



Responses by Chris McGranahan  
LSC Transportation Consultants, Inc.  
September 16, 2025

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January 13, 2025

Mr. Rodrigo Cortina  
Griffin Development LLC  
701 W. Lionshead Circle  
Vail, CO 81657

Re: Red Mountain Ranch  
Eagle, CO  
LSC #240790

Dear Mr. Cortina:

In response to your request, LSC Transportation Consultants, Inc. has prepared this traffic impact analysis for the proposed Red Mountain Ranch development. As shown on Figure 1, the site is located south of US Highway 6 and east of Eby Creek Road in Eagle, Colorado.

## REPORT CONTENTS

The report contains the following: the existing roadway and traffic conditions in the vicinity of the site including the lane geometries, traffic controls, posted speed limits, etc.; the existing weekday peak-hour traffic volumes; the typical weekday site-generated traffic volume projections for the site; the assignment of the projected traffic volumes to the area roadways; the projected background and resulting total traffic volumes on the area roadways; the site's projected traffic impacts; and any recommended roadway improvements to mitigate growth in background traffic or from the impact of the site. All work was completed per the approved CDOT methodology form which is attached for reference.

## LAND USE AND ACCESS

provide the parcel names that this traffic study covers I am assuming that this traffic study covers the build out of parcel 1 and parcel 2. Is that correct.

The site is proposed to include 12 single-family detached dwelling units, 12 duplex dwelling units, 42 townhome dwelling units, a 60-room hotel, and a 3,000 square-foot restaurant. Emergency-only access is proposed to US 6 aligning with Nogal Road and full movement access is proposed to the east of Nogal Road. The conceptual site plan is shown in Figure 2.

## ROADWAY AND TRAFFIC CONDITIONS

### Area Roadways

The major roadways in the site's vicinity are shown on Figure 1 and are described below.


- **US Highway 6 (US 6)** is an east-west, two-lane state highway roadway adjacent to the site. It is classified as R-A (Regional Highway) by CDOT. The posted speed limit transitions from

# Summary of Comments on RTC-PW Comments\_09\_TrafficStudy.pdf

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Page: 1

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 Number: 1 Author: lsc Subject: Text Box Date: 9/16/2025 2:22:37 PM


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 Number: 2 Author: RyanJohnson Subject: Callout Date: 4/14/2025 9:26:57 AM

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provide the parcel names that this traffic study covers I am assuming that this traffic study covers the build out of parcel 1 and parcel 2. Is that correct.

 Author: lsc Subject: Sticky Note Date: 5/16/2025 11:21:56 AM  
Parcel 1 and Parcel 2 are identified in the updated study.

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**TURN LANE REQUIREMENTS****Eastbound Right-Turn Lane**

This lane is required when the peak-hour turning volume exceeds 25 vph. The peak turning volume is 46 vph so this lane is required. An appropriate length is 320 feet plus a 180-foot transition taper (15:1) based on the posted speed limit of 55 mph.

**Westbound Left-Turn Lane**

This lane is required when the peak-hour turning volume exceeds 10 vph. The peak turning volume is 14 vph so this lane is required. An appropriate length is 345 feet (320 feet for deceleration plus 25 feet for vehicle storage) plus a 180-foot transition taper (15:1) and 55:1 redirect taper.

**Northbound to Eastbound Right-Turn Acceleration Lane**

This lane is required when the posted speed limit is greater than 40 mph and the peak-hour turning volume is greater than 50 vph. The peak turning traffic is 12 vph so this lane is not required.

what are the recommendations related to the Northbound to left turn acceleration lane.

1

**CONCLUSIONS AND RECOMMENDATIONS****Trip Generation**

1. The site is projected to generate about 1,032 vehicle trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, about 39 vehicles would enter and about 50 vehicles would exit the site. During the afternoon peak-hour, about 60 vehicles would enter and about 45 vehicles would exit. These estimates are expected to be reduced due to passby trips as shown in Table 2.

discuss the driveway configuration configuration internal to the site and its relationships to the intersections with the internal private roads. discuss the minimum distances between the intersections to achieve safe intersections that operate as desired.

2

**Projected Levels of Service**

2. All movements at the intersections analyzed are expected to operate at LOS "B" or better through 2045.

is the conclusions and recommended access consistent with the September 11 2019 Red Mountain Ranch TIS access management plan. Provide a statement referencing that report.

**Conclusions**


3. The impact of the proposed Red Mountain Ranch development can be accommodated by the existing roadway network.
4. CDOT access permit applications should be submitted to CDOT for the public and emergency-only accesses after initial review by the Town of Eagle. These access permits will be for previously issued but expired permits #319170 and #319172. Previously issued and expired permit #319171 will also need to be updated to close an existing access along the US 6 frontage.

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 Number: 1 Author: RyanJohnson Subject: Text Box Date: 3/27/2025 8:54:21 AM

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what are the recommendations related to the Northbound to left turn acceleration lane.


 Author: lsc Subject: Sticky Note Date: 5/16/2025 11:22:41 AM  
There are no acceleration lanes recommended.

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 Number: 2 Author: RyanJohnson Subject: Callout Date: 4/14/2025 9:28:52 AM

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discuss the driveway configuration configuration internal to the site and its relationships to the intersections with the internal private roads. discuss the minimum distances between the intersections to achieve safe intersections that operate as desired.

 Author: lsc Subject: Sticky Note Date: 9/16/2025 2:23:19 PM  
Figures 2b, 2c, 2d, and 2e have been added to the updated study to address this comment.

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 Number: 3 Author: RyanJohnson Subject: Callout Date: 4/14/2025 10:50:16 AM

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is the conclusions and recommended access consistent with the September 11 2019 Red Mountain Ranch TIS access management plan. Provide a statement referencing that report.

 Author: lsc Subject: Sticky Note Date: 5/16/2025 11:23:58 AM  
The recommendations are similar. A statement has been added to the updated report.

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**Table 2**  
**ESTIMATED TRAFFIC GENERATION**  
**Red Mountain Ranch**  
**Eagle, CO**  
**LSC #240790; January, 2025**

Trip Generating Category	Quantity	Trip Generation Rates <sup>(1)</sup>					Total Trips Generated				
		Average Weekday	AM Peak-Hour		PM Peak-Hour		Average Weekday	AM Peak-Hour		PM Peak-Hour	
			In	Out	In	Out		In	Out	In	Out
<b>CURRENTLY PROPOSED LAND USE</b>											
Single-Family Detached Homes <sup>(2)</sup>	12 DU <sup>(3)</sup>	9.43	0.182	0.518	0.592	0.348	113	2	6	7	4
Duplexes <sup>(4)</sup>	12 DU <sup>(3)</sup>	7.20	0.120	0.360	0.336	0.234	86	1	4	4	3
Townhomes <sup>(4)</sup>	42 DU <sup>(3)</sup>	7.20	0.120	0.360	0.336	0.234	302	5	15	14	10
Hotel <sup>(5)</sup>	60 Rooms	7.99	0.258	0.202	0.301	0.289	479	15	12	18	17
Restaurant <sup>(6)</sup>	3.00 KSF <sup>(7)</sup>	107.20	5.264	4.307	5.521	3.530	322	16	13	17	11
<b>Total =</b>							<b>1,302</b>	<b>39</b>	<b>50</b>	<b>60</b>	<b>45</b>
Passby Trips <sup>(8)</sup> =							138	6	6	6	6
<b>Primary Trips =</b>							<b>1,164</b>	<b>33</b>	<b>44</b>	<b>54</b>	<b>39</b>

**Notes:**

(1) Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition, 2021

(2) ITE Land Use No. 210 - Single-Family Detached Housing

(3) DU - Dwelling Units

(4) ITE Land Use No. 215 - Single Family Attached Housing

(5) ITE Land Use No. 310 - Hotel

(6) ITE Land Use No. 932 - High Turnover (Sit-Down) Restaurant

(7) KSF = 1,000 square feet

(8) A passby trip percentage of 43% was assumed for the restaurant use.


43% reduction for what was described to be a sit down restaurant or tap room is very high. for causal sit down restaurants i think this pass by would be closer to 10 - 15 % within the context of the town of eagle , and how passerby's are typically destination oriented in this area.

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 Number: 1      Author: RyanJohnson      Subject: Cloud+      Date: 3/31/2025 9:03:17 AM

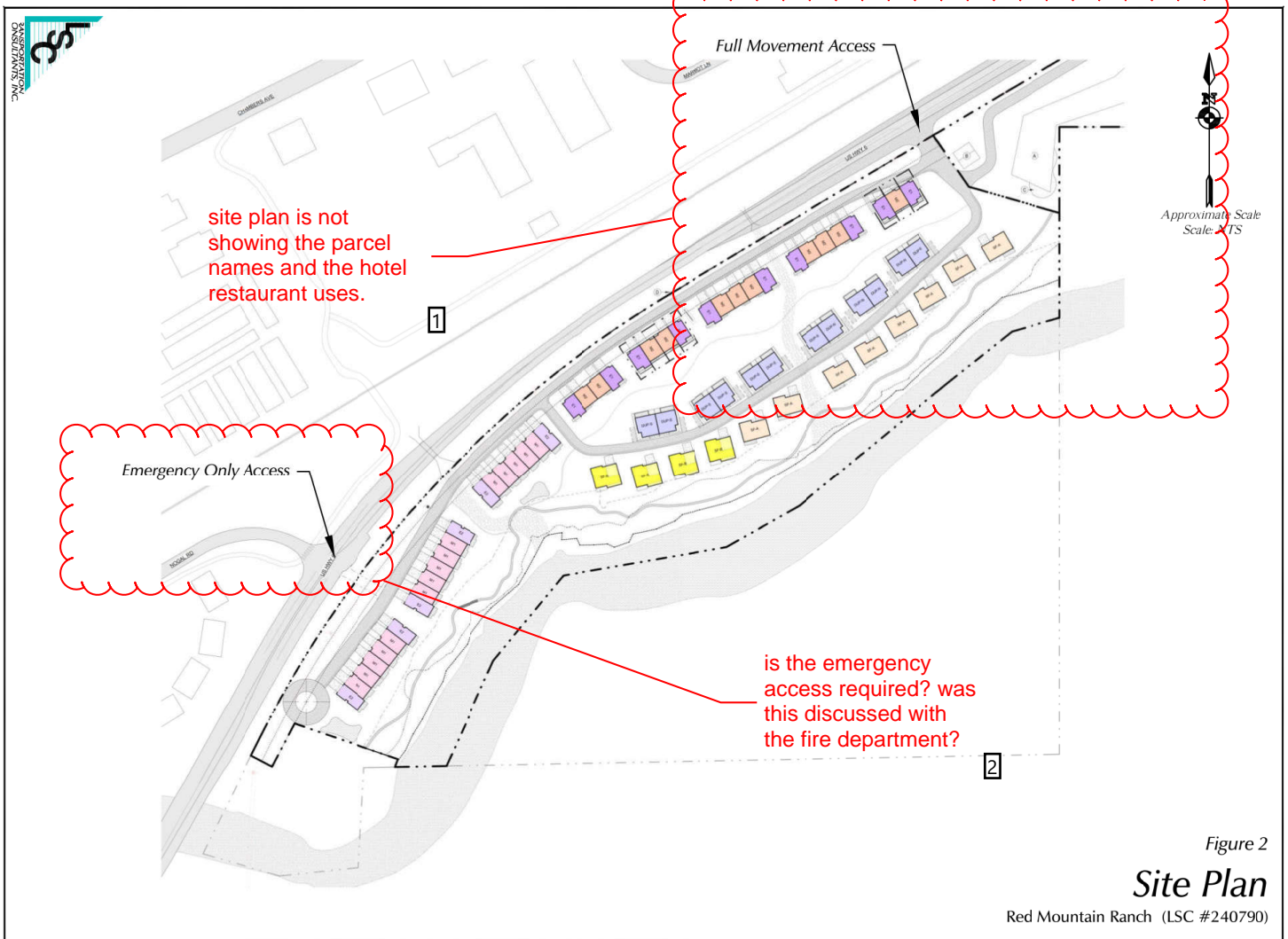
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43% reduction for what was described to be a sit down restaurant or tap room is very high. for causal sit down restaurants i think this pass by would be closer to 10 - 15 % within the context of the town of eagle , and how passerby's are typically destination oriented in this area.

 Author: lsc      Subject: Sticky Note      Date: 5/16/2025 11:24:56 AM

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This value has been reduced to 15% in the updated study.




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 Number: 1      Author: RyanJohnson      Subject: Cloud+      Date: 3/27/2025 8:40:18 AM

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site plan is not showing the parcel names and the hotel restaurant uses.


 Author: Isc      Subject: Sticky Note      Date: 5/16/2025 11:26:27 AM  
The plan has been updated.

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 Number: 2      Author: RyanJohnson      Subject: Cloud+      Date: 3/27/2025 8:40:55 AM

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is the emergency access required? was this discussed with the fire department?

 Author: Isc      Subject: Sticky Note      Date: 5/16/2025 11:26:02 AM  
The fire department is not requiring emergency access so it has been removed in the updated study.

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