



April 20, 2026

Diedre Smith
12960 Peyton Hwy
PO Box 516
Peyton, CO 80831
diedre@yjsmith.com

**RE: Lazy Y and Rocking J RV Park
Transportation Memo - REVISED, El Paso County, CO
PCD File No. SF2428**

Dear Ms. Smith:

Per your request, CLH Associates completed this revised Transportation Memo for the proposed Lazy Y and Rocking J RV Park in Peyton, El Paso County, CO. The proposed development has been made smaller and now includes 100 RV campsites. One single family house is also proposed but will have its own access point (the access location proposed in the previous version of this assessment). There are no phases to this development. The site is located on the west side of Peyton Highway, south of Elliott View, with one proposed access to Peyton Highway. Comments submitted by CDOT and El Paso County have been addressed in this revised memo.

US 24 consists of one to two lanes per direction in the study area, with left and right turn lanes at key intersections. It is classified as a Principal Arterial. In 2022, the AADT volume on US 24 in Peyton was approximately 7,000 vehicles per day. Peyton Highway consists of one lane per direction. South of US 24, it is classified as a Major Collector. Existing ADT on Peyton Highway is 750 vehicles. 2040 forecasts project 3,000 ADT. Internal site roads will be private and will not have classifications. The El Paso County Draft 2045 MTCP does not list any proposed 2040 improvements on Peyton Highway in the study area.

15-minute traffic counts were collected on Tuesday, Wednesday and Thursday, January 24th – 26th, 2023, on Peyton Highway, south of Elliott View. A three-day average for the morning and afternoon peak periods was calculated and is presented in the table below. AM and PM peak hours are highlighted. Raw count data is included at the end of the memo.

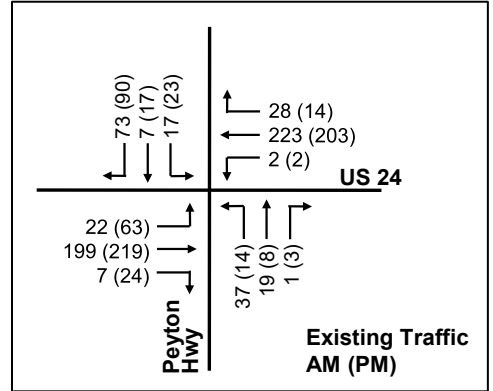
Time	3 Day Avg	
	NB	SB
7:00 AM	8	3
7:15 AM	14	5
7:30 AM	8	10
7:45 AM	7	5
8:00 AM	5	4
8:15 AM	6	6
8:30 AM	5	4
8:45 AM	4	6
9:00 AM	3	3

Time	3 Day Avg	
	NB	SB
4:00 PM	6	10
4:15 PM	5	12
4:30 PM	6	13
4:45 PM	2	10
5:00 PM	3	9
5:15 PM	6	10
5:30 PM	3	10
5:45 PM	4	7
6:00 PM	4	6

As requested by CDOT, traffic counts were collected at the intersection of US 24 and Peyton Highway on Wednesday, March 20, 2024. AM/PM existing peak hour volumes are shown at right.

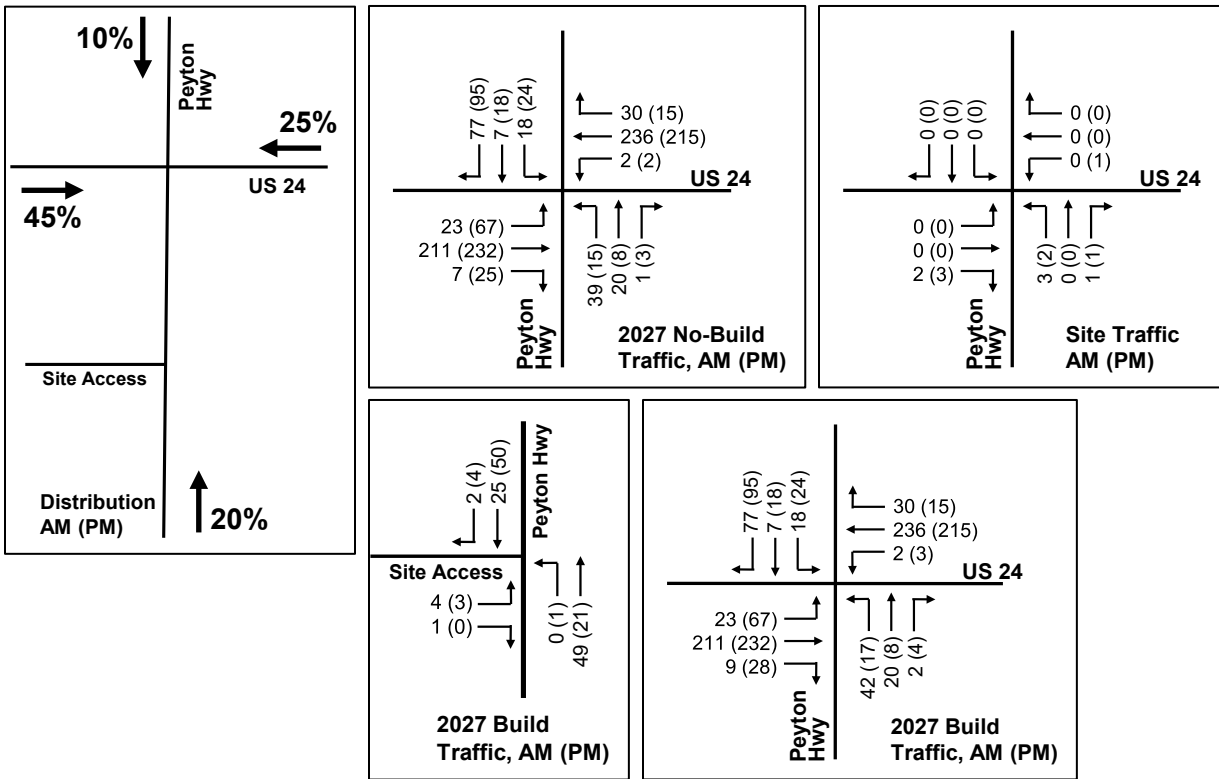
The expected completion year for this development is now 2027. Based on a review of area traffic counts, a conservative 2% annual background traffic increase was assumed for this memo and analysis. The 2024 existing volumes were increased by 1.06 to project to the 2027 no-build volumes.

The proposed trip generation is presented below. Average trip generation rates presented in the ITE Trip Generation Manual, 12th edition, 2025, for Land Use Code 416 (campground/recreational vehicle park) was used. This increase is not expected to be perceptible.



LU Code 416	Units	Daily	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
RV/Campsites	100	104	2	5	7	5	4	9

The diagrams below present the AM and PM peak hour volumes at the US 24 / Peyton Highway intersection and the new proposed development access with Peyton Highway. PM volumes are shown in parentheses. The distribution of site traffic is also shown below.



Traffic operations were analyzed using methodologies in the Transportation Research Board Highway Capacity Manual 7th Edition (HCM) and the Synchro software (Version 12), HCM 7th edition methodology. At the proposed access point to Peyton Highway, analysis indicates that LOS “A” will be experienced during both the AM and PM peak hours for all movements with the proposed development, with minimal delays. Analysis also indicated that all movements at the US 24 / Peyton Highway intersection currently operate at acceptable LOS during both peak hours. The LOS and delays will not increase significantly with the addition of development traffic. Intersection analysis printouts are attached to this memo.

INTERSECTION	2024 EXISTING TRAFFIC		2027 NO-BUILD TRAFFIC		2027 BUILD TRAFFIC	
	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS
1. US 24 / Peyton Hwy						
a. NB LTR	C (17)	C (18)	C (18)	C (20)	C (18)	C (20)
b. SB LTR	A (9)	B (11)	A (10)	B (11)	A (10)	B (11)
c. EB L	A (8)	A (8)	A (8)	A (8)	A (8)	A (8)
d. WB L	A (8)	A (8)	A (8)	A (8)	A (8)	A (8)
2. Peyton Hwy / Site Access						
a. EB LR	-	-	-	-	A (9)	A (9)
b. NB LT	-	-	-	-	A (7)	A (7)



The proposed location of the site access is shown in the figure to the left. There is a vertical curve to the south, but the sight distance to the site driveway is approximately 900 feet. The nearest public street intersection is Elliott View, approximately 580 feet north of the proposed site access. Intersection and stopping sight distance standards, as stated in the “El Paso County Engineering Criteria Manual”, 12/13/16 Revision 6 (ECM), Table 2-17, will be met. For a 60-mph design speed, stopping sight distance is 570 feet. An Autoturn exhibit for the site access intersection is included at the end of this memo. The entry gate will be placed to provide space for two large recreational vehicles to queue – approximately 100 feet or greater.

The El Paso County requirements for exclusive left turn and right turn lanes were also examined. For a Minor Arterial Road like Peyton Highway, a left turn lane is required for any access with a projected peak hour ingress turning volume of 25 vehicles per hour (vph) or greater. Only a maximum of 11 vph is forecast to make the northbound left turn during an hour (PM peak hour). A right turn lane is required for any access with a projected peak hour right turning volume of 50

vehicles per hour (vph) or greater. Only a maximum of 6 vph is forecast to make the southbound right turn. Therefore, left and right turn lanes are not required, and neither are any acceleration or deceleration lanes. No additional signing and striping is needed. A single exiting lane is also sufficient for this development.

The need for an exclusive left turn lane on northbound Peyton Highway at US 24 was investigated. According to the ECM, at access points from a Minor Arterial, a left turn lane is required for an access with a projected peak hour left ingress turning volume of 25 VPH or greater. There are forecast to be 39 northbound left turning vehicles on Peyton Highway at US



24. With the proposed development, this left turn volume is expected to increase to 42, which calculates to 7.7% of the 2027 build volumes. A 7.7% fair share contribution is required and calculations are included below. The total estimated cost of the left turn lane with associated shoulder is \$38,399.82. The total escrow contribution required for this development is \$2,956.79.

There are currently no on-road or roadside facilities for pedestrians or bicycles in this area. To the best of our knowledge, the only neighborhood or public input issues associated with this development are associated with site traffic during school arrival and departure peaks. The morning school peak may coincide with the site AM peak hour, but the afternoon school peak will be earlier than the site PM peak hour. For all peak hours, trip generation is quite low and will have negligible effects on school traffic, bus stops or operations during school peak hours. There are no expected conflicts or traffic concerns with an existing nearby bus stop. This development is subject to the road impact fee program. The current fees for the Road Impact Fee Program are \$1,038 per campsite and are due prior to the approval of the Site Development Plan. The fee, estimated to be \$103,800, is calculated at the time of payment and is subject to change.

We trust that this information will assist you in obtaining approvals for this development. Please let me know if you have any questions or need additional information. The attached traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.

Sincerely,

CLH Associates LLC

Chuck Huffine, P.E., PTOE, AICP
President



"I, the Developer, have read and will comply with all commitments made on my behalf within this report."

Developer Name: _____

Title: _____

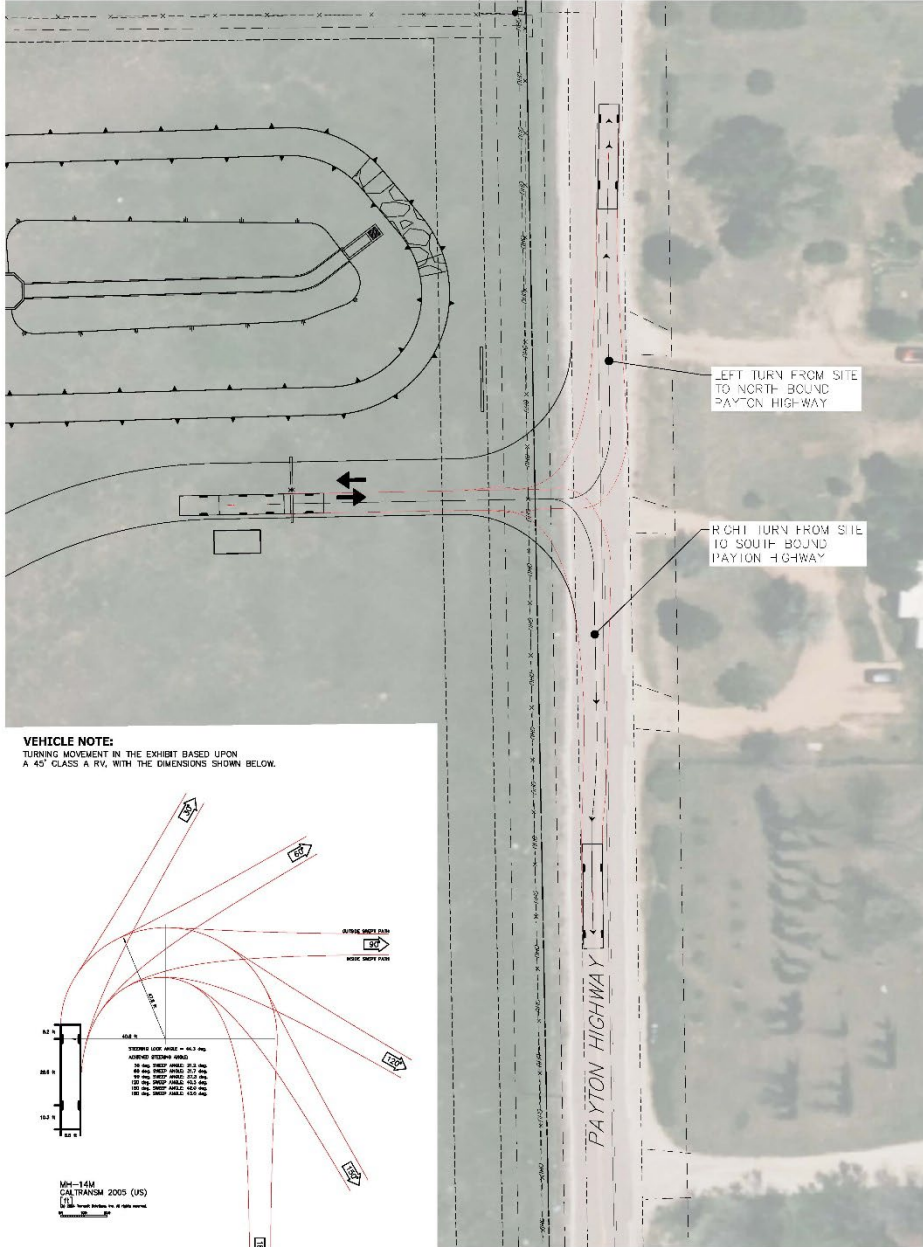
Company: _____

Address: _____

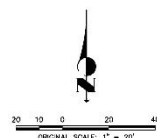
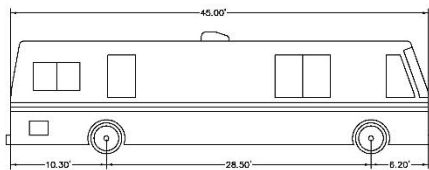
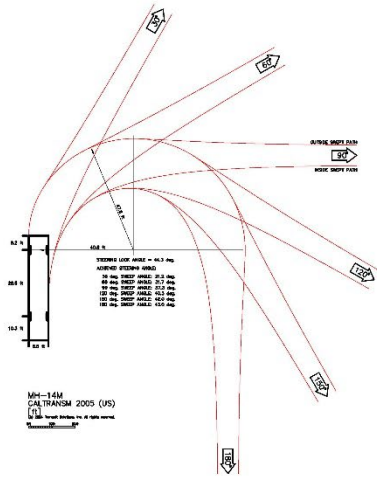
Phone/Email: _____

Signature: _____

LAZY Y & ROCKIN J SITE SITE ENTRY AUTOTURN EXHIBIT



VEHICLE NOTE:
TURNING MOVEMENT IN THE EXHIBIT BASED UPON
A 45' CLASS A RV, WITH THE DIMENSIONS SHOWN BELOW.



SITE ENTRY AUTOTURN EXHIBIT
LAZY Y & ROCKIN J SITE
JOB NO. 25228.00
04/08/24
SHEET 2 OF 2

JR ENGINEERING
A Weston Company
Contract 05-10-000 • Contact: 704-985-2000
Fax: 704-985-9999 • www.jrengineering.com



Associates, LLC

Lazy Y Rocklin J (version 2)							
Compute share of intersection improvements							
From 2026 County FAE Form							
Asphalt Coverage							
Asphalt Paving	3"			Length	Cover	Width	Area
Square Feet		7,040	Lane Length	290	100%	12	3,480
Square Yards		782	Taper	240	50%	12	1,440
Cost/Sq Yd	(FAE)	\$22.00	Shoulder	530	100%	4	2,120
Pavement Cost		\$17,209					7,040
Aggregate Base Course	8"		Aggregate Calculations				
Square Feet		7,040	<u>Per Cubic Yard Calculation</u>				<u>Per Ton Calculation</u>
Cubic Feet	(8" / 12")	4,693	SF	7,040			
lbs/cf	(FAE)	135	8"	2/3			
Total Lbs		633,600	CF	4,693			4,693
Total Tons	2,000	316.8	CY	174		lbs/cf	135
Cost/Ton	(FAE)	\$42.00	Cost/CY	\$81.00		total lbs	633,600
Aggregate Base Course Cost		\$13,306	Cost b	14,080		ton s	316.8
						Cost/ton	\$42.00
						Cost a	13,306
Signs		4					
Cost per sign	(FAE)	\$293.00					
Signage Cost		\$1,172					
Striping			Striping Estimate				
Linear Feet		1,060	Gross Length		530		
4" wide stripes		4	Stripes		2		
Sq Inches		50,880			1,060		
Sq Ft		353					
Cost per sq ft	(FAE)	\$19.00					
Striping Costs		\$6,713					
Total Costs of Northbound turn lane		\$38,399.82					
Lazy Y Rocklin J Contribution		7.7%					
Total Escrow contribution		\$2,956.79					