



October 30, 2023

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Please use the approved TIS that was submitted as the final revision for PCD No. RVP231. Engineering reserves the right to make additional comments on that report in regards to this submittal, SF2428.

RE: Lazy Y and Rocking J RV Park  
 Transportation Memo, 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 plus 10 tent/wagon 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). The site is located on the west side of Peyton Highway, south of Elliott View. with one proposed access to Peyton Highway.

15-minute traffic counts were collected on Tuesday, Wednesday and Thursday, January 24<sup>th</sup> – 26<sup>th</sup>, 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.

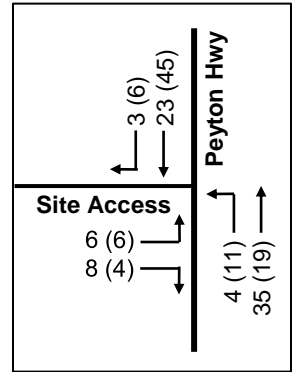
Time	3 Day Avg		Time	3 Day Avg	
	NB	SB		NB	SB
7:00 AM	8	3	4:00 PM	6	10
7:15 AM	14	5	4:15 PM	5	12
7:30 AM	8	10	4:30 PM	6	13
7:45 AM	7	5	4:45 PM	2	10
8:00 AM	5	4	5:00 PM	3	9
8:15 AM	6	6	5:15 PM	6	10
8:30 AM	5	4	5:30 PM	3	10
8:45 AM	4	6	5:45 PM	4	7
9:00 AM	3	3	6:00 PM	4	6

Given the low existing traffic volumes and expected completion year for this development being 2023, there will be negligible background traffic growth. No background traffic increase was assumed for this memo and analysis.

The proposed trip generation is presented below. Average trip generation rates presented in the ITE Trip Generation Manual, 11<sup>th</sup> edition, 2022, for Land Use Code 416 (campground/recreational vehicle park) was used.

LU Code 416	Units	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
RV/Campsites	110	7	14	21	17	10	27

The diagram at right presents the AM and PM peak hour volumes at the new proposed development access with Peyton Highway. PM volumes are shown in parentheses. The distribution of traffic was assumed to follow the existing traffic patterns on Peyton Highway. Traffic operations were analyzed using methodologies in the Transportation Research Board Highway Capacity Manual 6<sup>th</sup> Edition (HCM) and the Synchro software (Version 11), HCM 6<sup>th</sup> edition methodology. 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. Intersection analysis printouts are attached to this memo.



The proposed location of the site access has been moved to the north of the original proposed location. There are no vertical or horizontal curves or sight distance impediments, and there are no driveways on the east side of Peyton Highway, other than single family residences, in the vicinity of the proposed access point. Intersection and stopping sight distance standards, as stated in the "El Paso County Engineering Criteria Manual", 12/13/16 Revision 6, will be met, as sight distance is virtually unlimited.

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, except for possibly signs to warn approaching this development access point on Peyton Highway that they may encounter slow moving vehicles. A single exiting lane is also sufficient for this development.

There are currently no on-road or roadside facilities for pedestrians or bicycles in this area. To the best of our knowledge, there are no neighborhood or public input issues associated with this development.

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.

Sincerely,

CLH Associates LLC



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

