Camping World Site Redevelopment Traffic Impact Study

Baxter, MN

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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 –** ³/₄ access; Design Road through and left turn movements are prohibited.
- **TH 371 and Clearwater Road** 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.



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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 reliver 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 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 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.

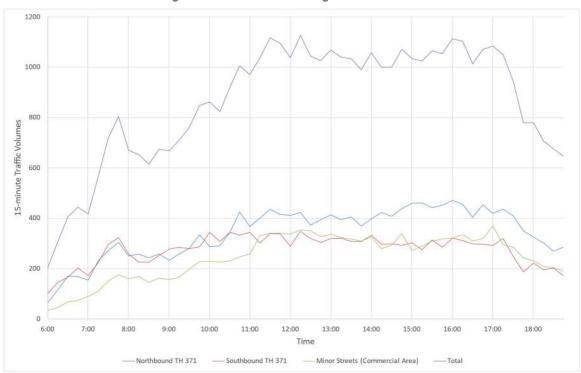
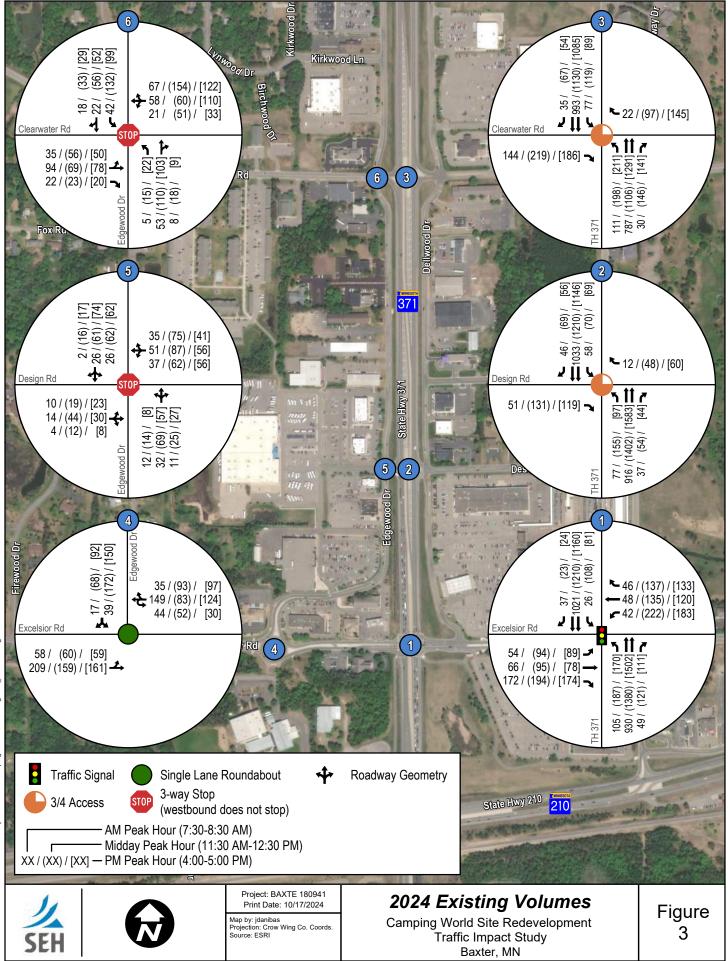


Figure 2 – 15-Minute Entering Traffic Volumes

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**.



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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.

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

Table 1 – Background Traffic Growth

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.

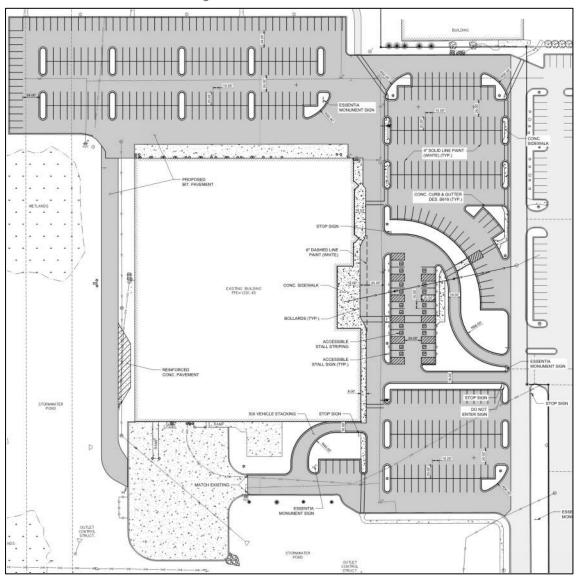


Figure 4 – Medical Clinic Site Plan

Lond Hoo	0:	Daily	AM Peak Hour		Midday Peak Hour			PM Peak Hour			
Land Use	Size	Trips	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

Table 2 – Site Trip Generation

**Assumes additional Medical Clinic land use.

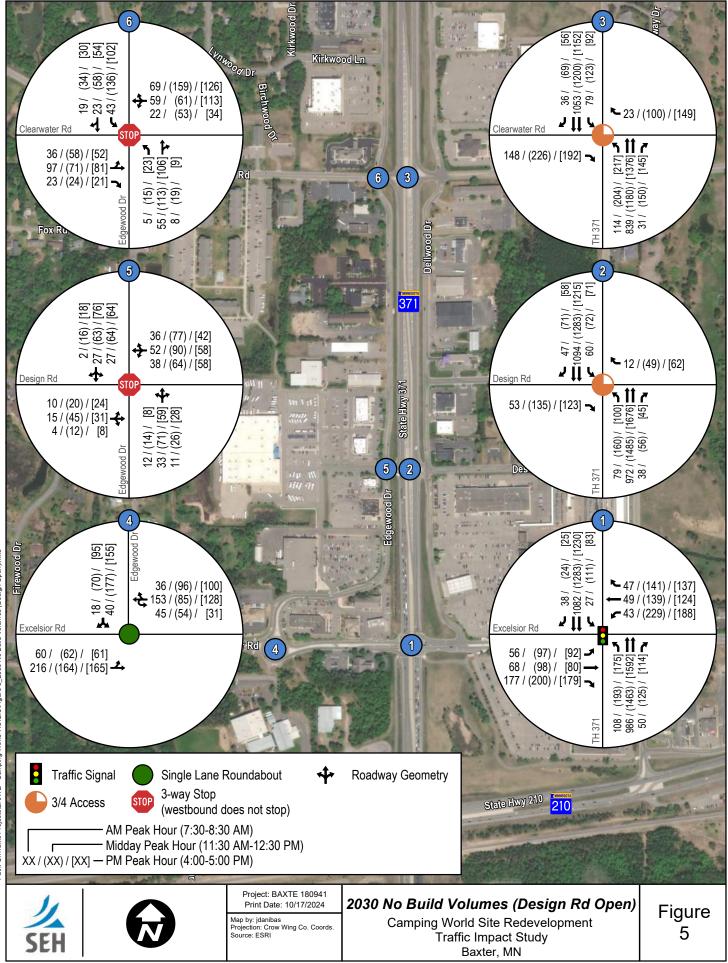
Trips from the proposed medical clinic were distributed to the roadway network based on the existing traffic volumes, traffic patterns, and potential origins/destinations for trips both regionally and within the Baxter/Brainerd Area. Trips were distributed to the network based on the following distribution:

- 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

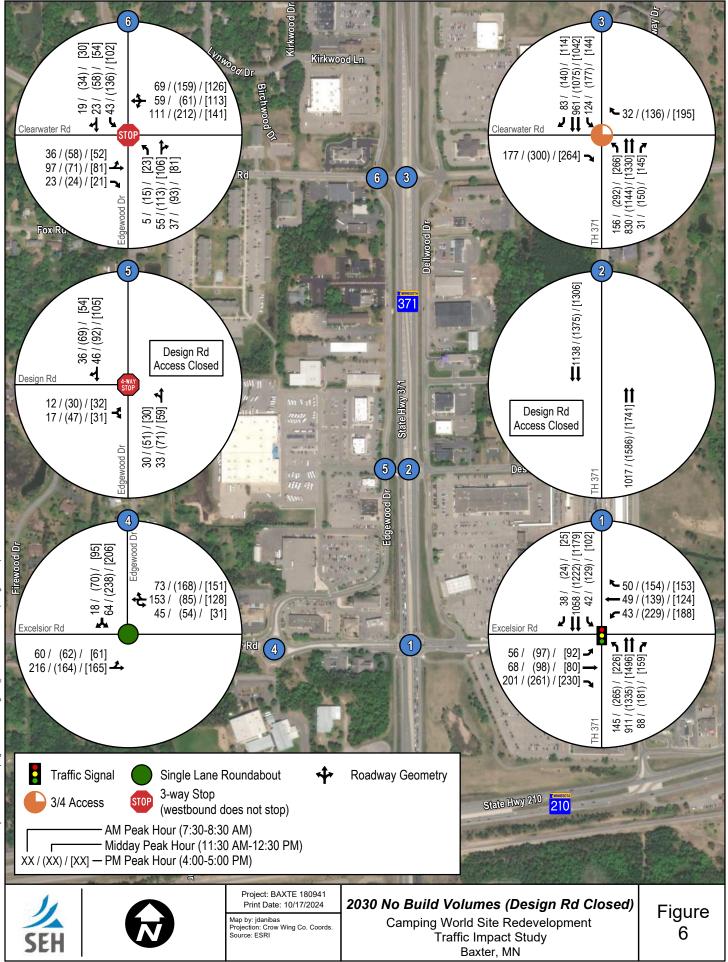
Under the scenarios where the Design Road access to TH 371 remains open, a majority of the trips to/from TH 371 are expected to use the intersection of TH 371 and Design Road to enter and exit the site. For vehicles exiting the site to the north on TH 371, vehicles would be expected to use the traffic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

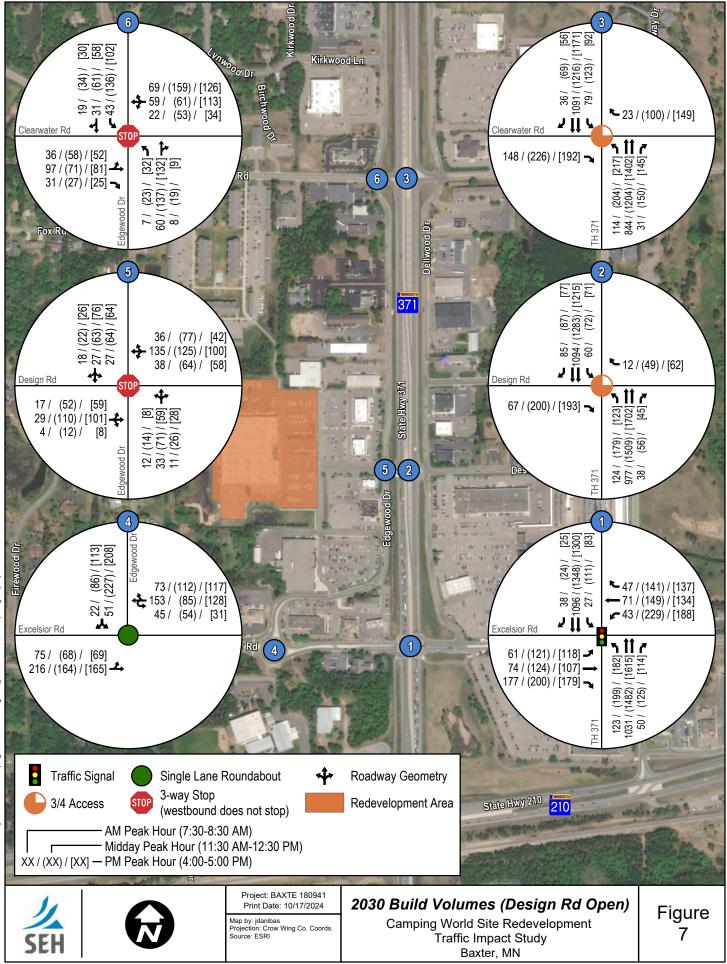
Figure 7 shows the 2030 Build volumes with the Design Road access open during the AM, midday, and PM peak hours, which includes background growth and the trips from the proposed 67,980 SF medical clinic. **Figure 8** shows the 2030 Build volumes with the Design Road access closed during the AM, midday,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



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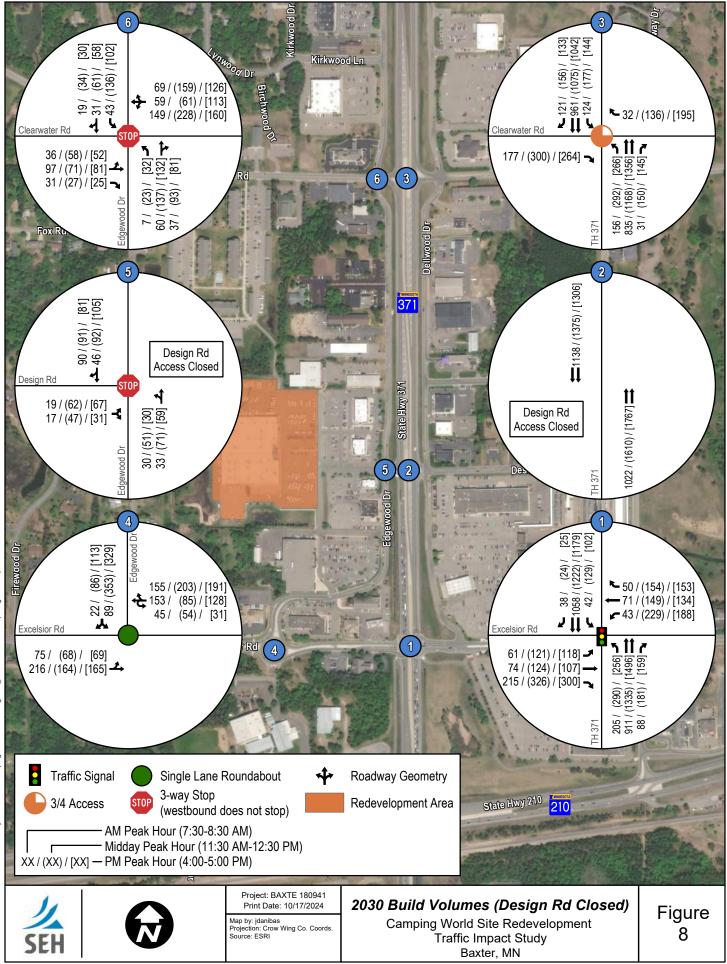


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4 | Traffic Operations Analysis

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.

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

Table 3 – Level of Service Thresholds

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 of 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.

	ach	AM Pea	ak Hour	K Hour Midday Peak Hour			PM Peak Hour	
Intersection	Approach	Approach	Intersection	Approach	Intersection	Approach	Intersection	
	A	(delay / LOS)	(delay / LOS)	(delay / LOS)	(delay / LOS)	(delay / LOS)	(delay / LOS)	
	NB	16.7 / B		28.0 / C		26.9 / C		
TH 371 at Excelsior Rd	SB	10.5 / B	16.0 / B	27.8 / C	33.3 / C	22.8 / C	30.1 / C	
(Traffic Signal)	EB	27.5 / C	10.07 D	48.3 / D	55.570	43.8 / D	30.17 C	
(WB	31.3 / C		55.6 / E		52.9 / D		
	EB	4.3 / A		7.7 / A		6.8 / A		
TH 371 at Design Rd	WB	1.4 / A	2.9 / A	2.5 / A	5.8 / A	2.7 / A	5.5 / A	
(3/4 Access)	NB	7.6 / A	2.37 A	12.4 / B	J.07 A	10.4 / B	5.5 / A	
(0, 1) (00000)	SB	5.7 / A		13.7 / B		19.9 / C		
	EB	1.8 / A		4.4 / A	4.8 / A	4.3 / A	5.0 / A	
TH 371 at Clearwater Rd	WB	2.4 / A	2.6 / A	3.7 / A		3.7 / A		
(3/4 Access)	NB	8.9 / A		12.4 / B		11.5 / B		
(0, 11,00000)	SB	4.4 / A		9.5 / A		15.8 / C		
	EB	0.0 / A		0.0 / A	3.5 / A	0.0 / A	3.6 / A	
Edgewood Dr at Excelsior Rd	WB	2.6 / A	3.6 / A	3.1 / A		3.1 / A		
(Roundabout)	NB	3.8 / A	3.07 A	4.2 / A		4.1 / A		
(SB	3.6 / A		3.4 / A		3.7 / A		
Edgewood Dr at	EB	5.5 / A		6.7 / A		6.0 / A		
Design Rd	WB	5.5 / A	3.2 / A	9.2 / A	5.3 / A	7.5 / A	4.9 / A	
(3-way stop; WB	NB	5.4 / A	J.2 / A	9.4 / A	J.J / A	6.6 / A	4.37 A	
does not stop)	SB	0.7 / A		0.9 / A		0.7 / A		
Edgewood Dr at	EB	6.1 / A		8.9 / A		8.6 / A		
Clearwater Rd	WB	5.1 / A	4.2 / A	8.5 / A	6.3 / A	7.4 / A	5.6 / A	
(3-way Stop; WB	NB	6.5 / A	4.2/7	9.8 / A	0.57 A	8.4 / A	0.0 / A	
does not stop)	SB	0.7 / A		1.1 / A		1.2 / A		

Table 4 – 2024 Existing Traffic Operations

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 of 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 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 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.

	Approach	AM Pea	ak Hour	Midday P	eak Hour	PM Peak Hour		
Intersection	bpr	Approach	Intersection	Approach	Intersection	Approach	Intersection	
	<	(delay / LOS)						
	NB	15.9 / B		33.2 / C		31.7 / C		
TH 371 at Excelsior Rd	SB	12.1 / B	16.4 / B	36.0 / D	38.5 / D	30.4 / C	34.2 / C	
(Traffic Signal)	EB	27.8 / C	10.4 / D	47.0 / D	30.37D	42.6 / D	34.270	
(Traine eignal)	WB	33.0 / C		57.5 / E		49.7 / D		
	EB	4.7 / A		9.5 / A		8.1 / A		
TH 371 at	WB	1.4 / A	3.1 / A	2.9 / A	70/0	3.1 / A	C E / A	
Design Rd (3/4 Access)	NB	7.6 / A	3.1/A	13.4 / B	7.0 / A	12.1 / B	6.5 / A	
(3/4 Access)	SB	7.7 / A		20.6 / C		24.6 / C		
	EB	1.9 / A		4.2 / A	5.1 / A	4.6 / A	5.5 / A	
TH 371 at	WB	2.6 / A	2.8 / A	4.2 / A		3.9 / A		
Clearwater Rd (3/4 Access)	NB	10.1 / B		13.8 / B		14.2 / B		
(0/4 / (00033)	SB	5.3 / A		12.3 / B		17.9 / C		
	EB	0.0 / A	07/0	0.0 / A	3.6 / A	0.0 / A	3.6 / A	
Edgewood Dr at	WB	2.7 / A		3.0 / A		3.1 / A		
Excelsior Rd (Roundabout)	NB	3.9 / A	3.7 / A	4.4 / A		4.1 / A		
(Roundabout)	SB	3.8 / A		3.3 / A		3.6 / A		
Edgewood Dr at	EB	5.4 / A		6.9 / A		6.2 / A		
Design Rd	WB	5.4 / A	00/0	11.3 / B	0.0 / 4	8.5 / A	E E / A	
(3-way stop; WB	NB	5.8 / A	3.3 / A	11.8 / B	6.3 / A	8.3 / A	5.5 / A	
does not stop)	SB	0.8 / A		1.0 / A		0.8 / A		
Edgewood Dr at	EB	6.5 / A		9.7 / A		9.0 / A		
Clearwater Rd	WB	5.3 / A	16/1	9.6 / A	7.0 / A	8.8 / A	62/4	
(3-way Stop; WB	NB	6.9 / A	4.6 / A	10.5 / B	7.0/A	9.9 / A	6.3 / A	
does not stop)	SB	0.7 / A		1.2 / A		1.2 / A		

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

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.

Intersection	Approach	AM Pea	ak Hour	Midday P	eak Hour	PM Peak Hour	
Intersection	Appr	Approach	Intersection	Approach	Intersection	Approach	Intersection
		(delay / LOS)	(delay / LOS)	(delay / LOS)	(delay / LOS)	(delay / LOS)	(delay / LOS)
	NB	18.6 / B		33.1 / C		32.9 / C	
TH 371 at Excelsior Rd	SB	12.7 / B	17.7 / B	36.7 / D	38.1 / D	32.7 / C	35.4 / D
(Traffic Signal)	EB	26.6 / C	I <i>I</i> . <i>I</i> / D	44.6 / D	30.17D	40.5 / D	33.4 / D
(Traine eignal)	WB	31.9 / C		53.1 / D		48.7 / D	
	EB	2.6 / A		7.4 / A		5.8 / A	
TH 371 at	WB	2.9 / A	22/4	4.8 / A	7.1/A	4.7 / A	6.7 / A
Clearwater Rd (3/4 Access)	NB	8.8 / A	3.2 / A	13.4 / B		12.3 / B	
(3/4 A00033)	SB	5.2 / A		14.4 / B		20.9 / C	
	EB	0.0 / A		0.0 / A	3.6 / A	0.0 / A	3.7 / A
Edgewood Dr at	WB	2.9 / A	07/0	3.2 / A		3.3 / A	
Excelsior Rd (Roundabout)	NB	3.9 / A	3.7 / A	4.4 / A		4.1 / A	
(Roundabout)	SB	3.8 / A		3.5 / A		3.9 / A	
Edgewood Dr at	EB	5.3 / A		6.0 / A		6.0 / A	
Design Rd	WB	5.0 / A	4.9 / A	5.5 / A	5.3 / A	5.5 / A	5.4 / A
(3-way stop)	NB	3.5 / A		3.8 / A		4.0 / A	
Edgewood Dr at	EB	6.6 / A		16.0 / C		11.8 / B	
Clearwater Rd	WB	5.9 / A	4.3 / A	18.7 / C	110/P	12.4 / B	7.9/A
(3-way Stop; WB	NB	7.3 / A	4.3 / A	20.8 / C	11.0 / B	13.4 / B	
does not stop)	SB	0.7 / A		1.2 / A		1.2 / A	

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

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 duringthe AM, midday, and PM peak hours with the Design Road access to TH 371 open.

	Approach	AM Pea	AM Peak Hour		eak Hour	PM Peak Hour		
Intersection	udd	Approach	Intersection	Approach	Intersection	Approach	Intersection	
	A	(delay / LOS)						
	NB	18.2 / B		32.3 / C		34.0 / C		
TH 371 at Excelsior Rd	SB	13.5 / B	18.4 / B	39.4 / D	40.9 / D	33.0 / C	37.0 / D	
(Traffic Signal)	EB	29.2 / C	10.4 / D	56.0 / E	40.97 D	47.4 / D	37.07 D	
(1101110 0191101)	WB	35.5 / D		62.6 / E		52.9 / D		
	EB	6.2 / A		9.6 / A		8.3 / A		
TH 371 at Design Rd	WB	1.6 / A	3.9 / A	3.1 / A	7.3 / A	3.6 / A	70/0	
(3/4 Access)	NB	8.0 / A	3.97 A	14.0 / B	7.37A	13.0 / B	7.0 / A	
(0,17,00000)	SB	6.4 / A		20.5 / C		26.6 / D		
	EB	2.1 / A		4.4 / A	5.1 / A	4.5 / A	5.5 / A	
TH 371 at	WB	2.6 / A	2.9 / A	3.9 / A		4.0 / A		
Clearwater Rd (3/4 Access)	NB	10.8 / B		14.0 / B		13.7 / B		
(6,17,65666)	SB	5.9 / A		11.8 / B		19.1 / C		
	EB	0.0 / A		0.0 / A	3.8 / A	0.0 / A	3.8 / A	
Edgewood Dr at Excelsior Rd	WB	2.8 / A	3.9 / A	3.4 / A		3.3 / A		
(Roundabout)	NB	4.1 / A	3.97 A	4.6 / A		4.4 / A		
(i toundubout)	SB	4.0 / A		3.4 / A		3.8 / A	1	
Edgewood Dr at	EB	6.0 / A		8.4 / A		7.4 / A		
Design Rd	WB	5.4 / A	3.1 / A	17.5 / C	10.6 / B	11.4 / B	8.5 / A	
(3-way stop; WB	NB	6.7 / A	3.17A	20.8 / C	10.0 / D	15.3 / C	0.37 A	
does not stop)	SB	0.8 / A		0.9 / A		0.9 / A		
Edgewood Dr at	EB	6.6 / A		10.6 / B		9.1 / A		
Clearwater Rd	WB	5.5 / A	4.7 / A	10.1 / B	7.5 / A	8.1 / A	6.3 / A	
(3-way Stop; WB	NB	6.9 / A	4.//A	11.0 / B	7.3/A	9.8 / A	0.3 / A	
does not stop)	SB	0.8 / A		1.2 / A		1.2 / A		

Table 7 – 2030 Build (Design Rd Open) Conditions

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.

Intersection	다 AM Peak Hour 이 다 Approach Intersection			Midday P	eak Hour	PM Peak Hour	
Intersection	Appr	Approach	Intersection	Approach	Intersection	Approach	Intersection
	·	(delay / LOS)					
	NB	21.0 / C		35.9 / D		34.6 / C	
TH 371 at Excelsior Rd	SB	15.3 / B	20.2 / C	38.9 / D	41.8 / D	32.9 / C	37.2 / D
(Traffic Signal)	EB	27.2 / C	20.270	52.9 / D	41.07D	46.0 / D	57.27D
(Traine eignal)	WB	34.3 / C		57.2 / E		50.3 / D	
	EB	2.8 / A		8.0 / A		5.8 / A	
TH 371 at	WB	2.8 / A	3.3 / A	4.9 / A	7.5 / A	4.6 / A	6.6 / A
Clearwater Rd (3/4 Access)	NB	8.7 / A		13.5 / B		11.7 / B	
(0/47(000033)	SB	6.1 / A		14.7 / B		20.8 / C	
	EB	0.0 / A		0.0 / A	4.2 / A	0.0 / A	4.2 / A
Edgewood Dr at	WB	3.0 / A	4.1 / A	3.8 / A		3.7 / A	
Excelsior Rd (Roundabout)	NB	4.2 / A		5.5 / A		4.9 / A	
(Roundabour)	SB	4.3 / A		3.8 / A		4.2 / A	
Edgewood Dr at	EB	5.4 / A		6.3 / A		6.3 / A	
Design Rd	WB	4.5 / A	4.6 / A	5.4 / A	5.4 / A	5.5 / A	5.4 / A
(3-way stop)	NB	3.8 / A		4.3 / A		4.5 / A	
Edgewood Dr at	EB	6.7 / A		24.6 / C		13.0 / B	
Clearwater Rd	WB	6.4 / A	4.4 / A	23.3 / C	14.8 / B	12.8 / B	8.4 / A
(3-way Stop; WB	NB	8.0 / A	4.4 / A	26.9 / D	14.0 / D	14.4 / B	
does not stop)	SB	0.7 / A		1.2 / A		1.1 / A	

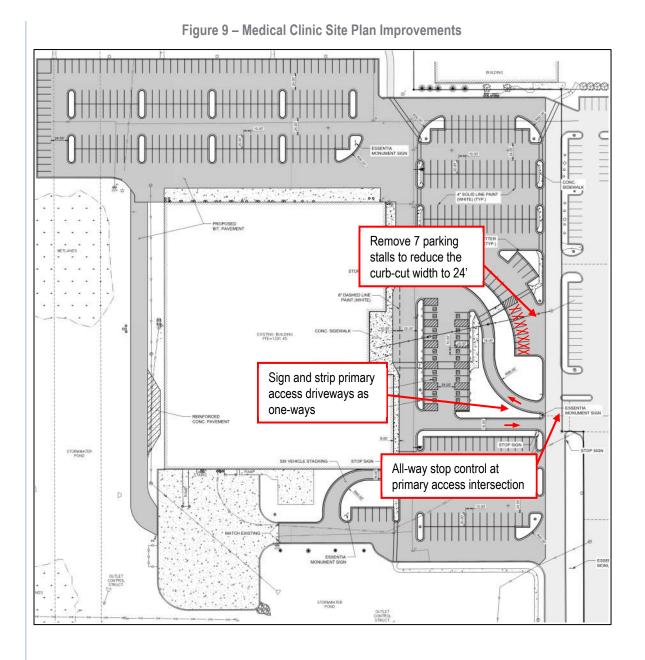
Table 8 – 2030 Build (Design Rd Closed) Conditions

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.



CAMPING WORLD SITE REDEVELOPMENT TRAFFIC IMPACT STUDY

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 of better.
- Each of the approaches and intersections along Edgewood Drive operate at LOS A with minimal delay and queueing.

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 of 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 queueing.

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 queueing.
- 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 queueing.
- 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



		Edgewo	od Drive	e		Excelsion					I/A			Excelsion	or Road	d	l
		South	bound			West	bound			North	bound			Eastb			
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. To
6:00	4	0	1	0	0	5	0	0	0	0	0	0	3	4	0	0	
6:15	4	0	1	0	0	3	2	0	0	0	0	0	2	12	0	0	
6:30	7	0	1	0	0	6	1	0	0	0	0	0	5	16	0	0	
6:45	3	0	0	0	0	5	3	0	0	0	0	0	4	17	0	0	
7:00	8	0	5	0	0	4	1	0	0	0	0	0	8	29	0	0	
							-						-		-		
7:15	4	0	7	0	0	12	1	0	0	0	0	0	10	30	0	0	
7:30	8	0	8	0	0	32	5	0	0	0	0	0	11	52	0	0	
7:45	10	0	4	0	0	48	9	0	0	0	0	0	19	60	0	0	
8:00	10	0	2	0	0	39	10	0	0	0	0	0	9	52	0	0	
8:15	11	0	3	0	0	30	11	0	0	0	0	0	19	45	0	0	
8:30	14	0	13	0	0	13	10	0	0	0	0	0	19	25	0	0	
8:45	22	0	6	0	0	16	9	0	0	0	0	0	11	18	0	0	
9:00	17	0	5	0	0	17	20	0	0	0	0	0	8	26	0	0	
9:15	23	0	7	0	0	14	13	0	0	0	0	0	8	16	0	0	
9:30	20	0	10	0	0	25	16	0	0	0	0	0	9	22	0	0	
9:45	24	0	8	0	0	24	12	0	0	0	0	0	12	28	0	0	
10:00	24	0	14		0	34	13	0	0	0	0		6	20	0	0	
				0								0					
10:15	22	0	11	0	0	15	25	0	0	0	0	0	4	23	0	0	
10:30	29	0	10	0	0	17	24	0	0	0	0	0	11	16	0	0	
10:45	29	0	10	0	0	25	23	0	0	0	0	0	13	27	0	0	
11:00	43	0	9	0	0	19	19	0	0	0	0	0	10	22	0	0	
11:15	26	0	10	0	0	25	26	0	0	0	0	0	8	22	0	0	
11:30	33	0	18	0	0	22	30	0	0	0	0	0	18	25	0	0	
11:45	36	0	15	0	0	17	16	0	0	0	0	0	12	33	0	0	
12:00	34	0	16	0	0	27	18	0	0	0	0	0	20	45	0	0	
12:15	34	0	19	0	0	17	29	0	0	0	0	0	10	25	0	0	
12:30	44	0	15	0	0	18	14	0	0	0	0	0	9	34	0	0	
12:45	27	0	12	0	0	24	23	0	0	0	0	0	11	28	0	0	
13:00	32	0	10	0	0	23	20	0	0	0	0	0	11	30	0	0	
	43	0	19	1	0	23 25	20 30	0	0	0	0		7	29	0	0	
13:15												0					
13:30	30	0	10	0	0	21	16	0	0	0	0	0	11	39	0	0	
13:45	31	0	19	3	0	21	20	0	0	0	0	0	12	20	0	0	
14:00	35	0	21	0	0	24	23	0	0	0	0	0	13	30	0	0	
14:15	33	0	17	2	0	28	21	0	0	0	0	0	13	31	0	0	
14:30	29	0	17	0	0	25	30	0	0	0	0	0	11	37	0	0	
14:45	35	0	18	0	0	44	26	0	0	0	0	0	14	57	0	0	
15:00	27	0	20	0	0	25	20	0	0	0	0	0	12	46	0	0	
15:15	32	0	17	0	0	26	19	0	0	0	0	0	16	22	0	0	
15:30	36	0	20	0	0	35	31	0	0	0	0	0	17	25	0	0	
15:45	31	0	23	0	0	32	28	0	0	0	0	0	11	34	0	0	
16:00	31	0	20	0	0	34	20	0	0	0	0	0	15	41	0	0	
				-	-	34 27							13				
16:15	39	0	21	0	0		17	0	0	0	0	0		34	0	0	
16:30	34	0	32	0	0	35	25	0	0	0	0	0	21	31	0	0	
16:45	37	0	19	0	0	28	34	0	0	0	0	0	10	46	0	0	ļ
17:00	32	0	20	0	0	47	17	0	0	0	0	0	13	47	0	0	
17:15	21	0	22	0	0	38	20	0	0	0	0	0	15	32	0	0	
17:30	25	0	13	0	0	25	19	0	0	0	0	1	13	23	0	0	
17:45	36	0	19	0	0	25	21	0	0	0	0	0	19	27	0	0	
18:00	26	0	12	0	0	18	24	0	0	0	0	0	11	20	0	0	
18:15	32	0	13	0	0	18	11	0	0	0	0	0	12	22	0	0	
18:30	18	0	12	0	0	19	17	0	0	0	0	0	8	19	0	0	
18:45	19	0	10	0	0	26	11	0	0	0	0	0	5	15	0	0	
Total	1312	0	664	6	0	1222	904	0	0	0	0	1	592	1536	0	0	6
iotai	1 1012	U	004	0	0	1222	004	U	0	0	U	'	0.92	1000	0	0	
Cars+	1294	0	663	5	0	1211	899	0	0	0	0	0	589	1526	0	0	6
Trucks	18	0	1	1	0 0	11	5	0	0	0	0	1	3	10	0	0	Ĭ
% 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	
										2.0	2.0						

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

Counted By: CountCloud

TURNING MOVEMENT COUNT DATA All Vehicles + Total Peds/Bikes

							All Vel	nicles + T	otal Pe	ds/Bikes							
	l	Edgewoo		Ν		0	n Road			Edgewoo		N			n Road		
		South	bound			West	bound			North	bound			East	bound		
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
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	0.9	0.6	0.9	100.0	0.8	0.3	0.0	0.0	0.9	1.7	1.2 .4	20.0	0.8
		I	.0			0	.0								.+		0.0

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



	E	dgewoo	d Drive	Ν	(Clearwate	er Road	N		Edgewoo	d Drive	N	(Clearwate	er Road	Ν	
		South	bound			West	bound			North	bound			Eastb	ound		
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. To
6:00	1	0	0	0	0	6	2	0	0	4	0	0	4	4	0	0	
6:15	1	1	0	0	0	7	1	0	0	1	0	0	2	12	4	0	
6:30	5	0	2	0	0	4	4	1	0	2	1	0	4	14	1	0	
6:45	2	1	0	0	4	10	7	0	0	4	0	0	6	13	2	0	
7:00	7	3	1	0	5	11	5	0	1	8	1	0	8	14	2	0	
7:15	6	5	1	0	3	4	10	0	3	6	3	0	5	27	6	0	
7:30	11	10	5	0	3	10	10	0	1	11	0	0	13	27	8	0	
7:45	4	1	3	0	8	21	22	0	2	14	3	0	10	30	8	0	
8:00	10	6	6	1	4	15	22	0	1	13	3	0	4	11	5	0	
8:15	9	5	4	0	6	16	15	0	1	15	1	0	8	12	1	0	
8:30	8	3	3	0	8	10	11	0	2	13	1	0	8	18	2	0	
	0 14	3	3 1		o 4	12	16						о 8	10	4		
8:45				0	-			0	3	5	2	0	-			0	
9:00	22	6	1	0	8	11	19	0	5	17	2	0	7	12	3	0	
9:15	8	10	5	0	8	14	21	0	3	15	4	0	6	10	2	0	
9:30	10	8	0	0	7	17	16	0	0	23	1	0	6	12	4	0	
9:45	14	6	5	0	10	11	19	0	4	16	1	0	12	20	4	0	
10:00	12	8	9	0	7	14	13	0	2	20	3	0	2	16	5	0	
10:15	22	12	3	0	7	15	20	0	2	14	4	0	9	6	4	0	
10:30	14	13	2	0	6	20	21	0	4	26	1	0	10	9	5	0	
10:45	18	18	2	0	10	18	30	0	2	28	1	0	12	17	4	0	
11:00	27	9	3	0	15	17	25	0	4	20	3	0	14	15	5	0	
11:15	15	11	7	0	14	9	23	0	2	23	2	0	7	12	7	0	
11:30	19	13	9	0	9	11	30	0	3	21	2	0	10	15	3	0	
11:45	20	15	6	0	16	11	30	0	4	28	3	0	18	14	5	0	
12:00	37	10	11	0	10	21	51	0	3	32	4	0	12	8	6	0	
12:15	35	18	7	0	13	16	40	0	5	29	7	0	16	15	9	1	
12:30	38	21	6	0	16	10	35	0	3	23	4	0	10	12	5	0	
12:30	39	15	5	0	12	20	33	0	3	23 34	0	0	18	12	9	0	
			7	-					7			_					
13:00	36	16		0	17	18	25	0		29	5	0	10	18	6	0	
13:15	35	17	8	0	10	16	34	0	4	27	2	0	10	9	8	0	
13:30	42	19	5	0	11	20	29	0	5	33	2	0	6	9	7	1	
13:45	33	14	6	0	9	17	24	0	5	21	1	0	3	7	6	0	
14:00	21	20	10	0	7	24	22	1	5	19	5	0	10	11	6	0	
14:15	28	15	5	0	8	14	20	0	5	28	3	0	12	17	7	0	
14:30	21	4	6	0	6	19	14	0	6	26	3	0	5	21	3	0	
14:45	23	12	8	0	12	18	25	0	1	32	4	0	9	14	3	0	
15:00	13	12	7	0	9	11	25	0	4	29	3	0	5	14	6	0	
15:15	20	16	6	0	6	27	18	1	6	22	2	1	9	19	3	0	
15:30	20	11	3	0	5	26	32	0	3	28	3	0	14	13	5	0	
15:45	20	12	8	1	13	15	34	0	7	25	1	1	16	13	4	0	
16:00	24	11	8	0	7	29	18	0	7	33	2	0	11	17	3	0	
16:15	21	8	5	0	6	30	29	0	3	26	2	0	16	10	7	1	
16:30	14	17	8	0	10	15	26	0	7	19	0	0	11	26	5	1	
16:45	21	16	8	0	5	23	33	0	5	25	3	0	12	13	5	0	
17:00	25	11	5	0	7	26	30	0	9	23	3	0	10	9	3	1	
17:00	23	9	10	0	8	20 25	22	0	9 4	24	2	0	10	9 12	1	0	
17:15	19	8	8	0	5	23	22		4	23 24	2 1	0	6	9		0	
17:30		8 9	8 6	0	5 6		25 29	0	4	24 19	2	0	0 2	9 8	5 6		
	17	-	-		-	15						-		-		1	
18:00	36	8	12	0	7	29	19	0	5	24	0	0	9	10	3	1	
18:15	28	9	10	0	5	20	17	0	5	26	3	0	7	8	6	0	
18:30	13	14	6	0	9	25	14	0	5	24	1	0	9	7	4	0	
18:45	21	15	11	0	6	17	12	0	1	11	1	0	11	11	2	0	
Total	1007	534	283	2	408	864	1127	3	180	1062	111	2	476	708	237	7	6
Cars+	1001	530	280	0	406	855	1117	0	180	1058	110	0	470	704	236	2	6
Trucks	6	4	3	2	2	9	10	3	0	4	1	2	6	4	1	5	
	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	

Appendix B

Traffic Operations Analysis Results

AM	sting Conditions (2024) (7:30-8:30 AM), Midday (11:30 AM-12:	30 PM), and P	M (4:00	0-5:00 PI	M) Peak	Hours		1															v	ehicle Qu	eing Infor	mation (fee	et)				
				Der	mand Voli	umes				Delay	(s/veh)				LOS E Approa		LOS E Intersec			Left Tur	n Lane			Th	rough Lan	e (s)			Right T	urn Lane	
	Intersection	Approach	U	L	т	R	Total	U LC	IS L	LOS	т	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet) ³	Avg. Queue (feet) ¹	Max Queue (feet) ¹	% Block Thru ⁽²⁾ >	% Block Left ⁽²⁾ <	Link Length (feet)	Avg. Queue (feet) ¹	Max Queue (feet) ¹	% Block Right ⁽²⁾	% Block Thru ⁽²⁾ <	Storage (feet) ³	Avg. Queue (feet) ¹	Max Queue (feet) ¹
	TH 371 at Excelsior Road (Signal)	NB		105	930	49	1,084		56.4		12.9	В	3.4	A	16.7	В			260	80	180			2818	116	266			300	20	43
		SB EB		26 54	1021 66	37 172	1,084 292		45.1		9.9 45.6	A D	2.1 15.8	A B	10.5 27.5	B	16.0	В	500 190	20 34	75 100			896 321	94 41	209 102			500 190	20 51	20 133
		WB		42	48	46	136		41.9	_	47.5	D	8.7	A	31.3	С			170	28	89			895	31	100			170	21	62
	TH 371 at Design Road (3/4 Access)	NB SB		77 58	916 1033	37 46	1,030 1,137		15.0		3.5 0.9	A	2.7 0.4	A	4.3 1.4	A	2.9	А	450 625	34 26	93 82			896 798		20			480 500	20	20 20
		EB				51	51						7.6	А	7.6	А	-				-								20	20	51
	TH 371 at Clearwater Rd	WB NB		111	787	12 30	12 928		8.8	A	0.9	A	5.7 0.3	A	5.7 1.8	A			575	30	81								605 490	20	38 20
E	(3/4 Access)	SB		77	993	35	1,105		5.9		2.2	A	1.2	А	2.4	А	2.6	А	860	20	61								500	20	22
Hour		EB WB				144 22	144 22						9.0 4.4	A	8.9 4.4	A													35 495	37 20	81 27
Peak	Edgewood Dr at Excelsior Rd	NB												~	0.0	A													435	20	21
AM	(Single Lane Roundabout)	SB EB		39	209	17	56		2.6		10		2.6	Α	2.6	A	3.6	Α						682	20	32 54					
		WB	44	58	149	35	267 228	2.4	3.2	A	4.0 4.0	A	3.2	А	3.8 3.6	A								1085	20	54					
	Edgewood Dr at Design Rd	NB		12	32	11	55		5.1	A	6.6	A	2.9	A	5.5	A								571	28	55					
l	(3-way Stop; Westbound free)	SB EB		26 10	26 14	2	54 28		4.9	A	6.2 6.4	A	2.8 3.0	A	5.5 5.4	A	3.2	A						754 564	26 20	45 55					
		WB		37	51	35	123		0.7	A	0.7	A	0.7	А	0.7	А								42		20					
	Edgewood Dr at Clearwater Rd (3-way Stop; Westbound free)	NB SB		5 42	53 22	8 18	66 82		4.9	A	6.8 6.5	A	2.7 2.6	A	6.1 5.1	A	4.2	А	80 180	20 22	27 51			814 602	20 20	44 38					
	(J-way Stop, Westbound nee)	EB		35	94	22	151		6.4		7.3	A	3.2	A	6.5	A	4.2	^	100	22	51			989	37	73			100	20	34
		WB		21	58	67	146 1,688		0.8	A	0.8	A	0.6	A	0.7	A			000	440	0.07	4.00	7.0/	70	074	20	4.0/		200	0.4	040
	TH 371 at Excelsior Road (Signal)	NB SB		187 108	1380 1210	121 23	1,688		56.6 92.2		25.8 22.7	C C	9.4 4.7	A	28.0 27.8	C C	33.3	с	260 500	143 103	327 229	1 %	7 %	2818 896	271 199	559 362	4 %		300 500	34 20	210 25
		EB		94	95	194	383		54.2		84.5	F	26.8	С	48.3	D			190	66	178		2 %	321	92	220	2 %	1 %	190	84	208
	TH 371 at Design Road	WB NB		222 155	135 1402	137 54	494 1,611		63.1 24.3		73.7 5.8	E A	26.7 4.8	C A	55.6 7.7	E A			170 450	154 65	238 174	11 %	5 %	895 896	153	351 20	5 %		170 480	67 20	220 20
	(3/4 Access)	SB		70	1210	69	1,349		20.8		1.5	A	0.5	А	2.5	А	5.8	А	625	32	90			798		20			500	20	22
		EB WB				131 48	131 48						12.5 13.7	B	12.4 13.7	B													20 605	37 20	66 64
	TH 371 at Clearwater Rd	NB		198	1106	146	1,450		24.0) C	1.5	A	0.7	A	4.4	A			575	80	193								490	20	34
Hour	(3/4 Access)	SB EB		119	1130	67 219	1,316		12.7	В	2.9	Α	1.8 12.7	A B	3.7 12.4	A B	4.8	Α	860	41	114			1497		20			500 35	20	38 96
Peak		WB				97	219 97						9.5	A	9.5	A													495	59 29	82
	Edgewood Dr at Excelsior Rd	NB		170			0.10								0.0	A										50					
Midday	(Single Lane Roundabout)	SB EB		172 60	159	68	240 219		3.1 3.5		4.5	А	3.1	A	3.1 4.2	A	3.5	A						682 1085	20 24	53 73					
		WB	52		83	93	228	2.4			4.1	Α	3.2	Α	3.4	Α															
	Edgewood Dr at Design Rd (3-way Stop; Westbound free)	NB SB		14 62	69 61	25 16	108 139		5.8		7.9 8.7	A	4.2 5.8	A	6.7 9.2	A	5.3	А						571 754	38 44	70 96					
		EB		19	44	12	75		7.3	Α	11.3	В	5.3	А	9.4	А								564	36	93					
	Edgewood Dr at Clearwater Rd	WB NB		62 15	87 110	75 18	224 143		0.9	A	1.1 9.9	A	0.8	A	0.9 8.9	A			80	20	31			42 814	20 34	20 80					
	(3-way Stop; Westbound free)	SB		132	56	33	221		10.0	B	7.5	Α	3.9	А	8.5	A	6.3	А	180	41	96			602	32	74					
		EB WB		56 51	69 60	23 154	148 265		9.5 1.2	A	12.2 1.4	B	3.8 1.0	A	9.8 1.1	A								989 70	44 20	110 33	1 %		100	20	43
	TH 371 at Excelsior Road (Signal)	NB		170	1502	111	1,783		56.4	E	25.1	С	8.7	A	26.9	С			260	131	336		8 %	2818	272	449	5 %		300	25	234
		SB		81	1160	24	1,265		85.3 54.2		19.2	B	3.7 23.7	A C	22.8 43.8	C D	30.1	С	500	70	145			896	171	302			500	20	26
		EB WB		89 183	78 120	174 133	341 436		54.2		73.5 67.2	E E	23.7	c	43.8 52.9	D			190 170	69 139	164 234	8 %	3 %	321 895	68 116	163 275	3 %		190 170	67 66	159 194
	TH 371 at Design Road	NB		97	1583	44	1,724		15.4		6.3	A	5.3	A	6.8	A	5.5		450	34	94			896		20			480	20	20
	(3/4 Access)	SB EB		69	1146	56 119	1,271 119		30.2	U	1.2	A	0.5 10.4	A B	2.7 10.4	A B	5.5	A	625	36	135			798		20			500 20	20 31	22 66
		WB				60	60	_					19.9	С	19.9	С				0-	46-								605	28	80
	TH 371 at Clearwater Rd (3/4 Access)	NB SB		211 89	1291 1085	141 54	1,643 1,228	_	23.5		1.7 2.8	A	0.8	A	4.3 3.7	A	5.0	А	575 860	85 37	198 112			760		20			490 500	20 20	32 25
Hour	ſ ´	EB				186	186	_					11.7	В	11.5	В													35	49	89
Peak I	Edgewood Dr at Excelsior Rd	WB NB				145	145						15.8	С	15.8 0.0	C A													495	50	125
d Md	(Single Lane Roundabout)	SB		150		92	242		3.1				3.1	А	3.1	Α	3.6	А						682	20	57					
-		EB WB	30	59	161 124	97	220 251	2.6	3.4	Α	4.4 4.2	A	3.4	A	4.1 3.7	A								1085	23	68					
	Edgewood Dr at Design Rd	NB	30	8	124	27	251 92	2.0	5.2	A		A	3.4	A	3.7 6.0	A								571	34	66					
	(3-way Stop; Westbound free)	SB		62	74	17	153		8.5	Α	7.4	Α	4.2	А	7.5	А	4.9	А						754	42	87					
		EB WB		23 56	30 56	8 41	61 153		5.6 0.7		8.5 0.7	A	3.3 0.6	A	6.6 0.7	A								564 42	29 20	58 20					
	Edgewood Dr at Clearwater Rd	NB		22	103	9	134	_	5.5	Α	9.5	Α	4.2	А	8.6	А			80	20	32	_		814	30	78					
	(3-way Stop; Westbound free)	SB EB		99 50	52 78	29 20	180 148		8.4 8.4		7.8 9.6	A	3.5 3.8	A	7.4 8.4	A	5.6	A	180	35	74			602 989	29 43	61 84			100	20	38
		WB		33	110	122	265		1.2		1.4	A	1.0	A	1.2	A								70	20	30					1

Table B1 Camping World Site Redevelopment Traffic Impact Study Existing Conditions (2024) M (7:30-830 AM) Midday (11:30 AM-12:30 PM) and PM (4:00-5:00 PM) Peak Hours

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.

	(7:30-8:30 AM), Midday (11:30 AM-12:30 P	ing, and t			nand Volu						Dolov	(c/vob)			<u> </u>	LOS I	Зу	LOSE	By		Loft Tur	n L ana				-	nation (fee	9		Pight T	urn Lane	
	Intersection	Approach		Den	nand volu	umes					Delay	(s/veh)				Approa	ach	Intersec	tion		Left Tur					rough Lane						
	intersection	Approach	U	L	т	R	Total	U	LOS	L	LOS	т	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet) ³	Avg. Queue (feet) ¹	Max Queue (feet) ¹	% Block Thru ⁽²⁾ >	% Block Left ⁽²⁾ <	Link Length (feet)	Avg. Queue (feet) ¹	Max Queue (feet) ¹	% Block Right ⁽²⁾	% Block Thru ⁽²⁾ <	Storage (feet) ³	Avg. Queue (feet) ¹	Max Queue (feet) ¹
	TH 371 at Excelsior Road (Signal)	NB		108	986	50	1,144			55.4	E	12.3	В	3.5	A	15.9	В			260	77	185			2818	121	248			300	20	33
		SB EB		27 56	1082 68	38 177	1,147 301			47.6 42.0	D	11.6 43.7	B	2.9 17.6	A B	12.1 27.8	B	16.4	В	500 190	20 36	72 94			896 321	115 39	241 101			500 190	20 58	25 132
		WB		43	49	47	139			43.8	D	46.4	D	9.8	A	33.0	С			170	31	94			895	32	94			170	21	64
	TH 371 at Design Road (3/4 Access)	NB SB		79 60	972 1094	38 47	1,089 1,201			19.6 10.6	CB	3.5 1.0	A	2.9 0.4	A	4.7 1.4	A	3.1	А	450 625	42 26	121 83			798		20			480 500	20 20	20 20
		EB				53	53							7.7	Α	7.6	A													20	20	53
	TH 371 at Clearwater Rd	WB NB		114	839	12 31	12 984			9.2	A	1.0	A	7.7 0.3	A	7.7	A			575	32	92								605 490	20 20	42 20
E	(3/4 Access)	SB		79	1053	36	1,168			6.8	A	2.3	A	1.6	Α	2.6	Α	2.8	А	860	21	60			1497		20			500	20	20
k Hour		EB WB				148 23	148 23							10.1 5.3	B	10.1 5.3	B													35 495	42 20	87 32
Peak	Edgewood Dr at Excelsior Rd	NB														0.0	A															
AM	(Single Lane Roundabout)	SB EB		40 60	216	18	58 276	-		2.7 3.4	A	4.0	Α	2.7	A	2.7 3.9	A	3.7	A						682 1085	20 20	33 59					
		WB	45		153	36	234	2.5	А			4.2	Α	3.4	А	3.8	A															
	Edgewood Dr at Design Rd (3-way Stop; Westbound free)	NB SB		12 27	33 27	11 2	56 56			5.1 4.8	A	6.6 6.2	A	2.7 3.4	A	5.4 5.4	A	3.3	А						571 754	27 28	51 52					
	(o way etap, meesseana nee)	EB		10	15	4	29			5.3	A	7.0	A	3.4	A	5.8	A	0.0	~						564	21	61					
	Edgewood Dr at Clearwater Rd	WB NB		38 5	52 55	36 8	126 68			0.8 5.6	A	0.9	A	0.7	A	0.8	A			80	20	27			42 814	21	20 47					
	(3-way Stop; Westbound free)	SB		43	23	19	85			5.8	A	6.4	A	3.0	A	5.3	Ā	4.6	А	180	23	48			602	20	44					
		EB WB		36 22	97 59	23 69	156 150			7.0 0.8	A	7.7	A	3.5 0.6	A	6.9 0.7	A								989 70	40	86 20			100	20	36
	TH 371 at Excelsior Road (Signal)	NB		193	1463	125	1,781			57.5	E	32.1	C	11.7	В	33.2	C			260	162	378	1%	14 %	2818	327	586	9 %		300	49	348
		SB		111	1283	24	1,418			85.3	F	32.3	С	5.6	A	36.0	D	38.5	D	500	99	200		1%	896	268	467	1%	1.01	500	20	24
		EB WB		97 229	98 139	200 141	395 509			53.5 65.6	D	76.3 69.4	E	29.2 31.8	C C	47.0 57.5	D E			190 170	69 169	176 244	17 %	1 % 5 %	321 895	89 173	224 440	1 % 5 %	1 %	190 170	88 75	208 232
	TH 371 at Design Road	NB		160	1485	56	1,701			35.0	Е	6.9	A	5.7	Α	9.5	А			450	80	212			896	20	39			480	20	20
	(3/4 Access)	SB EB	•••••	72	1283	71 135	1,426 135			29.8	D	1.6	A	0.6 13.6	A B	2.9 13.4	A B	7.0	A	625	38	112			798		20			500 20	20 38	27 66
		WB				49	49							20.6	С	20.6	С													605	23	78
h	TH 371 at Clearwater Rd (3/4 Access)	NB SB		204 123	1180 1200	150 69	1,534 1,392			22.8 14.2	C	3.3	٨	0.8 1.9	A	4.2 4.2	A	5.1	А	575 860	74 42	183 124			760		20			490 500	20 20	35 38
Peak Hou	(0,4 A00033)	EB		120	1200	226	226			17.2		0.0		13.9	В	13.8	В	5.1	~	000	72	127								35	61	92
Peal	Edgewood Dr at Excelsior Rd	WB NB				100	100							12.3	В	12.3 0.0	B													495	31	100
Midday	(Single Lane Roundabout)	SB		177		70	247			3.0	A			3.0	A	3.0	A	3.6	А						682	20	51					
Mi		EB	54	62	164		226			3.8	A	4.6	A			4.4	A								1085	26	71					
	Edgewood Dr at Design Rd	WB NB	54	14	85 71	96 26	235 111	2.3	A	6.1	A	4.0 8.0	A	3.1 4.7	A	3.3 6.9	A								571	38	75					
	(3-way Stop; Westbound free)	SB		64	63	16	143			13.3	В	10.0	В	8.4	A	11.3	в	6.3	Α						754	49	132					
		EB WB		20 64	45 90	12 77	77 231			9.3 1.0	A	14.2 1.1	B	6.6 0.8	A	11.8 1.0	B								564 42	37 20	100 20					
	Edgewood Dr at Clearwater Rd	NB		15	113	19	147			5.5	Α	10.9	В	5.8	А	9.7	Α			80	20	31			814	36	92					[
	(3-way Stop; Westbound free)	SB FB		136 58	58 71	34 24	228 153	-		12.2 10.6	B	7.5 12.8	A B	3.7 4.0	A	9.6 10.5	A B	7.0	A	180	45	122			602 989	34 47	72	1 %		100	20	68
		WB		53	61	159	273			1.3	A	1.4	A	1.0	Α	1.2	А								70	20	40					
1	TH 371 at Excelsior Road (Signal)	NB SB		175 83	1592 1230	114 25	1,881 1,338			57.3 81.4	E	30.5 27.6	C C	11.0 5.3	B	31.7 30.4	C C	34.2	с	260 500	155 71	378 167		14 %	2818 896	337 243	643 424	11 %		300 500	55 20	384 27
		EB		92	80	179	351			53.9	D	66.3	E	25.9	С	42.6	D	07.2	Ŭ	190	68	144			321	68	160			190	77	188
	TH 371 at Design Road	WB NB		188 100	124 1676	137 45	449 1,821			54.2 21.1	D C	61.4	E	33.3 6.1	C	49.7 8.1	D			170 450	133 43	242 126	6 %	2 %	895 896	112	282 20	2 %	1 %	170 480	75 20	181 28
	(3/4 Access)	SB		71	1215	58	1,344			37.1	E	1.4	A	0.5	A	3.1	A	6.5	А	625	43	120			798		20			500	20	20
		EB				123 62	123 62							12.2 24.6	В	12.1	B													20	35	65
	TH 371 at Clearwater Rd	WB NB		217	1376	145	1,738			25.3	D			0.8	C A	24.6 4.6	A			575	89	199								605 490	28 20	93 29
∍	(3/4 Access)	SB		92	1152	56	1,300			15.9	С	3.1	A	2.0	A	3.9	A	5.5	Α	860	36	95			1497		20			500	20	33
к њ		EB WB				192 149	192 149							14.3 17.9	B C	14.2 17.9	B													35 495	58 53	90 133
Peak	Edgewood Dr at Excelsior Rd	NB														0.0	А	-														
PM	(Single Lane Roundabout)	SB EB		155 61	165	95	250 226			3.1 3.4	A	4.3	A	3.2	A	3.1 4.1	A	3.6	A						682 1085	20 21	60 61					
		WB	31		128	100	259	2.3	A			4.1	Α	3.4	А	3.6	А														لكعم	
	Edgewood Dr at Design Rd (3-way Stop; Westbound free)	NB SB		8 64	59 76	28 18	95 158			6.4 9.6	A	7.5 8.4	A	3.8 4.9	A	6.2 8.5	A	5.5	А						571 754	34 43	66 119					
	, , , , , , , , , , , , , , , , , , , ,	EB		24	31	8	63			6.0	Α	11.2	В	4.3	Α	8.3	А	2.0							564	32	72					
1	Edgewood Dr at Clearwater Rd	WB NB		58 23	58 106	42 9	158 138			0.8 5.8	A	0.8 9.9	A	0.7	A	0.8	A			80	20	34			42 814	20 30	20 73				للتعم	
	(3-way Stop; Westbound free)	SB		102	54	30	186			10.7	В	7.9	Α	3.8	Α	8.8	А	6.3	А	180	38	89			602	32	68					
		EB WB		52 34	81 113	21 126	154 273			10.5 1.2	B	11.3 1.4	B	3.7 1.0	A A	9.9 1.2	A								989 70	46 20	113 35	1 %		100	20	40
L	J	WB		34	113	120	213			1.2	A	1.4	A	1.0	M	1.2	А	1							70	20	35					

Table B2 Camping World Site Redevelopment Traffic Impact Study 2030 No Build Conditions - Design Road Access to TH 371 Remains Open AM (7:30-8:30 AM), Midday (11:30 AM-12:30 PM), and PM (4:00-5:00 PM) Peak Hours

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.

Vehicle Queing Information (feet)

	No Build Conditions - Design Road / 7:30-8:30 AM), Midday (11:30 AM-12:3				M) Peak	Hours																		v	ehicle Qu	eing Infor	mation (f	eet)				
				Den	nand Volu	umes					Delay (s/veh)				LOS Appro		LOS E Intersed			Left Tur	n Lane			Th	rough Lan	e (s)			Right T	urn Lane	
	Intersection	Approach	U	L	т	R	Total	U	LOS	L	LOS	т	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet) ³	Avg. Queue (feet) ¹	Max Queue (feet) ¹	% Block Thru ⁽²⁾	% Block Left ⁽²⁾	Link Length (feet)	Avg. Queue (feet) ¹	Max Queue (feet)	% Block Right ⁽²⁾	% Block Thru ⁽²⁾ <	Storage (feet) ³	Avg. Queue (feet) ¹	Max Queue (feet) ¹
	TH 371 at Excelsior Road (Signal)	NB		145	911	88	1,144			53.4	D	14.7	В	4.0	Α	18.6	В			260	97	215			2818	126	255			300	20	47
		SB		42	1058	38	1,138			47.1	D	11.8	В	2.4	A	12.7	В	17.7	В	500	31	101			894	107	222			500	20	22
		EB WB		56 43	68 49	201 50	325 142			40.8 42.1	D	41.6 47.7	D D	17.7 8.7	B	26.6 31.9	C C			190 170	36 28	95 80			321 895	39 35	113 95			190 170	61 22	161 61
	TH 371 at Clearwater Rd	NB		156	830	31	1,017			11.0	B	1.2	A	0.4	A	2.6	A			575	42	130			000		33			490	20	22
	(3/4 Access)	SB		124	961	83	1,168			8.5	А	2.3	А	1.4	Α	2.9	Α	3.2	А	860	30	89								500	20	22
		EB WB				177 32	177 32							8.8 5.2	A	8.8 5.2	A													35 495	43 20	89 42
Hour	Edgewood Dr at Excelsior Rd	NB				32	52							5.2	A	0.0	A													495	20	42
¥Н	(Single Lane Roundabout)	SB		64		18	82			2.9	А	0.0	А	2.7	А	2.9	A	3.7	А						682	20	42					
AM Peak		EB		60	216		276			3.3	А	4.1	А			3.9	Α								1085	20	59					
AM	Edgewood Dr at Design Rd	WB NB	45	30	153 33	73	271 63	2.4	A	4.7	A	4.4 5.9	A	3.3	A	3.8 5.3	A							-	577	30	64		-			
	(3-way Stop)	SB		30	46	36	82			4.7	A	6.2	A	3.2	А	5.0	A	4.9	А						748	30	57					
		EB		12		17	29			4.6	А			2.7	A	3.5	A								564	20	52					
		WB														0.0	Α															
	Edgewood Dr at Clearwater Rd (3-way Stop; Westbound free)	NB SB		5 43	55 23	37 19	97 85			5.9 6.5	A	8.4 7.2	A	3.9 2.8	A	6.6 5.9	A	4.3	А	80 180	20 23	25 47			814 602	23 22	54 46					
	(3-way Stop; Westbound free)	EB		43 36	23 97	23	85 156			6.5	A	8.5	A	2.8 4.0	A	5.9	A	4.3	A	180	23	47			989	40	46			100	20	43
		WB		111	59	69	239			0.7	A	0.8	A	0.6	A	0.7	A								70		20			100	20	10
	TH 371 at Excelsior Road (Signal)	NB		265	1335	181	1,781			62.9	Е	30.4	С	10.8	В	33.1	С			260	207	407	5 %	11 %	2818	297	487	7 %		300	45	322
		SB		129	1222	24	1,375			83.0	F	32.5	С	6.2	Α	36.7	D	38.1	D	500	115	236			894	258	415			500	20	21
		EB WB		97 229	98 139	261 154	456 522		-	51.8 60.4	D	77.3 69.6	E	29.7 28.0	C C	44.6 53.1	D D			190 170	68 161	170 241	14 %	1 % 6 %	321 895	95 152	230 379	1 % 6 %	2 %	190 170	111 82	231 232
	TH 371 at Clearwater Rd	NB		292	1144	150	1,586			32.3	D	1.9	A	0.9	A	7.4	A			575	124	270	14 /0	0 /8	760	20	20	0 /0		490	20	39
	(3/4 Access)	SB		177	1075	140	1,392			15.3	C	3.4	A	2.3	A	4.8	A	7.1	А	860	58	152			1497		20			500	20	43
-		EB				300	300							13.4	В	13.4	В													35	74	115
Hour	Edgewood Dr at Excelsior Rd	WB NB				136	136				-			14.4	В	14.4 0.0	B													495	46	123
Peak I	(Single Lane Roundabout)	SB		238		70	308			3.2	А	0.4	А	3.1	А	3.2	A	3.6	А						682	20	58					
y Pe	(g	EB		62	164		226			3.7	A	4.7	A			4.4	A								1085	26	71					
Midday		WB	54		85	168	307	2.4	А			4.3	Α	3.4	Α	3.5	А															
	Edgewood Dr at Design Rd	NB SB		51	71 92	69	122 161			5.3	A	6.6	A	3.8	•	6.0 5.5	A	5.2	А						577 748	37	68 60					
	(3-way Stop)	EB		30	92	47	77			4.9	А	6.8	A	3.8	A	3.8	A	5.3	A						564	41 31	55					
		WB		50					· · · · · · · · · · · · · · · · · · ·	4.5				5.1		0.0	A							• • • • • • • • • • • • • • • • • • • •	304				• • • • • • • • • • • • • • • • • • • •			
	Edgewood Dr at Clearwater Rd	NB		15	113	93	221			9.5	Α	19.5	С	12.4	В	16.0	С			80	20	31		6 %	814	57	140					
	(3-way Stop; Westbound free)	SB		136	58	34	228			26.0	D	10.4	В	4.8	A	18.7	С	11.0	В	180	60	150	1 %		602	40	112					
		EB WB		58 212	71 61	24 159	153 432			18.4 1.3	C	27.7	D	5.5 1.0	A	20.8 1.2	C								989 70	62 20	186 53	6 %		100	20	103
	TH 371 at Excelsior Road (Signal)	NB		226	1496	159	1,881			57.2	E	31.6	c	11.6	B	32.9	C			260	192	391	2 %	13 %	2818	333	621	10 %		300	74	381
		SB		102	1179	25	1,306			81.5	F	29.2	С	6.6	Α	32.7	С	35.4	D	500	89	192			894	237	400			500	20	29
		EB WB		92 188	80	230 153	402 465			50.2 54.2	D	69.0	E	26.1 30.7	C C	40.5 48.7	D			190	68	158	0.00	1%	321	71 113	197 255	1 %	1%	190	96	205 206
ŀ	TH 371 at Clearwater Rd	NB		188 266	124 1330	153 145	465			54.2 27.5	D	62.6 2.0	E A	30.7	C A	48.7 5.8	A			170 575	136 109	229 238	6 %	2 %	895 760	113	255	2 %	1 %	170 490	80 20	206 35
	(3/4 Access)	SB		144	1042	143	1,300			18.0	C	3.2	A	2.2	A	4.7	A	6.7	А	860	58	150			1497		20			500	20	40
		EB				264	264							12.4	В	12.3	В													35	70	112
ъ		WB				195	195							20.9	С	20.9	C													495	73	188
т	Edgewood Dr at Excelsior Rd (Single Lane Roundabout)	NB SB		206		95	301			3.3	А	0.2	А	3.2	А	0.0	A	3.7	А						682	20	73					
Peak	Congre Land Noundabout)	EB		61	165	33	226		·	3.4	A	4.4	A	5.2		4.1	A	5.7							1085	20	65					
PMF		WB	31		128	151	310	2.6	А			4.6	А	3.6	А	3.9	А															
	Edgewood Dr at Design Rd	NB		30	59		89			5.4	A	6.3	A			6.0	A		Ι.						577	34	63		_			
	(3-way Stop)	SB EB		32	105	54 31	159 63			4.8	А	6.5	А	3.7 3.1	A	5.5 4.0	A	5.4	A			_			748 564	41 29	62 61				_	_
		WB		32		31	00			4.0	^			J. I	~	4.0	A								304	29	01					
	Edgewood Dr at Clearwater Rd	NB		23	106	81	210			9.0	A	14.8	В	8.9	А	11.8	В			80	20	44		2 %	814	46	111					
	(3-way Stop; Westbound free)	SB		102	54	30	186			16.2	С	9.3	А	4.8	Α	12.4	В	7.9	А	180	44	108			602	35	80					
		EB		52	81	21	154			13.2	B	16.0	C	5.0	A	13.4	B						_		989	51 20	124	2 %		100	20	46
		WB		141	113	126	380			1.2	A	1.3	Α	1.0	Α	1.2	А		I						70	20	52					

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

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.

I		1																								oing inton	mation (fee	51)	1			
				Den	mand Volu	umes				I	Delay (s/veh)				LOS B Approa		LOS B Intersect			Left Turr	n Lane			Th	rough Lane	e (s)			Right T	'urn Lane	
	Intersection	Approach	U	L	т	R	Total	U	LOS	L	LOS	т	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet) ³	Avg. Queue (feet) ¹	Max Queue (feet) ¹	% Block Thru ⁽²⁾ >	% Block Left ⁽²⁾ <	Link Length (feet)	Avg. Queue (feet) ¹	Max Queue (feet) ¹	% Block Right ⁽²⁾	% Block Thru ⁽²⁾ <	Storage (feet) ³	Avg. Queue (feet) ¹	Max Queue (feet) ¹
т	TH 371 at Excelsior Road (Signal)	NB		123	1031	50	1,204			55.8	E	14.4	в	3.8	А	18.2	В			260	89	189		1 %	2818	134	306	_		300	20	46
		SB EB		27 61	1096 74	38 177	1,161 312			48.5 39.7	D D	13.0 44.5	B	3.2 19.2	A B	13.5 29.2	B	18.4	В	500 190	20 41	70 108			896 321	122 45	243 129			500 190	20 60	33 151
L		WB		43	71	47	161			40.4	D	49.2	D	10.9	В	35.5	D			170	31	91			895	50	132			170	21	60
	TH 371 at Design Road	NB		124	977	38	1,139			25.2	D	3.9	A	3.1	A	6.2	A			450	60	151			200					480	20	23
(3	3/4 Access)	SB EB		60	1094	85 67	1,239 67			11.2	В	1.2	А	0.6 8.1	A A	1.6 8.0	A	3.9	A	625	25	84			798		20			500 20	20 20	26 50
L		WB				12	12							6.4	A	6.4	A													605	20	32
	TH 371 at Clearwater Rd	NB		114	844	31	989			11.3	В	1.0	A	0.3	A	2.1	A			575	34	105								490	20	20
Hour	3/4 Access)	SB EB		79	1091	36 148	1,206 148	•••••••		6.5	A	2.3	A	1.5 10.8	A B	2.6 10.8	A B	2.9	A	860	22	65								500 35	40	20 87
		WB				23	23							5.9	А	5.9	А													495	20	30
-	Edgewood Dr at Excelsior Rd Single Lane Roundabout)	NB SB		51		22	73			2.8	А			2.8	А	0.0 2.8	A	3.9	А						682	20	37					4
AM (s		EB		75	216	22	291			3.5	A	4.3	А	2.0	^	4.1	A	3.5	^						1085	20	62					
L		WB	45		153	73	271	2.6	А			4.5	А	3.6	Α	4.0	А															<u> </u>
	Edgewood Dr at Design Rd 3-way Stop; Westbound free)	NB SB		12 27	33 27	11 18	56 72			5.4 6.1	A	7.2 6.5	A	3.0 3.1	A	6.0 5.4	A	3.1	А						571 754	27 31	54 56	-				
(,	, Sop, Woodend Hooj	EB		17	29	4	50			5.8	A	7.8	A	3.1	A	6.7	Ā	5.1	~						564	28	60					
F		WB		38	135	36	209			0.8	A	0.8	А	0.6	A	0.8	A				26	07			42	20	20					
	Edgewood Dr at Clearwater Rd 3-way Stop; Westbound free)	NB SB		7 43	60 31	8 19	75 93			5.0 6.0	A A	7.2 6.6	A	2.6 2.9	A A	6.6 5.5	A	4.7	А	80 180	20 22	25 46			814 602	22 23	50 51					
(-	s-way stop, westbound neep	EB		36	97	31	164			6.5	A	8.2	A	3.4	A	6.9	A	4.7	^	100	22	40			989	40	81	-		100	20	41
		WB		22	59	69	150			0.8	А	1.0	Α	0.6	А	0.8	А								70	20	22					4
т	TH 371 at Excelsior Road (Signal)	NB SB		199 111	1482 1348	125 24	1,806 1,483			58.6 85.5	E	30.6 36.4	C	11.1 7.6	B A	32.3 39.4	C	40.9	D	260 500	174 96	396 220	1 %	13 %	2818 896	330 306	706 506	9 % 1 %		300 500	61 20	419 29
		EB		121	124	200	445			59.0	Е	92.8	F	31.4	c	56.0	E	40.5	U	190	98	220	2 %	5 %	321	125	282	5 %	1 %	190	102	232
L		WB		229	149	141	519			65.9	E	84.7	F	34.5	С	62.6	Е			170	167	244	14 %	11 %	895	182	433	11 %	1 %	170	80	238
	TH 371 at Design Road 3/4 Access)	NB SB		179 72	1509 1283	56 87	1,744 1,442			37.1 28.0	E D	6.6 1.9	A	5.4 0.7	A A	9.6 3.1	A	7.3	А	450 625	90 36	229 106			896 798		20 20	-		480 500	20 20	24 23
(3	5/4 A00ess)	EB		12	1203	200	200			20.0	U	1.9	A	14.1	В	14.0	B	7.5	~	025	30	106			796		20			20	46	72
_		WB				49	49							20.5	С	20.5	С													605	27	85
	TH 371 at Clearwater Rd 3/4 Access)	NB SB		204 123	1204 1216	150 69	1,558 1,408			24.4 13.4	CB	1.5 3.1	A	0.7	A A	4.4 3.9	A	5.1	А	575 860	77 40	171 111			1497		20			490 500	20 20	26 29
Ť	5/4 A00ess)	EB		123	1210	226	226			13.4	D	3.1	A	14.1	В	3.9 14.0	B	5.1	~	800	40	111			1497		20			35	63	102
Peak		WB				100	100							11.8	В	11.8	В													495	34	90
	Edgewood Dr at Excelsior Rd Single Lane Roundabout)	NB SB		227		86	313			3.4	А	0.5	А	3.3	А	0.0 3.4	A	3.8	А						682	20	67					
Midday	oligic Lane Roundabouty	EB		68	164	00	232			4.0	A	4.9	A	0.0	~	4.6	A	0.0	~						1085	29	85					
		WB	54		85	112	251	2.5	А			4.1	А	3.3	А	3.4	А															4
	Edgewood Dr at Design Rd 3-way Stop; Westbound free)	NB SB		14 64	71 63	26 22	111 149			6.9 22.6	A C	9.6 13.9	A B	5.6 11.7	A B	8.4 17.5	A C	10.6	в						571 754	40 56	86 157					
(•	s-way otop, westboard neey	EB		52	110	12	174			16.9	c	23.1	C	15.2	C	20.8	c	10.0	D						564	68	168	-				
L		WB		64	125	77	266			1.0	А	1.0	А	0.8	А	0.9	А								42	20	30					4
	Edgewood Dr at Clearwater Rd 3-way Stop; Westbound free)	NB SB		23 136	137 61	19 34	179 231			5.9 12.7	A B	11.8 8.1	B	6.8 3.9	A	10.6 10.1	B	7.5	А	80 180	20 46	31 109		1 %	814 602	39 35	105 82					
(*	o nay clop, resiziona noo,	EB		58	71	27	156			10.5	В	14.3	в	4.3	A	11.0	В	1.0	~	100	10	100			989	50	125	1 %		100	20	55
<u> </u>		WB		53	61	159	273			1.3	A	1.6	A	1.0	A	1.2	A				170			40.04	70	20	37	10.01			40	
Т	TH 371 at Excelsior Road (Signal)	NB SB		182 83	1615 1300	114 25	1,911 1,408			58.9 81.6	E	32.7 30.4	C C	12.1 5.6	B	34.0 33.0	C C	37.0	D	260 500	179 77	409 176		16 %	2818 896	351 266	643 410	12 %		300 500	49 20	384 24
		EB		118	107	179	404			55.3	E	73.3	Е	26.5	С	47.4	D			190	88	198	1 %	1 %	321	98	238	1 %	1 %	190	80	197
-	TH 371 at Design Road	WB NB		188 123	134 1702	137 45	459 1,870			57.1 21.2	E C	66.5 7.4	E A	34.0 6.2	C A	52.9 8.3	D			170 450	139 51	234 166	7 %	5 %	895 896	130 20	334 20	5 %		170 480	80 20	194 20
	3/4 Access)	SB		71	1215	45	1,870			40.0	E	1.6	A	0.6	A	8.3 3.6	A	7.0	А	450 625	45	146			090	20	20			480 500	20	20
	. •	EB				193	193							13.1	в	13.0	В													20	44	69
Ļ	TH 371 at Clearwater Rd	WB NB		217	1402	62 145	62 1,764			24.6	С	1.8	A	26.6 0.8	D A	26.6 4.5	D A			575	83	199								605 490	30 20	85 38
. 6	3/4 Access)	SB		92	1402	56	1,764			17.2	C	3.1	A	2.1	A	4.5	A	5.5	А	860	36	98			1497		20			500	20	26
Hour		EB				192	192							13.9	В	13.7	В											_		35	55	95
¥	Edgewood Dr at Excelsior Rd	WB NB				149	149							19.1	С	19.1 0.0	C A									-				495	55	147
	Single Lane Roundabout)	SB		208		113	321			3.3	А	0.6	А	3.3	A	3.3	Α	3.8	А						682	21	65					
<u> </u>		EB	0.1	69	165	4.17	234	<u>.</u>		3.8	A	4.6	Α	0.5		4.4	Α								1085	27	77					
F	Edgewood Dr at Design Rd	WB NB	31	8	128 59	117 28	276 95	2.4	A	5.9	A	4.4 8.5	A		A	3.8 7.4	A		_						571	36	75					
	(3-way Stop; Westbound free)	SB		64	76	26	166			14.6	В	10.5	В	6.4	A	11.4	В	8.5	А						754	50	113					
		EB		59	101	8	168			11.9	В	17.8	С	9.1	A	15.3	C								564	59	148					
F	Edgewood Dr at Clearwater Rd	WB NB		58 32	100 132	42 9	200 173			0.9 5.9	A	0.9	A B	0.8 5.3	A	0.9 9.1	A		_	80	20	32			42 814	20 34	31 78					
	(3-way Stop; Westbound free)	SB		102	58	30	190			9.6	Α	7.8	Α	4.1	А	8.1	Α	6.3	А	180	35	81			602	33	68					
		EB WB		52 34	81 113	25 126	158 273			10.3 1.2	B A	11.3 1.3	B A	3.7 1.0	A A	9.8 1.2	A A								989 70	50 20	109 26	1 %		100	20	48

Table B4 Camping World Site Redevelopment Traffic Impact Study 2030 Build Conditions - Design Road Access to TH 371 Remains Open AM (7:30-8:30 AM), Midday (11:30 AM-12:30 PM), and PM (4:00-5:00 PM) Peak Hours

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.

Image: Sector of the s		80 Build Conditions - Design Road Acco I (7:30-8:30 AM), Midday (11:30 AM-12:3				M) Peak	Hours																	V	ehicle Qu	eing Infor	nation (fe	et)				
111					Der	mand Voli	umes				Delay	(s/veh)									Left Tur	n Lane			Th	rough Lane	e (s)			Right T	urn Lane	
		Intersection	Approach	U	L	т	R	Total	U LO:	S L	LOS	т	LOS	R	LOS		LOS		LOS		Queue	Queue	Thru ⁽²⁾	Left (2)	Length	Queue	Queue	% Block Right ⁽²⁾	% Block Thru ⁽²⁾		Queue	Max Queue (feet) ¹
		TH 371 at Excelsior Road (Signal)																	_		134	266				133	269				20	47
																		20.2	С													28 179
			WB			71		164								34.3	С															59
																		#DIV/01														
		(0,17,00000)	EB			1100		1,100								0.0	Α															
		TH 371 at Cleanvator Pd			156	925	21	1.022		11	1 D	12	•	0.4	•		-			575	45	126			760		20			400		20
Product of Functional number line Dia Dia Dia Dia <th< td=""><td>-</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>3.3</td><td>А</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>20</td><td>30</td></th<>	-																	3.3	А												20	30
	면																															94
P P	Peak	Edgewood Dr at Excelsior Rd					32	32		_				6.1	A															495	20	44
Image: state in the s	AMF	(Single Lane Roundabout)	SB				22							2.8	А	3.0	Α	4.1	А													
<				45	75		155		28 A		6 A			4.1	Δ										1085	22	72					
Image: series in the			NB	+0	30	33		63			A 6	5.9	A			5.4	Α															
<th< th=""></th<>		(3-way Stop)			10	46			_	4.5		6.2	А					4.6	A													
					19		17	30		4.5	A			2.8	A			-							564	21	52					
Name Name Name Name Na																																
Image: state		(3-way Stop; Westbound free)																4.4	A	180	22	49								100	20	40
			WB		149	59		277			7 A	0.8				0.7										20				100		10
		TH 371 at Excelsior Road (Signal)									9 E	31.1						41.0	D				12 %	11 %				7 %				419 31
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Mage Mage <th< td=""><td></td><td>(3/4 Access)</td><td></td><td></td><td>144</td><td>1042</td><td></td><td></td><td></td><td>18.</td><td>0 C</td><td>3.1</td><td>A</td><td></td><td></td><td></td><td></td><td>6.6</td><td>A</td><td>860</td><td>58</td><td>135</td><td></td><td></td><td>1497</td><td></td><td>20</td><td></td><td></td><td></td><td></td><td>41 110</td></th<>		(3/4 Access)			144	1042				18.	0 C	3.1	A					6.6	A	860	58	135			1497		20					41 110
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Table B5 Camping World Site Redevelopment Traffic Impact Study 2030 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

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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