection improvements to the existing roadway network are required to maintain acceptable traffic operations with the additional medical clinic trips.

If the Design Road access to TH 371 is closed in the future, there will be increased traffic volumes at the TH 371 and Excelsior Road and TH 371 and Clearwater Road intersection. If the Design Road access to TH 371 is closed, there will likely be a need to increase the length of some of the turn lanes at the intersection of TH 371 and Excelsior Road to accommodate the additional traffic demands if the intersection remains an at-grade signalized intersection. In particular, the eastbound left turn lane, eastbound right turn lane, and northbound right turn lane.

As was mentioned previously, MnDOT is currently considering many alternatives for the TH 371 and Excelsior Road intersection as part of the ongoing TH 210/TH 371 Interchange Project, including several grade-separated alternatives. Any changes to the TH 371 and Excelsior Road

intersection would have significant impacts to the existing traffic patterns throughout the area, which extend well beyond the immediate project area for this traffic impact study.

The future design of the TH 371 and Excelsior Road area should maintain reasonable access to the commercial areas and accommodate the 4,150 daily medical clinic trips expected after future expansion as well as other growth and redevelopment in the area without putting undue burden on the City roadway network. Creating an overpass at Excelsior Road without providing some sort of reasonable access alternatives would not work for the City with the significant commercial development on both sides of TH 371. It would push all northbound left turning traffic to Woida Road, which the MnDOT TH 371 Nisswa to Baxter Corridor Study is showing needs improvements under current access conditions. As the TH 210/TH 371 Interchange Project continues, the City should review how each concept would impact traffic patterns for the Excelsior Road/Design Road area.

The following changes to the proposed site plan are recommended to improve traffic operations and safety within the site:

- The intersection at the primary access should be all-way stop controlled
- The width of the curb-cut for the parking aisle just north of the primary access should be reduced to 24 feet by removing 7 parking stalls.
 - Removing these parking spacing and reducing the width to 24 feet will eliminate the possibility of vehicles backing into the private access roadway, which could present a safety issue.
- The primary access should be signed and striped as one-way roadways for the entrance and exit driveways.

Appendix A

Vehicle Turning Movement Counts

Location: Design Road at Edgewood Drive
 Count Date: 9/12/2024
 Counted By: CountCloud



TURNING MOVEMENT COUNT DATA
 All Vehicles + Total Peds/Bikes

Start Time	Edgewood Drive				Excelsior Road				N/A				Excelsior Road				Int. Total	
	Southbound				Westbound				Northbound				Eastbound					
	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
6:00	4	0	1	0	0	5	0	0	0	0	0	0	0	3	4	0	0	17
6:15	4	0	1	0	0	3	2	0	0	0	0	0	0	2	12	0	0	24
6:30	7	0	1	0	0	6	1	0	0	0	0	0	0	5	16	0	0	36
6:45	3	0	0	0	0	5	3	0	0	0	0	0	0	4	17	0	0	32
7:00	8	0	5	0	0	4	1	0	0	0	0	0	0	8	29	0	0	55
7:15	4	0	7	0	0	12	1	0	0	0	0	0	0	10	30	0	0	64
7:30	8	0	8	0	0	32	5	0	0	0	0	0	0	11	52	0	0	116
7:45	10	0	4	0	0	48	9	0	0	0	0	0	0	19	60	0	0	150
8:00	10	0	2	0	0	39	10	0	0	0	0	0	0	9	52	0	0	122
8:15	11	0	3	0	0	30	11	0	0	0	0	0	0	19	45	0	0	119
8:30	14	0	13	0	0	13	10	0	0	0	0	0	0	19	25	0	0	94
8:45	22	0	6	0	0	16	9	0	0	0	0	0	0	11	18	0	0	82
9:00	17	0	5	0	0	17	20	0	0	0	0	0	0	8	26	0	0	93
9:15	23	0	7	0	0	14	13	0	0	0	0	0	0	8	16	0	0	81
9:30	20	0	10	0	0	25	16	0	0	0	0	0	0	9	22	0	0	102
9:45	24	0	8	0	0	24	12	0	0	0	0	0	0	12	28	0	0	108
10:00	22	0	14	0	0	34	13	0	0	0	0	0	0	6	27	0	0	116
10:15	22	0	11	0	0	15	25	0	0	0	0	0	0	4	23	0	0	100
10:30	29	0	10	0	0	17	24	0	0	0	0	0	0	11	16	0	0	107
10:45	29	0	10	0	0	25	23	0	0	0	0	0	0	13	27	0	0	127
11:00	43	0	9	0	0	19	19	0	0	0	0	0	0	10	22	0	0	122
11:15	26	0	10	0	0	25	26	0	0	0	0	0	0	8	22	0	0	117
11:30	33	0	18	0	0	22	30	0	0	0	0	0	0	18	25	0	0	146
11:45	36	0	15	0	0	17	16	0	0	0	0	0	0	12	33	0	0	129
12:00	34	0	16	0	0	27	18	0	0	0	0	0	0	20	45	0	0	160
12:15	34	0	19	0	0	17	29	0	0	0	0	0	0	10	25	0	0	134
12:30	44	0	15	0	0	18	14	0	0	0	0	0	0	9	34	0	0	134
12:45	27	0	12	0	0	24	23	0	0	0	0	0	0	11	28	0	0	125
13:00	32	0	10	0	0	23	20	0	0	0	0	0	0	11	30	0	0	126
13:15	43	0	19	1	0	25	30	0	0	0	0	0	0	7	29	0	0	153
13:30	30	0	10	0	0	21	16	0	0	0	0	0	0	11	39	0	0	127
13:45	31	0	19	3	0	21	20	0	0	0	0	0	0	12	20	0	0	123
14:00	35	0	21	0	0	24	23	0	0	0	0	0	0	13	30	0	0	146
14:15	33	0	17	2	0	28	21	0	0	0	0	0	0	13	31	0	0	143
14:30	29	0	17	0	0	25	30	0	0	0	0	0	0	11	37	0	0	149
14:45	35	0	18	0	0	44	26	0	0	0	0	0	0	14	57	0	0	194
15:00	27	0	20	0	0	25	20	0	0	0	0	0	0	12	46	0	0	150
15:15	32	0	17	0	0	26	19	0	0	0	0	0	0	16	22	0	0	132
15:30	36	0	20	0	0	35	31	0	0	0	0	0	0	17	25	0	0	164
15:45	31	0	23	0	0	32	28	0	0	0	0	0	0	11	34	0	0	159
16:00	31	0	20	0	0	34	21	0	0	0	0	0	0	15	41	0	0	162
16:15	39	0	21	0	0	27	17	0	0	0	0	0	0	13	34	0	0	151
16:30	34	0	32	0	0	35	25	0	0	0	0	0	0	21	31	0	0	178
16:45	37	0	19	0	0	28	34	0	0	0	0	0	0	10	46	0	0	174
17:00	32	0	20	0	0	47	17	0	0	0	0	0	0	13	47	0	0	176
17:15	21	0	22	0	0	38	20	0	0	0	0	0	0	15	32	0	0	148
17:30	25	0	13	0	0	25	19	0	0	0	0	1	0	13	23	0	0	118
17:45	36	0	19	0	0	25	21	0	0	0	0	0	0	19	27	0	0	147
18:00	26	0	12	0	0	18	24	0	0	0	0	0	0	11	20	0	0	111
18:15	32	0	13	0	0	18	11	0	0	0	0	0	0	12	22	0	0	108
18:30	18	0	12	0	0	19	17	0	0	0	0	0	0	8	19	0	0	93
18:45	19	0	10	0	0	26	11	0	0	0	0	0	0	5	15	0	0	86
Total	1312	0	664	6	0	1222	904	0	0	0	0	1	0	592	1536	0	0	6230
Cars+	1294	0	663	5	0	1211	899	0	0	0	0	0	0	589	1526	0	0	6182
Trucks	18	0	1	1	0	11	5	0	0	0	0	1	0	3	10	0	0	48
% Trucks	1.4	0.0	0.2	16.7	0.0	0.9	0.6	0.0	0.0	0.0	0.0	100.0	0.5	0.7	0.0	0.0	0.8	0.8
	1.0				0.8				0.0				0.6					

Location: Design Road at Edgewood Drive N
 Count Date: 9/12/2024
 Counted By: CountCloud



TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

Start Time	Edgewood Drive N				Design Road				Edgewood Drive N				Design Road				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
6:00	1	1	0	0	6	6	0	0	0	0	2	0	1	0	0	0	17
6:15	2	3	0	0	3	3	1	0	1	1	2	0	0	0	1	0	17
6:30	5	2	0	0	4	6	1	0	2	0	1	0	1	0	0	0	22
6:45	6	1	1	0	5	7	5	0	1	2	0	0	1	3	0	0	32
7:00	9	2	1	0	10	5	3	0	1	6	1	0	0	4	1	0	43
7:15	6	7	2	0	7	11	4	0	4	4	1	0	2	2	0	0	50
7:30	9	10	1	0	3	16	6	0	2	10	1	0	0	4	0	0	62
7:45	5	5	0	0	9	12	12	0	2	8	2	0	2	3	2	1	62
8:00	8	6	0	0	13	10	10	0	4	5	3	0	4	6	0	0	69
8:15	6	5	1	0	13	9	6	0	4	9	4	0	4	3	2	0	66
8:30	10	6	1	0	12	12	6	0	4	7	6	0	4	7	0	2	75
8:45	6	5	5	0	16	12	3	0	2	3	3	0	3	4	2	0	64
9:00	6	6	1	0	8	6	6	0	1	13	4	0	4	3	1	0	59
9:15	12	4	2	0	11	12	9	0	3	12	3	0	5	3	0	0	76
9:30	8	13	3	0	9	10	6	0	0	15	5	0	4	4	2	0	79
9:45	8	11	2	0	11	18	4	0	1	13	6	0	6	5	1	0	86
10:00	8	8	3	0	11	7	8	1	0	11	4	0	3	5	0	0	68
10:15	5	13	5	0	11	11	8	0	2	6	2	0	2	5	1	0	71
10:30	10	9	3	0	13	13	12	0	2	20	6	0	2	4	1	1	95
10:45	9	16	6	0	10	11	6	0	5	15	7	0	3	6	4	0	98
11:00	17	14	3	0	16	19	13	0	2	16	1	0	3	7	1	0	112
11:15	22	21	7	0	14	12	16	0	5	10	2	0	2	13	3	0	127
11:30	17	13	4	0	6	18	13	0	1	15	7	0	4	8	4	0	110
11:45	14	16	1	0	14	21	23	0	4	14	5	0	6	10	1	0	129
12:00	10	14	5	0	15	14	14	0	6	20	6	0	5	10	4	0	123
12:15	17	18	6	0	15	14	12	0	3	20	5	0	4	12	3	1	129
12:30	17	28	5	0	8	14	17	0	1	16	6	0	5	9	4	0	130
12:45	19	10	7	0	9	15	14	0	4	17	7	0	2	11	4	0	119
13:00	11	21	4	0	9	12	21	0	3	17	3	0	8	7	3	0	119
13:15	12	22	2	0	11	10	10	0	1	19	7	0	5	9	4	0	112
13:30	11	21	2	0	11	7	8	0	1	17	8	0	6	5	2	2	99
13:45	10	14	4	0	13	6	14	0	7	13	4	0	5	11	0	0	101
14:00	14	23	1	0	15	18	11	1	0	12	7	0	6	7	4	0	118
14:15	7	17	4	0	6	12	14	0	4	19	8	0	6	12	1	0	110
14:30	15	8	3	0	7	13	12	0	2	14	6	0	4	5	1	0	90
14:45	9	14	3	0	8	10	11	0	1	23	6	0	3	7	2	0	97
15:00	13	16	7	0	18	17	13	0	2	15	5	0	8	7	0	0	121
15:15	8	17	1	0	7	10	13	0	4	13	3	0	4	12	3	0	95
15:30	13	17	3	0	15	12	15	0	4	15	2	0	5	4	2	0	107
15:45	12	19	4	0	11	7	16	0	3	21	5	0	5	6	1	0	110
16:00	10	11	6	0	14	13	16	0	2	14	6	0	10	5	1	0	108
16:15	15	16	2	0	16	19	13	0	2	18	5	0	4	8	3	0	121
16:30	20	24	4	0	16	6	10	0	2	11	9	0	5	5	3	0	115
16:45	12	23	5	0	12	18	6	0	2	14	5	0	4	8	1	0	110
17:00	12	17	0	0	18	19	11	0	3	13	9	0	7	11	2	0	122
17:15	8	7	4	0	10	19	15	0	2	18	8	0	7	12	2	0	112
17:30	8	14	0	0	14	14	17	0	2	14	10	0	6	9	2	0	110
17:45	13	12	3	0	7	10	11	0	2	22	7	0	6	6	2	1	101
18:00	23	8	5	0	12	31	5	0	2	17	6	0	3	8	1	0	121
18:15	12	10	2	0	8	16	18	0	3	18	9	0	6	6	1	0	109
18:30	7	11	5	0	10	16	18	0	2	10	5	0	8	13	2	0	107
18:45	9	13	1	0	8	10	18	1	6	5	3	0	4	19	1	12	97
Total	556	642	150	0	558	649	554	3	129	660	248	0	217	353	86	20	4802
Cars+	550	638	147	0	553	645	549	0	128	658	248	0	215	347	85	16	4763
Trucks	6	4	3	0	5	4	5	3	1	2	0	0	2	6	1	4	39
% Trucks	1.1	0.6	2.0	0.0	0.9	0.6	0.9	100.0	0.8	0.3	0.0	0.0	0.9	1.7	1.2	20.0	0.8
	1.0				0.8				0.3				1.4				

Location: Clearwater Road N at Edgewood Drive N
 Count Date: 9/12/2024
 Counted By: CountCloud



TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

Start Time	Edgewood Drive N				Clearwater Road N				Edgewood Drive N				Clearwater Road N				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
6:00	1	0	0	0	0	6	2	0	0	4	0	0	4	4	0	0	21
6:15	1	1	0	0	0	7	1	0	0	1	0	0	2	12	4	0	29
6:30	5	0	2	0	0	4	4	1	0	2	1	0	4	14	1	0	37
6:45	2	1	0	0	4	10	7	0	0	4	0	0	6	13	2	0	49
7:00	7	3	1	0	5	11	5	0	1	8	1	0	8	14	2	0	66
7:15	6	5	1	0	3	4	10	0	3	6	3	0	5	27	6	0	79
7:30	11	10	5	0	3	10	10	0	1	11	0	0	13	27	8	0	109
7:45	4	1	3	0	8	21	22	0	2	14	3	0	10	30	8	0	126
8:00	10	6	6	1	4	15	22	0	1	13	3	0	4	11	5	0	100
8:15	9	5	4	0	6	16	15	0	1	15	1	0	8	12	1	0	93
8:30	8	3	3	0	8	12	11	0	2	13	1	0	8	18	2	0	89
8:45	14	3	1	0	4	11	16	0	3	5	2	0	8	11	4	0	82
9:00	22	6	1	0	8	11	19	0	5	17	2	0	7	12	3	0	113
9:15	8	10	5	0	8	14	21	0	3	15	4	0	6	10	2	0	106
9:30	10	8	0	0	7	17	16	0	0	23	1	0	6	12	4	0	104
9:45	14	6	5	0	10	11	19	0	4	16	1	0	12	20	4	0	122
10:00	12	8	9	0	7	14	13	0	2	20	3	0	2	16	5	0	111
10:15	22	12	3	0	7	15	20	0	2	14	4	0	9	6	4	0	118
10:30	14	13	2	0	6	20	21	0	4	26	1	0	10	9	5	0	131
10:45	18	18	2	0	10	18	30	0	2	28	1	0	12	17	4	0	160
11:00	27	9	3	0	15	17	25	0	4	20	3	0	14	15	5	0	157
11:15	15	11	7	0	14	9	23	0	2	23	2	0	7	12	7	0	132
11:30	19	13	9	0	9	11	30	0	3	21	2	0	10	15	3	0	145
11:45	20	15	6	0	16	11	30	0	4	28	3	0	18	14	5	0	170
12:00	37	10	11	0	11	21	51	0	3	32	4	0	12	8	6	0	206
12:15	35	18	7	0	13	16	40	0	5	29	7	0	16	15	9	1	210
12:30	38	21	6	0	16	11	35	0	3	23	4	0	10	12	5	0	184
12:45	39	15	5	0	12	20	33	0	3	34	0	0	18	17	9	0	205
13:00	36	16	7	0	17	18	25	0	7	29	5	0	10	18	6	0	194
13:15	35	17	8	0	10	16	34	0	4	27	2	0	10	9	8	0	180
13:30	42	19	5	0	11	20	29	0	5	33	2	0	6	9	7	1	188
13:45	33	14	6	0	9	17	24	0	5	21	1	0	3	7	6	0	146
14:00	21	20	10	0	7	24	22	1	5	19	5	0	10	11	6	0	160
14:15	28	15	5	0	8	14	20	0	5	28	3	0	12	17	7	0	162
14:30	21	4	6	0	6	19	14	0	6	26	3	0	5	21	3	0	134
14:45	23	12	8	0	12	18	25	0	1	32	4	0	9	14	3	0	161
15:00	13	12	7	0	9	11	25	0	4	29	3	0	5	14	6	0	138
15:15	20	16	6	0	6	27	18	1	6	22	2	1	9	19	3	0	154
15:30	20	11	3	0	5	26	32	0	3	28	3	0	14	13	5	0	163
15:45	20	12	8	1	13	15	34	0	7	25	1	1	16	13	4	0	168
16:00	24	11	8	0	7	29	18	0	7	33	2	0	11	17	3	0	170
16:15	21	8	5	0	6	30	29	0	3	26	2	0	16	10	7	1	163
16:30	14	17	8	0	10	15	26	0	7	19	0	0	11	26	5	1	158
16:45	21	16	8	0	5	23	33	0	5	25	3	0	12	13	5	0	169
17:00	25	11	5	0	7	26	30	0	9	24	3	0	10	9	3	1	162
17:15	28	9	10	0	8	25	22	0	4	23	2	0	14	12	1	0	158
17:30	19	8	8	0	5	22	25	0	4	24	1	0	6	9	5	0	136
17:45	17	9	6	0	6	15	29	0	4	19	2	0	2	8	6	1	123
18:00	36	8	12	0	7	29	19	0	5	24	0	0	9	10	3	1	162
18:15	28	9	10	0	5	20	17	0	5	26	3	0	7	8	6	0	144
18:30	13	14	6	0	9	25	14	0	5	24	1	0	9	7	4	0	131
18:45	21	15	11	0	6	17	12	0	1	11	1	0	11	11	2	0	119
Total	1007	534	283	2	408	864	1127	3	180	1062	111	2	476	708	237	7	6997
Cars+	1001	530	280	0	406	855	1117	0	180	1058	110	0	470	704	236	2	6947
Trucks	6	4	3	2	2	9	10	3	0	4	1	2	6	4	1	5	50
% Trucks	0.6	0.7	1.1	100.0	0.5	1.0	0.9	100.0	0.0	0.4	0.9	100.0	1.3	0.6	0.4	71.4	0.7
	0.7				0.9				0.4				0.8				

Appendix B

Traffic Operations Analysis Results

Table B3
Camping World Site Redevelopment Traffic Impact Study
2030 No Build Conditions - Design Road Access to TH 371 Closed
AM (7:30-8:30 AM), Midday (11:30 AM-12:30 PM), and PM (4:00-5:00 PM) Peak Hours

Table with columns for Intersection, Approach, Demand Volumes, Delay (s/veh), LOS By Approach, LOS By Intersection, and Vehicle Queuing Information (feet) for Left Turn Lane, Through Lane (s), and Right Turn Lane. Data is organized by peak hour (AM, Midday, PM) and intersection.

NOTES:

- NOTES 1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

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