



**Planning & Zoning Commission
Tuesday, May 20, 2025, 6:00 PM
Public Meeting Room / Eagle Town Hall
200 Broadway, Eagle, CO 81631**

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PUBLIC WIFI – Eagle Guest

MEETING ACCESS INFORMATION AND PUBLIC PARTICIPATION

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Please Note: All participants must remain muted until they are requested to speak. This will reduce background noise disruptions for all meeting attendees. When it is your turn to speak, you will have three (3) minutes for public comment. For technical difficulties, please email planning@townofeagle.org and we will do our best to assist you.

PUBLIC COMMENTS: If you are unable to attend, public comments regarding any items on this agenda can be submitted to the Planning Department at Planning@townofeagle.org and will be included as part of the record.

REGULAR MEETING CALLED TO ORDER

APPROVAL OF MINUTES *Approval of minutes from the following meeting(s) of the Planning & Zoning Commission.*

PUBLIC COMMENT

Citizens are invited to comment on any item not on the agenda subject to a public hearing. Please limit your comments to three (3) minutes per person. Those who are speaking are requested to state their name & address for the record.

PUBLIC HEARINGS

1. Project: DR25-02 ANB Bank Minor Development Permit
File # DR25-02
Applicant: ANB Bank, c/o Alder Real Estate, Will Coffield
Location 295 Eby Creek Road
Staff Contact: Sydney Dynek, Planner
Request: A Minor Development Permit to construct a 3768 square-foot commercial building.

COMMUNITY DEVELOPMENT DEPARTMENT AND TOWN COUNCIL UPDATE

Staff update to the Planning & Zoning Commission on recent work, upcoming files and decisions made by Town Council.

1. May Update

OPEN DISCUSSION

ADJOURN

I hereby certify that the above Notice of Meeting was posted by me in the designated location at least 24 hours prior to said meeting.

Denise Cardoza

Denise Cardoza
Administrative Technician II



STAFF REPORT AND CERTIFICATE OF RECOMMENDATION

TO: Planning & Zoning Commission

FROM: Community Development Department

DATE: May 20, 2025

PROJECT: ANB Bank Minor Development Permit

REQUEST: A Minor Development Permit to construct a 3768 square-foot commercial building.

FILE NUMBER: DR25-02

APPLICANT: ANB Bank, c/o Alder Real Estate, Will Coffield

LOCATION: 295 Eby Creek Road

CODE: Chapter 4.05 Zoning
Chapter 4.09 Use Standards
Chapter 4.10 Site Layout and Structure
Chapter 4.11 Landscaping, Screening and Fencing Standards
Chapter 4.12 Parking and Loading Standards
Chapter 4.13 Outdoor Lighting
Chapter 4.14 Sustainability, Resilience, and Hazards
Chapter 4.15 Subdivision Design and Improvement Standards

ZONING: Commercial General (CG) Zone District

EXHIBITS: A: Project Application & Narrative
B: Development Plan Set
C: Traffic Study
D: Environmental Impact Report
E: Drainage Report
F: Geologic Hazards Review Letter, 1/10/2025

PUBLIC COMMENT:

Staff has received 0 letters of public comment as of May 16, 2025. Letters received after this time will be gathered and entered into the public record at the hearing.

STAFF:

Sydney Dynek, Planner, sydney.dynek@townofeagle.org

INTRODUCTION

ANB Bank (“Applicant”) owns the property at 295 Eby Creek Road and is requesting a Minor Development Permit to construct a commercial building for a bank and drive thru window on the northern half of the property. Concurrent with this development permit staff has reviewed an administrative minor subdivision application for this property. Staff has determined that this application meets all the standards of the Land Use Code. Per the concurrent application language in the Code the applications are being approved within the longest of the time frames applicable to the relevant procedures, so the minor subdivision cannot be approved prior to the minor development permit. The access easement agreement needs to be recorded, then the minor subdivision application, before a minor development permit approval can be acted upon. The Code speaks to landscaping and parking lot screening standards for properties abutting I70. These standards have not been applied to this minor development permit application given the concurrent application processes. The property in question is effectively just the northern portion used for the 3768 square foot commercial building. Applicant intends to develop an ANB Bank on the northern portion of the property (Lot A) via this application and then sell the southern portion of the property (Lot B) in the future after the minor subdivision has been completed.

The existing 2.025 acre lot is north of I-70, west of Eby Creek Road, and is accessed off of the Eby Creek roundabout. It is currently the location of the old Burger King on the southern portion of the property and the northern portion of the property is currently vacant. There is one access point to the property located off Eby Creek Road immediately west of the existing roundabout.



Figure 1: Location of lot: north of I-70, west of the Eby Creek roundabout



Figure 2: Existing lot at 295 Eby Creek Road

As proposed, the ANB Bank will be a 3768 square foot structure located centrally on the northern portion of the property with the primary entrance being on the south side of the building, with a secondary entrance on the eastern side of the building. The building will have office space for the bank employees, a teller counter to facilitate bank services, and a drive thru on the western side of the building. All of these uses are included in the definition of bank/financial institution found in Chapter 4.20 of the LUDC.

The property is relatively flat on the eastern side with the western side sloping down towards Eby Creek. The Applicant is requesting a reduction in the riparian setback per Section 4.14.050 and provided an environmental report to demonstrate that their request will not result in adverse environmental impacts.

ISSUES FOR DISCUSSION

No issues have been identified that require discussion.

STANDARDS FOR DEVELOPMENT PERMIT

STANDARD #1: *Land Use and Development LUDC requirements.* The development plan is consistent with all applicable standards of this LUDC

Staff reviewed the development application against the relevant Town regulations in Title 4 of the Municipal Code (“LUDC”). Applicable chapters from the LUDC include:

- 1) Chapter 4.05 Zoning
- 2) Chapter 4.09 Use Standards
- 3) Chapter 4.10 Site Layout and Structure
- 4) Chapter 4.11 Landscaping, Screening and Fencing Standards
- 5) Chapter 4.12 Parking and Loading Standards
- 6) Chapter 4.13 Outdoor Lighting
- 7) Chapter 4.14 Sustainability, Resilience, and Hazards
- 8) Chapter 4.15 Subdivision Design and Improvement Standards

Italicized text are standards copied from the Municipal Code. Where standards in the LUDC are reiterated several times, staff notes the application’s conformance with the standard once, as opposed to noting redundantly conformance with the same standard.

CHAPTER 4.05- Zoning:

CG Zone District Requirements		
	Required	Proposed
Lot Area, total	20,000 sq ft	41,59938 sq ft
Public Street Frontage (min)	25 linear feet	202 linear feet
Lot Coverage (max)	80%	45%
Front Side Setback (min)	25 feet	51 feet
Street Side Setback (min)	15 feet	N/A
Rear (min) or Interior Side Setback	Parking Lot Adjacent- 0 feet Com/Ind District Adjacent- 12.5 feet Mixed-Use District Adjacent- 25 feet	66 feet, 55 feet, 76 feet
Live Stream Setback	75 feet	50 feet (reduction requested)
Building Standards- Height (max)	35 feet	25 feet
Building Footprint (max)	25,000 square feet	3700 square feet

Staff Comment:

The proposal meets the majority of the Commercial General (CG) zone district requirements. The applicant is requesting relief from the live stream setback, no disturbance area, standard to reduce it from 75 feet to 50 feet per Section 4.14.050. The applicant provided an Environmental Impact Report to support this request, this is detailed in staff’s analysis under the Chapter 4.14 section.

CHAPTER 4.09 Use Standards

Staff Comment: The proposed use, *Bank/Financial Institution*, is a ‘P’- permitted use in the Commercial General Zone district. The accessory use, *Drive Thru*, is a ‘M’- minor review (no notice) in the Commercial General Zone District. Staff reviewed Section 4.09.040 for standards applicable to all uses and Section 4.09.100.E, as it pertains to the drive thru accessory use. The drive thru and its associated drive-up windows and communication system are located on the west side of the proposed structure and does not impede on any public right of way, satisfying Section 4.06.100.E.2. Staff found the proposed use does not

create any significant adverse impacts in surrounding areas or Town services or infrastructure. Staff found the proposed primary and accessory use to be in accordance with the standards enumerated above.

Chapter 4.10 Site Layout and Structure

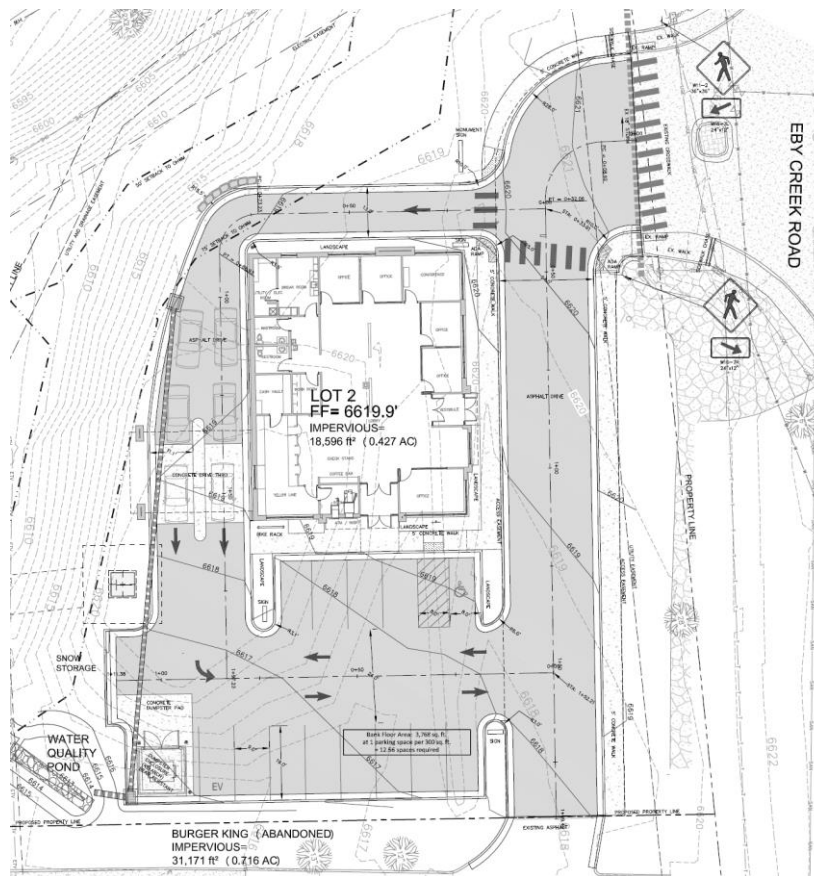


Figure 3: Site Plan

Design Standards applicable to all sites and structures

Staff Comment: The entrance to the site is taken off Ebby Creek Road and allows efficient access and wayfinding by emergency services. The proposed development is positioned on the property to avoid steep slopes, natural drainageways, natural hazards, wildlife habitat, utility easements, and defined view corridors, with the building's orientation relatively parallel to the topographic lines. Additionally it is sited to allow efficient and safe access from the parking area to the building entry points as the parking is provided immediately adjacent to the primary entrance on the building's southern face. Bicycle parking is provided immediately west of the main entrance, adjacent to the building. Trash enclosures on the southwest corner of the lot will be bear resistant per pg. L1 of the plan set and will be screened from public view with brick veneer and prefinished sheet metal that complement the primary structure's facade. The utility boxes on the roof of the building will also be screened from public view using complementary black sheet metal.



Figure 4: Draft rendering of proposed ANB Bank building with facade materials

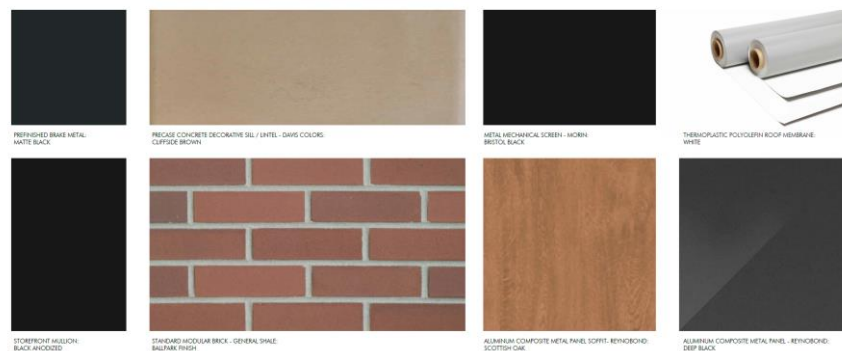


Figure 5: Proposed facade and screening materials

The proposed development's façade will consist of red modular brick with black metal accents. Brick masonry is included as a permitted façade material with color-treated metal permitted as an accent wall surface. The roof will have a black metal parapet surrounding its perimeter with the roof itself being a low slope with a white thermoplastic polyolefin cover. The proposed roof material is not included in this list, however additional materials of equivalent durability as approved by the Director are permissible. Staff's research of this material indicates it averages a 20-30 year durability expectancy. At time of building permit the applicant will be required, as a condition of approval, to provide the manufacturer's specification sheet clearly specifying its ability to withstand the Town's variable mountain climate to ensure maintenance and durability. The roof will be screened by the required parapet walls and the roof surface will not be visible from the public ROW. The façade colors are compatible with the natural setting and hearken to the general color palette of the businesses on Market Street. Both the roof and façade materials have low reflectivity. A sidewalk is provided on the east side of the property to provide pedestrian access to the southern lot in advance of the existing lot being subdivided. The provided sidewalk connects to existing sidewalks immediately north of the property outside of the property boundaries and provides connectivity to the building entrances. The proposed sidewalk has been deemed sufficient by Engineering staff.

The proposed building façade faces Eby Creek Road, the same public right of way as the adjacent abandoned Burger King structure. The building's eastern entrance is visible and accessible from the pedestrian right-of-way along Eby Creek Road. Parking for the development is provided to south of the building, therefore none of the required parking is located in between the property line abutting the public ROW and the building façade.

The Code provides standards to break up building façade and the applicant met these standards in a number of ways. No individual component of the horizontal façade had a length of more than 60 feet,

measured horizontally. The structure uses ground-floor, pedestrian-oriented design features along no less than 60 percent of the horizontal length of the segment, and variations in roof height, to meet the standards for horizontal façade articulation. The body of the building is more than 50% of the total building height and the design includes a clear base, body, and top with horizontal elements separating the components to meet the vertical façade articulation standards. The primary building entrance features a recessed entry way with canopies over the entries to provide architectural interest.

Underground utility connection is being provided from existing water and sewer taps, with a new transformer being provided on the west side of the structure. An erosion and sedimentation control plan was provided on page C5.0 of the Development Plan Set and Engineering staff determined this was sufficient to meet the requirement of Section 4.10.060.

Chapter 4.11 Landscaping, Screening and Fencing Standards

Staff Comment: A landscape plan for the proposed development was provided on page L2 of the set. The provided plans include a legend detailing all the proposed plant materials and indicating their drought tolerance. An irrigation plan was provided on L4 of the plan set that included the methodology for irrigating the required parking lot landscaping. This plan denotes which existing trees on the property will be left and which will be removed to accommodate the proposed development. Ground surfaces and material types were indicated on the provided landscape plan, along with the percentage of drought tolerant plants, on sheet L2. All the Greenmound Currant shrubs indicated on the plans are the male cultivar that don't produce fruit. All of the proposed plant materials except for the viburnum and the spirea are drought tolerant and low-water using. No turf grass is included in the proposal and the proposed trees and shrubs meet the minimum plant size specifications. Three landscape islands as required per Section 4.11.050 are included in the design, with each island including a hawthorn tree, some shrubs, and river cobble or crushed granite mulch.

Within the provided landscape plan, the front yard landscape buffer is 11 feet wide at the narrowest point adjacent to Eby Creek Road. The required landscape areas reflect the existing vegetation communities on adjacent properties with a minimum of 50% of the required street frontage landscape areas covered in cultivated landscaping. All the proposed ground cover consists of low-water, drought-tolerant plants. The proposed landscape plan currently depicts one Hot Wings Maple tree in the southeast corner of the property and there are no other trees proposed in the front yard buffer. As a condition of approval, additional trees will need to be added to meet the standard requiring one tree per 25 linear feet. An interpretation has been made to allow for this standard to be met through averaging if the applicant chooses to clump the trees to meet this standard.

The parking lot landscape islands feature hawthorn trees that serve to flank the parking lot entry, providing screening of this parking lot from the Eby Creek public right of way. The refuse enclosure is located at the southwestern corner of the lot and is more than 20 feet from a public sidewalk and is sited to not obstruct vehicular circulation. This enclosure uses a brick masonry veneer and metal siding that echoes the building façade's, which fall under the acceptable screening materials list provided in the Code. The metal fabricated gate material is technically not in this list but is sufficiently durable to meet the Town's climate needs and is low maintenance.

Given the sequenced timing of the minor subdivision and the minor development application, staff determined that the standards in Section 4.11.040.A speaking to the I-70 Corridor buffer are pertinent to the southern portion of the property and do not apply to the northern portion of the property included with this development permit.

Chapter 4.12 Parking and Loading Standards

Staff Comment: The parking plan for the proposed development is provided on page C1.0 and depicts the project provides 13 parking spaces and 4 stacking spaces on the south and west sides of the structure, respectively.

Use	Requirement	Provided
Bank/Financial Institution (plus a drive-thru)	1 per 300sf plus stacking if there is a drive-thru	13 spaces, 2 stacking spaces per drive-thru lane
	3768 square feet commercial building ÷ 300 square feet = 12.56 parking spaces	

This conforms with the required off-street parking standards listed in Table 4.12-1 in Section 4.12.040. The off-street parking stalls are 9 feet wide and 19 feet long, except for the ADA accessible parking spot that is 8 feet wide. Bicycle parking for the project is provided via a bike rack on the southwest corner of the building. Financial Service requires a minimum of 2 short term spots plus 1 spot per 5000 square feet of gross floor area and requires a minimum of 2 long term spots plus 1 spot per 12000 square feet of gross floor area. The proposed bike rack provides 6 spots, meeting the required minimum number of short-term bike parking spots for this use type. As a condition of approval the applicant will need to provide secure and weather protected bike parking for the long-term bike parking spots prior to building permit application. One ADA parking spot and 1 EV charging spot will be provided as depicted on page C1.0. As a condition of approval, the EV spot will need to be modified to meet the Universal Vehicle Charging Station dimensional requirements of a minimum vehicle width of 120 inches with 36-inch access aisles, effectively creating a 16 foot wide stall. These requirements are listed in the Town's IECC Amendments to the 2021 International Energy Conservation Code.

The intersection of the access way with a public street is approximately 80 feet from the side lot line. It exceeds 35 feet in width and a divider stop off the property serves to address this. The proposed development does not include a new divider stop at the entrance to the lot on the property itself as there is an existing divider outside the property boundaries on the entrance drive, Town engineering staff determined this divider meets this standard. A monument sign marking the structure and road striping are proposed to clearly and permanently mark the access way. Access from the parking area on to the street is designed to permit user vehicles to enter and exit unrestricted in forward drive. This northern portion of the lot is currently undeveloped and all the parking included in the plan set is in service to the new use. The Town's Engineering staff assessed the drainage plans for the parking area and deemed it to be sufficient. All the provided parking has a parking angle of 90 degrees and has an aisle width of 24 feet, meeting the standards. The parking lot will be asphalt. Snow storage for the development is being provided immediately northwest of the trash enclosures on the west side of the property, this location does not impact vehicular circulation or the public ROW.

Chapter 4.13 Outdoor Lighting

Staff Comment: The applicant provided a lighting plan with the manufacturer specification sheets. In the photometric plan (page P1) the applicant indicates that all light sources will be concealed or shielded with an IESNA full cut-off style fixture to prevent light trespass onto adjacent properties. Additionally the photometric plan notes that all outdoor light not necessary for security purposes will be reduced via timeclock. The parking lot average illumination is 2.2 foot candles, under the maximum 3 foot candles. The parking lot light poles do not exceed the maximum height of 25 feet, and this lighting is signed to be lighted from the outside perimeter inward. None of the light fixtures proposed exceed a correlated color temperature (CCT) above 3000 Kelvin. The proposed fixtures and lighting plan meet the standards of Chapter 4.13.

Chapter 4.14 Sustainability, Resilience, and Hazards

Geologic Hazards

Staff Comment: Within their application materials the applicant provided an initial site evaluation letter from Kumar & Associates that determined the proposed improvements would not increase the potential geologic hazards to other properties or structures. In their referral comments the Colorado Geological Survey (CGS) agrees that the debris flows discharging from the drainages north of the site are not expected to impact the site.

Wildlife Habitat

Staff Comment: The applicant submitted a minor subdivision application to subdivide the existing 2.025 acre lots into two distinct lots, both less than 2 acres, shortly after the minor development permit application was sent out on referral. Given the nature of the wildlife impact review being triggered for all new development applications for sites two acres or larger, staff determined this effectively concurrent application review process results in this standard not being applicable to this site. The refuse containers on site will be bear-resistant as indicated on sheet C1.0 of the plan set.

Water Body & Riparian Buffer

Staff Comment: The applicant is requesting a reduction of the required 75 feet riparian setback to 50 feet, per the mechanism provided in Section 4.14.050.C.3. This language was revised in Ordinance 8 of Series 2024 and is uploaded as an attachment to this memo as it is not yet reflected in the MuniCode platform. The applicant provided an Environmental Impact Report crafted by Ecological Resource Consultants LLC speaking to the existing site conditions, vegetation and wildlife communities, and aquatic resources on the site. This report assessed that the proposed project will not result in adverse impacts to the environment within the 75-foot riparian setback. With this information staff found the applicant's demonstration of no adverse impacts to be sufficient to meet the riparian setback reduction request to 50 feet.

Chapter 4.15 Subdivision Design and Improvement Standards

Staff Comment: The proposed development meets the criteria laid out in Section 4.15.101.A regarding zone district dimensional standards and providing a readily accessible building site for structures. A sidewalk is being provided on the east side of the property to connect the northern portion of the property with the southern portion, enabling consistent pedestrian access to the property after the lot has been subdivided. This standard is also addressed in staff's analysis under Chapter 4.10.

Chapter 4.16 Signs

Staff Comment: While sign locations have been depicted on the provided plan sets, the applicant clarified they will be submitting formal sign permit application materials at a future date. Staff subsequently did not review any proposed signage as part of this application.

STANDARD #2: *Previous approvals.* The development plan is consistent with any previously approved and still valid land use approval, such as a plat or PUD.

Staff Comment: The proposed development is not located within a PUD. The Eby Creek Subdivision Plat designates the lot as Commercial/Business (C-B) use, the proposed development is consistent with this land use approval.

STANDARD #3: *Comprehensive Plan.* The development plan is consistent with the Comprehensive Plan and other adopted area or corridor plans

GOAL 1-2. EXPAND AND DIVERSIFY THE TOWN'S ECONOMIC OPPORTUNITIES.

1-2.2. Promote commercial development that fits the desired character of the community and its character areas.

a. Support businesses and activities that benefit from Eagle's proximity to the I-70 corridor

1-2.3. Support opportunities to expand and diversify the commercial and light industrial base.

1-2.8. Encourage continued reinvestment in existing commercial areas

GOAL 2-7. POLICIES FOR THE INTERSTATE 70 INFLUENCE CHARACTER AREA (SHOWN ON MAP): INCLUDING THE MARKET STREET AREA, EBY CREEK ROAD AREA, AND THE CHAMBERS AVENUE AREA.

2-7.4. Within allowances established by the Town's level of service (LOS) standards, promote additional highway-oriented businesses (which may also serve local needs) in the vicinity of Eby Creek Road. __

Staff Comment: The proposed development of the northern portion of this property, that has previously been undeveloped, serves to expand the Town's commercial base. Given the property's proximity to the Eby Creek roundabout and subsequent access to I70, the proposed development would benefit from Eagle's proximity to the I-70 corridor. As the Burger King site on the southern portion of the property has been non-operational for several years, this development also serves to support continued reinvestment in existing commercial areas. The addition of the proposed development to the site serves to promote additional highway-oriented businesses, as it has a drive thru teller lane and is immediately adjacent to a roundabout with access to I-70.

STAFF RECOMMENDATION

Staff recommends APPROVAL with conditions of the ANB Bank Minor Development Permit, File # DR25-02 based on compliance with Chapters 4.05, 4.09, 4.10, 4.11, 4.12, 4.13, 4.14, 4.15, and 4.17 of the Municipal Code, and that the application is supported by the goals and policies in the 2021 Amended Elevate Eagle Comprehensive Plan.

PLANNING AND ZONING COMMISSION POTENTIAL MOTIONS

Below are the Planning and Zoning Commission options related to DR25-02:

1. Approve the application with no conditions.
2. Approve the application with conditions.
3. Continue (table) the application. (Provide staff and the application detail regarding information needed for a decision).
4. Deny the application. (Cite all Code sections and/or Plan policies that resulted in motion for denial)

RECOMMENDED MOTION

A motion to approve with conditions Resolution 6, Series 2025, approving the minor development permit to construct a 3768 square foot commercial building.

FINDINGS OF FACT

The application for File #DR25-02 meets the requirements of Title 4 of the Municipal Code and substantially supports the 2021 Elevate Eagle Comprehensive Plan, and that the requested water body setback reduction meets the criteria in Section 4.14.050 of the Land Use and Development Code.

IF APPROVED, THE P&Z AND COUNCIL MAY CONSIDER THE FOLLOWING SUGGESTED CONDITIONS OF APPROVAL:

1. The applicant shall follow the recommendations of their 1/10/2025 Geologic Hazards review letter at time of building permit application.
2. The minor subdivision needs to be approved, and its associated access easement agreement recorded, in advance of any action on this minor development permit.
3. Applicant shall pay all applicable impact fees prior to building permit issuance.
4. Prior to building permit application, applicant shall modify parking design to meet the EV standards outlined in the Energy Code.
5. The applicant shall add trees to the front yard buffer in the landscape plan to demonstrate compliance with the front yard buffer standards prior to building permit application.
6. The applicant shall demonstrate that their short-term and long-term bicycle parking meets the intent of the Association of Pedestrian and Bicycle Professionals (APBP) Essentials of Bike Parking guidelines through secure and weather protected measures.

ATTACHMENTS:

- **Resolution 6, Series 2025**



TOWN OF EAGLE
COMMUNITY DEVELOPMENT
200 BROADWAY • PO BOX 609 • EAGLE, CO 81631
PHONE: 970-328-9655 • FAX: 970-328-9656
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www.townofeagle.org

File #

Date Received

LAND USE & DEVELOPMENT APPLICATION

Pursuant to the Land Use & Development Code, Title 4

ZONING REVIEW	DEVELOPMENT REVIEW	SUBDIVISION REVIEW
☐ Special Use Permit ☐ Zoning Variance ☐ Rezoning ☐ Temporary Use Permit ☐ Encroachment Permit ☐ Wireless Communications Facility	☒ Minor Development Permit ☐ Major Development Permit PLANNED UNIT DEVELOPMENT (PUD) REVIEW ☐ PUD Zoning Plan ☐ PUD Development Plan	☐ Concept Plan ☐ Preliminary Plan ☐ Final Plat ☐ Lot Line Adjustment ☐ Condominium / Townhouse ☐ Minor Subdivision

If permit type not specified above, fill in here _____

PROJECT NAME ANB Bank

PRESENT ZONE DISTRICT CG **PROPOSED ZONE DISTRICT** _____
(if applicable)

LOCATION

STREET ADDRESS 295 Eby Creek Road

PROPERTY DESCRIPTION

SUBDIVISION Eby Creek Subdivision **LOT(S)** 2 **BLOCK** 3
(attach legal description if not part of a subdivision)

DESCRIPTION OF APPLICATION/PURPOSE Minor Development Permit to construct
an ANB Bank on the northern portion of the property
Minor Subdivision submitted separately.

APPLICANT NAME ANB Bank, c/o Alder Real Estate, Will Coffield **PHONE** 303-394-5531

ADDRESS 3033 E.1st Ave Suite 300 Denver, CO 80206 **EMAIL** wcoffield@aldercos.com

OWNER OF RECORD North Eagle Investments LLC **PHONE** craig.cohn@vailhealth.org

ADDRESS PO Box 40000 Vail, CO 81658 **EMAIL** _____

REPRESENTATIVE* Allison Kent, Mauriello Planning Group **PHONE** 970-390-8530

ADDRESS 306 Bluffs Drive, Eagle, CO 81631 **EMAIL** allison@mpgvail.com

*A representative must submit an affidavit or power of attorney signed by the property owner of record authorizing the representation.

APPLICATION SUBMITTAL ITEMS:

The following submittal materials must be submitted in full before the application will be deemed complete per Chapter 4.17.030 of the Eagle Municipal Code (pg. 236) (please check all items that are being submitted):

- ☒ Applicable fees and deposits.
- ☒ Project Narrative, describing the project, its compliance with any applicable review criteria, any impacts to the surrounding area, and any other relevant information.
- ☒ Surrounding and interested Property Ownership Report (see project specific checklist for more information).
- ☒ Proof of Ownership (ownership & encumbrance report, title report, or other acceptable forms of proof) for subject property.
- ☒ Site Plan, drawn to scale and depicting the locations and boundaries of existing and proposed lots and structures.
- ☒ Project specific checklist.

FEES AND DEPOSITS:

See Eagle Municipal Code Section 4.11.0019 (pg. 239)

I have read the application form and certify that the information contained herein is correct and accurate to the best of my knowledge. I understand that it is my responsibility to provide the Town with accurate information related to this application. I UNDERSTAND THAT FILING AN APPLICATION IS NOT A GUARANTEE THAT THE APPLICATION WILL BE APPROVED.

Signature

January 13, 2025

Date

Minor Development Permit: ANB Bank



Location: 295 Eby Creek Road
Legal: Lot 2, Block 3, Eby Creek Subdivision
Parcel Number: 1939-321-01-001

Submitted: January 2025
Revised: April 4, 2024



Team Directory

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Introduction

ANB Bank is proposing to relocate their current Eagle location to 295 Eby Creek Road / Lot 2, Block 3, Eby Creek Subdivision. The location is adjacent to the site of the former Burger King. The proposal includes a subdivision that will create 2 parcels, with the existing Burger King building on the southern parcel, and ANB Bank will develop the northern parcel. The subdivision application will be submitted under a separate cover. The property today is 2.025 acres / 88,209 sq. ft. It will be subdivided into two lots but share the current access from the roundabout.



The property is zoned Commercial General. Banks and Financial Institutions are considered a permitted use in the CG zone district. The construction of the ANB Bank is considered a Minor Development Permit. Additionally, the applicant is requesting a reduction to the stream setback from 75 ft to 50 ft. as allowed by the Town Code.

The Eagle Land Use and Development Code defines Bank/Financial Institution as follows:

Bank/financial institution. An establishment or organization that holds, lends, exchanges, or issues money, and facilitates the transmission of funds. Includes retail, commercial, corporate or investment banks. Accessory uses may include automatic teller machines, offices, parking, and drive-throughs.

ANB Bank plans to sell the site of the former Burger King, so a future use and/or tenant is unknown. For the purposes of this submittal, the site is assumed to remain a fast food restaurant use and the zoning analysis is based on the existing building and site improvements. Future development of the remainder of the site will be subject to a Development Permit review by the Town of Eagle.



2023 Google Earth Photo of the existing access and site.

Project Overview

Zoning Analysis:

Address: 295 Eby Creek Road / Lot 2, Block 3, Eby Creek Subdivision
 Zoning: Commercial General (CG)
 Lot Area: 2.025 acres / 88,209 sq. ft.

CG Standard	Allowed	Proposed ANB Bank (Lot A)	Existing Burger King (Lot B)
Lot Area	20,000 sf	0.955 acres / 41,599.8 sf	1.070 acres / 46,609.2 sf
Public Street Frontage	25 ft	270 ft	165 ft
Lot Coverage	80% of Lot Area Lot A = 33,106 sf allowed Lot B = 37,286 sf allowed	45% / 18,596 sf	67% / 31,171 sf
Setbacks	Front: 25 ft Street Side: 15 ft Rear or Interior Side: Parking Lot Adjacent: 0 ft Com/Ind Adjacent: 12.5 ft Mixed-Use Adjacent: 25 ft	Front: 42 ft Rear: 54 ft Side (N): 57 ft Interior Side (S): 76 ft	Front: 147 ft Rear: ft Side (S): 31 ft Interior Side (N): 35 ft
Live Stream Setback	75 ft or 50 ft with criteria	50 ft (Reduction Requested)	50 ft (Reduction Requested)
Height	35 ft	<35 ft	<35 ft
Building Footprint (First Level floor area per definition)	25,000 sf	3,768 sf	3,551 sf

Vehicle Parking Analysis:

The parking analysis provided below is based on the proposed use and design of the ANB Bank. As shown below, the proposed ANB Bank complies with the parking requirements. Additionally, the analysis has been provided for the existing Burger King building and its previous use as a fast food restaurant.

Use	Parking Formula	Floor Area (SF)	Parking Required	Parking Provided	Stacking Required	Stacking Provided
Bank / Financial Institution	1 per 300 sf plus stacking if there is a drive-thru	3,768.00	12.56	13 spaces	3 spaces per lane = 6	> 6 spaces
Fast Food Restaurant	1 space per 200 sf plus stacking if there is a drive-thru	3,551.00	17.76	48 spaces	5 spaces	5 spaces

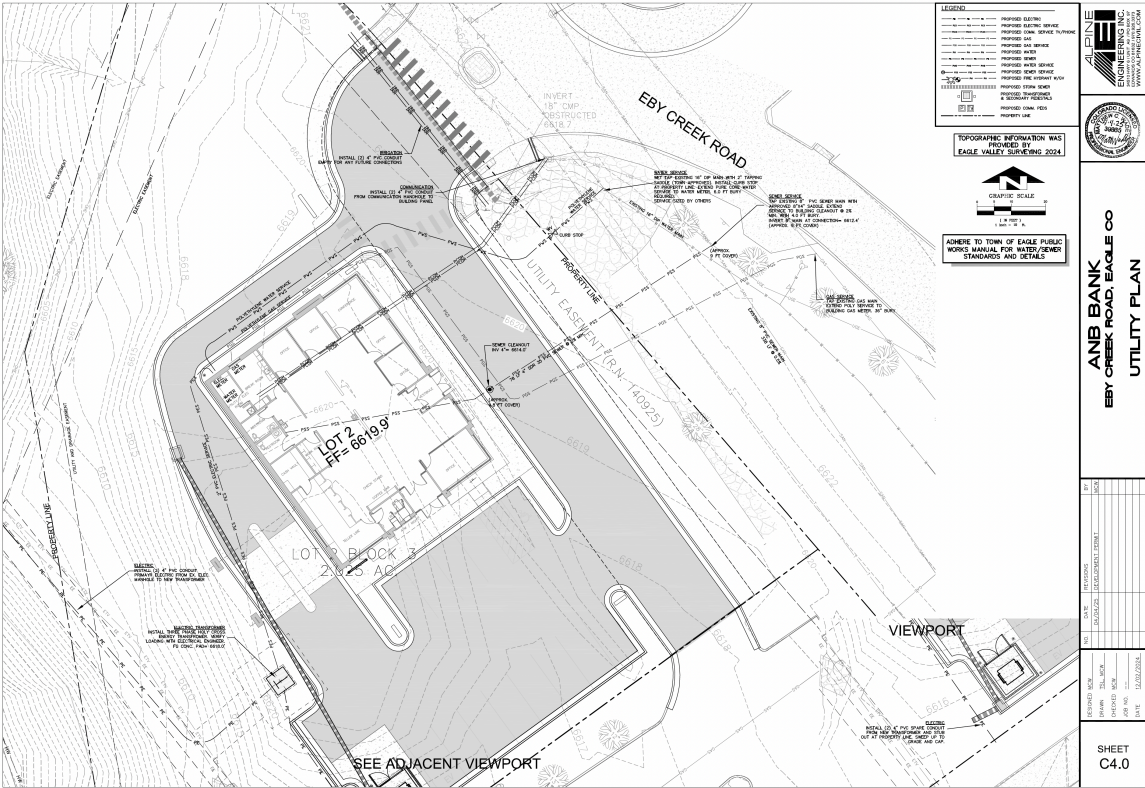
Bicycle Parking Analysis:

Because the Burger King building is existing, it is not currently subject to bicycle parking requirements. Bicycle parking may be required by the Town of Eagle during the review of a future development permit for any change in use or modifications to the Burger King building/site.

Use	Short-Term (Bike Rack)	Bike Rack Space	Long-Term
Bank / Financial Institution	Min 2 + 1 per 5000 sf floor area	Rack that will serve a min of 2 bikes	Bike storage for employees accommodated within building

Utility Service:

Alpine Engineering has provided a Utility Plan (below) to demonstrate service to the ANB Bank. All utilities are available to serve the site. Gas service from Black Hills Energy is available from Eby Creek Road. Electric service from Holy Cross is provided from an existing vault to the west of the building, then served by the placement of a new 3-phase transformer. Communication services are from the existing Century Link manhole near the roundabout. The Town of Eagle provides water and sewer, which is located on the edge of Eby Creek Road. Because the proposed bank is less than 12 EQR, the Public Facilities Information Report is not required.



Phasing:

The ANB Bank will be constructed in one phase, with all improvements completed by C.O. Because the final user of the Burger King space is unknown at this time, any development on the Burger King site may require a development permit per the LUDC.

Cost Estimate:

There are no public improvements with the proposed project. The minor development permit is only for one building and therefore the proposal is not required to submit private costs. The applicant is not currently proposing any changes to the existing Burger King site.

Project Analysis

Section 4.17.080 - Development Review Process of the Eagle Land Use and Development Code provides the review process for the proposed ANB Bank as a Minor Development Plan (Planning & Zoning Commission) and Section 4.17.080 C. Review Criteria and Decision-making provides the following review criteria applicable to all development plan applications. The applicant has provided a response to each criterion.

a. Land Use and Development LUDC requirements. The development plan is consistent with all applicable standards of this LUDC.

Applicant Response:

The applicant has designed a plan that complies with the LUDC, as outlined in the Project Overview section above. The proposed plan ensures that both the ANB Bank and the Burger King site comply with the LUDC.

The property is zoned Commercial General as identified on the Town of Eagle Zoning Map. The CG standards are outlined in Section 4.05.030 of the LUDC and are summarized in the Project Overview section, while there are additional Design Standards outlined in Section 4.10.030. Those that are applicable are addressed below:



- Section 4.10.030.A.1: While the site will be subdivided into 2 lots, the lots will share the existing access via the Market Street Roundabout. This maintains the existing traffic pattern, allows for efficient access, and eliminates the need for an additional curb cut.
- Section 4.10.030.A.2: The proposed ANB Bank is sited on flat portion of lot, avoiding the steep slopes associated with the Eby Creek drainage. This also reduces the need for cut and fill. Parking is located adjacent to the building, allowed for short and efficient access to the entry points.
- Section 4.10.030.B-E: The proposed exterior building materials are red brick masonry, with accents of metal. These materials are consistent with the Design Standards and maintain the high quality standards of the Town of Eagle.
- Section 4.10.050: ANB Bank is oriented towards Eby Creek Road and has primary entrances facing both Eby Creek Road and the parking area, with the drive-thru facing the rear property line. Parking is all located to the south of the building (side property line), with the access drive along the front serving both properties. The building design includes steps in the facade, and provides pedestrian oriented design features such as canopies over the entries, material

changes to high-light the entry areas, large windows, etc. The roof is flat, with appropriate mechanical screening so that mechanical equipment is visible from the public right-of-way.

- Section 4.10.050 C.4. North Interchange and East Eagle Area. The Design Intent for this area states:

The North Interchange and East Eagle area incorporates privately owned, commercially zoned land north of the I-70 interchange, and in between the I-70 corridor and US Highway 6 east of Chambers Avenue. This area is completely separated physically and visually from the developed Town. Because of its isolated location, development on these lands should have less of an impact on the community, if treated sensitively, than if these uses occurred Downtown. Where sites develop with commercial activities that generate high volumes of user traffic, master planning of large parcels should be strongly encouraged. Careful consideration to the layout of curb cuts along existing public roads should be given. To the extent possible, the preservation of large pieces of indigenous landscape and plant materials should be an important objective.

In accordance with this section, there is only one curb cut (the existing one) serving both properties, and when possible, existing landscaping is preserved and enhanced. Due to the current state of the property, some landscaping will be removed due to poor health. The trash dumpster location is towards the rear of the property.



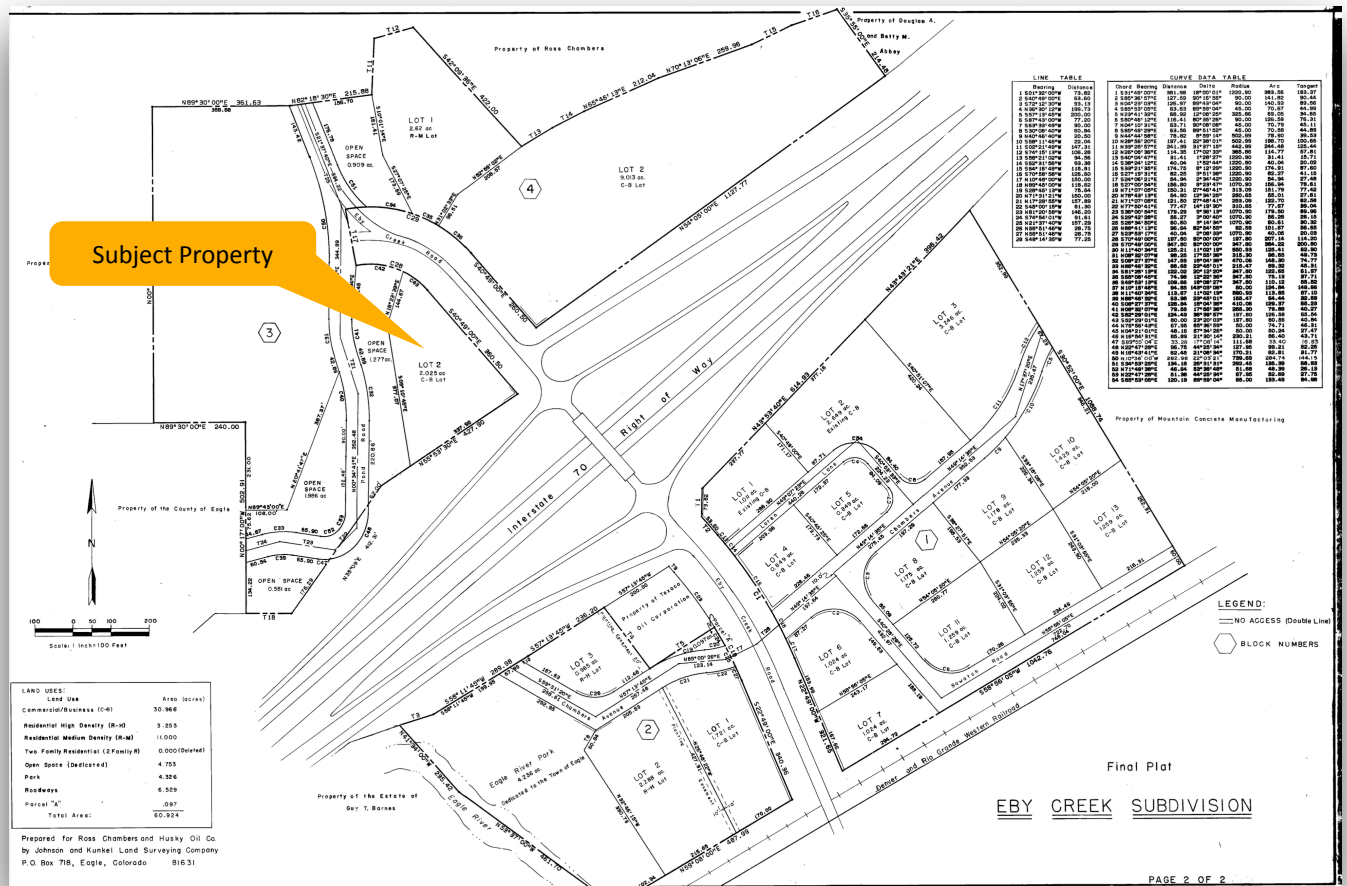
An example of ANB Bank in Colorado. ANB Bank uses high quality, durable materials that are able to withstand the mountain climate. These materials are consistent with the architecture style of Eagle and recommended by the LUDC.

The proposal is consistent with the applicable sections of the LUDC.

- b. Previous approvals. The development plan is consistent with any previously approved and still valid land use approval, such as a plat or PUD.**

Applicant Response:

The property is not within a PUD. It is part of the Eby Creek Subdivision. There are no limitations or requirements on the plat, other than it is shown as a commercial lot. The lot remains commercial and therefore is consistent with the original plat. A portion of the plat is provided below:



The property is subject to the Protective Covenants of Eby Creek Subdivision. Banks are listed as an allowable use for the commercial lots. The covenants lay out certain development standards including the following:

- Minimum Lot Area: No minimum
- Maximum Lot Coverage: Building - 50%, All other impervious - 30%
- Setbacks: Front and Rear - 25 ft, Side - 12.5 ft or half the height of the building
- Height: 40 ft.
- Parking: 1 space per 300 sf of floor area for service commercial

These standards generally mimic the requirements of the CG zone district and the proposal is consistent with these standards.

c. Comprehensive Plan. The development plan is consistent with the Comprehensive Plan and other adopted area or corridor plans.

Applicant Response:

The Town of Eagle "Economic Development Plan" (EDP) was adopted in October of 2023. It is intended to guide the Town's economic development programs, policies, and allocation of resources for the next 10 years. The EDP sets out an economic strategy with several goals and associated actions, many of which are applicable to this proposed project. Specifically, the plan states:

Create efficiency while proposing the health of the business community:

Goal 2: Commit to the longterm growth of the Eagle.

Action: Engage the private sector to find efficiencies in the existing commercial hubs and support a breadth of approaches to development and tenanting effort.

Attract net new expenditure dollars to Eagle:

Goal 1: Increase aggregate customer time spent in economic business hubs. Curate a retail mix that optimizes cross shopping.

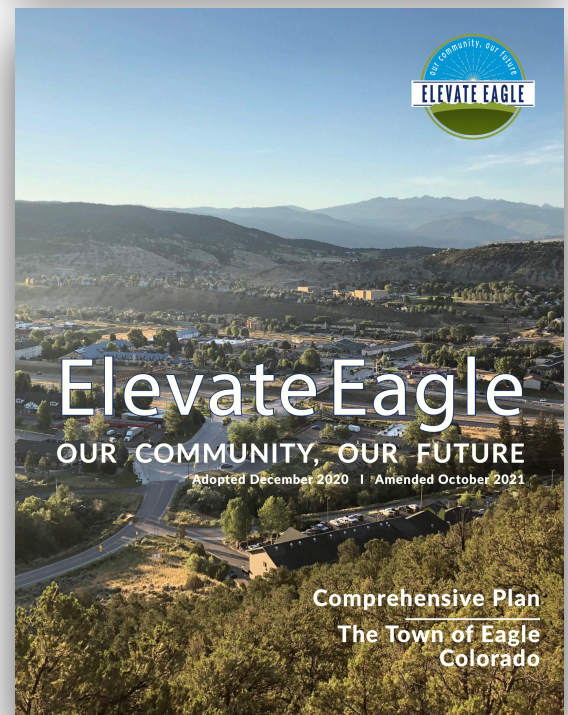
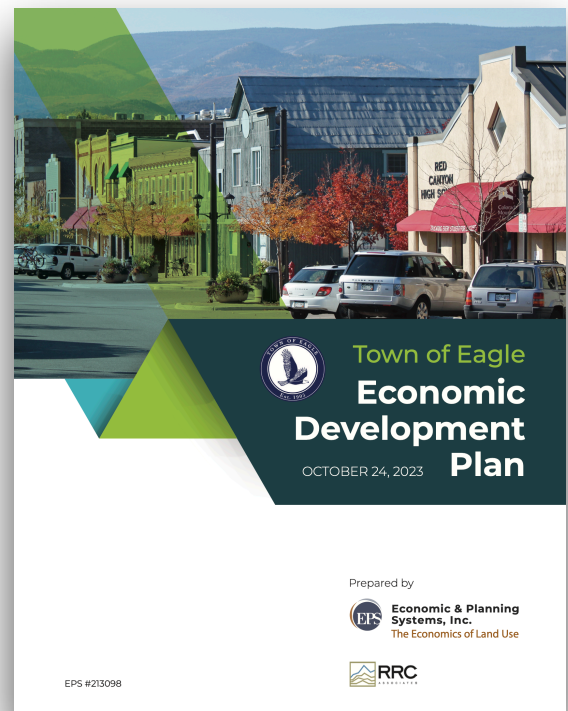
The EDP recognizes that vacant land is limited in Eagle and that the solution is to find ways achieve greater utilization of existing sites. The subject property and development proposal is a perfect example of putting this idea into practice. The current site is underutilized, especially since the Burger King closed. With ANB Bank's location the northern, vacant portion of the site, this will spur (re)development of the southern portion of the site. This location is served by existing utilities, including roadway capacity with the roundabout that allows for increased usage. The Market Street area receives more local visitation, providing local residents with commercial uses to serve their needs. In summary, the proposal is consistent with the EDP.

In December of 2020, the Town of Eagle adopted a new comprehensive plan - "Elevate Eagle." Elevate Eagle provides the future land use map for the Town. The subject property is identified as "Commercial/Light Industrial." This land use designation is described as:

Centers of high economic base located near regional transportation corridors providing regional commercial services to locals and visitors. These areas support employment in more suburban development patterns, yet provide an intensity of uses to serve the immediate community and the larger region.

Additionally, Elevate Eagle provides goals and policies that are applicable to the proposed project. Specifically, the plan states:

GOAL 1-2. EXPAND AND DIVERSIFY THE TOWN'S ECONOMIC OPPORTUNITIES



1-2.1. Provide opportunities that increase the likelihood of the Town's citizens to work within Eagle.

1-2.2. Promote commercial development that fits the desired character of the community and its character areas.

a. Support businesses and activities that benefit from Eagle's proximity to the I-70 corridor.

1-2.8. Encourage continued reinvestment in existing commercial areas.

1-2.10. Support the retention and expansion of regionally serving commercial and service uses.

Protect the light industrial areas from dilution and intrusion by other uses.

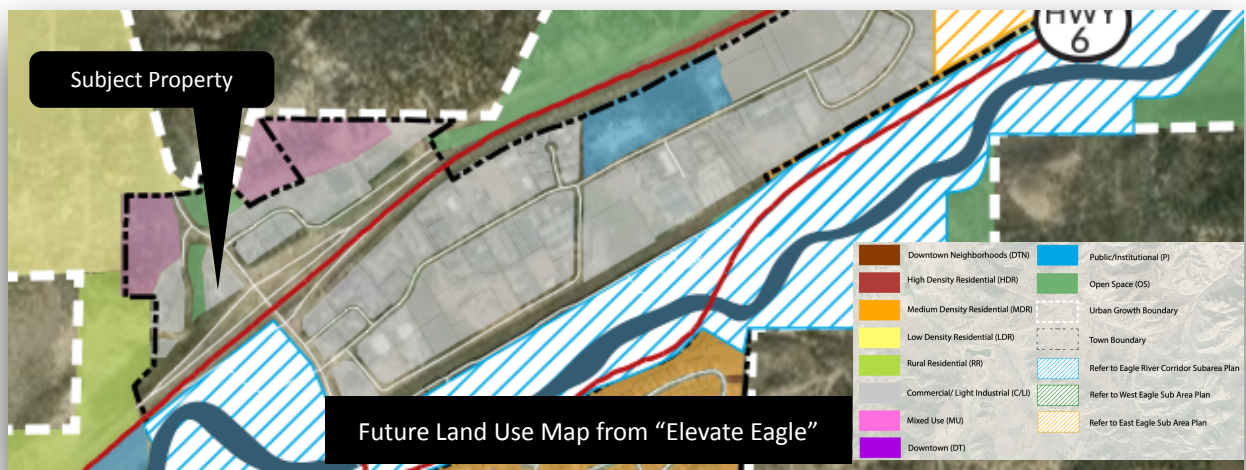
Goal 2-7. POLICIES FOR THE INTERSTATE 70 INFLUENCE CHARACTER AREA: INCLUDING THE MARKET STREET AREA, EBY CREEK ROAD AREA, AND THE CHAMBERS AVENUE AREA.

2-7.1. Portions of the I-70 Influence character area are intended to support commercial and industrial uses, exclusive of other uses. Improvements along Chambers Avenue and Market Streets are auto oriented with limited pedestrian amenities.

2-7.3. The existing design theme on Market Street should be maintained or enhanced with any new development or re-development in this part of Town.

2-7.4. Within allowances established by the Town's level of service (LOS) standards, promote additional highway-oriented businesses (which may also serve local needs) in the vicinity of Eby Creek Road.

2-7.6. Maintain existing commercial and industrial zoning in the Chambers Avenue, Market Street, Sawatch Road, and Marmot Lane areas



As proposed, the ANB Bank location is consistent with the Land use designation of Commercial/ Light Industrial. The proposal is also consistent with the specific policies related to the Market Street Area. The proposed bank has been designed to be consistent with the architectural design of other uses around the Market Street area. While the area is primarily auto-oriented, the site planning addresses pedestrian and bicycle needs. The traffic generated by the development is within the allowances of the Town's LOS standards. The proposal is therefore consistent with Elevate Eagle.

Riparian Setback Reduction

The Town recently adopted revisions to the riparian setback in Section 4.14.050(C) of the Eagle Municipal Code. The riparian setback is 75 ft. from the ordinary high water mark or the 100-year floodplain, whichever creates the greatest distance from the water's edge. The 75 ft. was an increase from the historical Town Code which required a 50 ft. setback. Recognizing the need to allow for a process for a reduction, the code now states:

Upon a demonstration by the applicant that no adverse impacts will occur to the environment, the Director may reduce the riparian setback to 50 feet.

The application of the 75 ft. setback to the subject property impacts the ability to develop the site. The existing drive aisle and parking areas, along with the trash enclosure, at the rear of the Burger King building are within the 75 ft. setback. The proposed ANB Bank has been designed to minimize any encroachments into the 75 ft. setback. No portions of the building are within the 75 ft. setback, but to accommodate the drive-thru, a small area of drive aisle and retaining wall are within the 75 ft. setback.

The applicant is requesting a reduction of the riparian setback to 50 ft. The submittal includes an Environmental Impact Report from Ecological Resource Consultants, LLC, that provides an analysis of the environmental resources of the subject property, including an review of the site for any potential wetlands. The analysis shows that there are no wetlands within either the 75 ft. or 50 ft. riparian setback. The proposed site plan shows that all site disturbance is well above any aquatic resources, as it is contained within the upland area of the site. The EIR finds that there will be no adverse impacts to the environment with a reduction of the riparian setback to 50 ft. The EIR states:

*Within the 2-acre survey area, an existing paved road, parking lot and vacant building with an existing utility easement are present. The proposed project will be constructed immediately north of these existing features in a relatively flat location which will involve minimal grading (Appendix A). Based on the findings listed herein, the proposed project will not result in adverse impacts to the environment within the Town 75-foot riparian setback, nor will the proposed project impact the existing infrastructure or utility easement. **Therefore, the proposed project meets the requirements outlined in Town Ordinance No. 8 and the riparian setback can be reduced from 75-feet to 50-feet.***

(pg. 15, Environmental Impact Report dated 12-16-24)



MINOR DEVELOPMENT PERMIT

OF

ANB BANK - EAGLE - EBY CREEK ROAD

295 EBY CREEK ROAD EAGLE, CO

FOR

ALDER REAL ESTATE

2025.04.04

TERMS AND ABBREVIATIONS

A	ADD ALTERNATE #(#)	BO	BOTTOM OF	CTR	CENTER	EXH	EXHAUST	ID	IDENTIFICATION	NRC	NOISE REDUCTION COEFFICIENT	RO	ROUGH OPENING	W	
AA#(#)		BOD	BASIS OF DESIGN	CTRL	CONTROL	EXP	EXPAND, EXPANDED or EXPANSION	IGU	INSULATING GLASS UNIT	NTS	NOT TO SCALE	ROW	RIGHT-OF-WAY	W	WEST or WIDE FLANGE or WIDTH
ACI	AMERICAN CONCRETE INSTITUTE	BPG	BACK PAINTED GLASS	CU	CUBIC	EXPS	EXPOSED STRUCTURE	IN	INCH			RSF	RESILIENT SPORTS FLOORING	W	WITH
ACR	ACRYLIC	BR	BEDROOM	CW	CLOCKWISE	EXT	EXTERIOR	INFO	INFORMATION	O		RTU	ROOFTOP UNIT	W/O	WITHOUT
ACT	ACOUSTICAL CEILING TILE	BSMT	BASEMENT	D		FA	FIRE ALARM	INSUL	INSULATED or INSULATION	O2	OXYGEN	S		WB	WOOD BASE
AD	AREA DRAIN	BUR	BUILT-UP ROOFING	DB	DECIBEL	FAAP	FIRE ALARM ANNUNCIATOR PANEL	INT	INTERIOR	OC	ON-CENTER	S		WC	WALL COVERING
ADA	AMERICANS WITH DISABILITIES ACT			DBL	DOUBLE	FACP	FIRE ALARM CONTROL PANEL	INV	INVERT	OD	OVERFLOW DRAIN	S	SOUTH	WD	WOOD
ADD	ADD or ADDENDUM	C		DEG	DEGREE(S)	FAR	FLOOR AREA RATIO	J	JANITOR	OFCI	OWNER FURNISHED CONTRACTOR INSTALLED	SAN	SANITARY	WDM	WINDOW
ADJ	ADJACENT, ADJUSTABLE or ADJOINING	C	CHANNEL	DEMO	DEMOLISH or DEMOLITION	FAF	FLUID APPLIED FLOORING	JT	JOINT	OFF	OFFICE	SC	SEALED CONCRETE	WDM	WALK OFF MAT
AESS	ARCHITECTURAL EXPOSED STRUCTURAL STEEL	CA	ARCHITECTURAL CONCRETE	DEPT	DEPARTMENT	FAR	FLOOR AREA RATIO	JAN	JANITOR	OFOI	OWNER FURNISHED OWNER INSTALLED	SCF	STATIC CONTROL FLOORING	WP	WALL PROTECTION
AFF	ABOVE FINISHED FLOOR	CAB	CABINET	DF	DRINKING FOUNTAIN	FD	FLOOR DRAIN	K		OH	OVERHEAD DOOR	SCHED	SCHEDULE	WST	WAINSCOT
AFS	ACCESS FLOOR SYSTEM	CATV	COMMUNITY ANTENNA (cable) TELEVISION	DH	DOUBLE-HUNG	FDC	FIRE DEPARTMENT CONNECTION	KD	KNOCKED DOWN	OPH	OPPOSITE HAND	SDT	STATIC DISSIPATIVE TILE	WT	WEIGHT or WINDOW TREATMENT
AGC	ASSOCIATED GENERAL CONTRACTORS	CB	CORNER BEAD	DIA	DIAMETER	FDN	FOUNDATION	KITCH	KITCHEN	OPNG	OPENING	SF	SQUARE FOOT (FEET) or SPORTS FLOORING	WV	WOOD VENEER
AHU	AUTHORITY HAVING JURISDICTION	CCB	CEMENTITIOUS BACKER BOARD	DIAG	DIAGONAL	FE	FIRE EXTINGUISHER	KPL	KICK PLATE	OPP	OPPOSITE	SIM	SIMILAR	X	
AHU	AIR HANDLING UNIT	CCD	CONTRACT CHANGE DIRECTIVE	DIFF	DIFFERENCE	FEC	FIRE EXTINGUISHER CABINET			OSHA	OCCUPATIONAL SAFETY and HEALTH ADMINISTRATION	SMACNA	SHEET METAL and AIR CONDITIONING CONTRACTOR'S NATIONAL ASSOCIATION SPECIFICATION(S)	X	EXTRUDED POLYSTYRENE
AIA	AMERICAN INSTITUTE of ARCHITECTS	CCTV	CLOSED CIRCUIT TELEVISION	DIM	DIMENSION or DIMENSIONAL	FFE	FURNITURE, FIXTURES and EQUIPMENT								
AISC	AMERICAN INSTITUTE of STEEL CONSTRUCTION	CCTV	CLOSED CIRCUIT TELEVISION	DISP	DISPENSER	FFL	FINISHED FLOOR LINE								
		COW	COUNTER CLOCKWISE	DIST	DISTANCE	FHC	FIRE HOSE CABINET	L		P		SPEC	SQUARE		
		CD	CONSTRUCTION DOCUMENTS or CONTRACT DOCUMENTS	DISP	DISPENSER	FHS	FIRE HOSE STATION	L	ANGLE	PA	PUBLIC ADDRESS	SQ	SQUARE		
AL	ALIGN	CEM	CEMENT or CEMENTITIOUS	DIV	DIVIDE or DIVISION	FL	FLOOR LINE	LAB	LABORATORY	PC	POLISHED CONCRETE	SS	SOLID SURFACING		
ALT	ALTERNATE	CER	CERAMIC	DN	DOWN	FLR	FLOOR	LAV	LAVATORY	PC	POLISHED CONCRETE	SST	STAINLESS STEEL		
ALUM	ALUMINUM	CERT	CERTIFY or CERTIFICATE	DOC	DOCUMENT	FO	FACE OF	LF	LINEAR FEET / LINOLEUM FLOORING	PED	PEDESTRIAN	SSTB	STAINLESS STEEL BASE		
ANN	ANNUNCIATOR	CFCI	CONTRACTOR FURNISHED CONTRACTOR	DPS	DOOR POSITION SWITCH	FOF	FACE OF FINISH	LH	LEFT HAND	PERF	PERFORATED	ST	STONE (REAL / ENGINEERED)		
ANOD	ANODIZED			DS	DOWNSPOUT	FOS	FACE OF STUD	LHR	LEFT HAND REVERSE	PERIM	PERIMETER	STC	SOUND TRANSMISSION CLASS		
ANSI	AMERICAN NATIONAL STANDARDS INSTITUTE	CG	CORNER GUARD	DT	DRAIN TILE	FRP	FIBERGLASS-REINFORCED PANEL	LIB	LIBRARY	PF	PREFINISHED	STD	STANDARD		
AP	ACOUSTICAL PANEL	CIP	CAST-IN-PLACE (CONCRETE)	DTL	DETAIL	FRT	FIRE RETARDANT TREATED	LT	LIGHT	PL	PLATE or PROPERTY LINE or PLASTIC LAMINATE	STL	STEEL		
APA	AMERICAN PLYWOOD ASSOCIATION	CJ	CONTROL JOINT - CONCRETE (CMU)	DW	DISHWASHER	FS	FLOOR SINK	LVT	LUXURY VINYL TILE	PLAM	PLASTIC LAMINATE	STRUC	STRUCTURE or STRUCTURAL		
APPROX	APPROXIMATE(LY)	CL	CENTERLINE	DWG	DRAWING	FT	FEET or FOOT	M		PLYWD	PLYWOOD	SYS	SYSTEM		
APT	APARTMENT	CLG	CEILING	DWR	DRAWER	FURR	FURRING	M	MASONRY	PR	PAIR or PROPOSAL REQUEST				
ARCH	ARCHITECT or ARCHITECTURAL	CLO	CLOSE					M	MASONRY	PREFAB	PREFABRICATED				
ASCE	AMERICAN SOCIETY of CIVIL ENGINEERS	CLR	CLEAR			G		MATL	MATERIAL	PSF	POUNDS PER SQUARE FOOT	T	TILE		
ASHRAE	AMERICAN SOCIETY of HEATING, REFRIGERATION and AIR CONDITIONING ENGINEERS	CMU	CONCRETE MASONRY UNIT	E	EXISTING	GA	GAUGE or GYPSUM ASSOCIATION	MAX	MAXIMUM	PSI	POUNDS PER SQUARE INCH	T&G	TONGUE AND GROOVE		
		CNTR	COUNTERTOP	E	EAST	GLV	GLAVANIZED	MCM	METAL COMPOSITE MATERIAL PANEL	PT	PAINTED	TB	TILE BASE		
ASI	ARCHITECT'S SUPPLEMENTAL INSTRUCTIONS	CO	CLEANOUT	EA	EACH	GB	GRAB BAR	MECH	MECHANICAL	PV	PHOTOVOLTAIC	TEL	TELEPHONE		
ASID	AMERICAN SOCIETY of INTERIOR DESIGNERS	COAX	COAXIAL CABLE	EC	EPOXY COUNTERTOP	GC	GENERAL CONTRACTOR	MEMB	MEMBRANE	PVT	PAVER TILE	TEMP	TEMPORARY		
ASME	AMERICAN SOCIETY of MECHANICAL ENGINEERS	COB	CHANGE ORDER BULLETIN	ED	EDUCATION(AL)	GCMU	GLAZED CONCRETE MASONRY UNIT(S)	MEP	MECHANICAL, ELECTRICAL and PLUMBING	PWR	POWER	THK	THICKNESS		
ASSY	ASSEMBLY	COL	COLUMN	EF	EXHAUST FAN or EPOXY FLOORING	GL	GLASS or GLAZING	MEZZ	MEZZANINE			TO	TOP OF		
ASTM	AMERICAN SOCIETY for TESTING and MATERIALS	COMM	COMMUNICATION	EIFS	EXTERIOR INSULATION and FINISHING SYSTEM	GLU-LAM	GLUED-LAMINATED WOOD	MFR	MANUFACTURER	QA	QUALITY ASSURANCE	TOW	TOP OF WALL		
		CONC	CONCRETE			GMP	GUARANTEED MAXIMUM PRICE	MH	MANHOLE	QTY	QUANTITY	TP	TOILET PARTITION		
ATM	AUTOMATIC TELLER MACHINE	CONF	CONFERENCE	EJ	EXPANSION JOINT	GYM	GYMNASIUM	MIN	MINIMUM			TS	TACK SURFACE		
ATTN	ATTENTION	CONV	CONNECTION	EL	ELEVATION	GYP	GYPSUM	MISC	MISCELLANEOUS	R	RADIUS	TV	TELEVISION		
AUTO	AUTOMATIC	CONV	CONNECTION	ELEC	ELECTRIC(IAL)			MO	MASONRY OPENING	RB	RESILIENT BASE	UTL	UTILITY		
AUX	AUXILIARY	CONST	CONSTRUCTION	ELEV	ELEVATOR	H		MP	METAL PANEL	RD	REFLECTED CEILING PLAN	UNO	UNDERWRITER'S LABORATORY		
AV	AUDIO / VISUAL	COORD	COORDINATE	EMER	EMERGENCY	HB	HOSE BIBB	MTD	MOUNTED	RE	REFER TO or REFERENCE	UOS	UNLESS NOTED OTHERWISE		
AWI	ARCHITECTURAL WOODWORKING INSTITUTE	CORR	CORRIDOR	ENCL	ENCLOSURE	HC	HANDICAP	MTL	METAL	REBAR	STEEL REINFORCING BARS	UP	UPHOLSTERY		
AWPA	AMERICAN WOOD PRESERVERS ASSOCIATION	CPPS	CONCRETE PEDESTAL PAVER SYSTEM	ENGR	ENGINEER	HDW	HARDWARE	N		REF	REFRIGERATOR or REFRIGERATED	UTIL	UTILITY		
		CPT	CARPET	EO	EDGE OF	HM	HOLLOW METAL	N	NORTH	REINF	REINFORCED				
B		CR	CARD READER	EOS	EDGE OF SLAB	HORIZ	HORIZONTAL	NA	NOT APPLICABLE	REQD	REQUIRED	V			
BD	BOARD	CRSI	CONCRETE REINFORCING STEEL INSTITUTE	EPA	ENVIRONMENTAL PROTECTION AGENCY	HR	HOUR	NC	NOISE CRITERIA	REV	REVISE, REVISED or REVISION	VCT	VINYL COMPOSITION TILE		
BIA	BRICK INSTITUTE of AMERICA	CS	STRUCTURAL CONCRETE	EPDM	ETHYLENE PROPYLENE DIENE MONOMER (roofing)	HSS	HOLLOW STRUCTURAL SECTION(S)	NEC	NATIONAL ELECTRICAL CODE	RF	RUBBER FLOORING	VERT	VERTICAL		
BITUM	BITUMINOUS	CSI	CONSTRUCTION SPECIFICATIONS INSTITUTE	EPS	EXPANDED POLYSTYRENE (insulation board)	HT	HEIGHT	NEMA	NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION	RFI	REQUEST FOR INFORMATION	VF	VINYL FLOORING		
BKT	BACKET	CSK	COUNTERSINK or COUNTERSUNK	EQ	EQUAL	HVAC	HEATING, VENTILATION and AIR CONDITIONING	NFPA	NATIONAL FIRE PROTECTION ASSOCIATION	RFP	REQUEST FOR PROPOSAL	VIF	VERIFY IN FIELD		
BLDG	BUILDING	CSMT	CASEMENT	EQUIP	EQUIPMENT	HW	HOT WATER	NIC	NOT IN CONTRACT	RH	RIGHT HAND	VOC	VOLATILE ORGANIC COMPOUND		
BLKG	BLOCKING	CSS	CLINICAL SERVICE SINK	ESMT	EASEMENT			NLB	NON-LOAD BEARING	RHR	RIGHT HAND REVERSE	VOL	VOLUME		
BLVD	BOULEVARD	CSWK	CASEWORK	ETC	ET CETERA (and so forth)			NO	NUMBER	RM	ROOM				
		CT	COUNT	EWC	ELECTRIC WATER COOLER	I		NOM	NOMINAL						
						IBC	INTERNATIONAL BUILDING CODE	NR	NON-RATED						

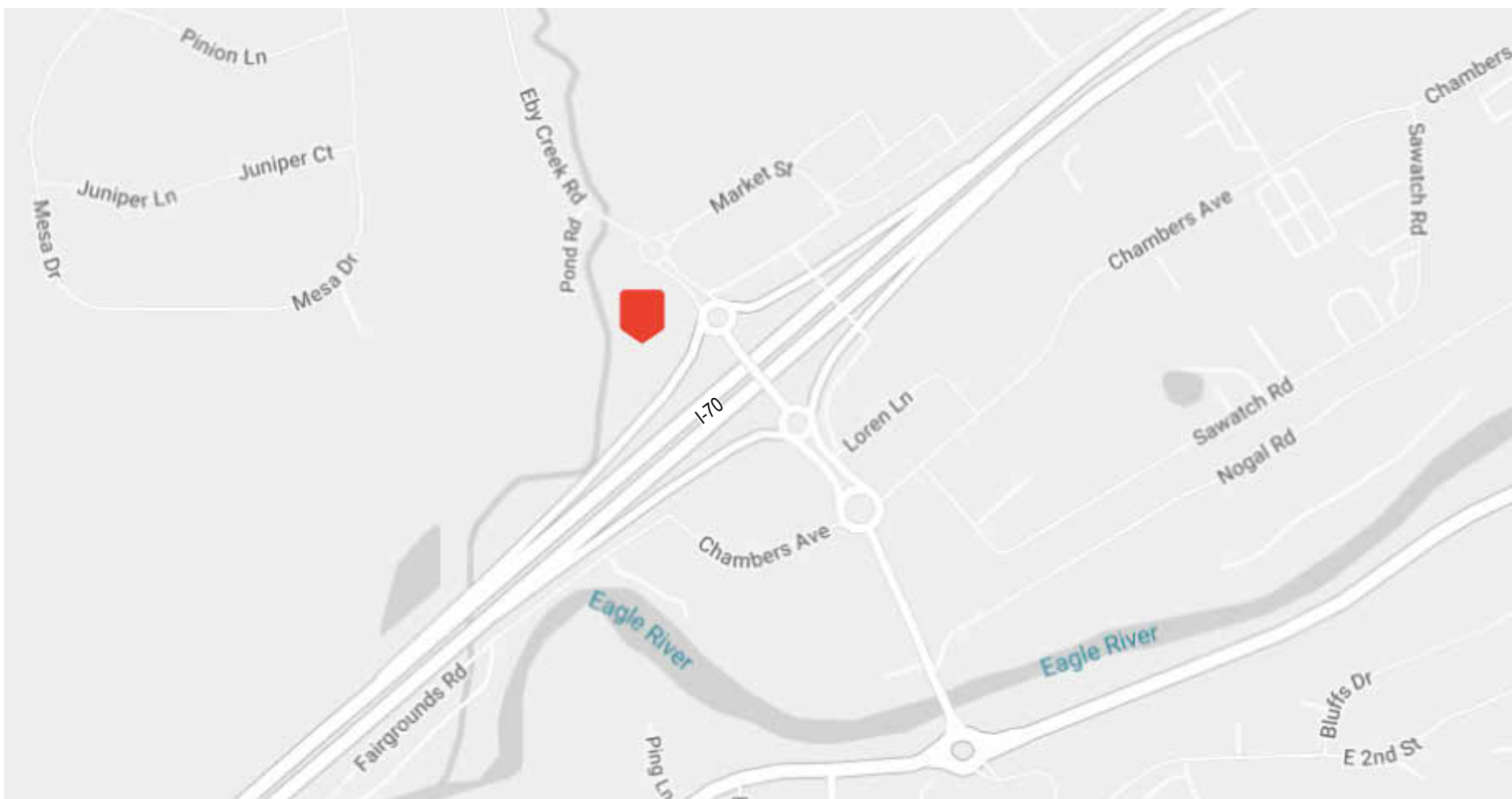
REFERENCE SYMBOLS

BUILDING SECTION:		Section Number Sheet Number	MATCHLINE:		
PARTIAL SECTION:		Section Number Sheet Number	NORTH INDICATOR:		
DETAIL INDICATOR:		Section Number Sheet Number	DOOR OPENING:		
SECTION DETAIL:		Section Number Sheet Number	WINDOW / LOUVER TYPE:		
ELEVATION INDICATOR:		Multiple View Elevation Numbers Sheet Number	WALL PANEL TYPE:		
		Single View Sheet Number	SYSTEM NOTE:		
		Elevation Number	KEYNOTE INDICATOR:		
DRAWING BLOCK:		DRAWING BLOCK TITLE DRAWING SCALE CROSS REFERENCE	ALIGN:		
ELEVATION MARK:		LEVEL DESCRIPTOR ELEVATION HEIGHT	CENTERLINE:		
			REVISION:		
			ACCESSORY / EQUIPMENT INDICATOR:		
			MATERIAL/FINISH INDICATOR:		
			CASEWORK TAG (AWI):		

GENERAL PROJECT NOTES

- ABBREVIATIONS REFERENCED FROM THE CONSTRUCTION SPECIFICATIONS INSTITUTE'S UNIFORM DRAWING SYSTEM TERMS AND ABBREVIATIONS MODULE.
- DIMENSIONS TO FACE OF OBJECTS ARE MARKED BY DIAGONAL TICK MARKS, DIMENSIONS TO GRIDS ARE MARKED BY SOLID DOTS.
- ALL CORRIDOR GYPSUM BOARD FACED WALLS SHALL BE 5/8" FIBER REINFORCED IMPACT RESISTANT GYPSUM BOARD TO 8'-0" AFF.
- PROVIDE AN INTERNAL CORNER EXPANSION JOINT AT ALL LOCATIONS IN MASONRY VENEERS.
- FEATURES THAT APPEAR TO BE CENTERED ON BUILDING COLUMNS OR OTHER STRUCTURE ARE, AND HENCE ARE NOT SPECIFICALLY DIMENSIONED ON ARCHITECTURAL PLANS.
- FACES OF WALLS THAT APPEAR TO BE ALIGNED ARE IN FACT ALIGNED, UNO IF SPECIFICATIONS AND DRAWINGS CONTRADICT THEMSELVES, ASSUME MORE EXPENSIVE SOLUTION IS REQUIRED.

VICINITY MAP



PROJECT DIRECTORY

Owner Planner

ALDER REAL ESTATE
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Denver, CO 80202
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BJJohnson@aedesign-inc.com

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Brent Eggen
brent@peakland.net

SHEET INDEX

GENERAL

CS COVER SHEET

SURVEY/MAPPING

CIVIL

- | | |
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| C2.0 | GRADING PLAN |
| C2.1 | DRIVE PROFILES |
| C3.0 | DRAINAGE AREA MAP |
| C3.1 | STORM SEWER PLAN |
| C3.2 | STORMWATER CALCULATIONS |
| C4.0 | UTILITY PLAN |
| C5.0 | EROSION CONTROL AND CONSTRUCTION MANAGEMENT |
| C6.0 | DETAILS |
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| AP-102 | EXTERIOR ELEVATIONS |
| AP-103 | RENDERINGS |
| AP-104 | MATERIALS BOARD |

ELECTRICAL

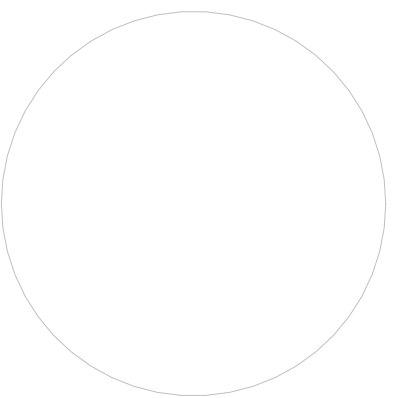
- | | |
|----|-----------------------|
| P1 | PHOTOMETRIC PLAN |
| P2 | PHOTOMETRIC SCHEDULES |



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moaarch.com

ANB BANK - EAGLE - EBY CREEK ROAD

295 EBY CREEK ROAD EAGLE, CO



REVISION	DATE
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MINOR DEVELOPMENT PERMIT

Project Number 23137.00

Date 2025.04.04

Drawn By: Author

Checked By: Checker

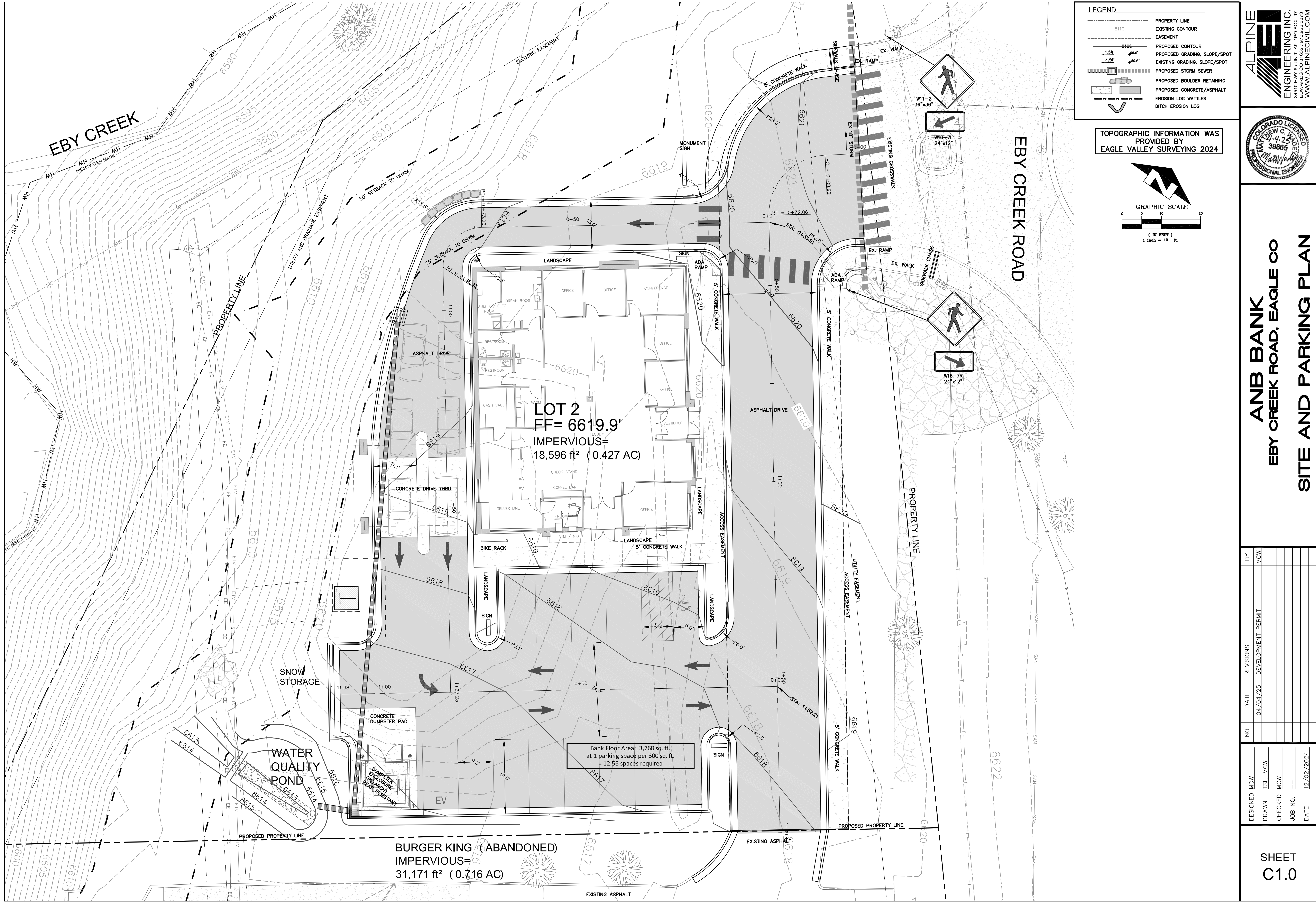
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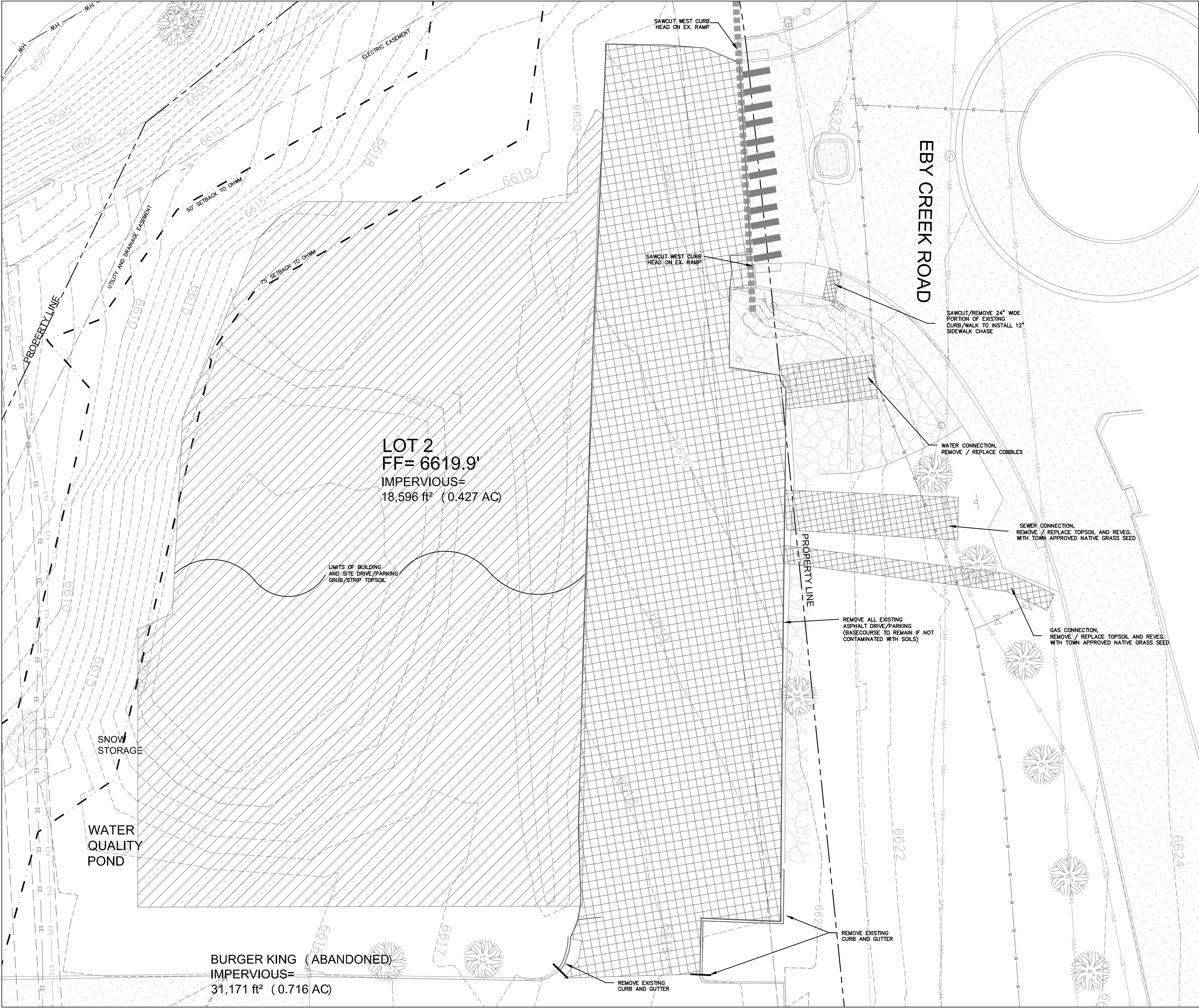
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Sheet Name

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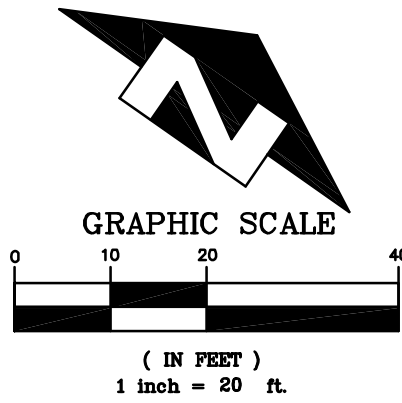




LEGEND

- PROPERTY LINE
- EXISTING CONTOUR
- EASEMENT
- PROPOSED CONTOUR
- PROPOSED GRADING, SLOPE/SPOT
- EXISTING GRADING, SLOPE/SPOT
- PROPOSED STORM SEWER
- PROPOSED BOULDER RETAINING
- PROPOSED CONCRETE/ASPHALT
- EROSION LOG WATTLES
- DITCH EROSION LOG

TOPOGRAPHIC INFORMATION WAS
PROVIDED BY
EAGLE VALLEY SURVEYING 2024



ALPINE ENGINEERING INC.
34510 HWY 6 UNIT A9 P.O. BOX 97
EDWARDS CO 81622 76702623073
WWW.ALPINECIVIL.COM

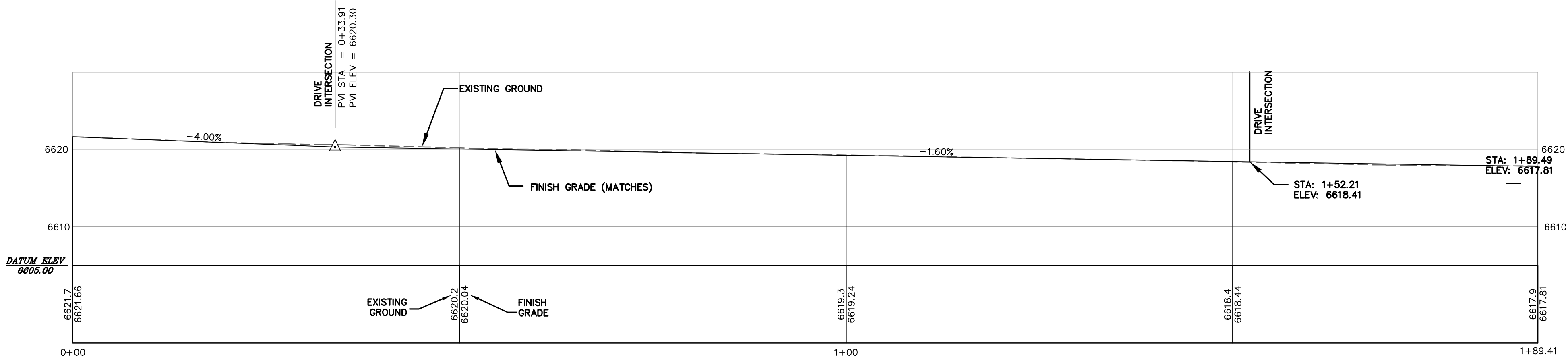


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DEMOLITION PLAN

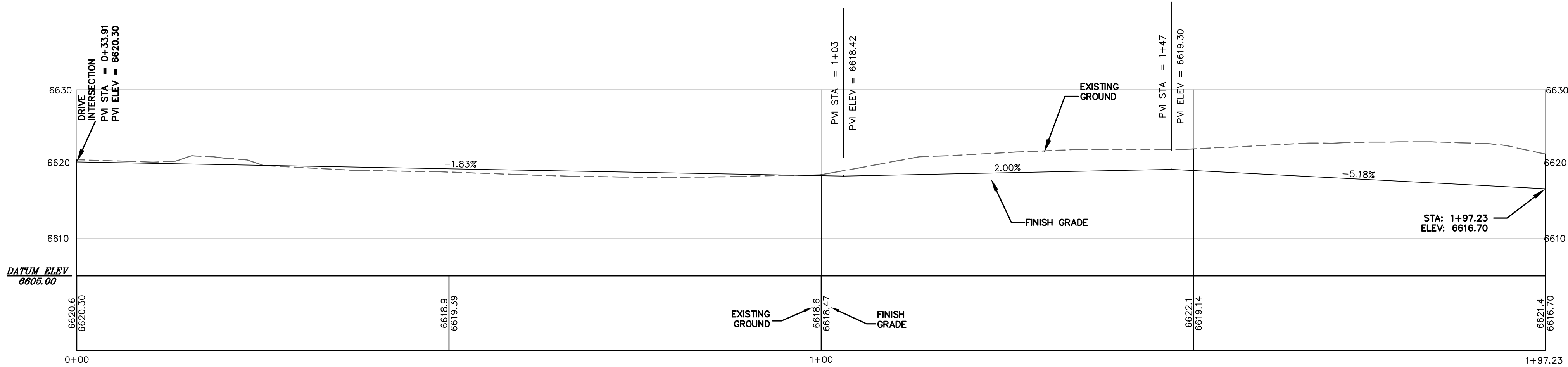
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CHECKED	MCW			
JOB NO.				
DATE	12/02/2024			

SHEET
C1.1

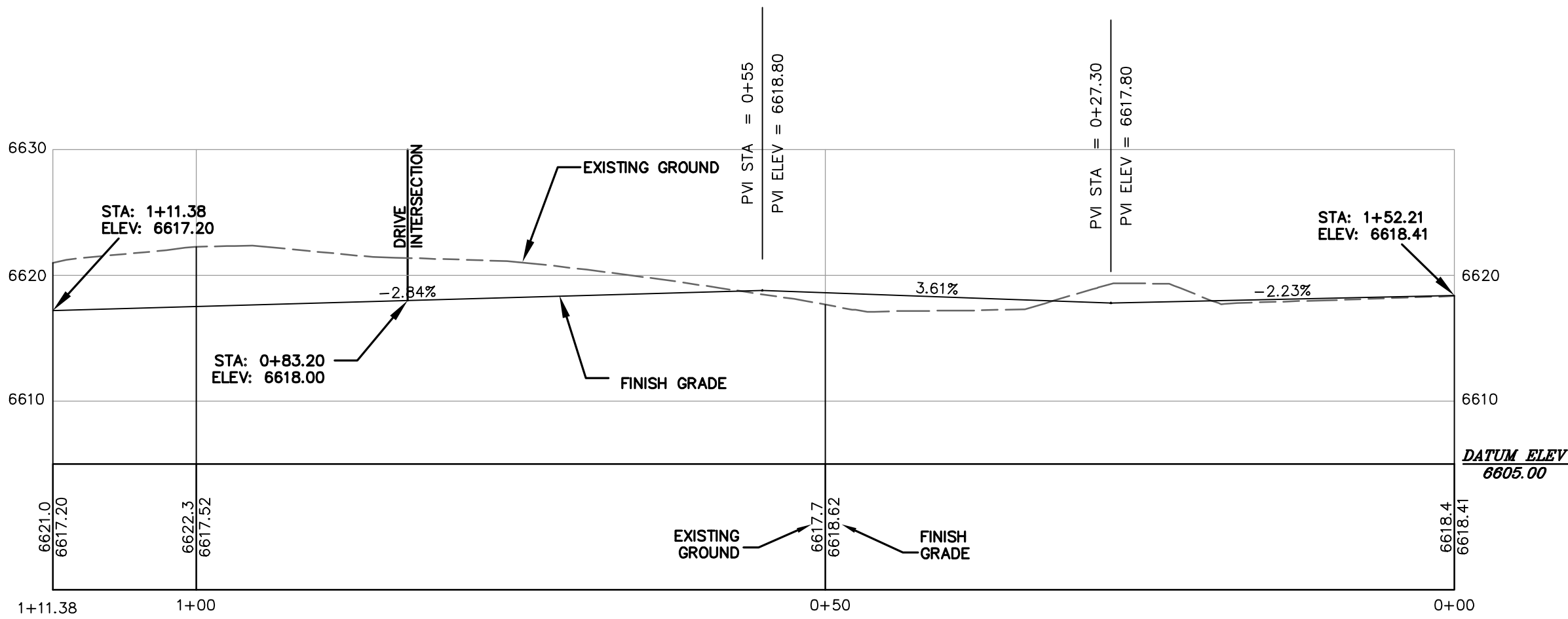
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DRIVE PROFILE: DRIVE THRU



DRIVE PROFILE: PARKING



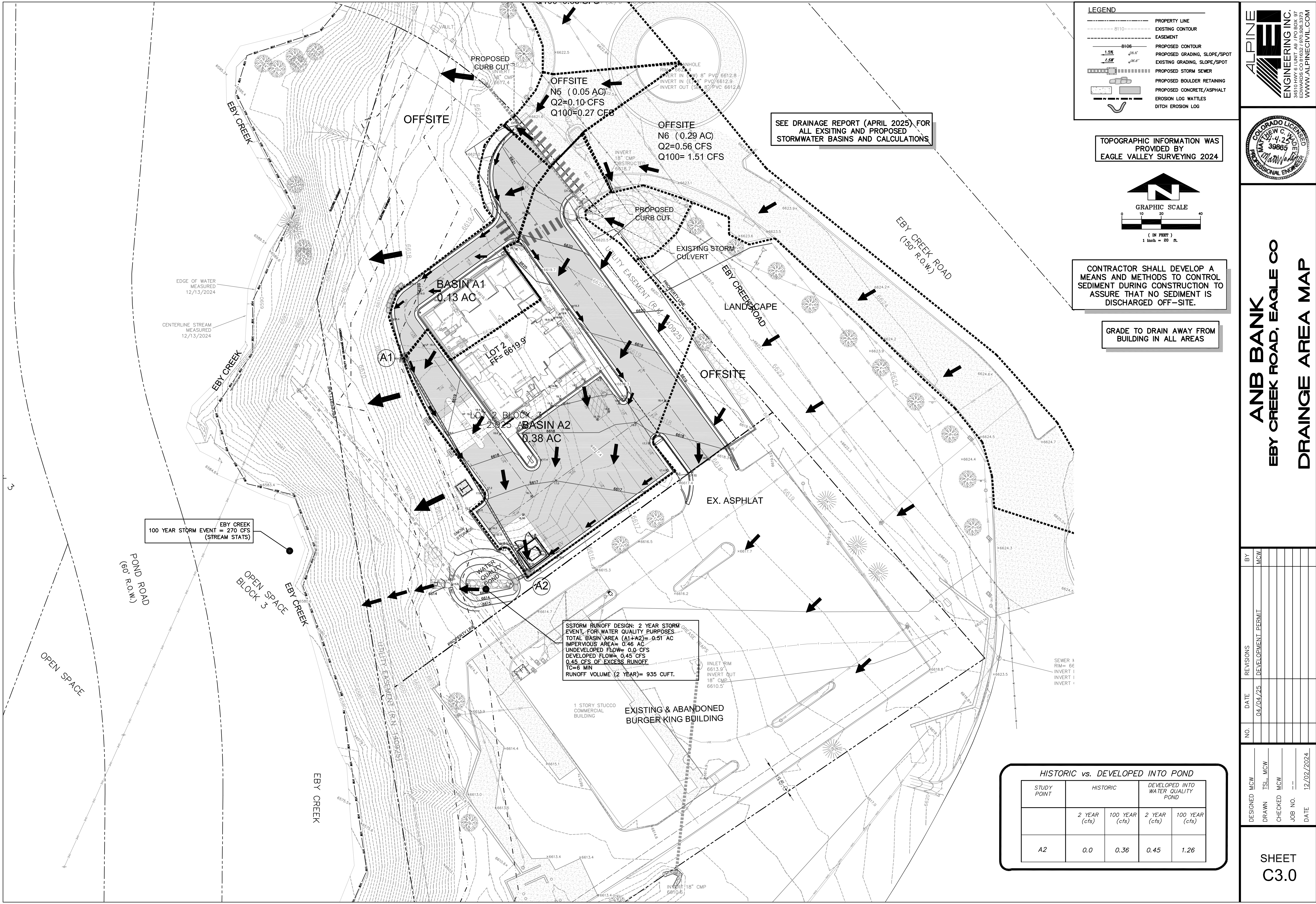
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VERT- 1" = 10'

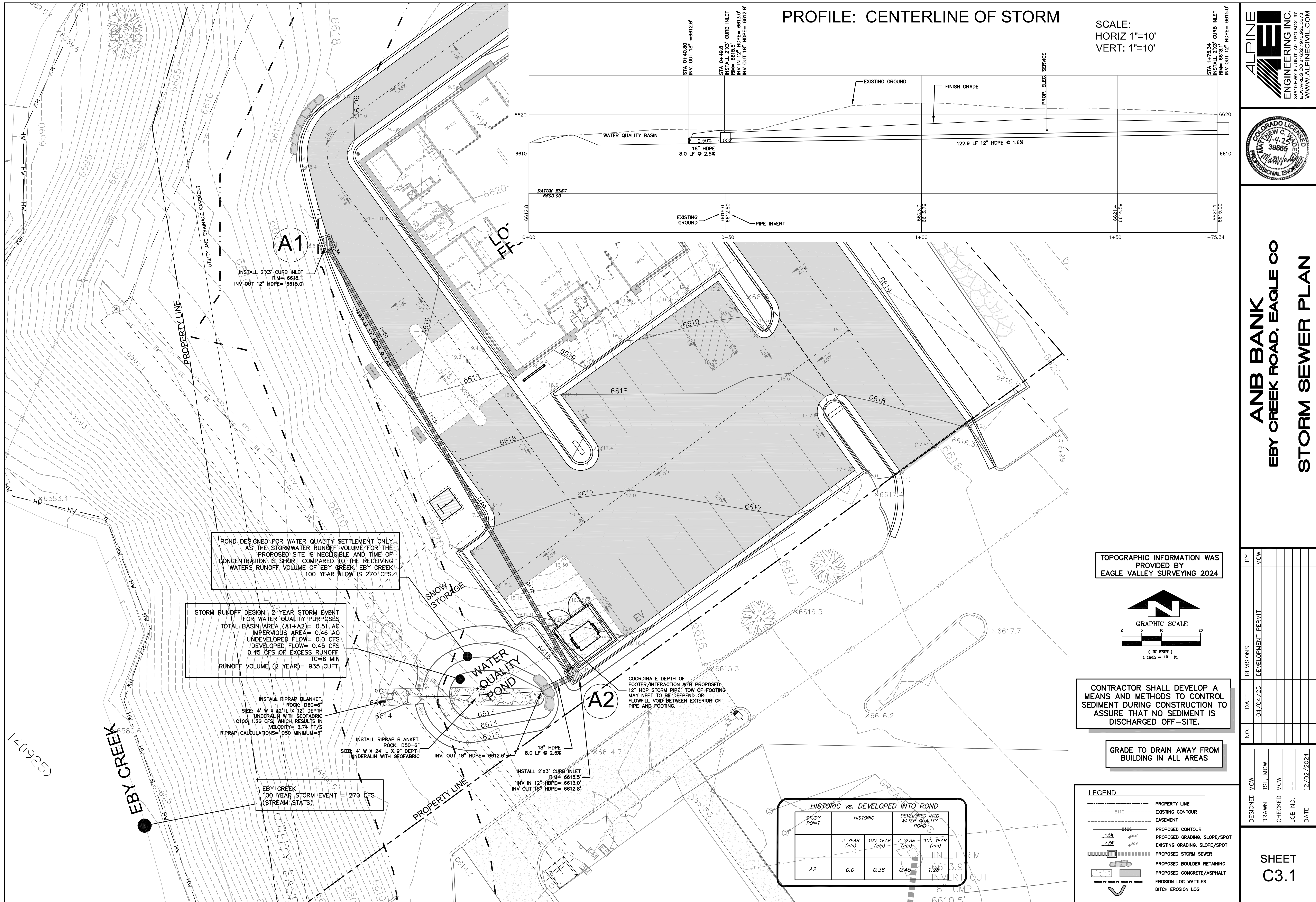


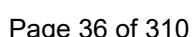
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DRIVE PROFILES

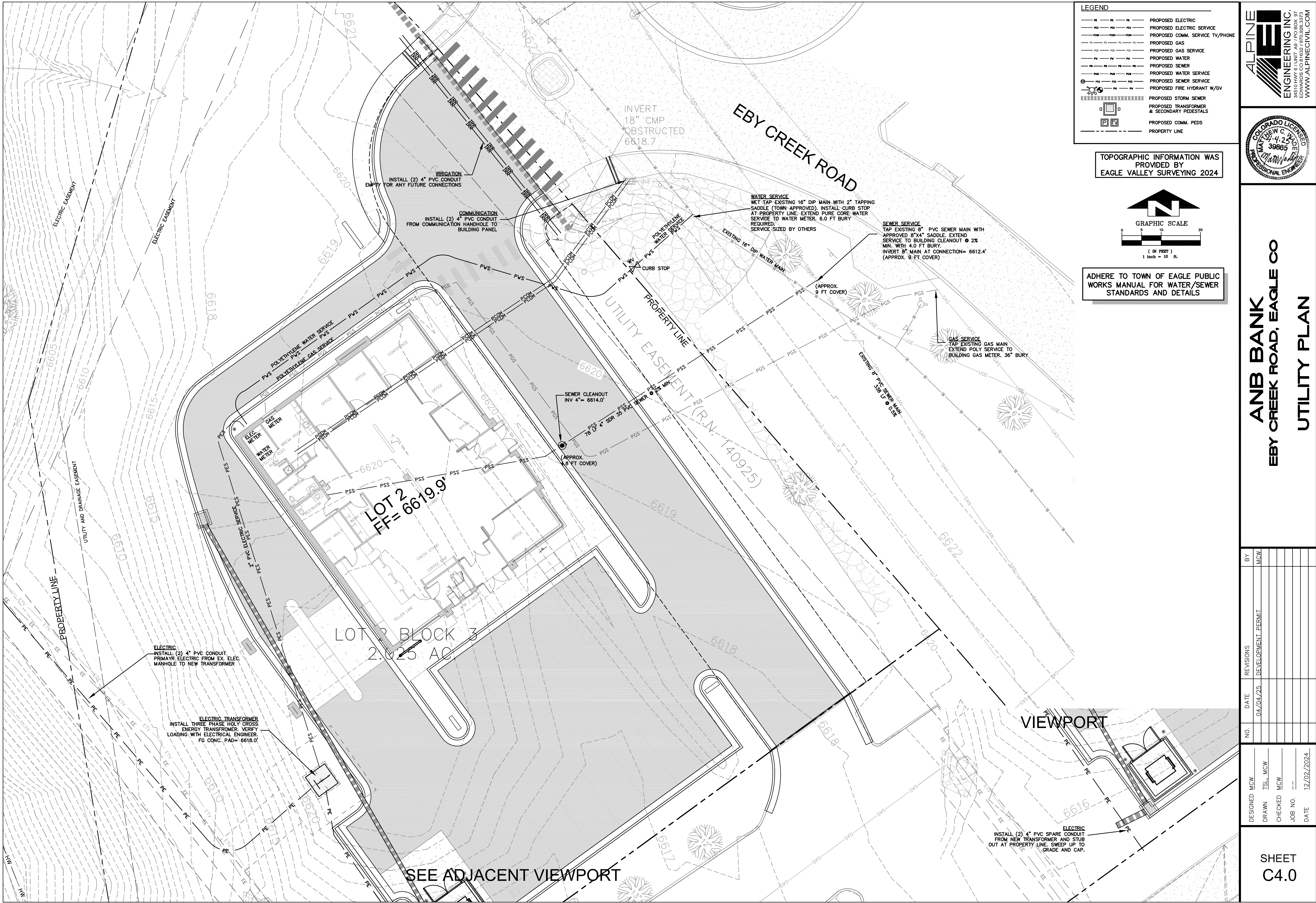
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CHECKED	MCW				
JOB NO.	--				
DATE	12/02/2024				

SHEET
C2.1



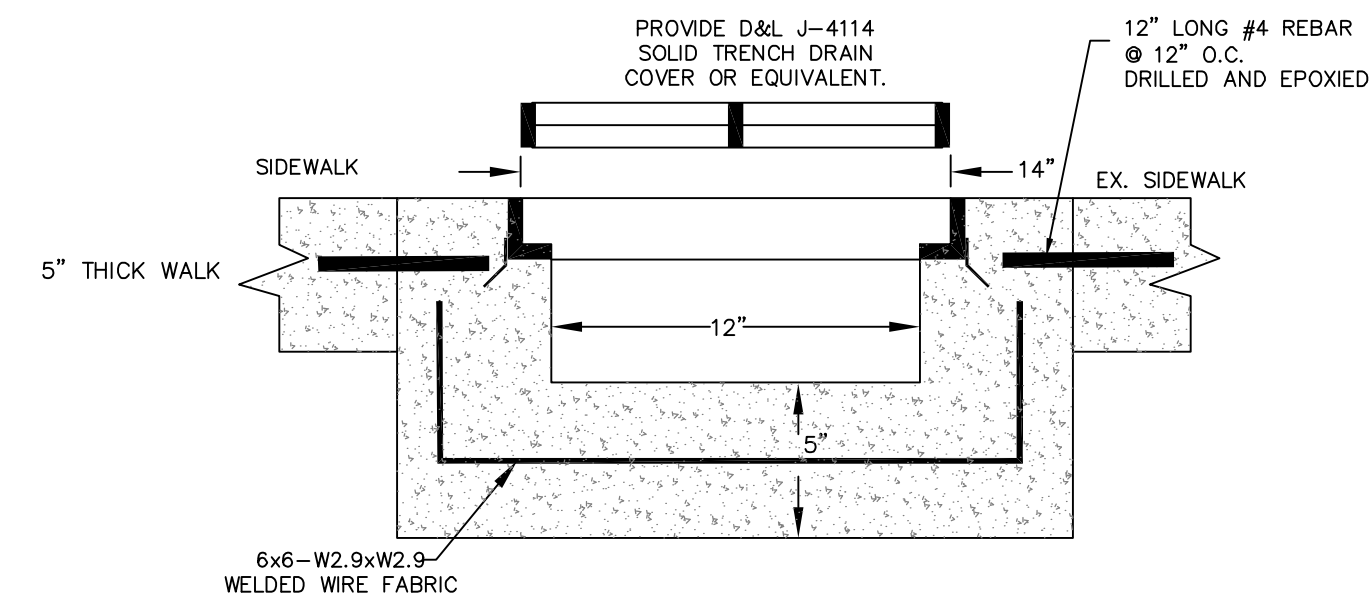
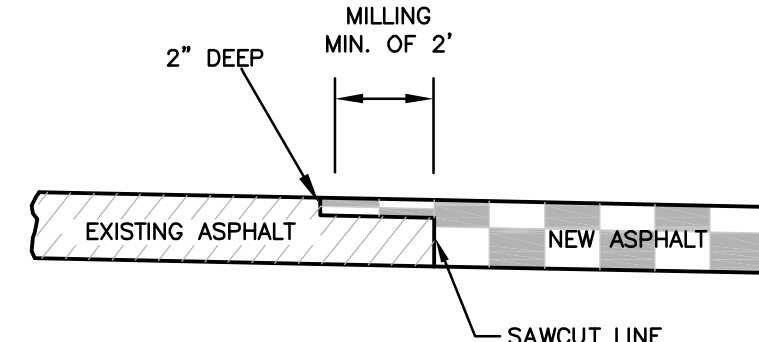
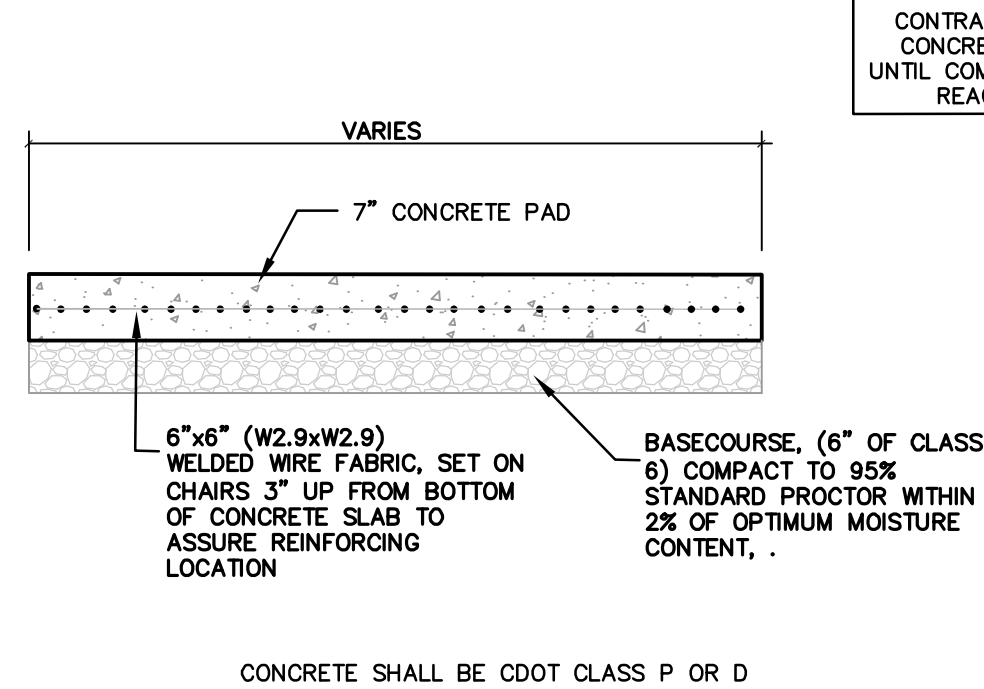
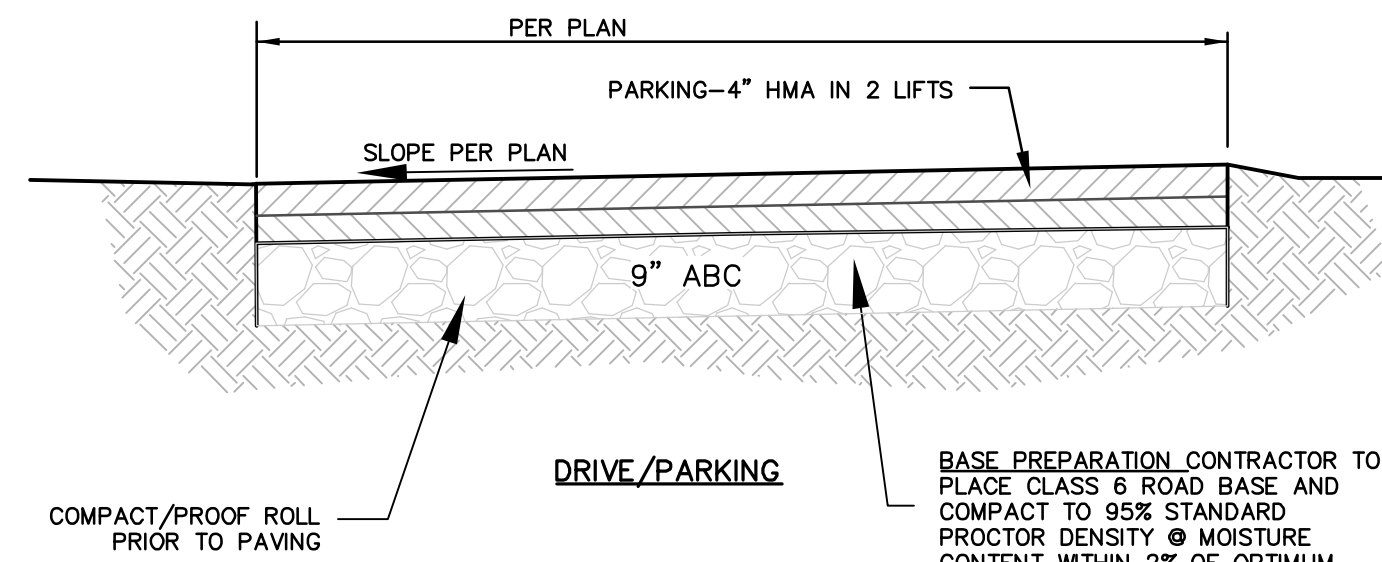






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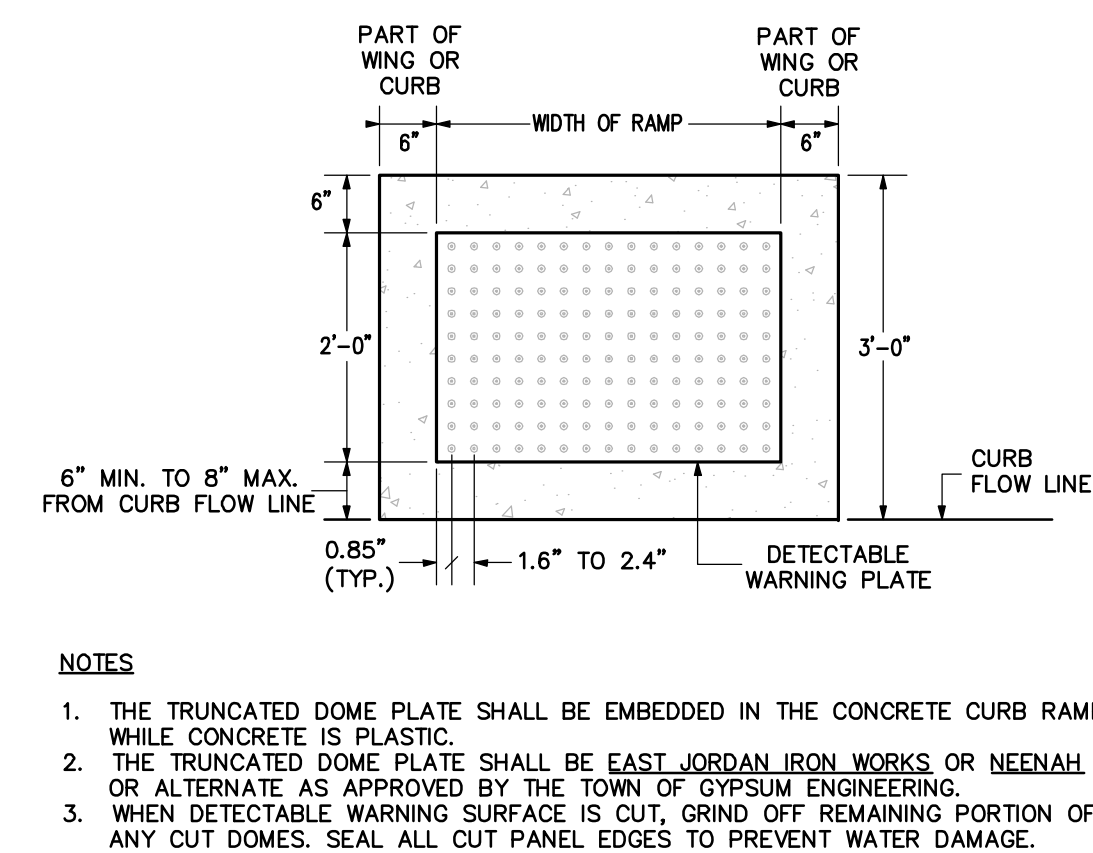
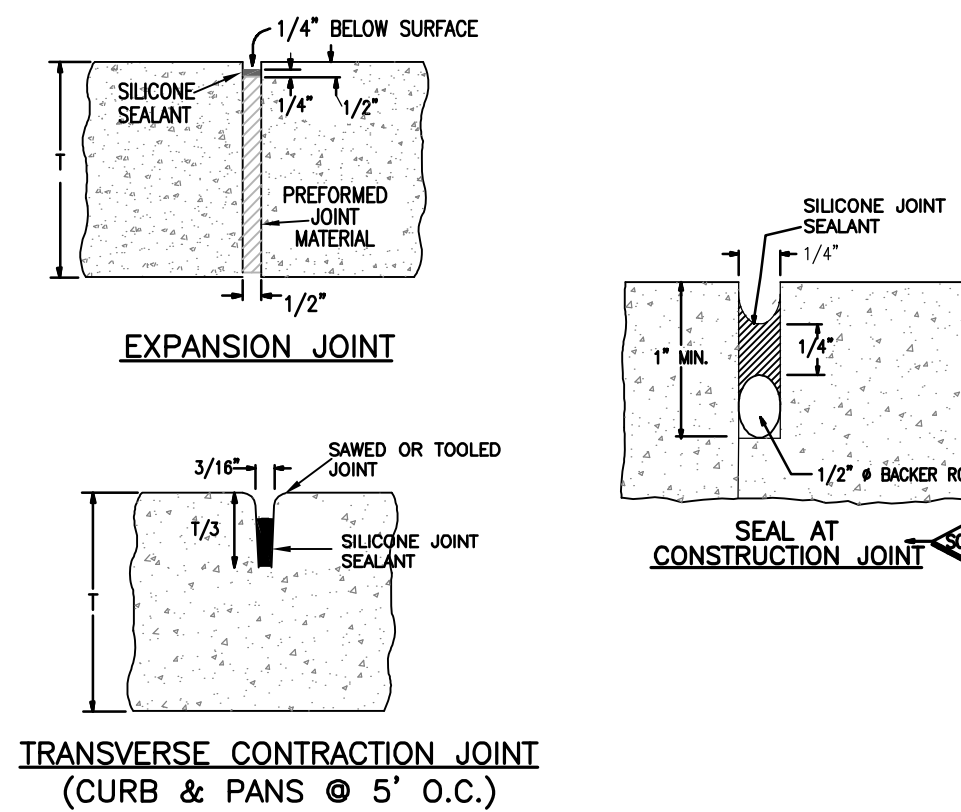
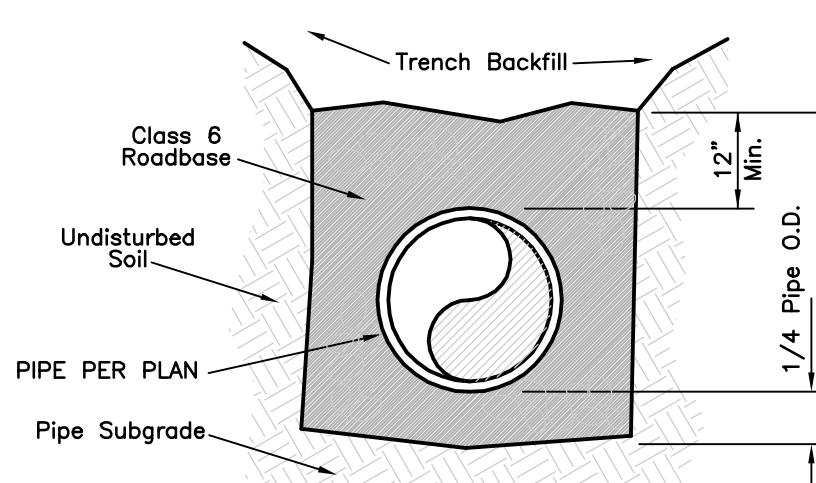
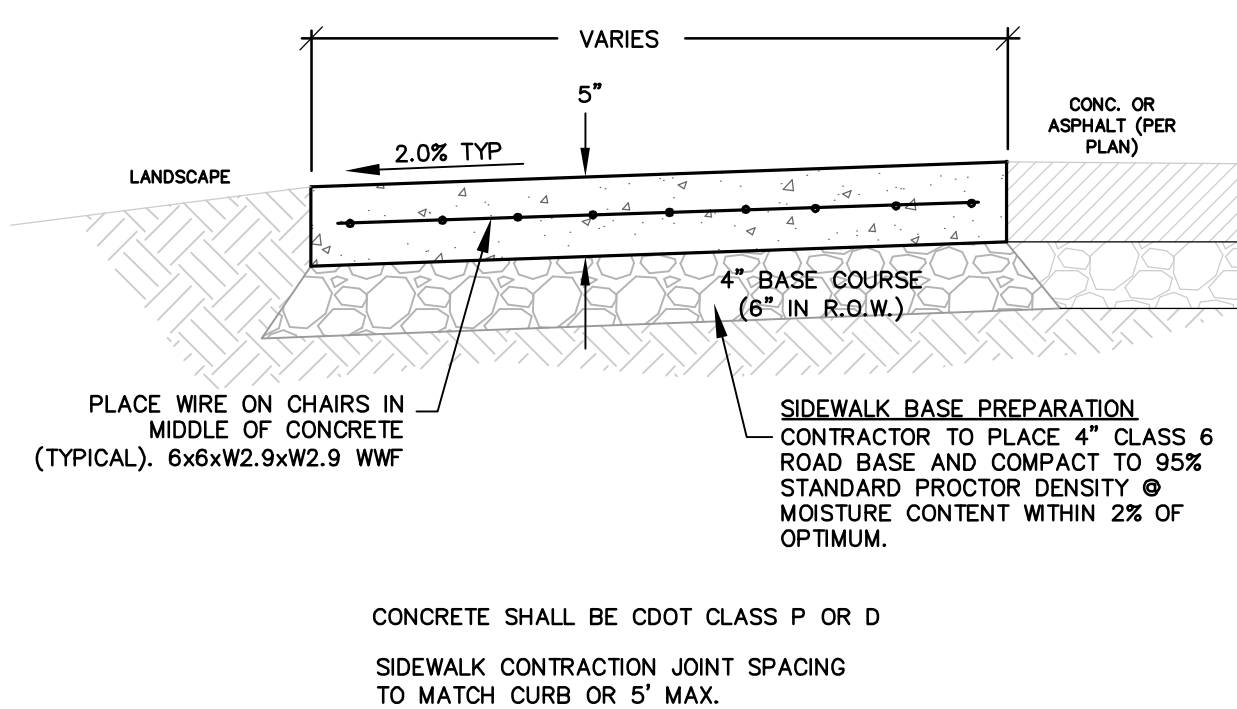
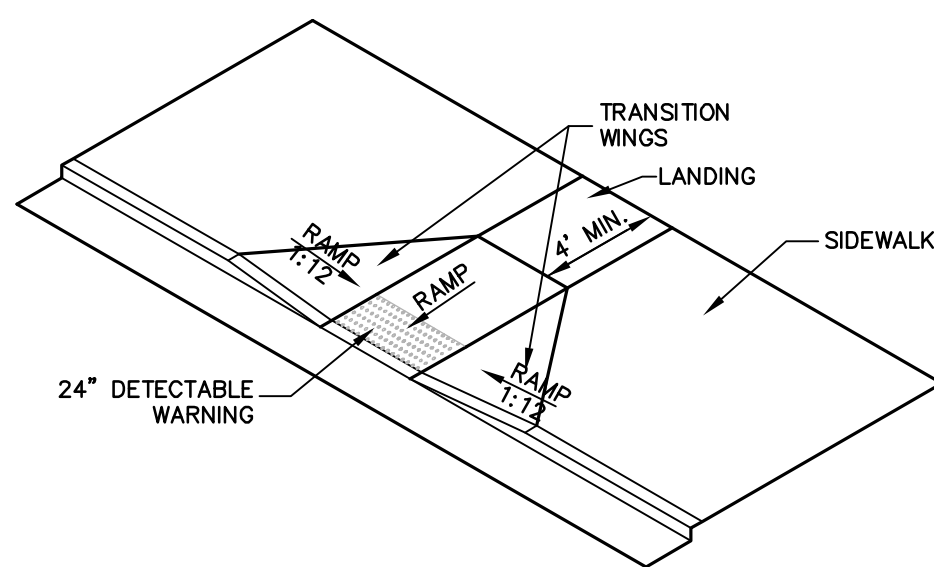


A	ASPHALT ROAD AND PARKING SECTION
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B	CONCRETE DUMPSTER PAD
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C	MILLED SHEAR STEP
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D	SIDEWALK CHASE
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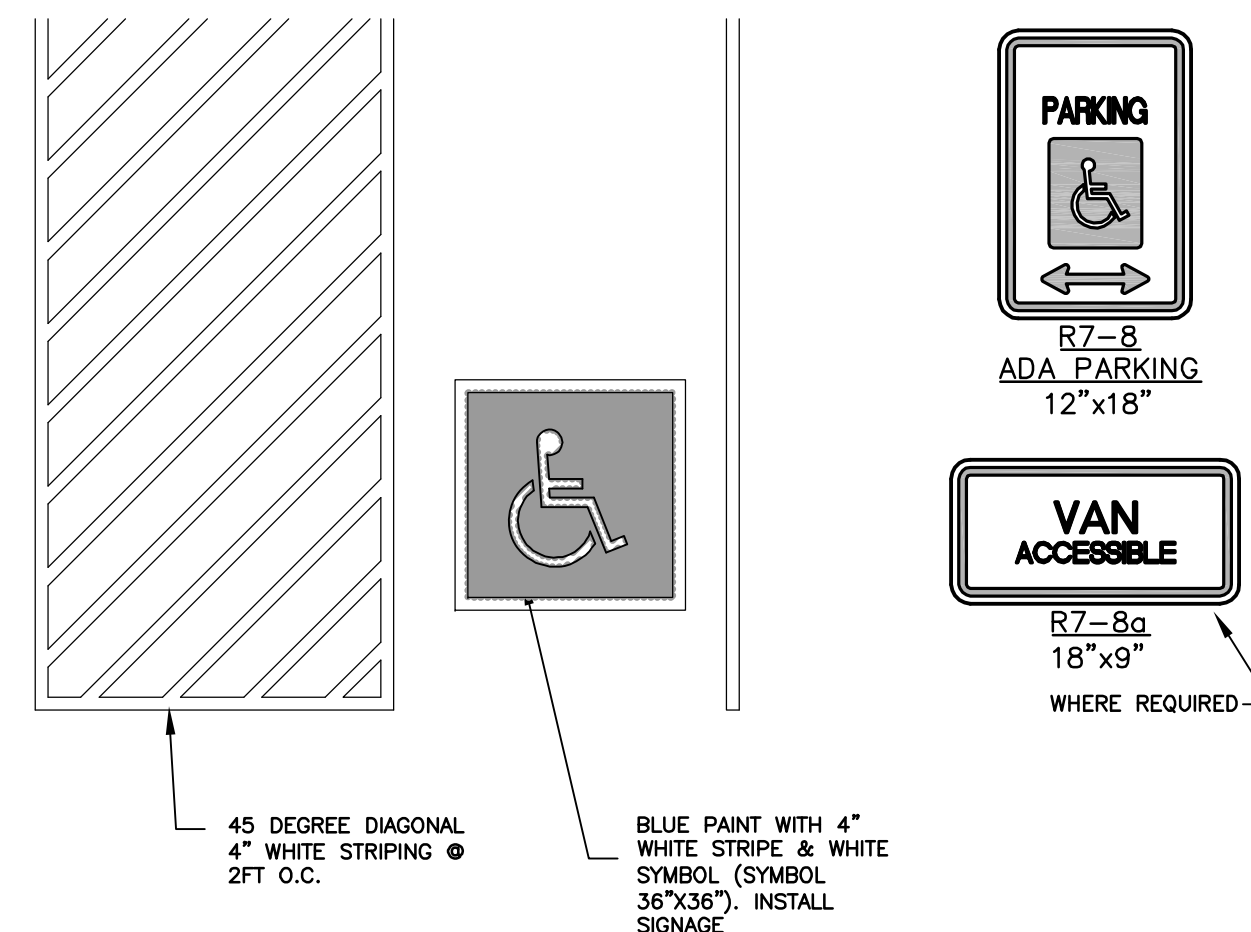
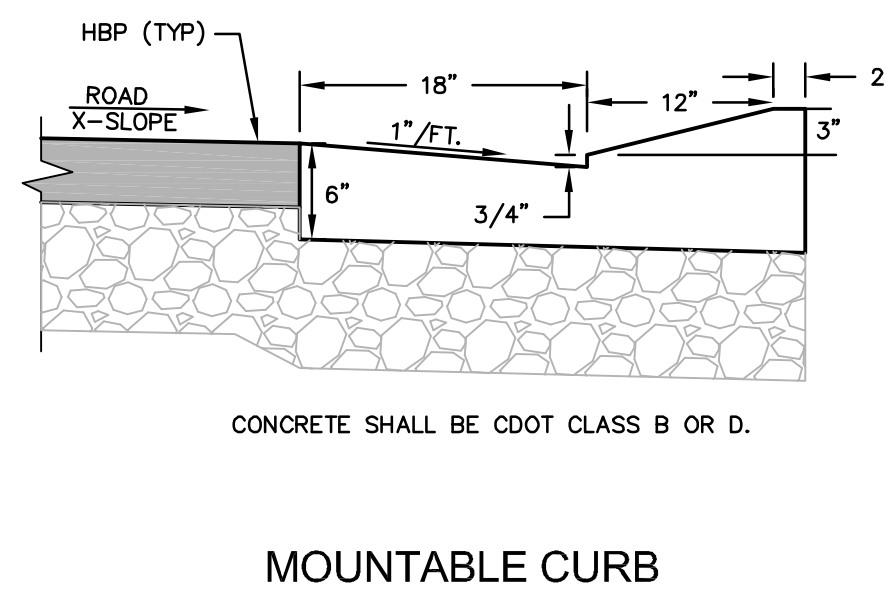
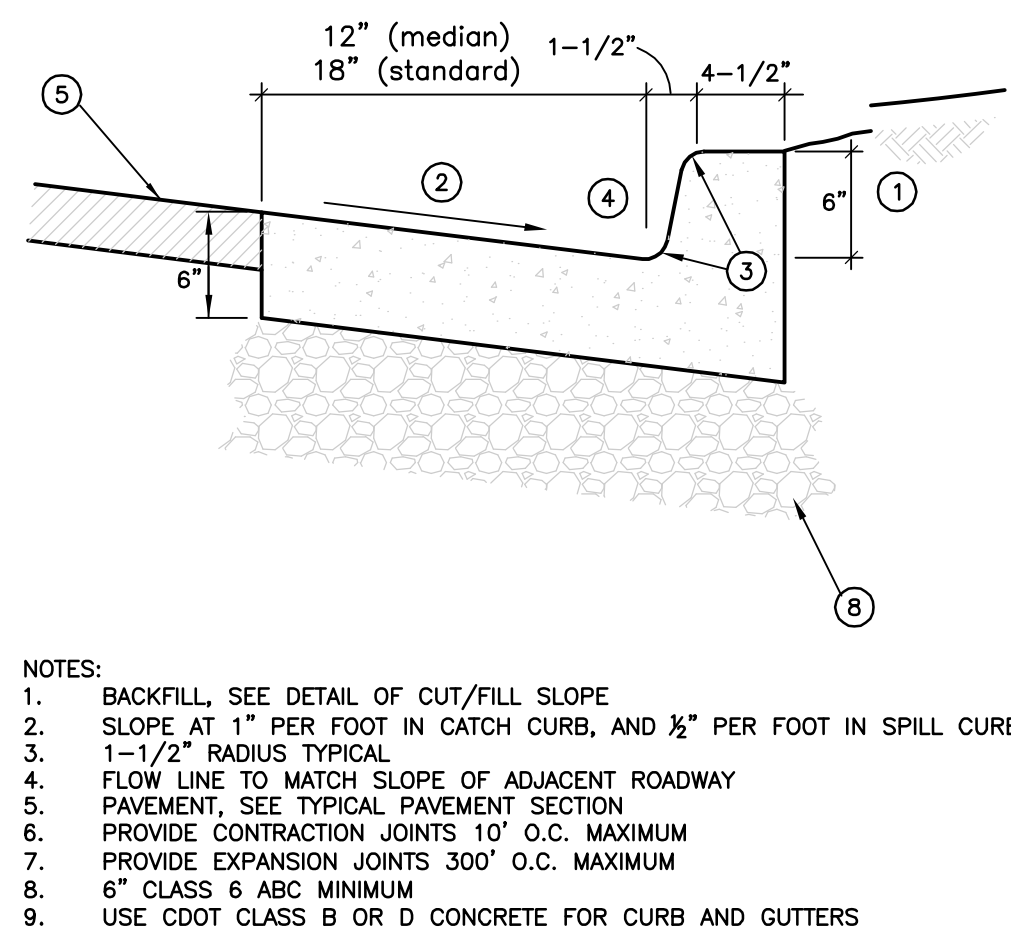
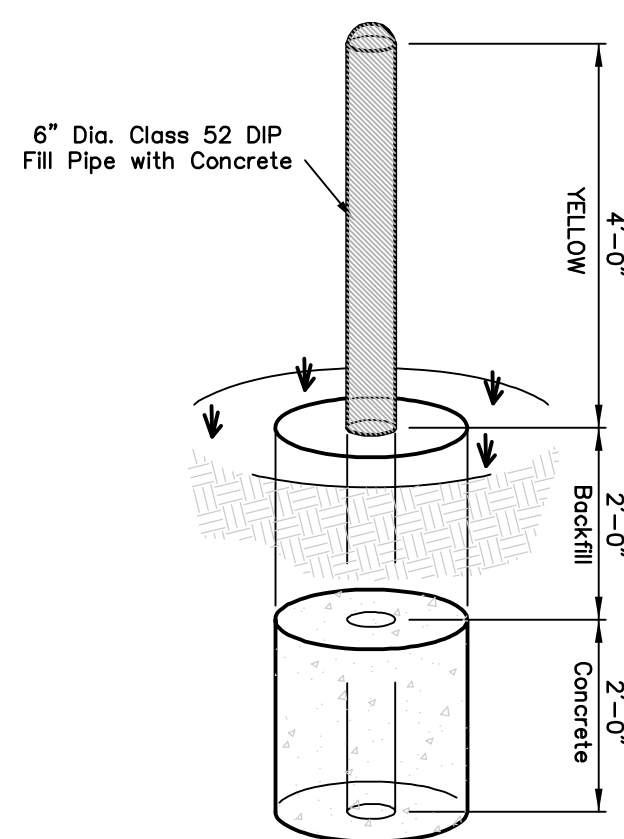
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CONCRETE SIDEWALK SECTION

CULVERT BEDDING

CONCRETE JOINTING

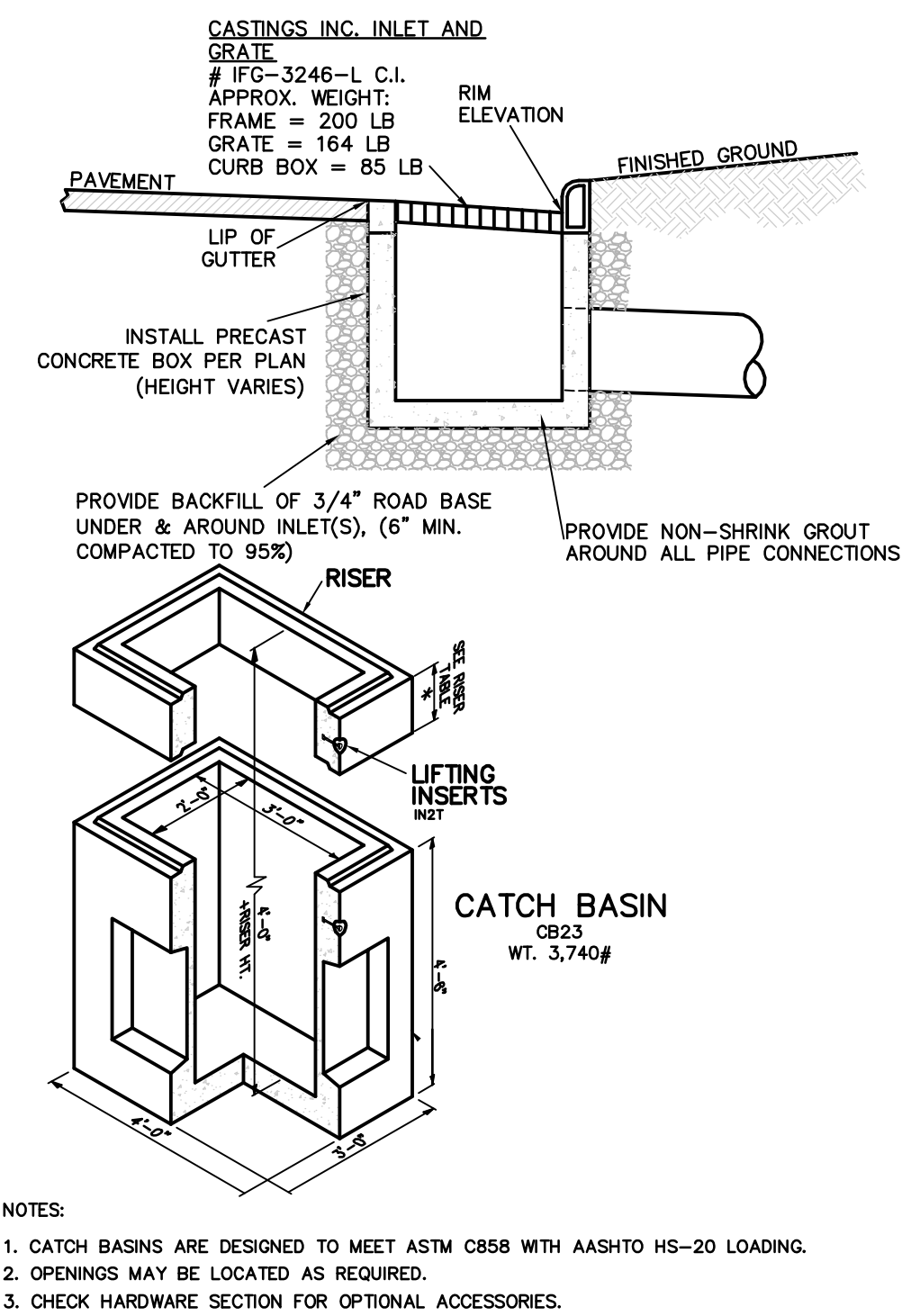
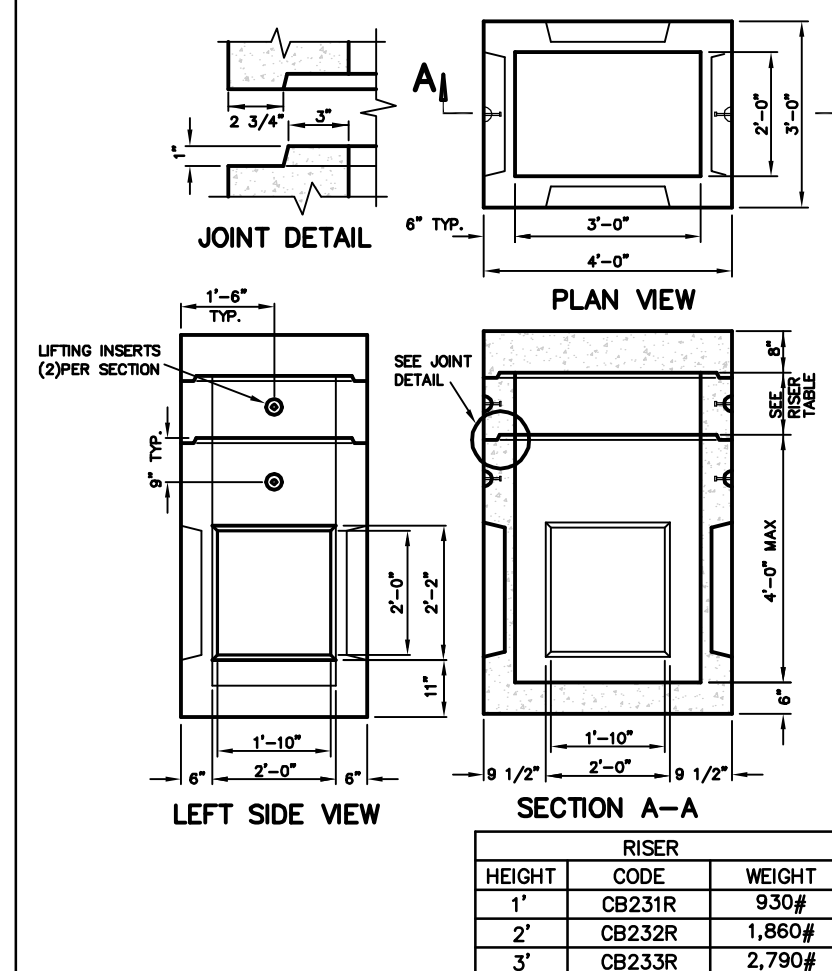
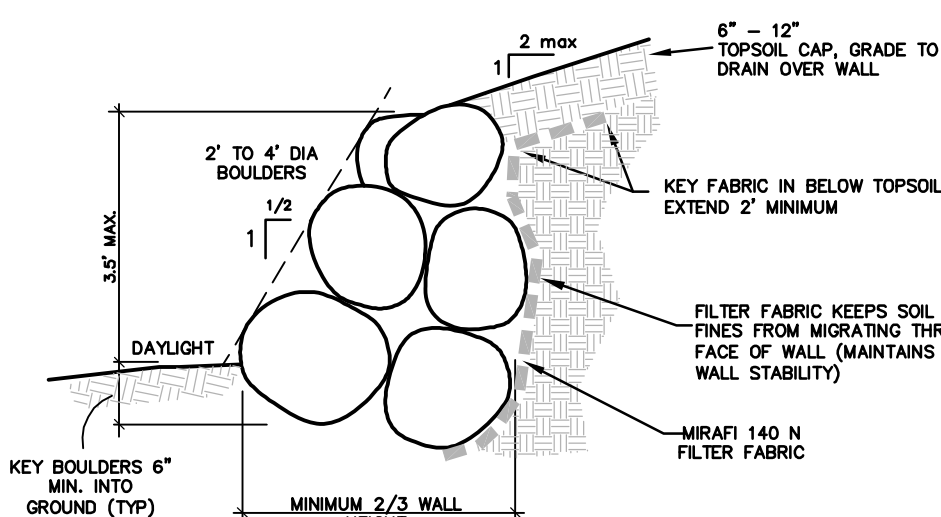
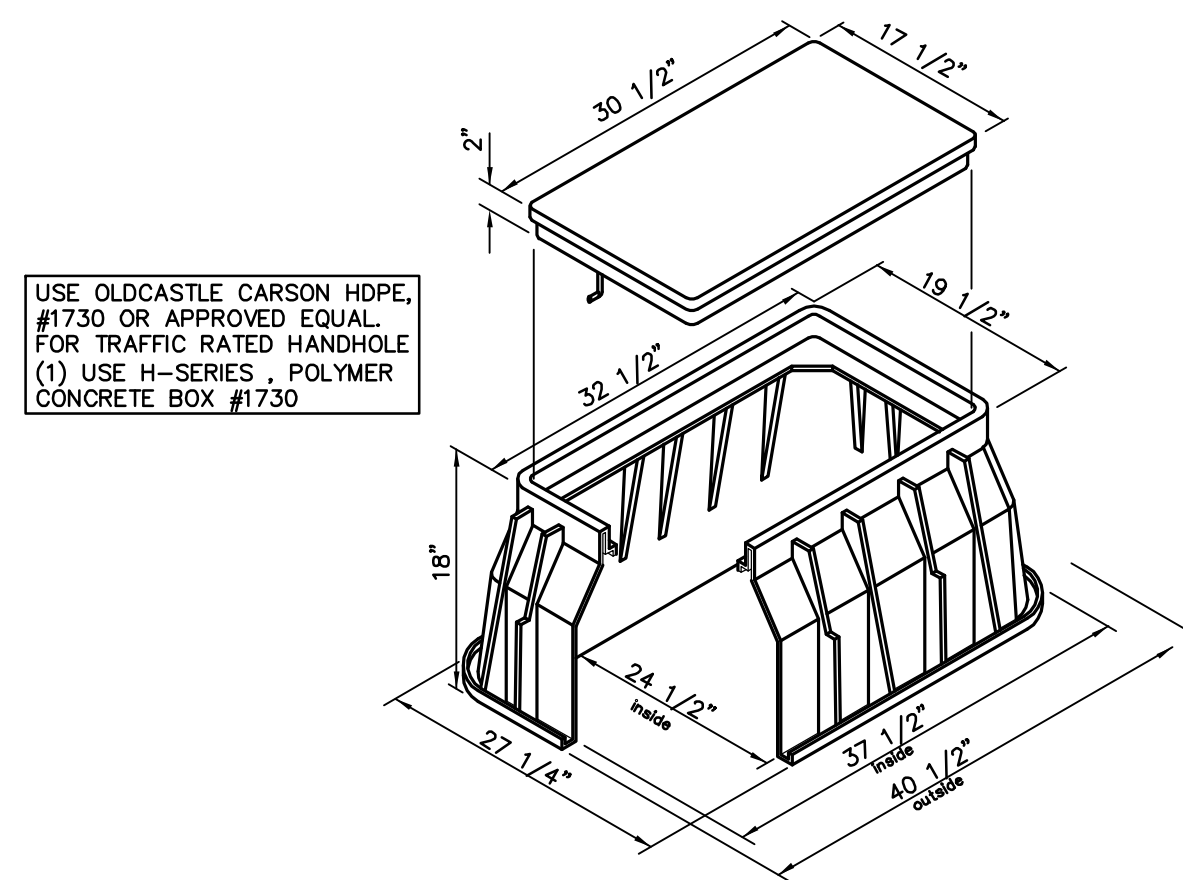
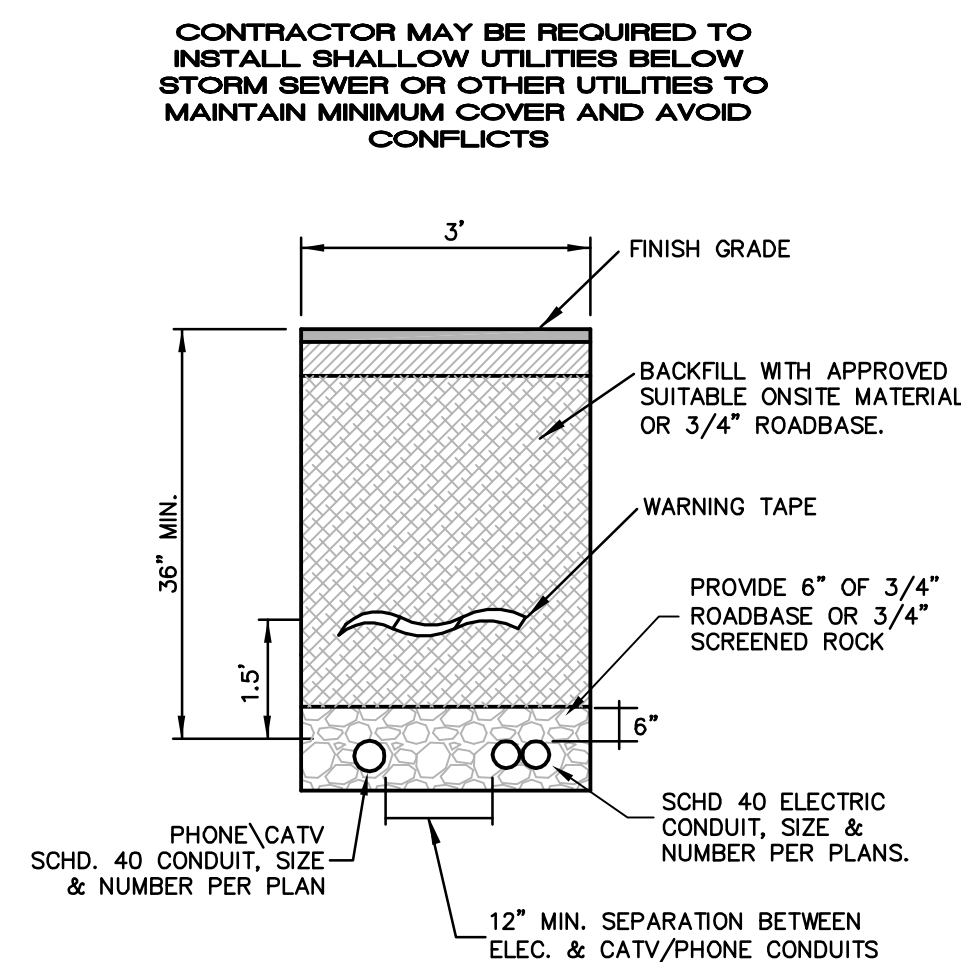
ADA RAMP



I	CONCRETE / STEEL BOLLARD
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CONCRETE CURB AND GUTTER

HANDICAP PARKING

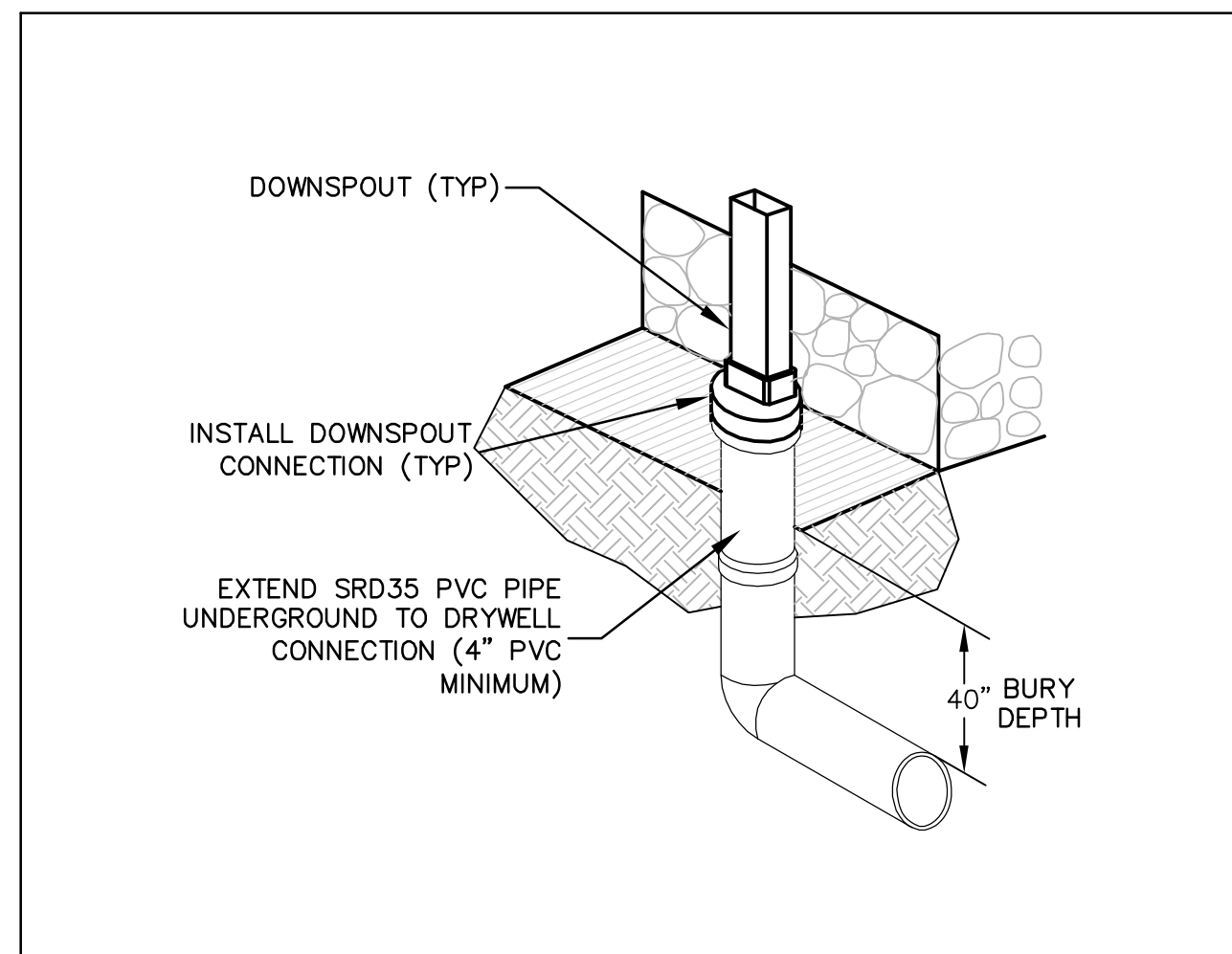


M	ELEC./ PHONE TRENCH
---	---------------------

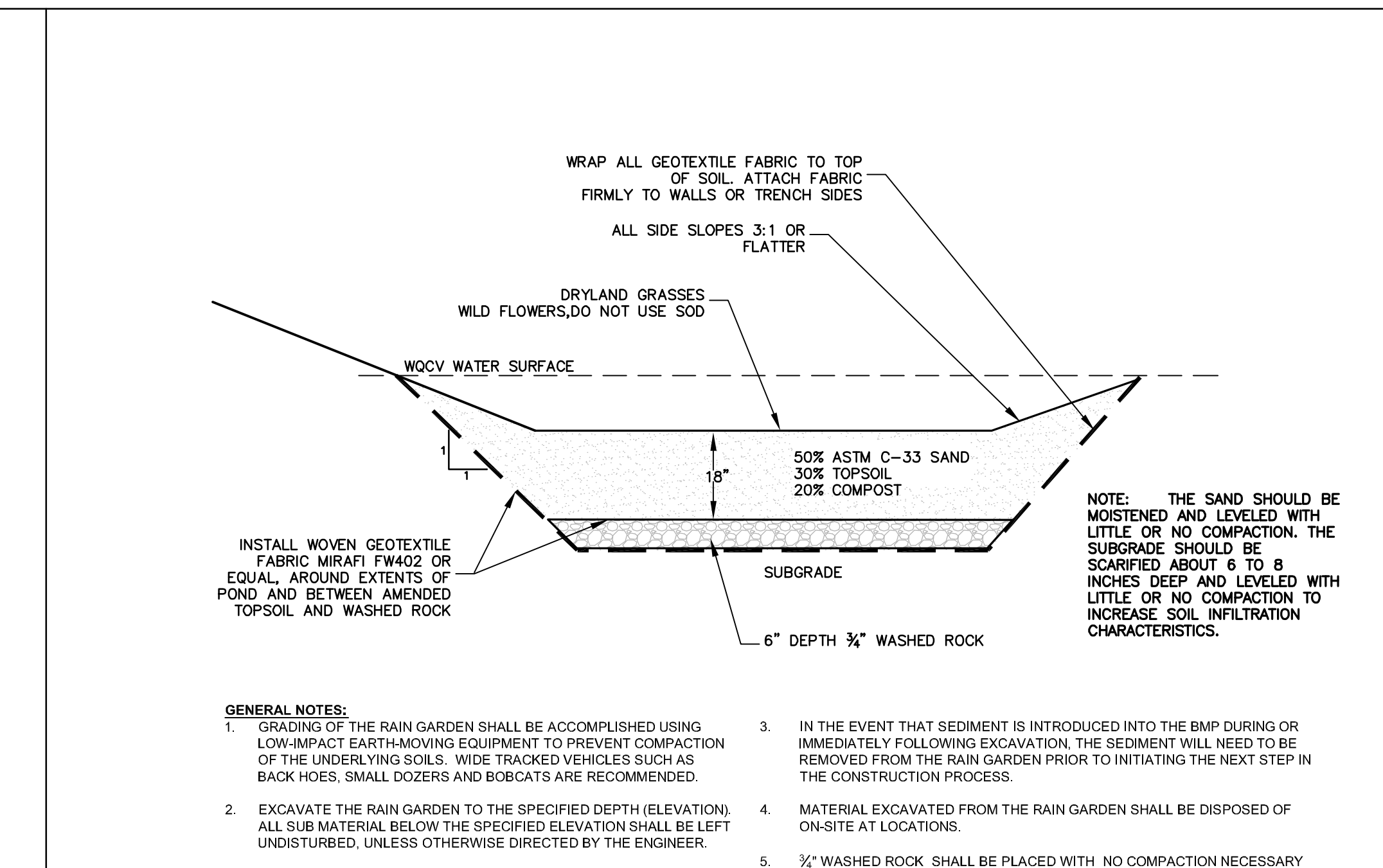
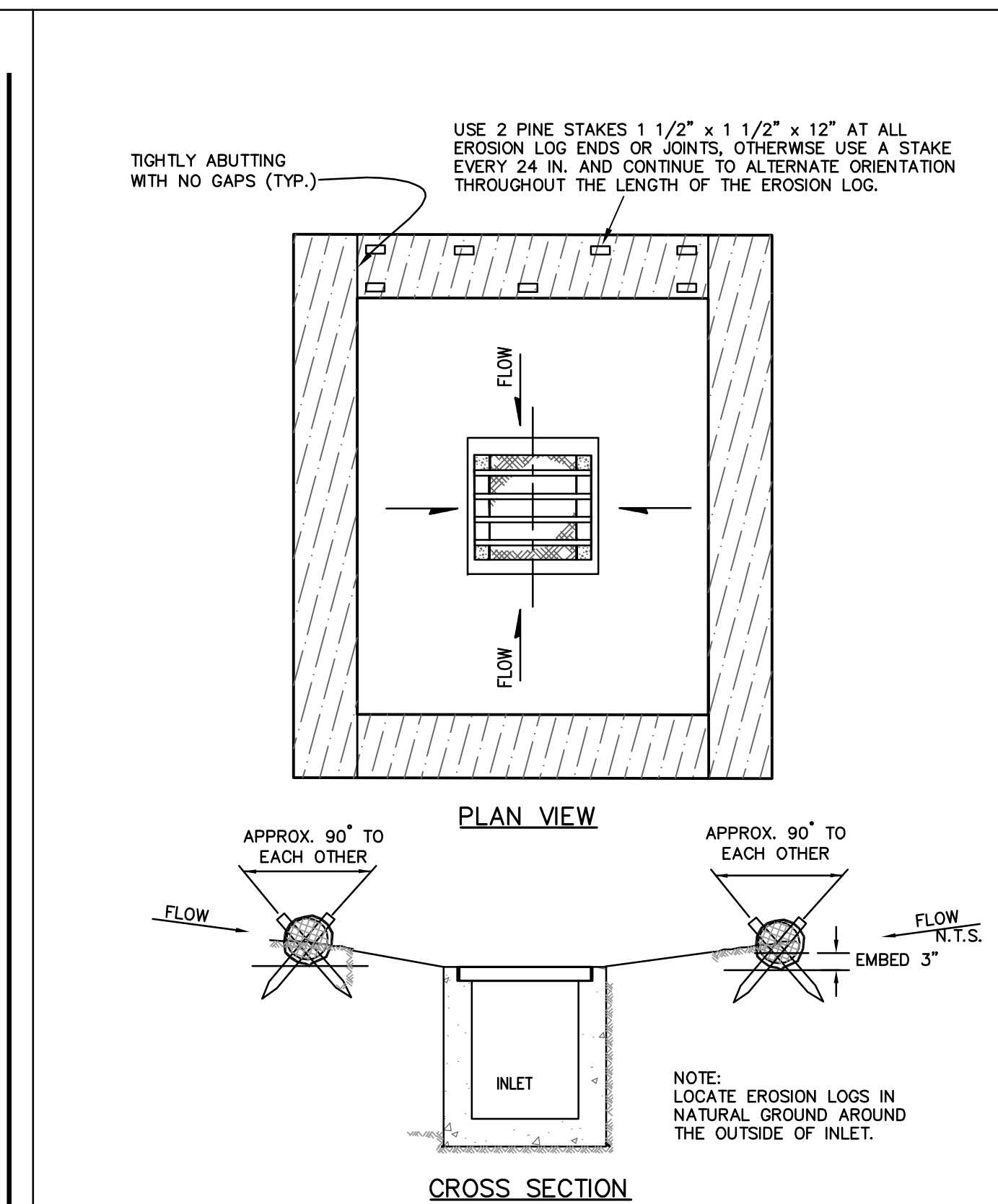
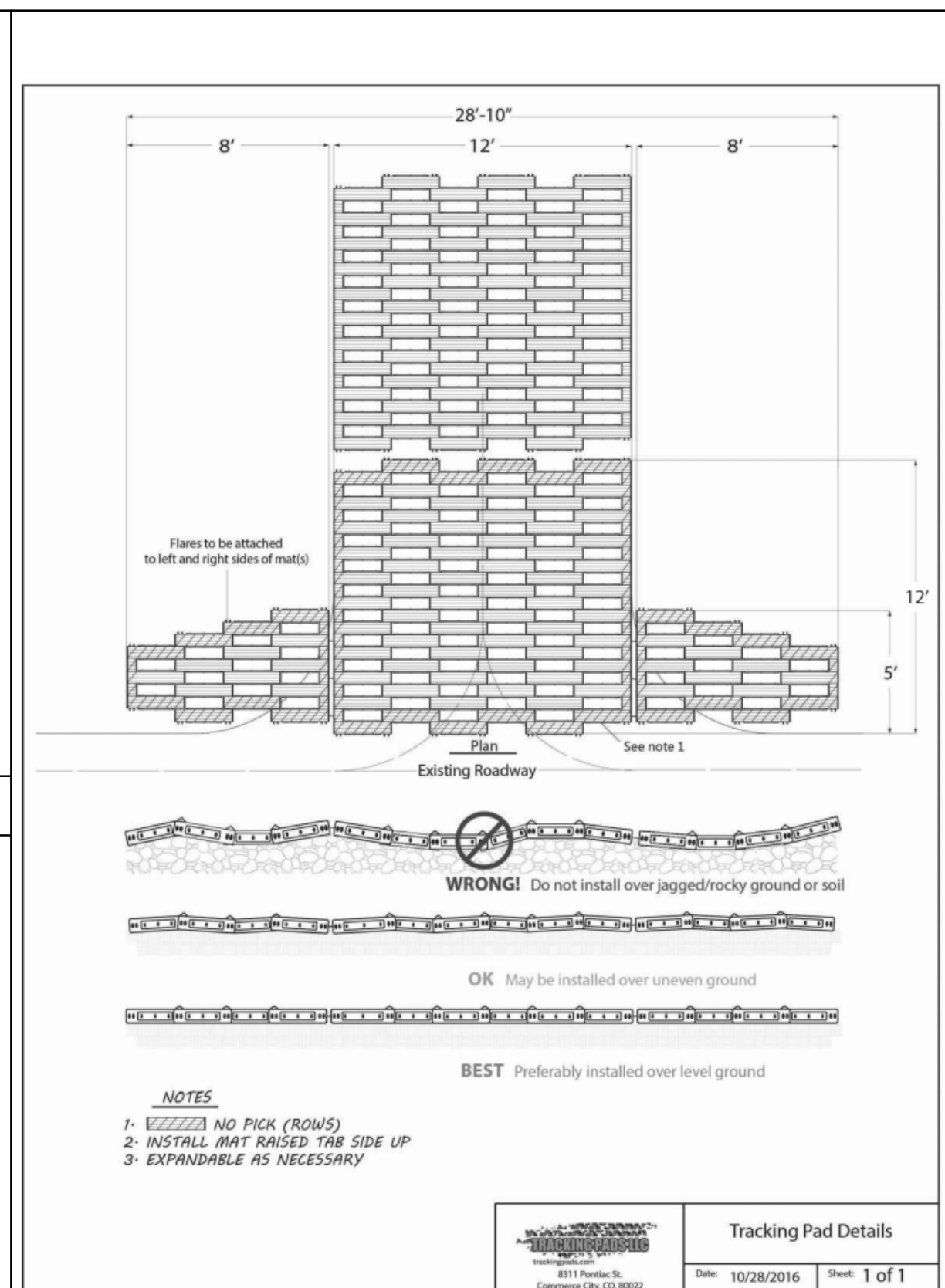
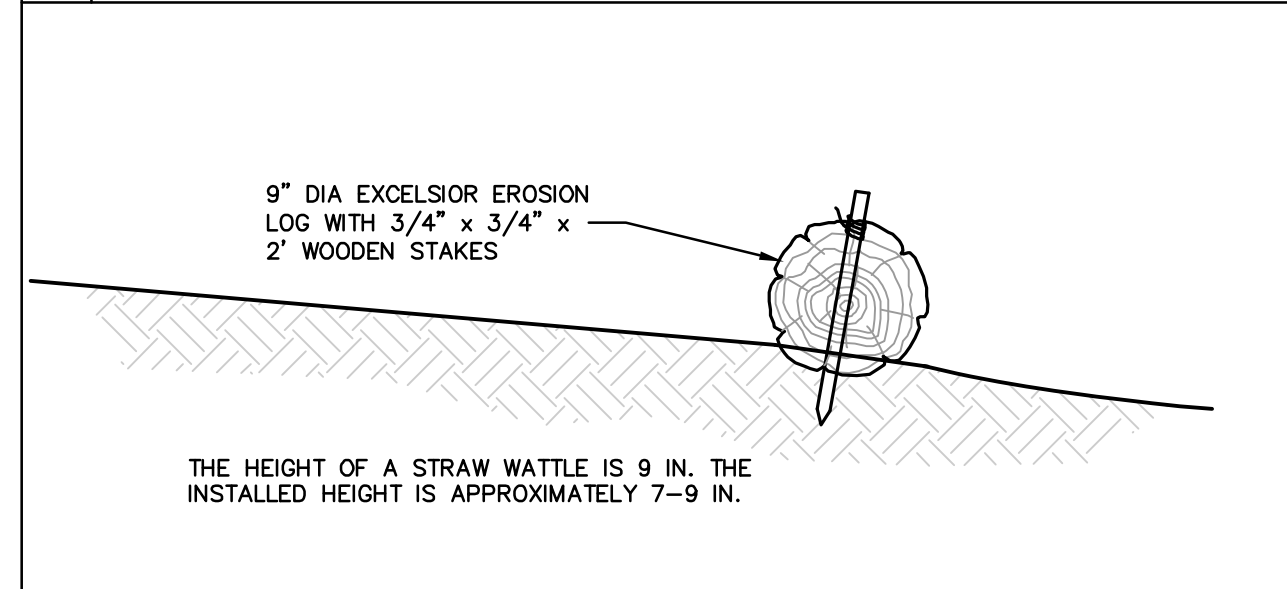
HANDHOLE- COMMUNICATION

BOULDER WALL (4 FT AND UNDER)

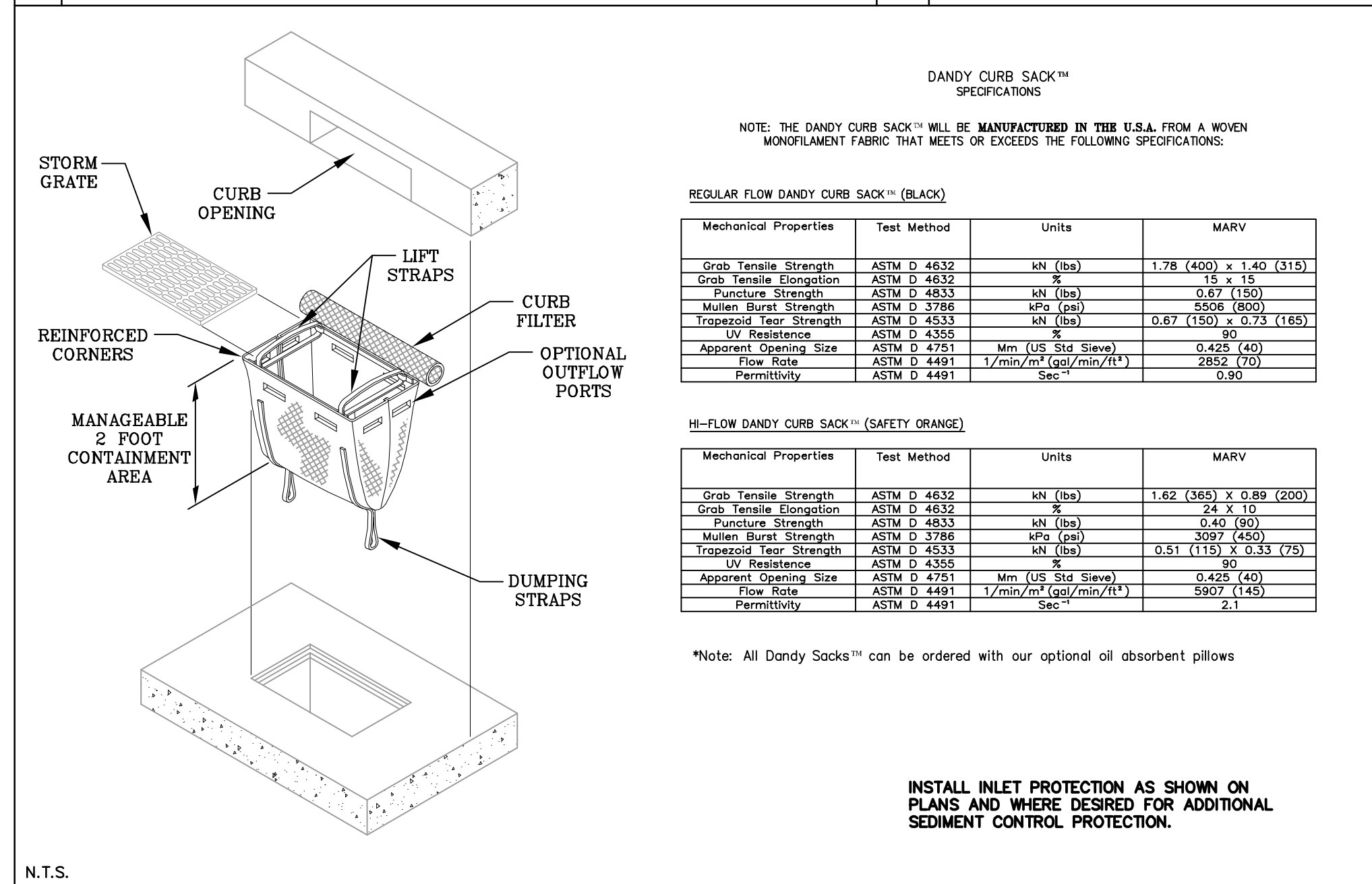
2' x 3' CURB INLET



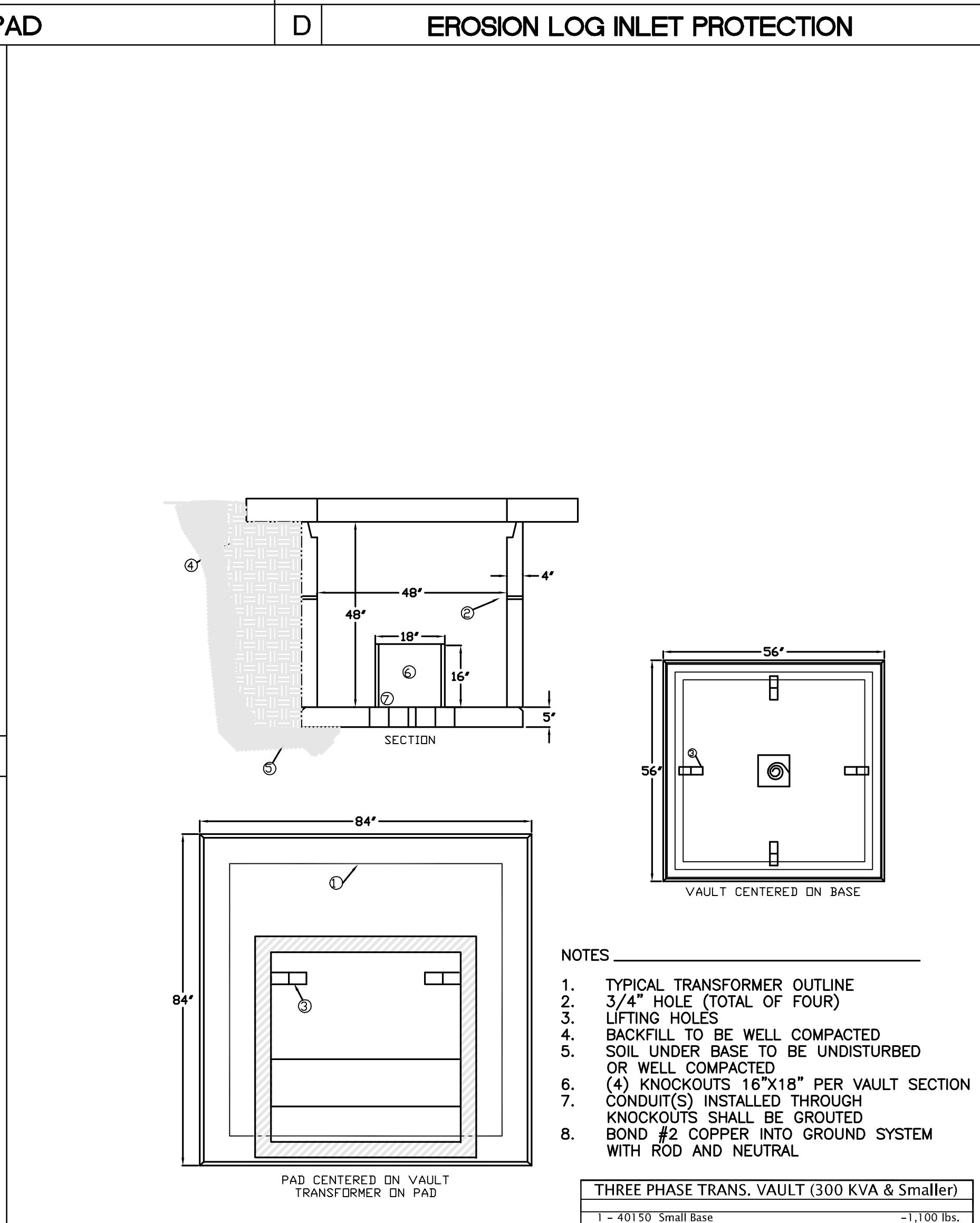
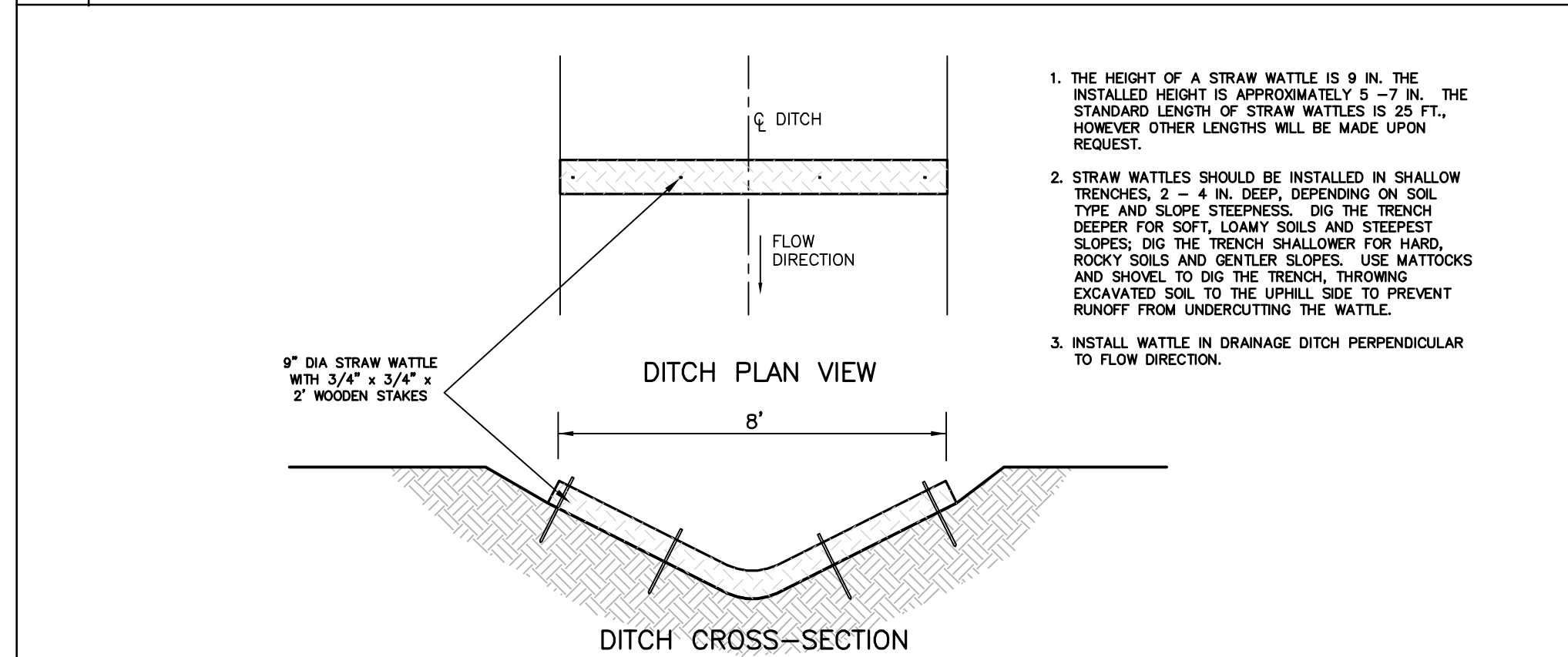
A	DOWNSPOUT CONNECTION
---	----------------------



B	EROSION LOG WATTLES
---	---------------------



E	CURB SACK INLET PROTECTION
---	----------------------------



1 - 40700 Vault, 4'x4'H or 40710 Vault, 4'x3'H	-3,500 lbs.
1 - 40500 Pad, 3Phase	-3,400 lbs.

HOLY CROSS ENERGY	3 PHASE (300 KVA OR SMALLER) TRANSFORMER VAULT SPECIFICATION	APPENDIX UM1-13S
---	--	---------------------

F	WATER QUALITY POND
---	--------------------

ALPINE
**ENGINEERING INC.**
34510 HWY 6 / UNIT A9 / PO BOX 97
EDWARDS CO 81632 / 970.926.3373
WWW.ALPINECIVIL.COM



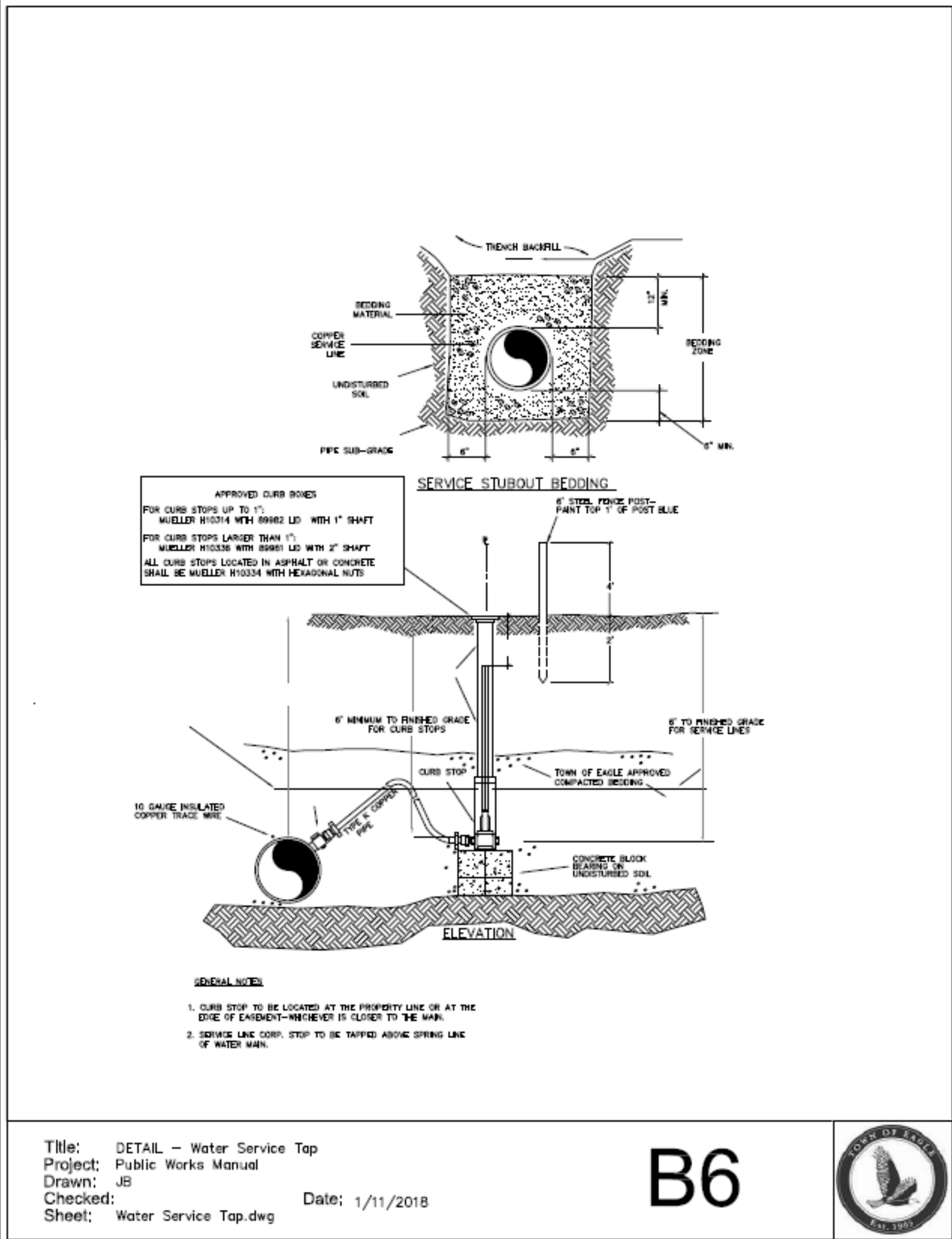
ANB BANK
1000 EAGLE CREEK ROAD, EAGLE CO
DETAILS

DETAILS

NO.	DATE	REVISIONS	BY
	04/04/25	DEVELOPMENT PERMIT	MCW

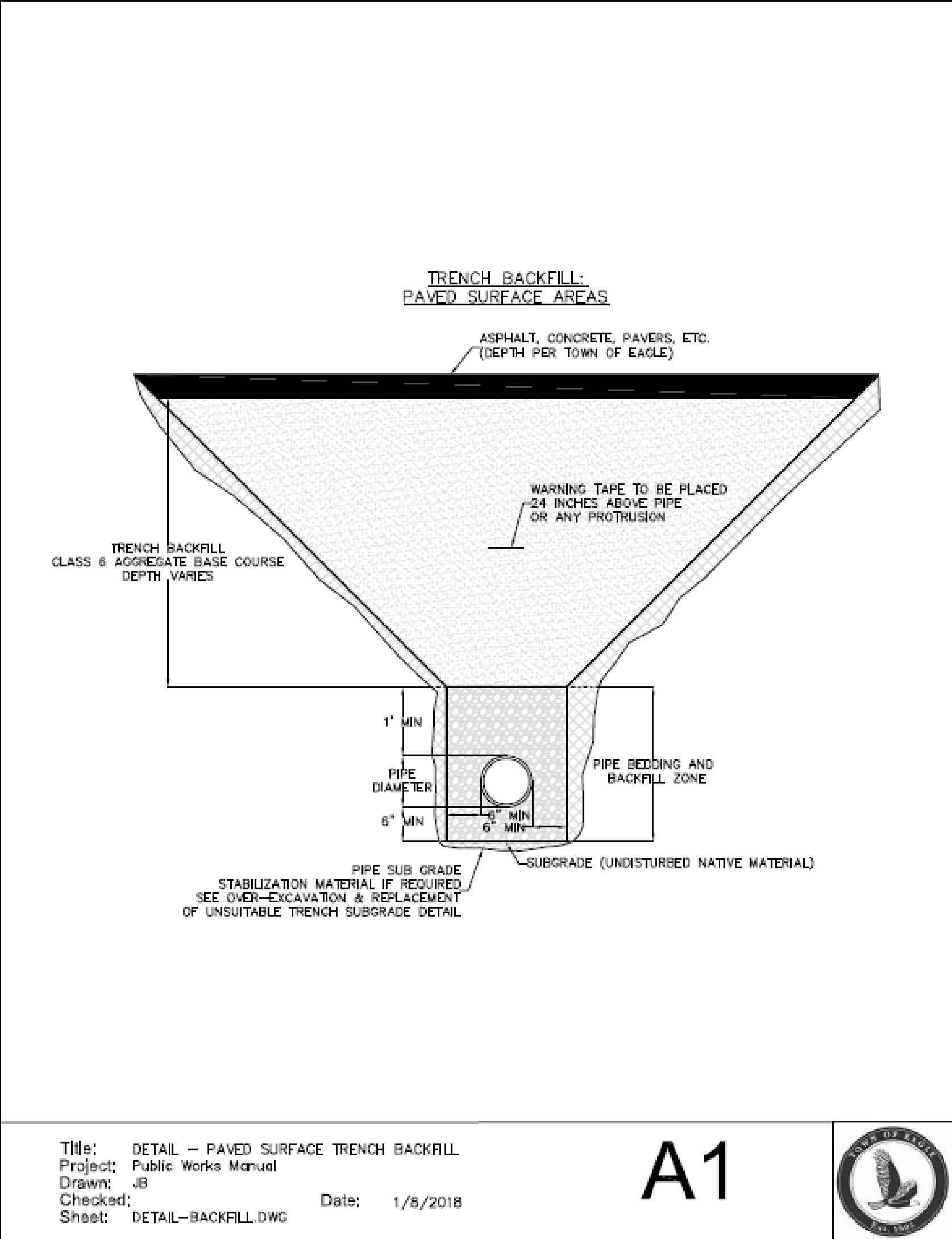
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DRAWN	TSL, MCW
CHECKED	MCW
JOB NO.	--
DATE	12/02/2024

SHEET
C6.1



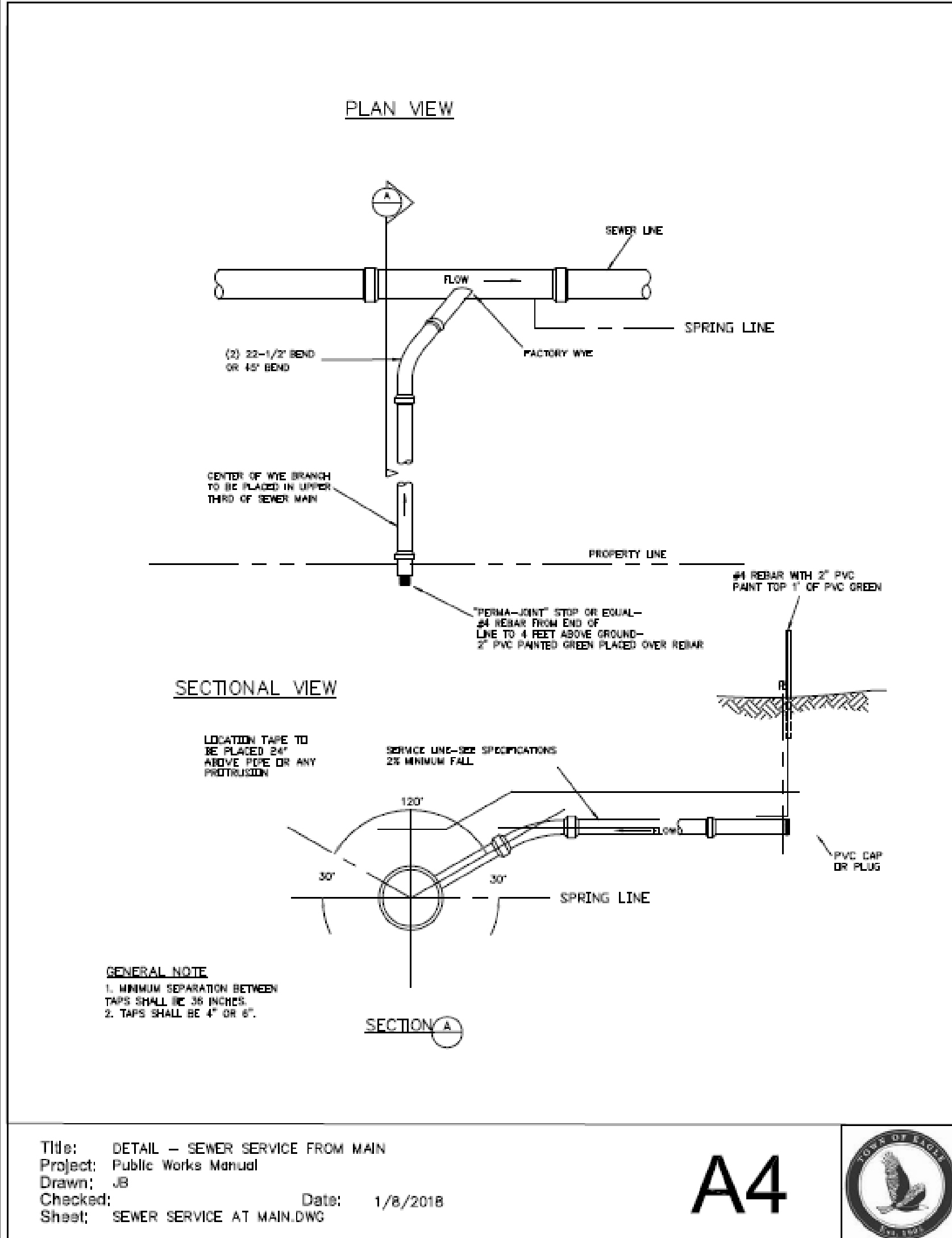
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Project: Public Works Manual
Drawn: JB
Checked: Date: 1/11/2018
Sheet: Water Service Tap.dwg

B6



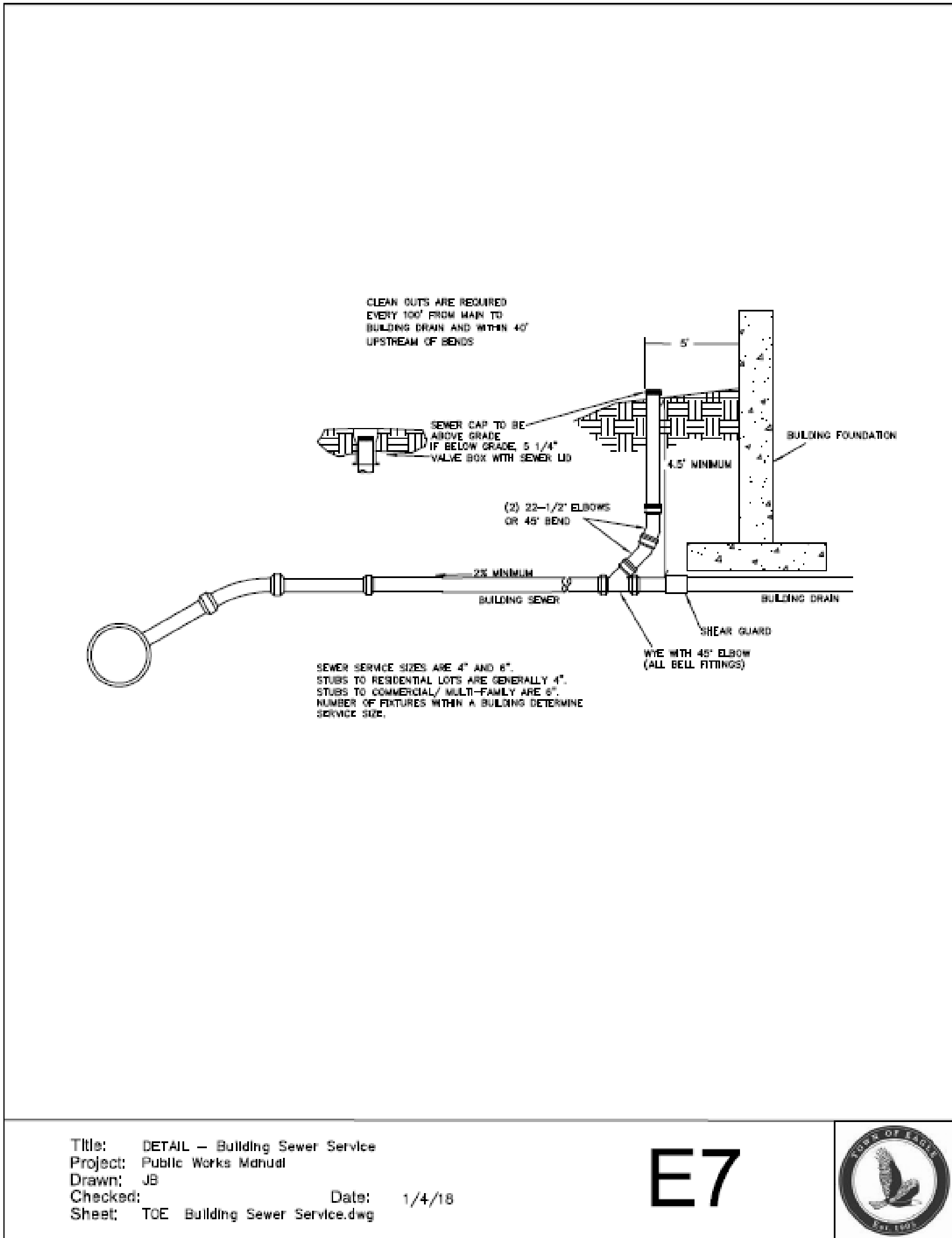
Title: DETAIL - PAVED SURFACE TRENCH BACKFILL
Project: Public Works Manual
Drawn: JB
Checked: Date: 1/8/2018
Sheet: DETAIL-BACKFILL.DWG

A1



Title: DETAIL - SEWER SERVICE FROM MAIN
Project: Public Works Manual
Drawn: JB
Checked: Date: 1/8/2018
Sheet: SEWER SERVICE AT MAIN.DWG

A4



Title: DETAIL - Building Sewer Service
Project: Public Works Manual
Drawn: JB
Checked: Date: 1/4/18
Sheet: ToE Building Sewer Service.dwg

E7



ANB BANK
EBY CREEK ROAD, EAGLE CO
DETAILS

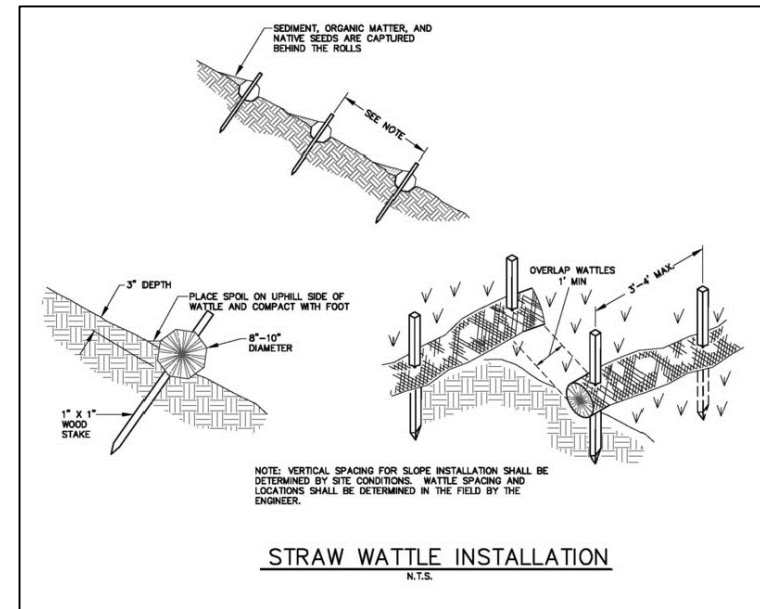
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MCW	TSL, MCW	MCW	--	12/02/2024

NO.	DATE	REVISIONS	BY
	02/04/25	DEVELOPMENT PERMIT	MCW

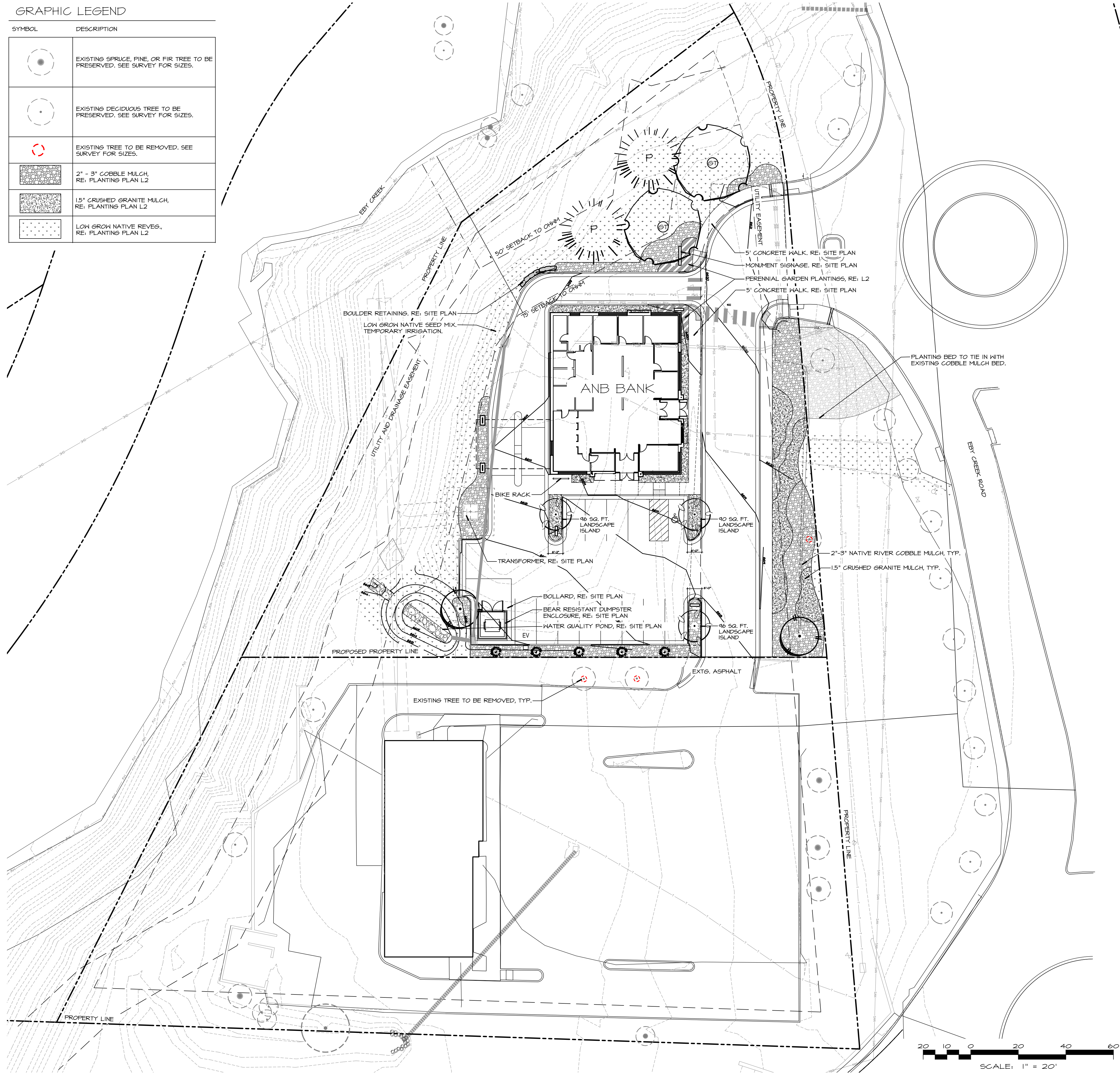
SHEET
C6.2

- GENERAL NOTES:**
- CONTRACTOR TO VERIFY EXISTING SITE INFORMATION, INCLUDING STRUCTURES, UTILITIES, PROPERTY LINES, LIMITS OF ROADWAYS, AND CURBS AND GUTTERS, THAT MAY EFFECT THE SCOPE OF WORK PRIOR TO BEGINNING SITE CONSTRUCTION.
 - EXISTING UTILITIES ARE INDICATED FOR INFORMATION ONLY AND NOT INTENDED TO SHOW EXACT LOCATION. THE LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR THE LOCATION OF UNDERGROUND UTILITIES OR STRUCTURES NOT SHOWN OR DETAILED AND INSTALLED BY ANY OTHER CONTRACTOR. THE CONTRACTOR SHALL LOCATE ALL UTILITIES AND MAINTAIN THE LOCATION DURING ALL PHASES OF THE WORK. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO UTILITIES OR STRUCTURES AND ANY INJURIES THEREFROM. RESTORATION OF ANY UTILITIES DAMAGED BY THE CONTRACTOR SHALL BE AT THE CONTRACTORS EXPENSE TO THE SATISFACTION OF THE OWNER. ANY ADJUSTMENTS OF PROPOSED WORK WILL BE APPROVED BY LANDSCAPE ARCHITECT. ADJUSTMENTS OF PLANT MATERIAL DUE TO CONFLICTS WITH UTILITIES SHALL BE APPROVED BY OWNER OR LANDSCAPE ARCHITECT. CALL UNDERGROUND LOCATES @ 800.422.1481, 1 WEEK PRIOR TO PLANTING.
 - PROVIDE OWNER OR LANDSCAPE ARCHITECT WITH NOTIFICATION OF ALL DISCREPANCIES BETWEEN EXISTING AND PROPOSED SITE IMPROVEMENTS BEFORE STARTING WORK.
 - LANDSCAPE CONTRACTOR SHALL TAKE ALL NECESSARY STEPS AS REQUIRED TO PROPERLY PROTECT AND MAINTAIN HIS WORK FOR THE DURATION OF THE CONTRACT.
 - ALL WORK SHALL COMPLY WITH ALL APPLICABLE CODES AND ORDINANCES.
 - NOTES AND DETAILS ON SPECIFIC DRAWINGS TAKE PRECEDENCE OVER GENERAL NOTES AND TYPICAL DETAILS.
 - NO SUBSTITUTIONS FOR ANY MATERIALS SPECIFIED SHALL BE MADE WITHOUT LANDSCAPE ARCHITECT'S OR OWNER'S APPROVAL.
 - IT SHALL BE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO CONFIRM ALL DESIGN CRITERIA AS NOTED BY THE DRAWING OR TECHNICAL SPECIFICATIONS. ANY DISCREPANCIES, DELETIONS, ADDITIONS, OR ALTERATIONS TO THE DRAWINGS OR SPECIFICATIONS SHALL BE PRESENTED IN WRITING TO THE PROJECT LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
 - CIVIL ENGINEERING IS THE RESPONSIBILITY OF THE OWNER OR GENERAL CONTRACTOR.
 - CONTRACTOR IS RESPONSIBLE FOR ROUGH GRADINGS TO +/- 0.25' OF FINISHED GRADE & LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR FINISH GRADING.
 - ALL WORK AND PARTS SHALL BE WARRANTED FOR A MINIMUM OF ONE YEAR FROM DATE OF COMPLETION.
 - A MINIMUM OF 48 HOURS NOTICE IS REQUIRED FOR ALL MODIFICATIONS, REVIEW & APPROVAL REQUESTS TO LANDSCAPE ARCHITECT.
 - AT COMPLETION OF ALL WORK OUTLINED IN THESE PLANS THE LANDSCAPE CONTRACTOR SHALL CONTACT THE OWNER AND ARRANGE A WALK THROUGH TO DETERMINE THAT ALL ASPECTS OF WORK ARE COMPLETED. WORK MUST BE FULLY COMPLETED ACCORDING TO ALL PLANS AND SPECIFICATIONS AND MUST BE COMPLETE IN GOOD WORKSMANSHIP MANNER AND MUST BE ACCEPTED BY THE OWNER IN WRITING PRIOR TO THE BEGINNING OF THE MAINTENANCE PERIOD.
 - OWNER OR AUTHORIZED REPRESENTATIVE MAY COMPLETE PORTIONS OR ALL OF APPROVALS AND WORK OUTLINED IN NOTES IN LIEU OF LANDSCAPE ARCHITECT.
 - STONE DRIP EDGE TO BE 2" TO 4" NATIVE RIVER COBBLE OVER FILTER FABRIC UNLESS SPECIFIED OTHERWISE PER PLAN. PROVIDE SAMPLE FOR OWNER APPROVAL.
 - ALL DOWN SPOUTS, DRAIN INLETS, DRAIN LINES AND FRENCH DRAINS TO BE INSTALLED BY THE GENERAL CONTRACTOR UNLESS OTHERWISE NOTED.

- EROSION CONTROL & SITE PROTECTION NOTES & SPECIFICATIONS:**
- STRAH HATTLES ARE TO BE PLACED AT THE LIMIT OF CONSTRUCTION AS NEEDED TO PREVENT EROSION AND SEDIMENTATION. A CONSTRUCTION FENCE WILL BE PLACED AT THE LIMIT OF DISTURBANCE WHERE STRAH HATTLES ARE NOT USED, AS PER CIVIL DRAWINGS.
 - ALL TREES WITHIN THE LIMITS OF DISTURBANCE THAT ARE TO BE PRESERVED TO BE PROTECTED. AT EVERGREEN TREES WITH SNOW FENCING AT DRIP-LINE. AT DECIDUOUS TREES USE SNOW FENCING AT DRIP-LINE. IF YOU CANNOT PROVIDE SNOW FENCE @ DRIP-LINE DUE TO CONSTRUCTION PROXIMITY, WRAP TRUNK WITH PLASTIC CORRUGATED GULVERT SECTIONS TO A HEIGHT OF 6' OR TO FIRST MAJOR BRANCH. IF IT IS NECESSARY TO DRIVE WITHIN THE DRIP-LINE OF THE TREE, CONTRACTOR SHALL INSTALL 4" OF BARK MULCH OR WOOD CHIPS IN A RING EXTENDING FROM THE TRUNK TO THE TREE'S DRIP LINE.
 - SPECIAL CARE NEEDS TO BE TAKEN FOR TREES WITHIN CONSTRUCTION ACCESS ROUTE AND WORK AREAS. PLASTIC CORRUGATED GULVERT SECTIONS WITH INTERIOR INSULATION OF 15" MIN. TO SURROUND TREE TRUNK TO A HEIGHT OF 6' OR TO FIRST MAJOR BRANCH.
 - ERECT AND MAINTAIN TEMPORARY FENCING AROUND TREE PROTECTION ZONES BEFORE STARTING SITE CLEARING. REMOVE FENCE WHEN CONSTRUCTION IS COMPLETE. DO NOT STORE CONSTRUCTION MATERIALS, DEBRIS, OR EXCAVATED MATERIAL WITHIN FENCED AREA. DO NOT PERMIT VEHICLES, EQUIPMENT OR FOOT TRAFFIC WITHIN FENCED AREA. MAINTAIN FENCED AREA FREE OF WEEDS AND TRASH.
 - DO NOT EXCAVATE WITHIN TREE PROTECTION ZONES, UNLESS OTHERWISE INDICATED. WHERE EXCAVATION FOR NEW CONSTRUCTION IS REQUIRED WITHIN TREE PROTECTION ZONES, HAND CLEAR AND EXCAVATE TO MINIMIZE DAMAGE TO ROOT SYSTEMS. USE NARROW-TINE SPADING FORKS COMB SOIL TO EXPOSE ROOTS AND CLEANLY CUT ROOTS AS CLOSE TO EXCAVATION AS POSSIBLE.
 - COVER EXPOSED ROOTS WITH BURLAP AND WATER REGULARLY.
 - TEMPORARILY SUPPORT AND PROTECT ROOTS FROM DAMAGE UNTIL THEY ARE PERMANENTLY REDIRECTED AND COVERED WITH SOIL.
 - COAT CUT FACES OF ROOTS MORE THAN 15" IN DIAMETER WITH AN EMULSIFIED ASPHALT OR OTHER APPROVED COATING FORMULATED FOR USE ON DAMAGED PLANT TISSUES.
 - BACKFILL WITH SOIL AS SOON AS POSSIBLE.
 - ALL DISTURBED AREAS NOT DESIGNATED AS SHRUB BEDS, PERENNIAL BEDS, OR LAWN SHALL BE REVEGETATED WITH THE SPECIFIED SEED MIXTURE. SEE ALSO PLANTING NOTES.



SYMBOL	DESCRIPTION
	EXISTING SPRUCE, PINE, OR FIR TREE TO BE PRESERVED. SEE SURVEY FOR SIZES.
	EXISTING DECIDUOUS TREE TO BE PRESERVED. SEE SURVEY FOR SIZES.
	EXISTING TREE TO BE REMOVED. SEE SURVEY FOR SIZES.
	2" - 3" COBBLE MULCH, RE: PLANTING PLAN L2
	1.5" CRUSHED GRANITE MULCH, RE: PLANTING PLAN L2
	LOW GROW NATIVE REVEGS., RE: PLANTING PLAN L2



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ANB BANK
EBY CREEK ROAD
EAGLE, CO

Title:
LANDSCAPE LAYOUT
PLAN

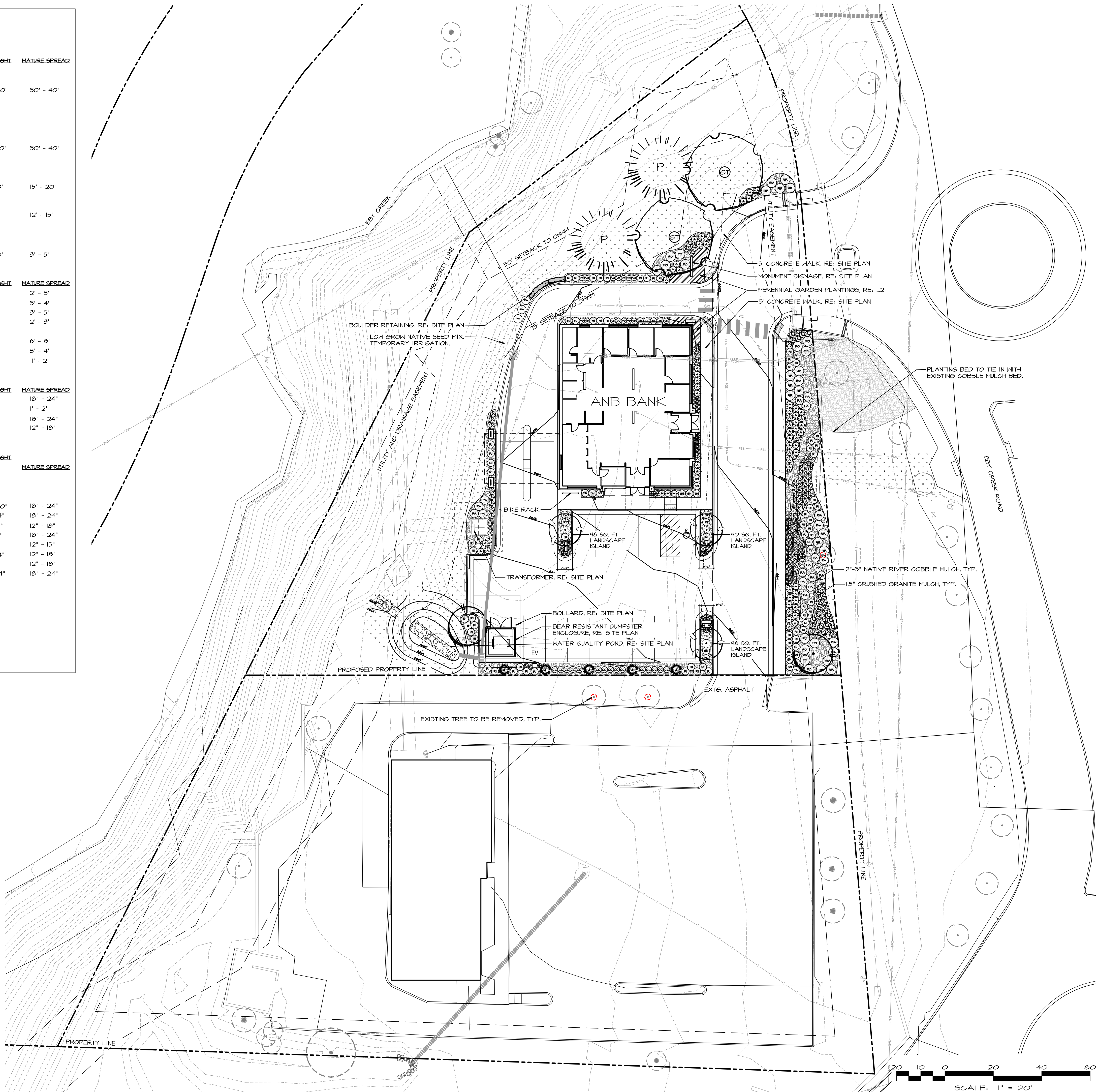
Scale:
1" = 20'-0"

Sheet:
L1
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PLANT LEGEND							
TREES (100% DROUGHT TOLERANCE)							
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	DROUGHT TOLERANCE	QUANTITY	MATURE HEIGHT	MATURE SPREAD
	PINUS PODEROSA	PONDEROSA PINE	8"	X	2	60' - 80'	30' - 40'
	GLEDITSIA INERMIS SKYLINE	SKYLINE HONEYLOCUST	3"	X	2	40' - 50'	30' - 40'
	ACER TATARICUM HOT WINGS	HOT WINGS MAPLE	3"	X	2	15' - 20'	15' - 20'
	CRATAEGUS CRUS-GALLI INERMIS CRUSADER	THORNLESS COCKSPUR HAWTHORN	3"	X	3	12' - 15'	12' - 15'
	JUNIPERUS SCOPULORUM MEDORA	MEDORA JUNIPER	6"	X	5	15' - 20'	3' - 5'
SHRUBS (82% DROUGHT TOLERANCE)							
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	DROUGHT TOLERANCE	QUANTITY	MATURE HEIGHT	MATURE SPREAD
CG	CARYOPTERIS CLANDONENSIS 'BLUE MIST'	BLUE MIST SPIREA	#5	X	15	3' - 4'	2' - 3'
PA	PEROVSKIA ATRIPPLICIFOLIA	RUSSIAN SAGE	#5	X	21	3' - 4'	3' - 4'
PO	PHYSCARPOS OP. DARTS GOLD	DARTS GOLD NINEBARK	#5	X	13	3' - 5'	3' - 5'
RI	RIBES ALPINUM 'GREEN MOUND' (MALE CULTIVAR, DOES NOT PRODUCE FRUIT)	GREENMOUND CURRANT	#5	X	78	3' - 4'	2' - 3'
RHA	RHUS AROMATICA 'GRO-LOW'	GRO-LOW SUMAC	#5	X	21	2' - 3'	6' - 8'
SN	SPIRAEA JAPONICA 'NEON FLASH'	NEON FLASH SPIREA	#5		17	2' - 3'	3' - 4'
VO	VIBURNUM OPULUS 'NANUM'	DWARF EUROPEAN VIBURNUM	#5		16	1' - 2'	1' - 2'
ORNAMENTAL GRASSES (100% DROUGHT TOLERANCE)							
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	DROUGHT TOLERANCE	QUANTITY	MATURE HEIGHT	MATURE SPREAD
A	HELICTOTRICHON SEMPERVIRENS	BLUE AVENA GRASS	#1	X	64	2' - 3'	18" - 24"
B	BOUTELOUA GRAC. 'BLONDE AMBITION'	BLONDE AMBITION GRASS	#1	X	86	2' - 3'	1' - 2'
K	CALAMAGROSTIS 'KARL FORSTER'	KARL FORSTER GRASS	#1	X	45	4' - 5'	18" - 24"
S	PANICUM VIRGATUM 'SHENANDOAH'	SHENANDOAH SWITCH GRASS	#1	X	22	3' - 4'	12" - 18"
GROUNDCOVERS							
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	DROUGHT TOLERANCE	QUANTITY	MATURE HEIGHT	MATURE SPREAD
	ASSORTED GROUND COVERS AND PERENNIAL FLOWERS (100% DROUGHT TOLERANCE) (70 Sq Ft.						
	ACHILLEA 'MOONSHINE'	MOONSHINE YARROW	#1	X	20	24" - 30"	18" - 24"
	ACHILLEA MILLEFOLIUM 'PAPRIKA'	RED YARROW	#1	X	20	18" - 24"	18" - 24"
	GAILLARDIA X GRANDIFLORA	BLANKET FLOWER	#1	X	20	12" - 18"	12" - 18"
	NEPETA X LITTLE TRUDY	LITTLE TRUDY CADMINT	#1	X	20	8" - 12"	18" - 24"
	PENSTEMON PINAFOLIA	PINELEAF PENSTEMON	#1	X	20	6" - 8"	12" - 15"
	SALVIA NEMOROSA 'ROSE QUEEN'	ROSE MEADOW SAGE	#1	X	20	18" - 24"	12" - 18"
	VERONICA LIKANENSIS	TURKISH VERONICA	#1	X	20	1/2" - 1"	12" - 18"
	RUDEBECKIA FULGIDA	BLACK EYED SUSAN	#1	X	20	18" - 24"	18" - 24"
	PRAIRIE BUTTES LOW GROW NATIVE SEED MIX, WITH TEMPORARY IRRIGATION (100% DROUGHT TOLERANCE)			X	5,440 Sq Ft.		
	2" - 3" NATIVE RIVER COBBLE MULCH, LOCALLY SOURCED, 3" MIN. DEPTH, INSTALLED OVER WEED BARRIER FABRIC.				2,860 Sq Ft.		
	1.5" CRUSHED GRANITE, LOCALLY SOURCED, 3" MIN. DEPTH, INSTALLED OVER WEED FABRIC BARRIER.				1,340 Sq Ft.		

GRAPHIC LEGEND

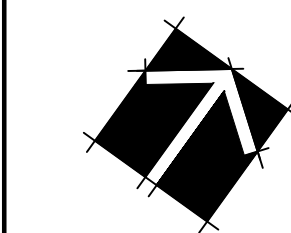
SYMBOL	DESCRIPTION
	EXISTING SPRUCE, PINE, OR FIR TREE TO BE PRESERVED. SEE SURVEY FOR SIZES.
	EXISTING DECIDUOUS TREE TO BE PRESERVED. SEE SURVEY FOR SIZES.
	EXISTING TREE TO BE REMOVED. SEE SURVEY FOR SIZES.



ANB BANK
EBY CREEK ROAD
EAGLE, CO

21 January 2025
4 April 2025

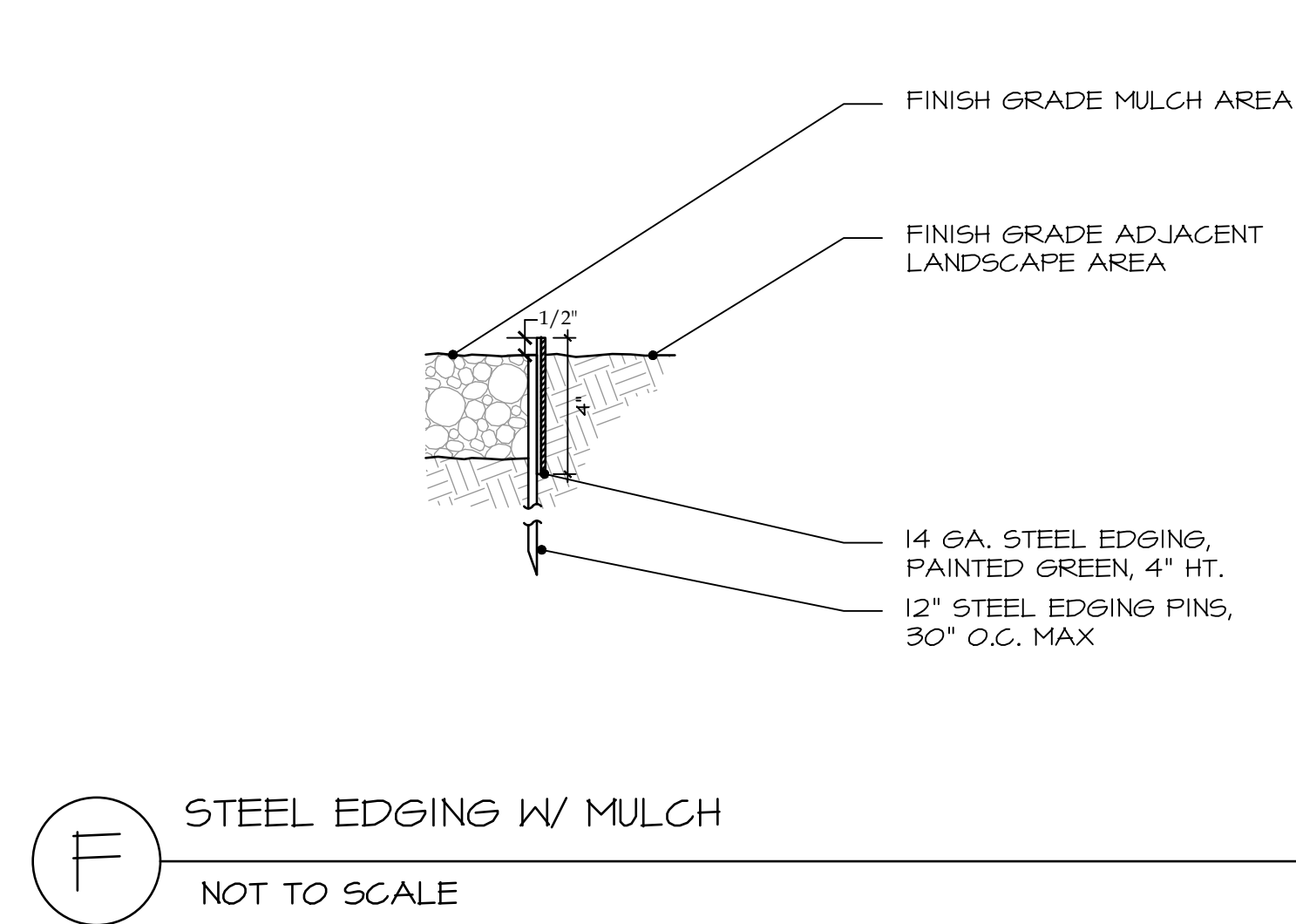
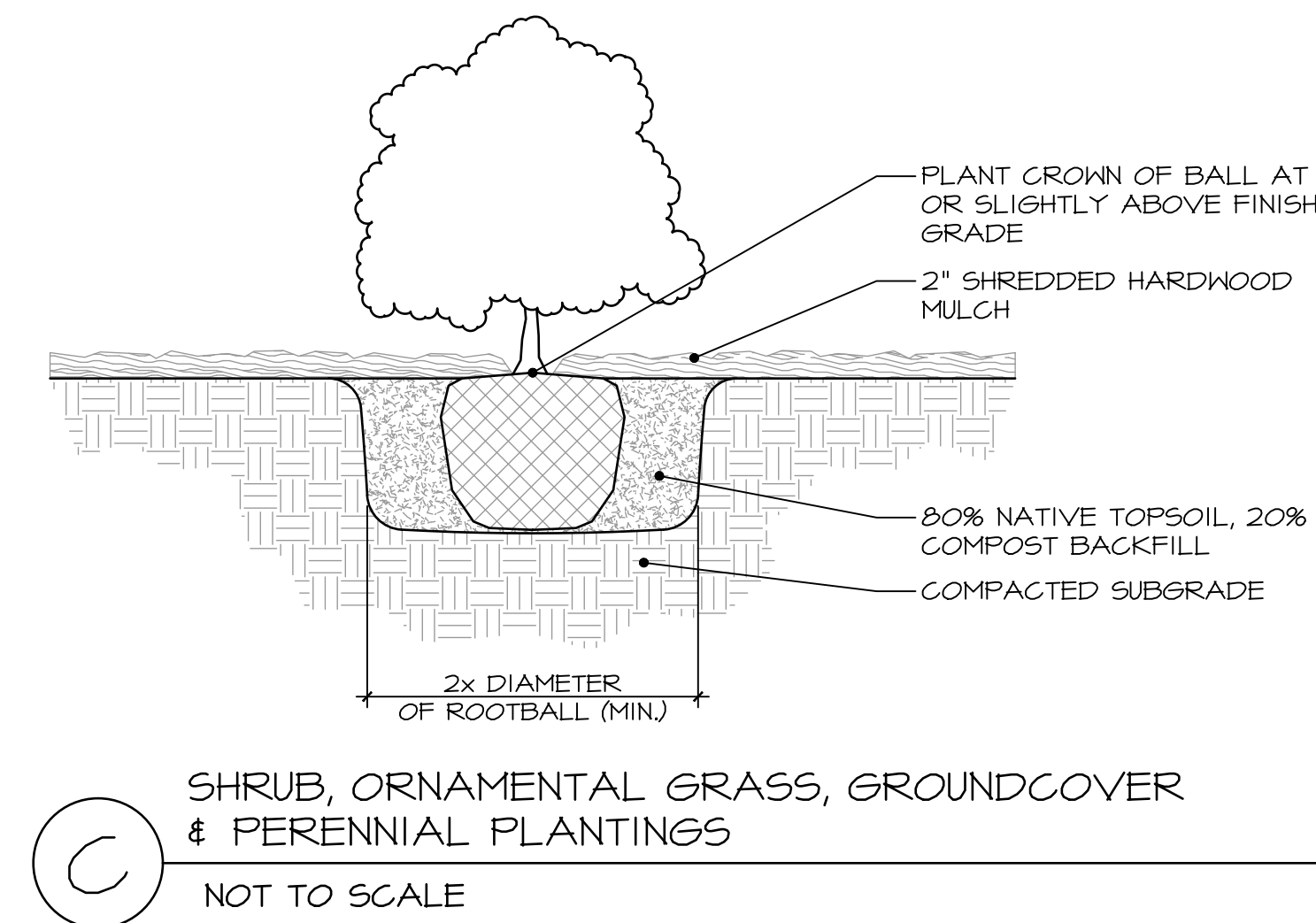
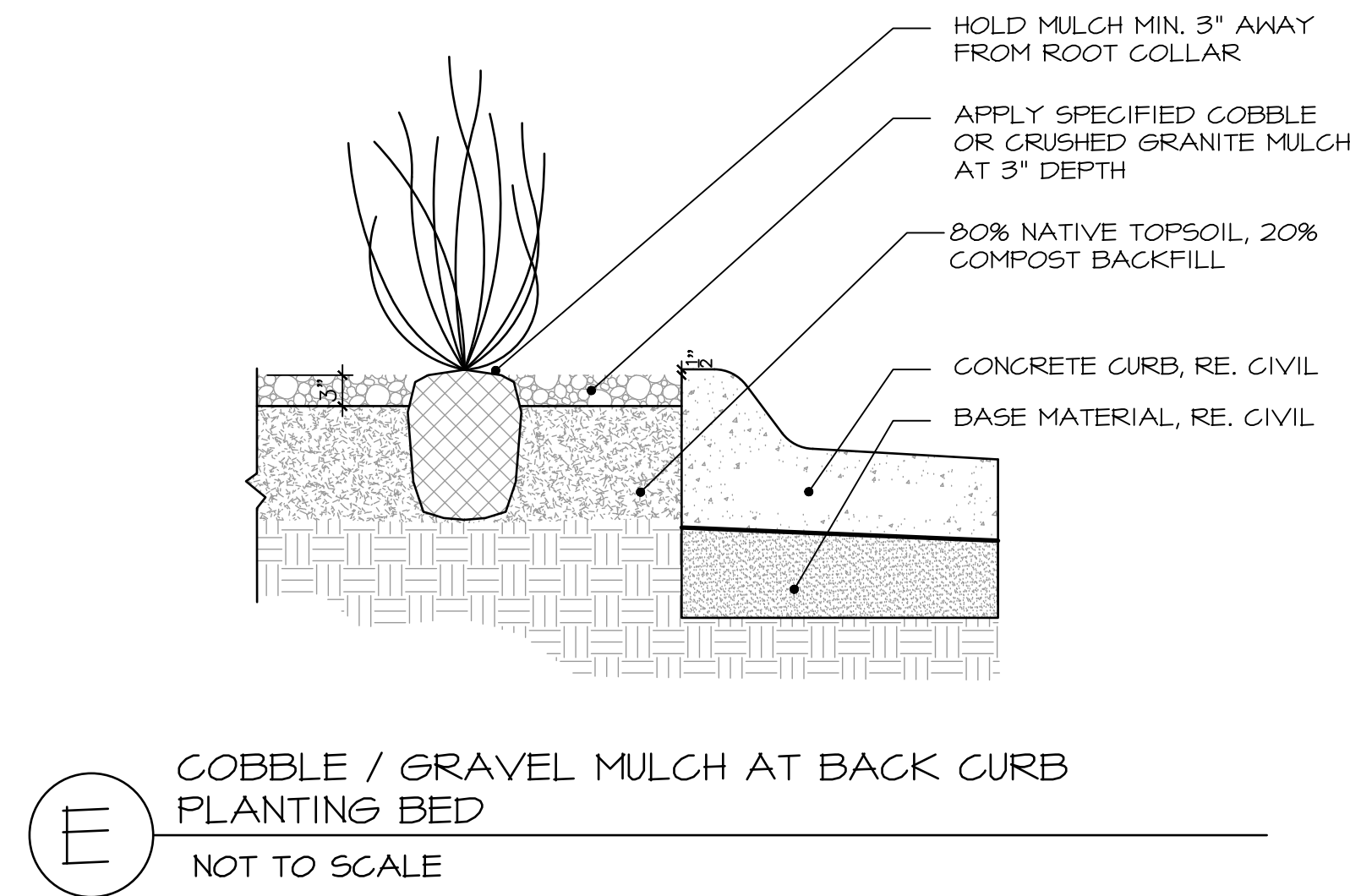
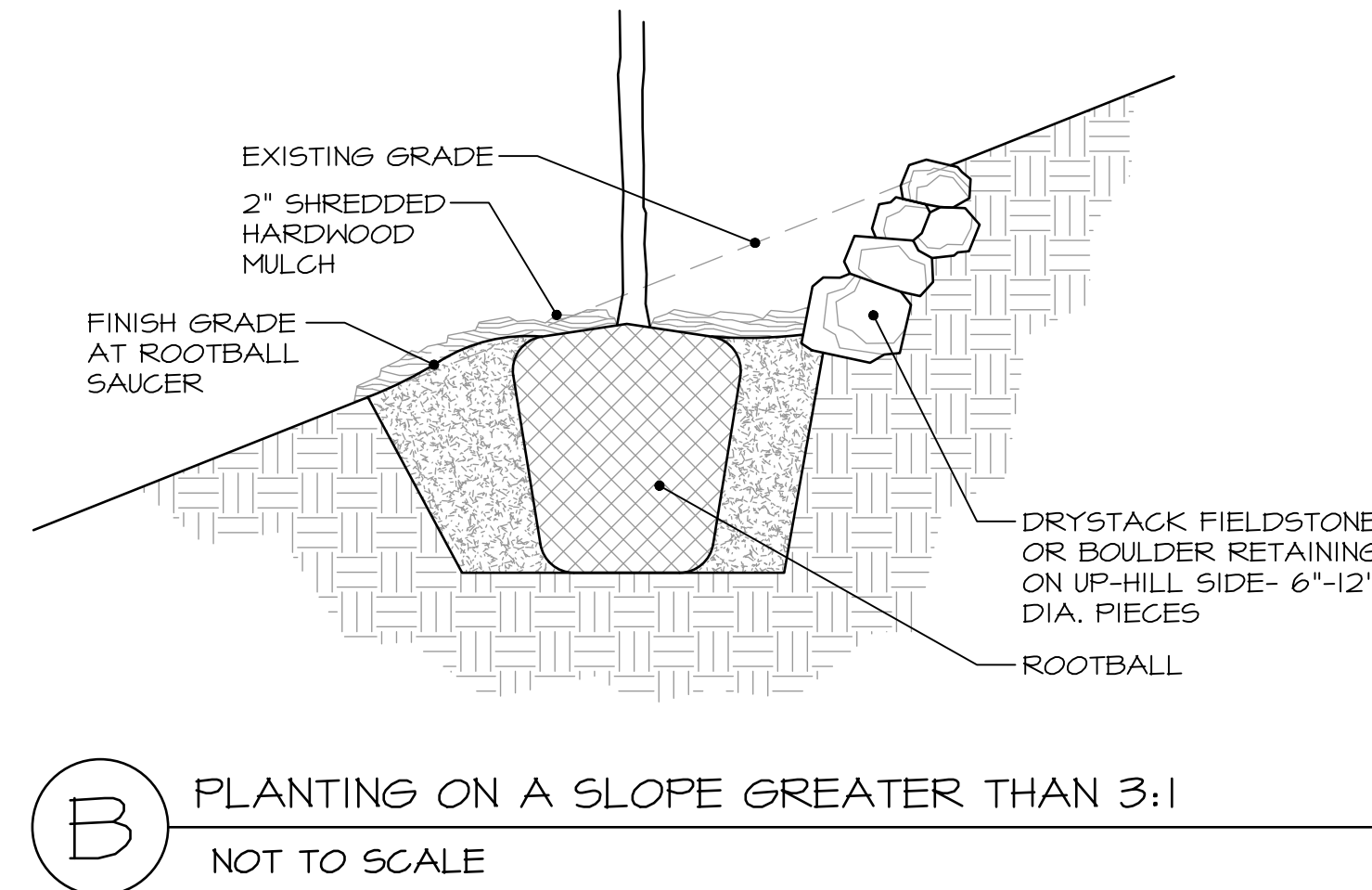
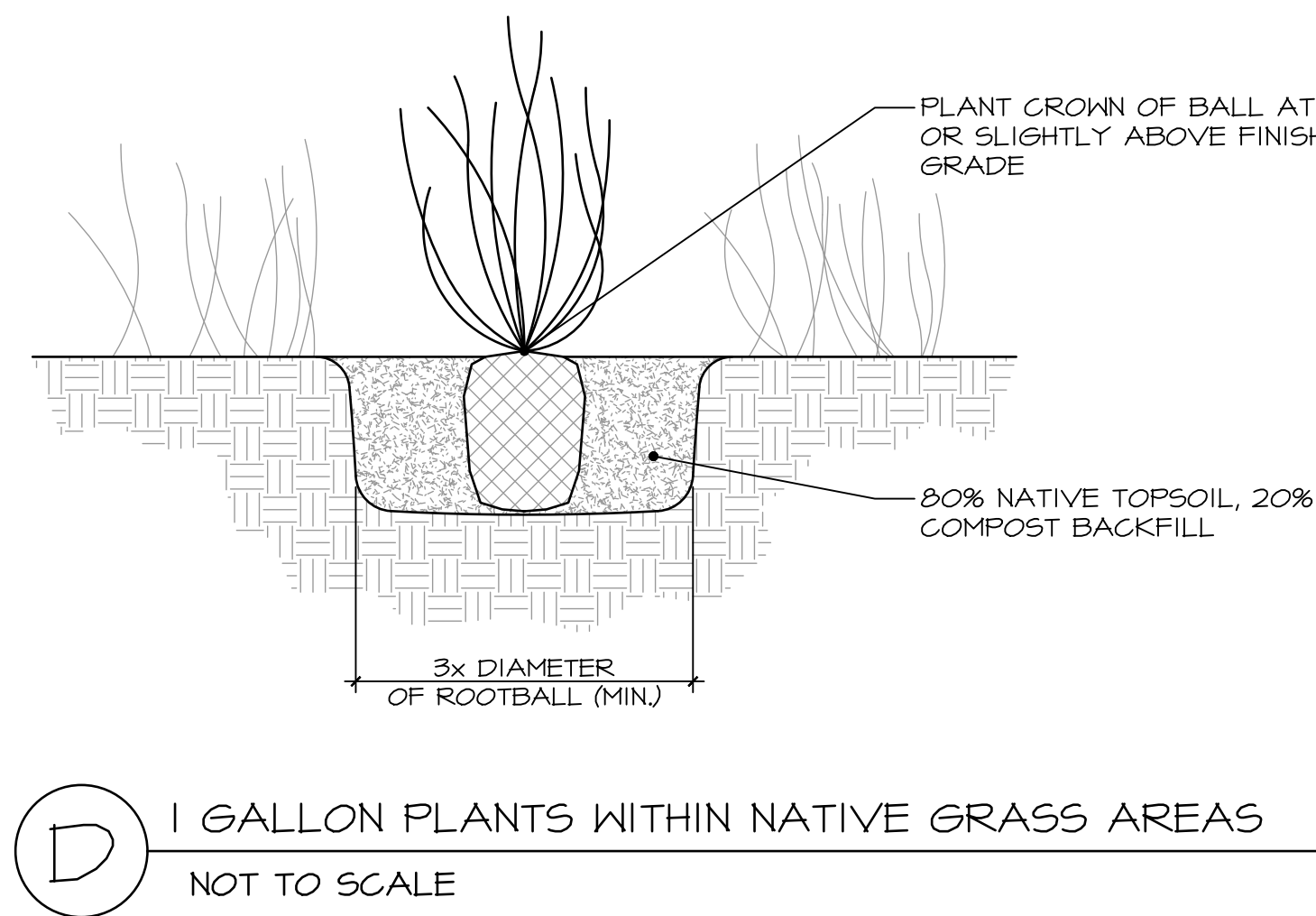
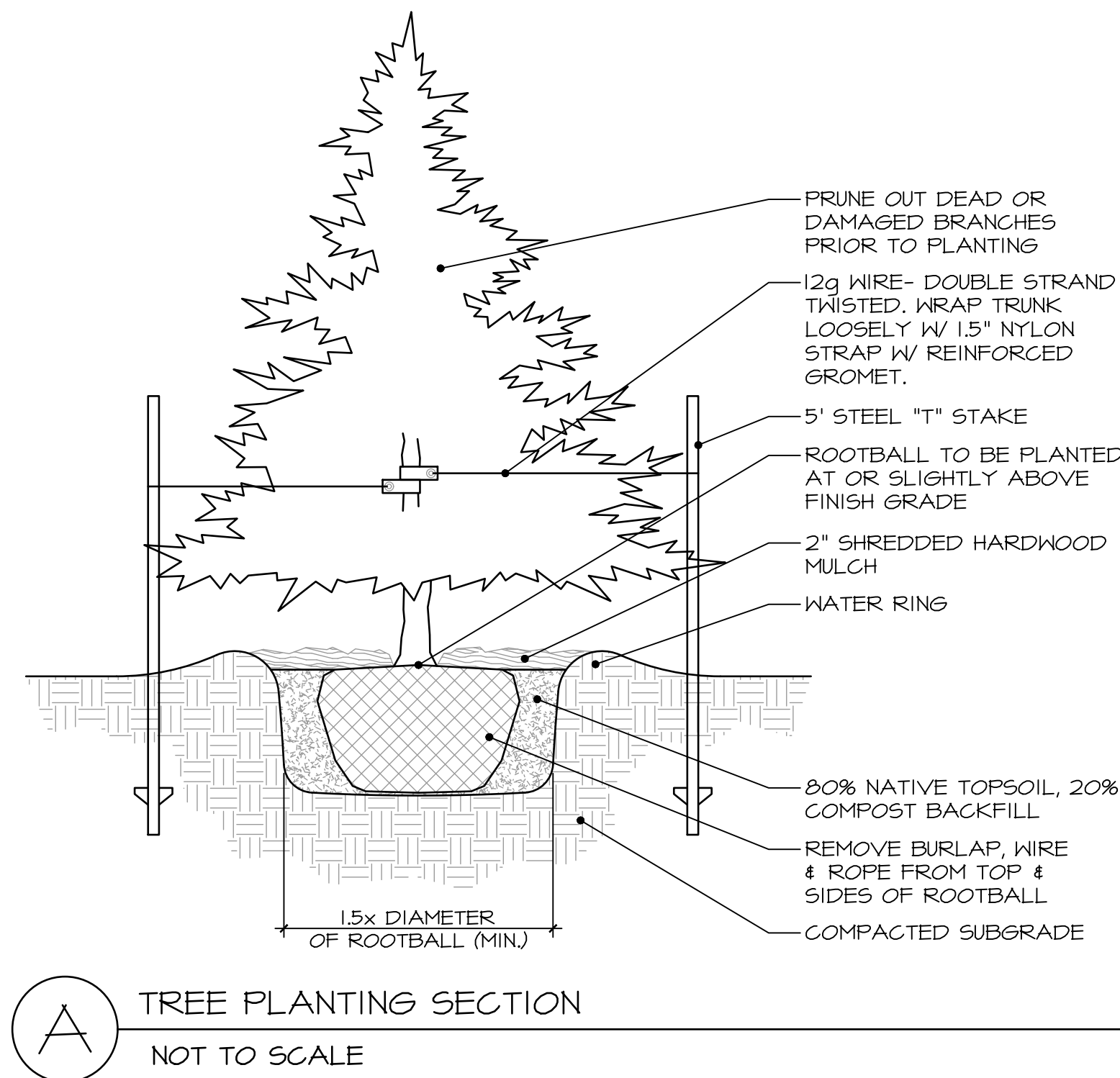
Title:
PLANTING PLAN



Scale:
1" = 20'-0"

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IRRIGATION LEGEND

- SYMBOL DESCRIPTION
- SLEEVES: SCH 40 PVC 4"
- MAINLINE PIPE: SCH 40 PVC 1"
- LATERAL PIPE TO SPRINKLERS: 80 PSI RATED POLYETHYLENE PIPE 1-INCH SIZE UNLESS OTHERWISE INDICATED
- LATERAL PIPE TO EMITTERS: 1/4" RADIATION RESISTANT POLYETHYLENE (3/4-INCH SIZE, ROUTING IS DIAGRAMMATIC)
- RAINBIRD XFS-04-12 SUB-SURFACE IN-LINE EMITTER TUBING WRAP AT EVERGREEN AND DECIDUOUS TREES. RE. IRRIGATION NOTES AND SPECIFICATIONS FOR ROUTING AND CONFIGURATION
- RAINBIRD XFS-04-12 SUB-SURFACE IN-LINE EMITTER TUBING; USE BLANK XFS TUBING OUTSIDE PLANTED AREAS (ROUTING IS DIAGRAMMATIC)
- UNCONNECTED PIPE CROSSING
- 1 MASTER VALVE ASSEMBLY: RAINBIRD PEB-100 - 1"
- 2 QUICK COUPLING VALVE ASSEMBLY: RAINBIRD 33 DRG - 3/4"
- 3 REMOTE CONTROL VALVE ASSEMBLY: RAINBIRD PEB-100 - 1"
- 4 REMOTE CONTROL VALVE ASSEMBLY FOR DRIP: RAINBIRD XCZ-100-FRB-COM - 1"
- 5 BACKFLOW PREVENTION ASSEMBLY: MODEL: FEBCO 825YA SIZE: 1"
- 6 IRRIGATION CONTROLLER: RAIN BIRD ESP-LXM-MODULAR CONTROLLER W/ 6 STATION MODULE
- XX INDICATES CONTROLLER AND STATION NUMBER
- XX INDICATES STATION DISCHARGE (GPM)
- XX INDICATES VALVE SIZE (INCHES)
- XX INDICATES LANDSCAPE ELEMENT COVERED
- MP-3 POP-UP ROTARY SPRINKLER: RAINBIRD 1812-P45-SAM W/ HUNTER MP ROTATOR NOZZLES; MP 3000 - 90-210 PRESSURE: 40 PSI RADIUS: 21' - 30' ADJUSTABLE ARC: 40° - 360°

IRRIGATION CONSTRUCTION NOTES

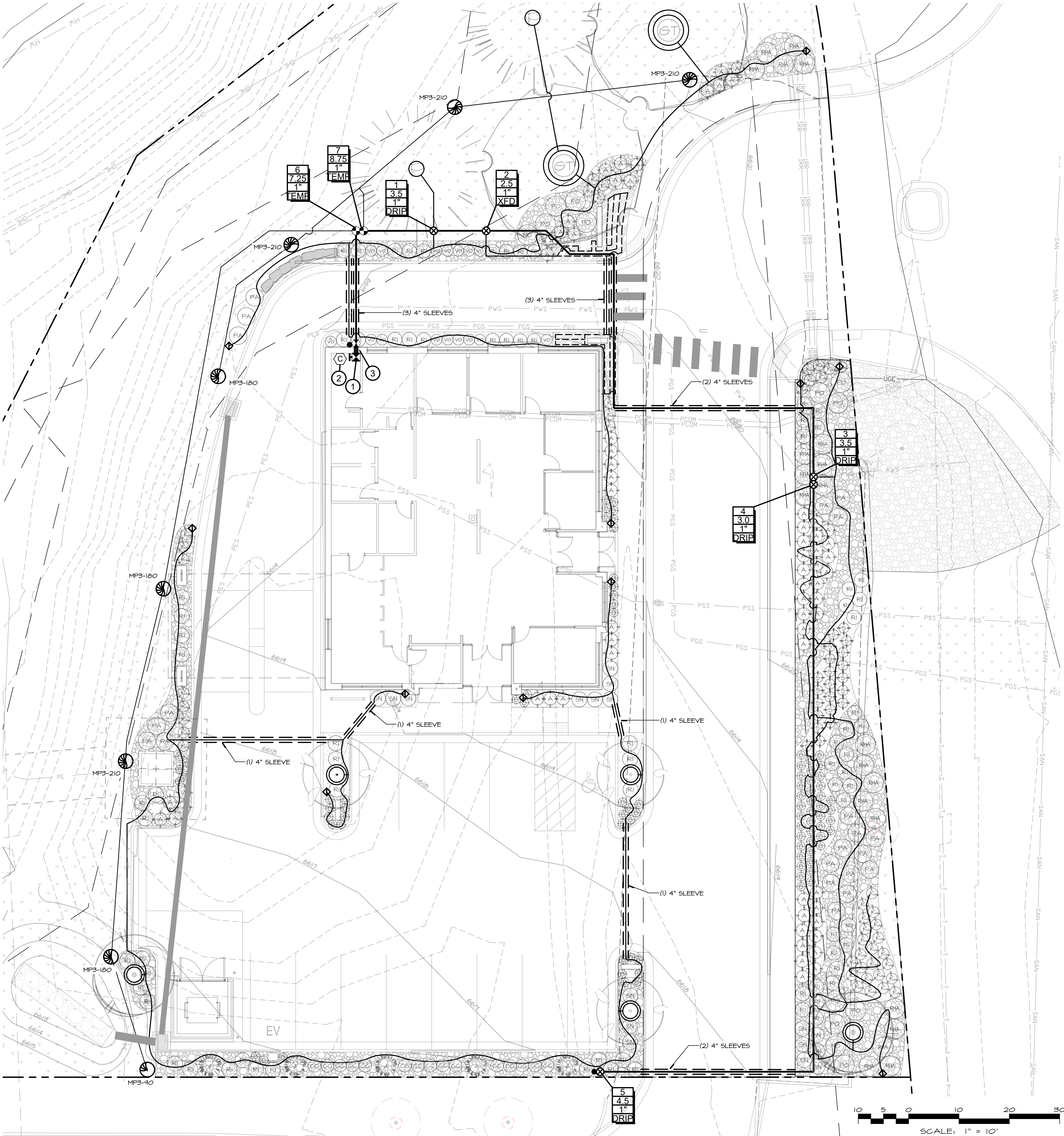
- 1 IRRIGATION SYSTEM POINT-OF-CONNECTION (P.O.C.) SHALL BE LOCATED INSIDE THE BUILDING MECHANICAL ROOM SIZE 1 INCH COPPER (OR EQUIVALENT) WITH 1 INCH BACKFLOW PREVENTER AND 1 INCH COPPER PIPING EXTENDED FROM THE MECHANICAL ROOM TO THE OUTSIDE OF BUILDING THROUGH PENETRATION IN THE FOUNDATION WALLS BY MEP CONTRACTORS. IRRIGATION CONTRACTOR TO CONNECT TO COPPER PIPE IN THE LOCATION SHOWN AND INSTALL ISOLATION VALVE, MASTER VALVE, QUICK COUPLER AND EXTEND PVC IRRIGATION MAIN LINE FROM EXTERIOR STUB OUT AS SHOWN.
- 2 WALL MOUNT IRRIGATION CONTROLLER INSIDE BUILDING MECHANICAL ROOM AT LOCATION SHOWN BY IRRIGATION CONTRACTOR. PROVIDE 120V OUTDOOR GFCI OUTLET FOR CONTROLLER POWER TO BE INSTALLED WITHIN 3 FEET OF CONTROLLER MOUNTING LOCATION INSIDE UTILITY ENCLOSURE BY MEP CONTRACTORS.
- 3 EXTEND LOW VOLTAGE IRRIGATION CONTROL WIRES THROUGH EXTERIOR HALL OF UTILITY ENCLOSURE TO LANDSCAPE AREA IN SLEEVE SHOWN.

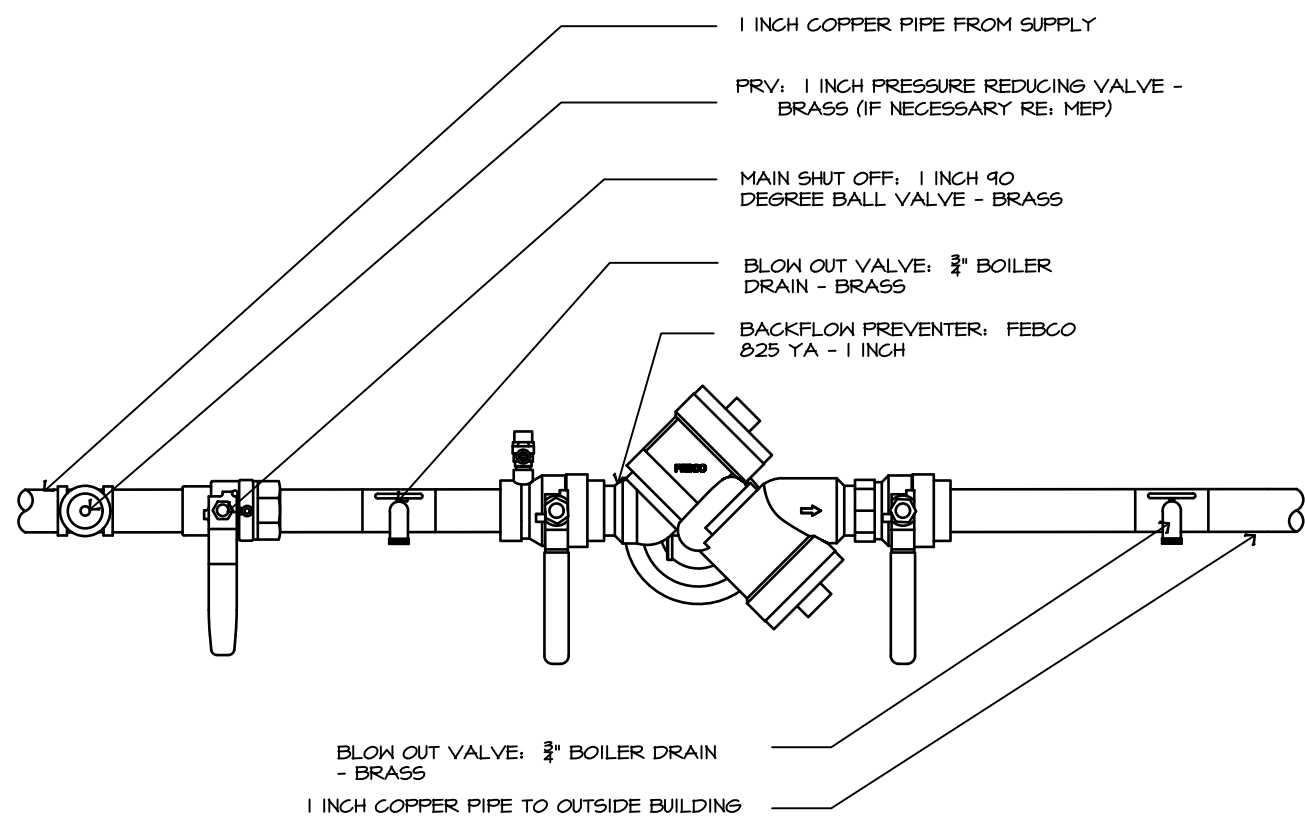
IRRIGATION COVERAGE

Drip Irrigated Planting Beds - Trees/ Shrubs/ Ornamental Grasses	4,910 s.f.
Drip Irrigated Perennial Planting Beds	170 s.f.
Drip Irrigated Trees in Native Area	80 s.f.
TOTAL (Permanent) IRRIGATED AREA:	5,220 s.f.
Native Revegetation (Temp. Irr.)	5,490 s.f.
TOTAL (Temporary) IRRIGATED AREA:	5,490 s.f.

IRRIGATION NOTES & SPECIFICATIONS:

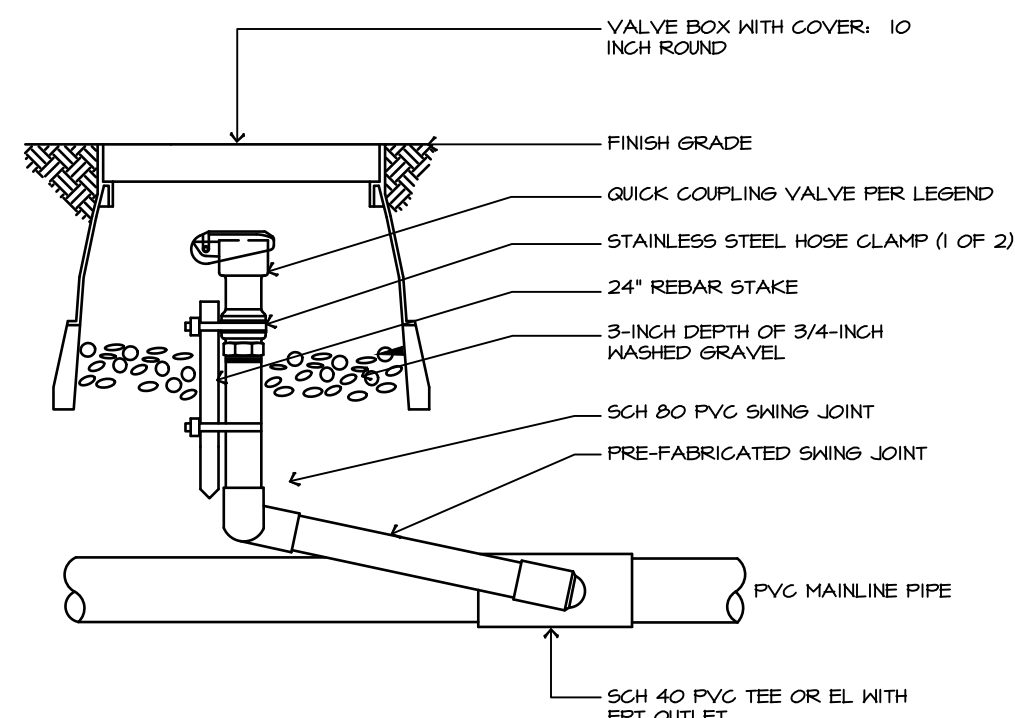
1. IRRIGATION TO BE UNDERGROUND SPRAY AND DRIP SYSTEM WITH AUTOMATIC CENTRAL CONTROLLER AND REMOTE CONTROLLED VALVES WITH RAIN / FREEZE SHUT OFF SENSOR. AUTOMATIC DRIP IRRIGATION TO BE PROVIDED AT ALL NEW TREES, SHRUBS, ORNAMENTAL GRASSES, AND VEGETATIVE PERENNIALS (POINT SOURCE OR SUBSURFACE IN-LINE EMITTER DRIP IRRIGATION AS SHOWN). AUTOMATIC POP-UP SPRAY HEADS OR ROTORS SHALL BE PROVIDED FOR LAWN AREAS AS SHOWN. 12" POP-UP SPRAY HEADS WITH ROTARY NOZZLES SHALL BE PROVIDED FOR PERMANENT IRRIGATED NATIVE GRASS AREAS AS SHOWN.
2. SYSTEM DESIGN ASSUMES A MINIMUM DYNAMIC PRESSURE OF 65 PSI AND A FLOW RATE OF 15 GPM AT THE 1" COUPLER POINT OF CONNECTION. IRRIGATION CONTRACTOR TO VERIFY PRESSURE AND FLOW ON SITE PRIOR TO INSTALLATION.
3. SYSTEM SHALL INCLUDE A PRESSURE REGULATOR AND BACKFLOW PREVENTOR DEVICE AT POINT OF CONNECTION TO BE INSTALLED IN ACCORDANCE WITH ALL APPLICABLE CODES BY MEP CONTRACTORS.
4. CONTRACTOR TO BECOME FAMILIAR WITH THE SPECIFICATIONS AND INSTALLATION DETAILS FOR THIS AND RELATED WORK PRIOR TO CONSTRUCTION. CONTRACTOR IS NOT TO PROCEED WITH INSTALLATION OF IRRIGATION SYSTEM WHEN IT IS OBVIOUS IN THE FIELD THAT OBSTRUCTIONS OR GRADE DIFFERENCES EXIST THAT MIGHT NOT HAVE BEEN CONSIDERED IN THE ENGINEERING. IF DISCREPANCIES IN CONSTRUCTION OR DISCREPANCIES TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE IMMEDIATELY.
5. COORDINATE UTILITY LOCATES OF UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION (BUT CALL BEFORE YOU DIG).
6. A LOW VOLTAGE SYSTEM MANUFACTURED EXPRESSLY FOR CONTROL OF AUTOMATIC CIRCUIT VALVES OF AN IRRIGATION SYSTEM SHALL BE INSTALLED. SYSTEM SHALL INCLUDE AN ADJUSTABLE 24 HOUR TIME CLOCK THAT ALLOWS FOR AUTOMATIC, SEMI-AUTOMATIC, OR MANUAL OPERATION AND PROGRAMMABLE CAPABILITIES THAT ALLOW FOR INDEPENDENT WATERING SCHEDULES PER ZONE.
7. ELECTRICAL POWER TO THE IRRIGATION CONTROL SYSTEM TO BE INSTALLED IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE AND ALL APPLICABLE LOCAL CODES BY MEP CONTRACTORS AT DESIGNATED CONTROLLER LOCATION.
8. PROVIDE 4" PVC SLEEVING AT ALL MAIN LINE, LATERAL, AND HIRING BELOW ALL HARDSCAPE TO ADJACENT PLANTING AREAS. PROVIDE SEPARATE SLEEVE FOR MAIN LINE AND CONTROL WIRE AT EACH MAIN LINE CROSSING.
9. MAINLINE IS TO BE BURIED 18"-24" BELOW FINISHED GRADE. LATERAL PIPES SHALL BE BURIED 8"-12" BELOW FINISHED GRADE IN LANDSCAPED AREAS AND A MINIMUM OF 6" BELOW FINISHED GRADE IN NATIVE PLANTED AREAS. ALL PIPE TRENCHES SHALL BE FREE OF ROCKS AND DEBRIS PRIOR TO PIPE INSTALLATION. BACKFILL TRENCHES WITH SOIL THAT IS FREE OF ROCKS AND DEBRIS.
10. TEMPORARY ABOVE GROUND AUTOMATIC ROTOR OR SPRAY TYPE IRRIGATION SHALL BE PROVIDED AT OTHER DISTURBED AREAS THAT ARE TO BE RE-VEGETATED AND SHALL BE REMOVED BY THE IRRIGATION CONTRACTOR 2 YEARS AFTER PROJECT COMPLETION OR UPON ESTABLISHMENT. EXTENT OF IRRIGATION AT RE-VEGETATED AREAS TO COVER LIMITS OF DISTURBANCE. VERIFY LIMITS OF DISTURBANCE ON SITE AND ADJUST ACCORDINGLY. NOTIFY LANDSCAPE ARCHITECT IF ADDITIONAL IRRIGATION IS REQUIRED.
11. LAYOUT OF IRRIGATION & CORRESPONDING SOD SHALL BE FIELD ADJUSTED TO AVOID INTERFERENCE W/ ROAD & PLANTING.
12. ALL OVERHEAD IRRIGATION HEADS SHALL BE SPACED ON CENTER PER THEIR COVERAGE RADIUS TO PROVIDE EVEN AND EFFICIENT WATERING. USE 4 AND 6 SERIES VARIABLE ARC (VAN) NOZZLES WHERE VARIATIONS IN RADIUS ARE NEEDED TO PROVIDE COMPLETE COVERAGE. USE VARIABLE ARC (VAN) NOZZLES WHERE THE ARC OF COVERAGE VARIES FROM THE STANDARD MANUFACTURED ARCS. CAREFULLY ADJUST THE RADIUS OF THROW AND THE ARC OF COVERAGE OF EACH SPRAY AND ROTARY NOZZLE TO PROVIDE THE BEST PERFORMANCE.
13. INSTALL RAINBIRD XFS SUB-SURFACE IN-LINE EMITTER TUBING RINGS AT EACH INDIVIDUAL TREE AS SHOWN. DECIDUOUS TREES = 2 RINGS (1 RING AT CIRCUMFERENCE AT EDGE OF ROOT BALL, 1 RING AT 1" LARGER THAN DIA. OF CIRCUMFERENCE AT EDGE OF ROOT BALL. RE. DETAIL.
14. INSTALL RAINBIRD XEB-BUG DRIP EMITTERS AT EACH INDIVIDUAL TREE, SHRUB, ORNAMENTAL GRASS, AND PERENNIAL LOCATION AT POINT SOURCE DRIP IRRIGATION LOCATIONS PER PLANT TYPE AND SIZE IN THE FOLLOWING QUANTITIES: JUNCIFERS = 2 EACH (XB-20-PC), CONTAINER SHRUBS = 2 EACH (XB-20-PC), ORNAMENTAL GRASSES = 2 EACH (XB-10-PC).
15. INSTALL RAINBIRD XFS SUB-SURFACE IN-LINE EMITTER TUBING IN GRID PATTERN AT PERENNIAL BEDS AS SHOWN. USE RAINBIRD XFS FITTINGS AT ALL DIRECTIONAL CHANGES GREATER THAN 45 DEGREES. BURY PIPE TO A DEPTH OF 4" AND SECURE IN BOTTOM OF TRENCH WITH SOD STAPLES EVERY 12" MIN. USE SOLID XFS PIPE OR 80# POLYETHYLENE PIPE IN ALL SLEEVES OR CONNECTIONS BETWEEN VALVES AND BEDS OUTSIDE OF WATERING AREA.
16. VALVE BOX LOCATIONS ARE TO BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
17. INSTALL ALL DRIP IRRIGATION LINES PER MANUFACTURER SPECIFICATIONS.
18. USE ONLY STANDARD TEE AND ELBOW FITTINGS. USE OF CROSS TYPE FITTINGS IS PROHIBITED.
19. FLUSH DIRT AND DEBRIS FROM PIPING BEFORE INSTALLING SPRINKLERS AND OTHER DEVICES.
20. THE FOLLOWING IRRIGATION TESTS AND INSPECTIONS SHALL BE COMPLETED BY THE CONTRACTOR.
- 20.1. LEAK TEST: AFTER INSTALLATION, CHARGE SYSTEM AND TEST FOR LEAKS. REPAIR LEAKS AND RETEST UNTIL NO LEAKS EXIST.
- 20.2. OPERATIONAL TEST: AFTER ELECTRICAL CIRCUITRY HAS BEEN ENERGIZED, OPERATE CONTROLLERS AND AUTOMATIC CONTROL VALVES TO CONFIRM PROPER SYSTEM OPERATION.
- 20.3. TEST AND ADJUST CONTROLS AND SAFETIES: REPLACE DAMAGED AND MALFUNCTIONING CONTROLS AND EQUIPMENT.
21. CONTRACTOR IS TO PROVIDE START UP AND BLOW-OUT SERVICES FOR IRRIGATION SYSTEM FOR THE FIRST SEASON IT IS INSTALLED.
22. CONTRACTOR TO PROVIDE OWNER WITH AS-BUILT IRRIGATION PLANS THAT INCLUDE APPROXIMATE MAINLINE ROUTING AND VALVE BOX LOCATIONS.
23. THE DESIGN IS DIAGRAMMATIC, THEREFORE THE FOLLOWING SHOULD BE NOTED.
- 23.1. ALTHOUGH IRRIGATION MAY BE SHOWN OUTSIDE OF PLANTING AREAS FOR CLARITY, INSTALL IRRIGATION COMPONENTS WITHIN LANDSCAPED AREAS WHENEVER POSSIBLE.
- 23.2. TREE AND SHRUB LOCATIONS SHOWN ON THE LANDSCAPE PLANS TAKE PRECEDENCE OVER IRRIGATION EQUIPMENT LOCATIONS. AVOID CONFLICTS BETWEEN THE IRRIGATION SYSTEM, PLANT MATERIALS AND ARCHITECTURAL FEATURES.
24. IRRIGATION DESIGN BASED ON SURVEY AND CIVIL DRAWINGS PROVIDED. VERIFY ALL CONDITIONS IN THE FIELD.



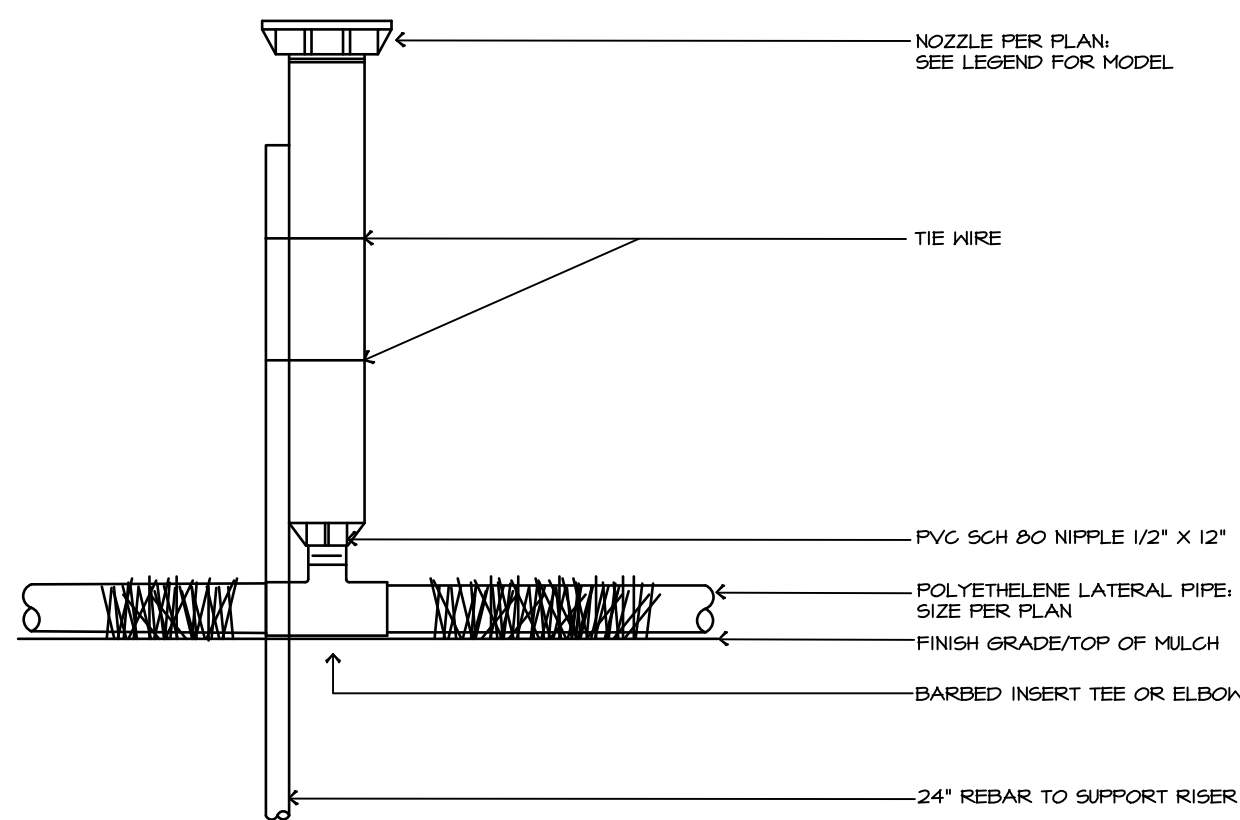


NOTES:
1. INSTALL BACKFLOW DEVICE IN MECHANICAL ROOM AND EXTEND COPPER PIPE TO OUTSIDE OF BUILDING THROUGH SLEEVE IN FOUNDATION WALL. PROVIDE 1 INCH COPPER FEMALE ADAPTER AT END OF STUD OUT FOR CONNECTION TO PVC.
2. INSTALL BACKFLOW DEVICE IN ACCORDANCE WITH ALL STATE AND LOCAL CODE REQUIREMENTS.

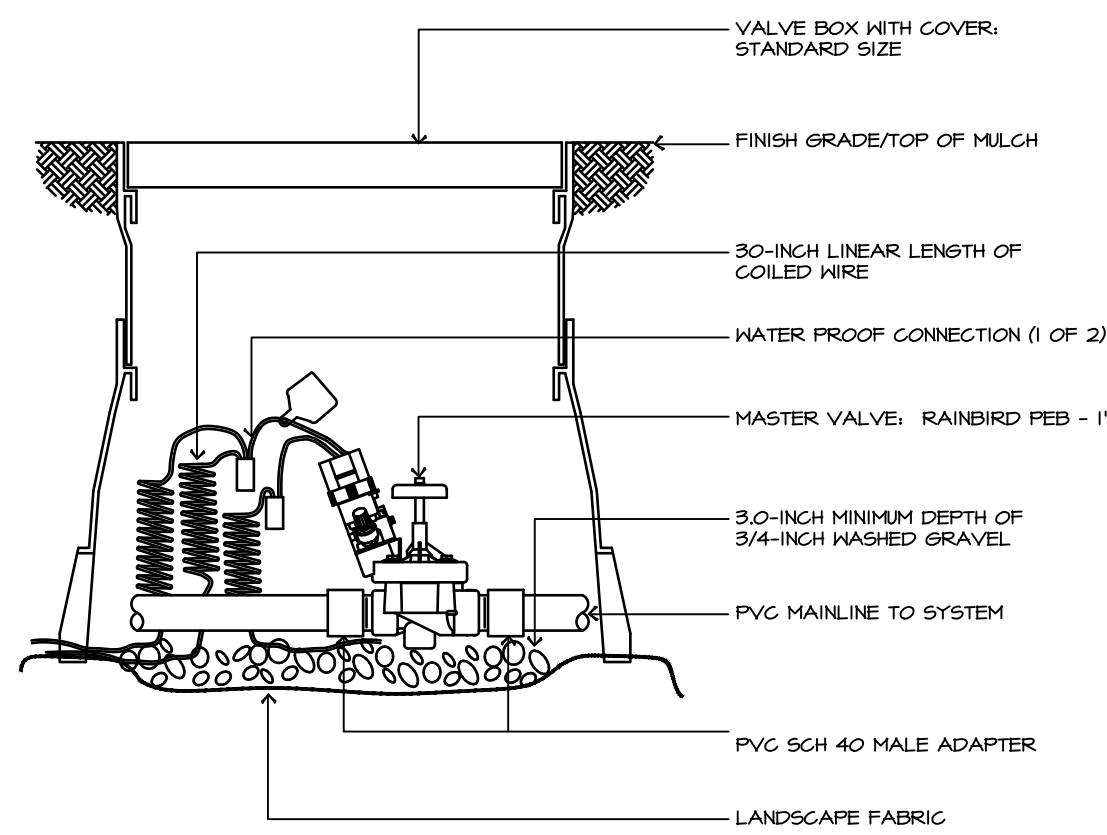
1 BACKFLOW PREVENTION ASSEMBLY



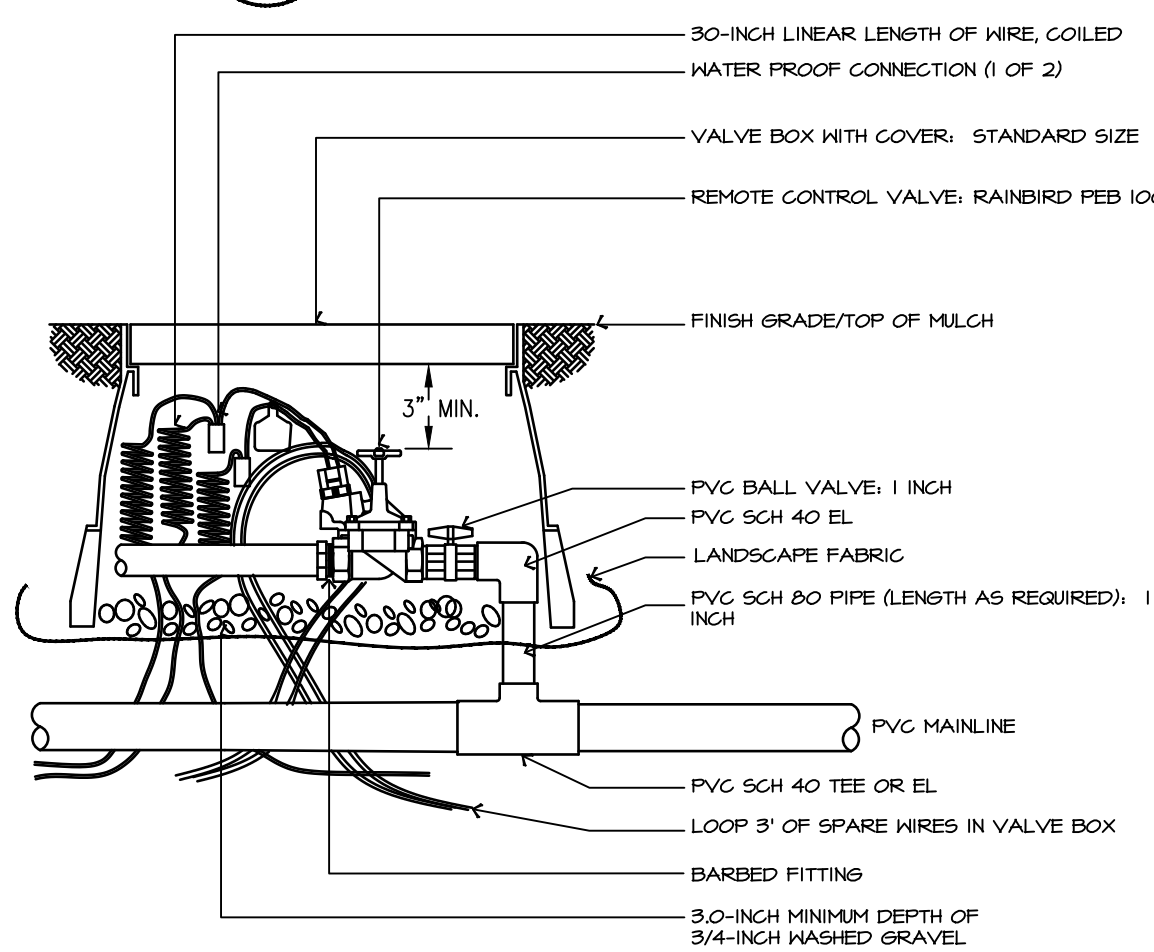
5 QUICK COUPLING VALVE ASSEMBLY



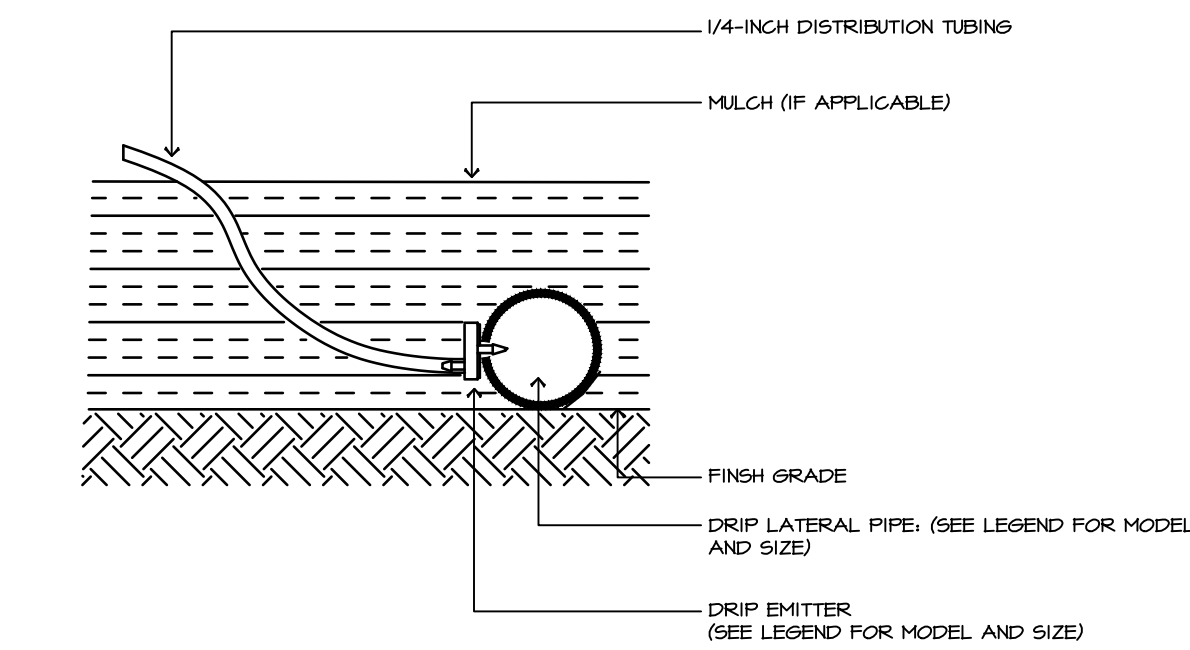
9 ABOVE GROUND TEMPORARY SPRAY SPRINKLER ASSEMBLY



2 MASTER VALVE ASSEMBLY

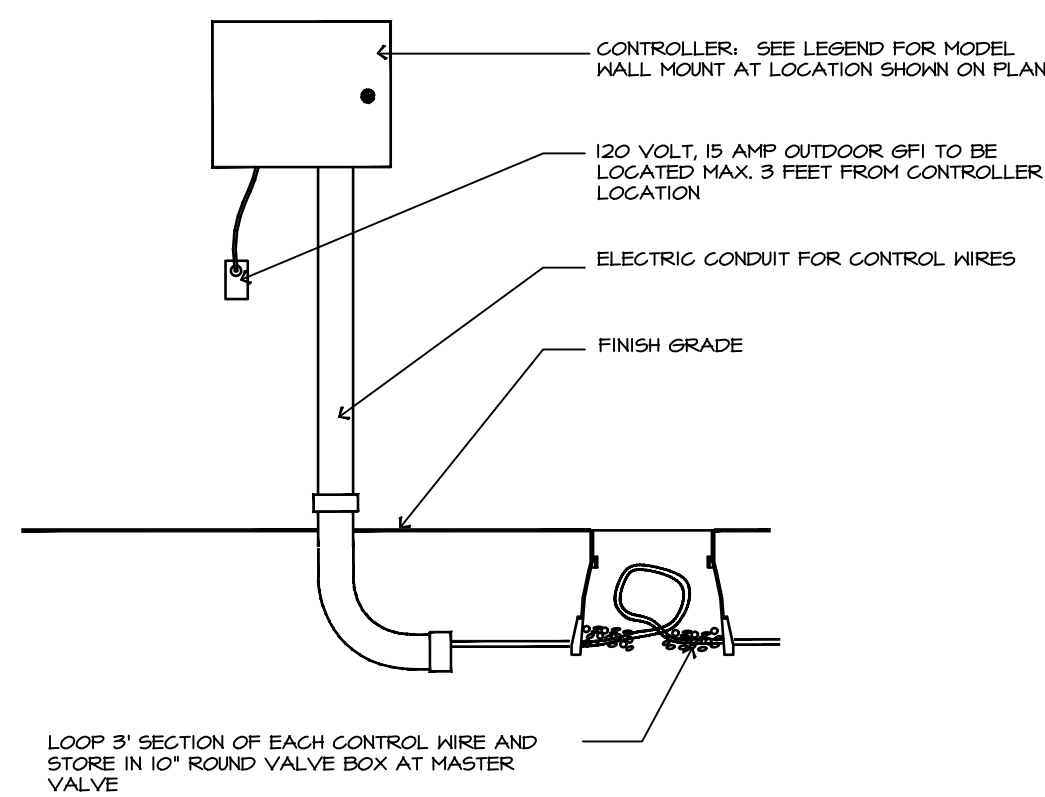


6 REMOTE CONTROL SPRAY VALVE ASSEMBLY



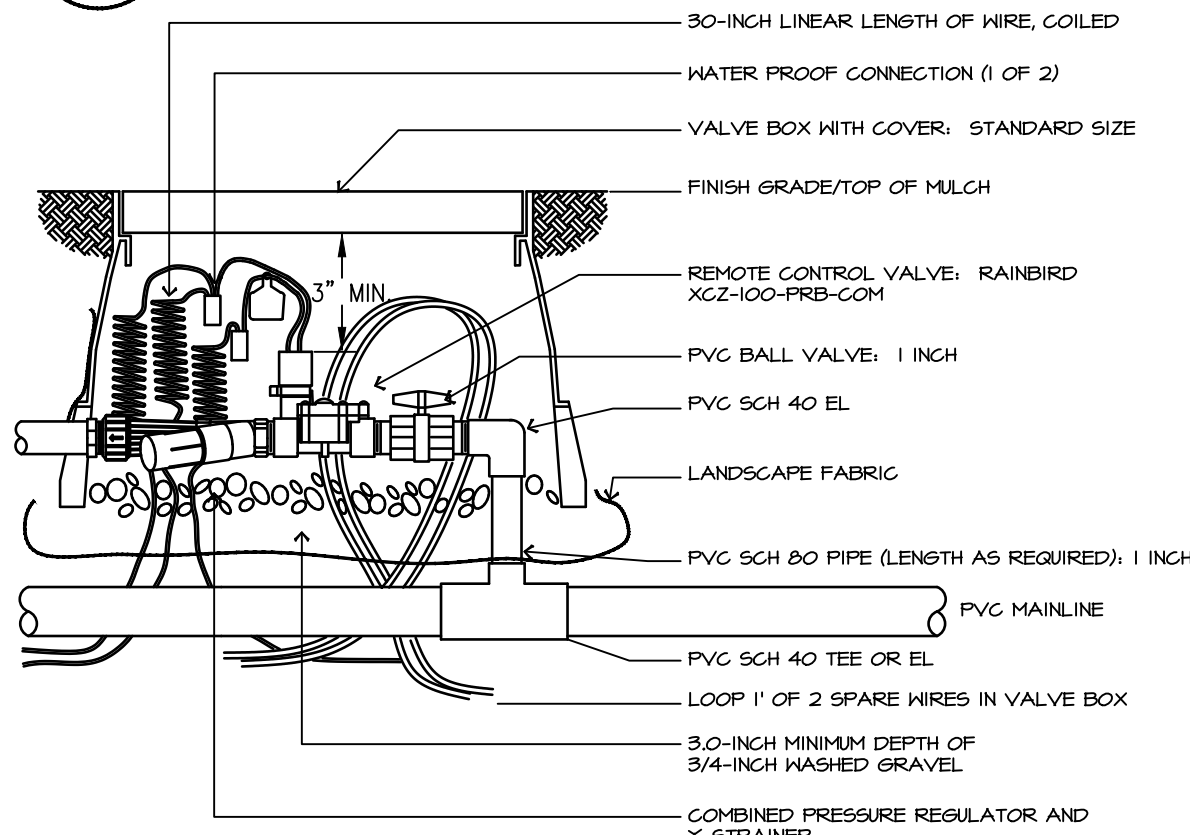
NOTE:
1. INSTALL DRIP EMITTERS AT EACH INDIVIDUAL PLANT IN THE FOLLOWING QUANTITIES AND SIZES:
- SHRUB = 2 EACH XB-20PC EMITTERS (2 GPH)
- ORNAMENTAL GRASS = 2 EACH XB-10PC EMITTERS (1 GPH)

10 SINGLE OUTLET EMITTER ASSEMBLY



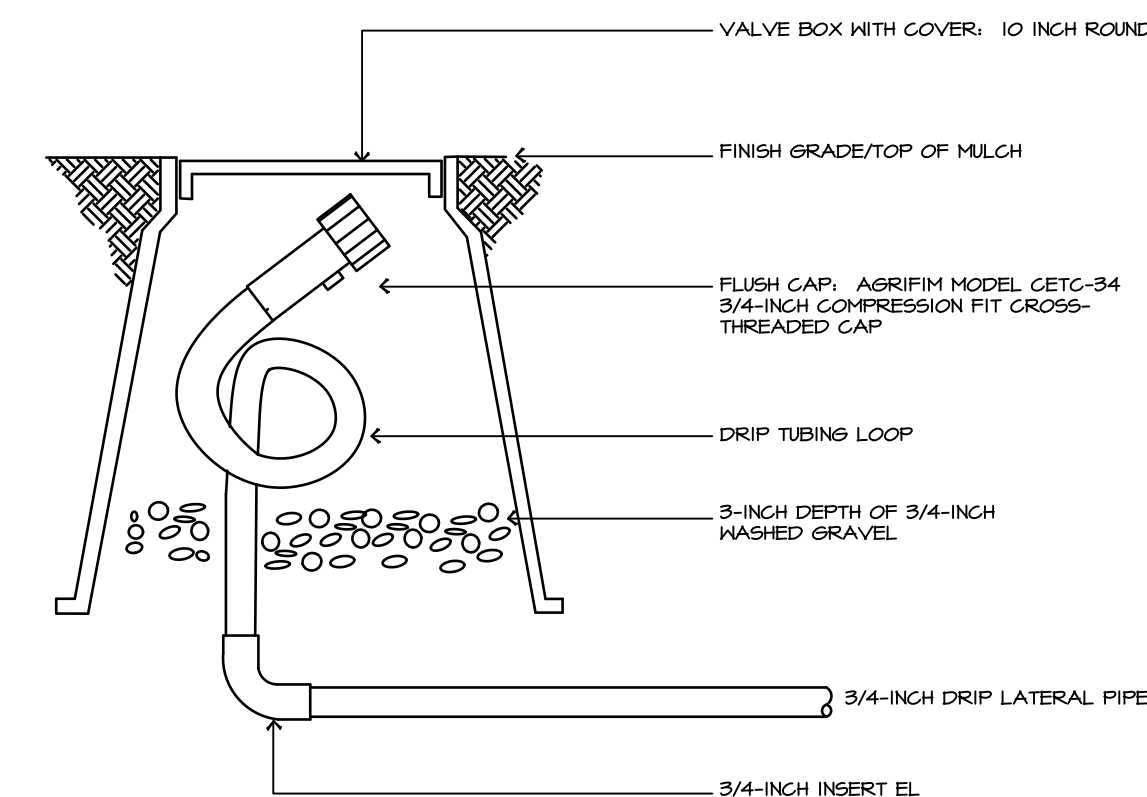
NOTE:
1. 120 VOLT, 15 AMP OUTDOOR GFI TO BE INSTALLED AT CONTROLLER LOCATION BY MEP CONTRACTORS.

3 CONTROLLER ASSEMBLY



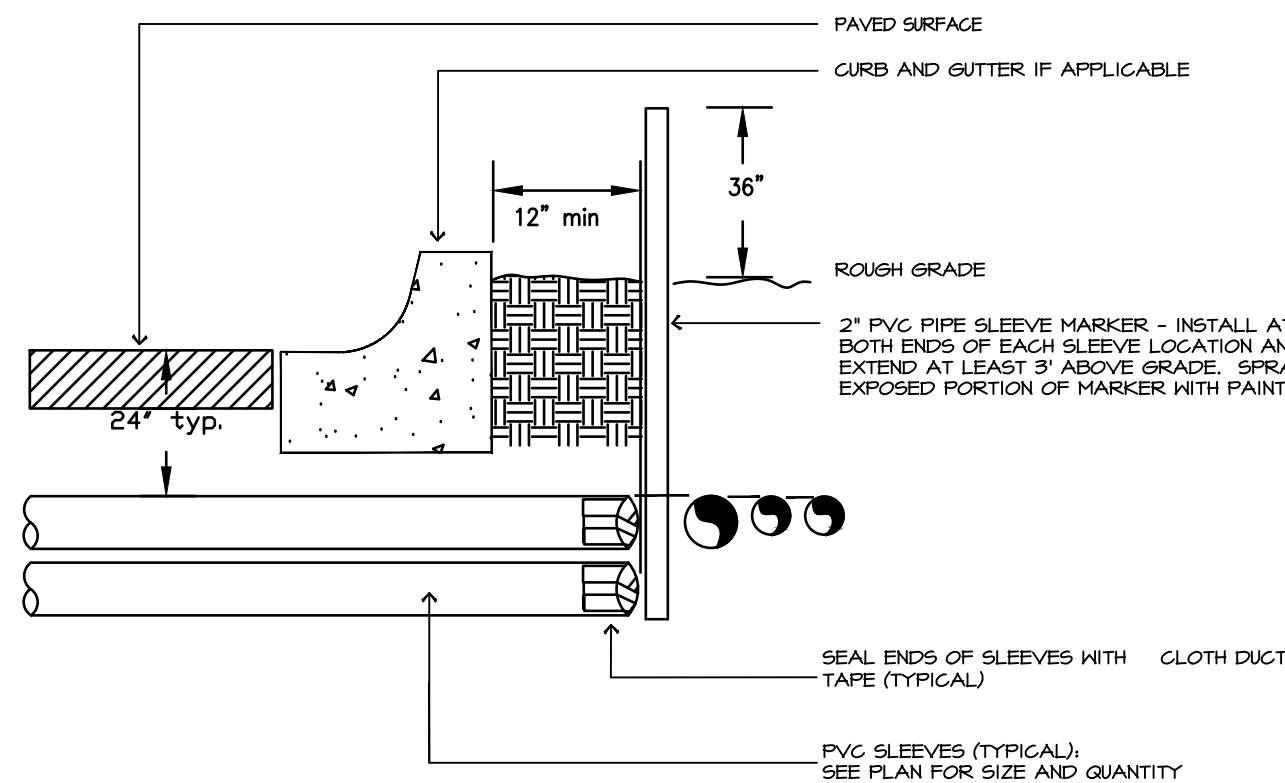
NOTE:
1. USE BARBED INSERT FITTINGS ON DRIP LATERAL PIPE.
2. UTILIZE RAIN BIRD XGZ-LF-100-PRF FOR FLOWS LESS THAN 3 GPM.

7 REMOTE CONTROL DRIP VALVE ASSEMBLY



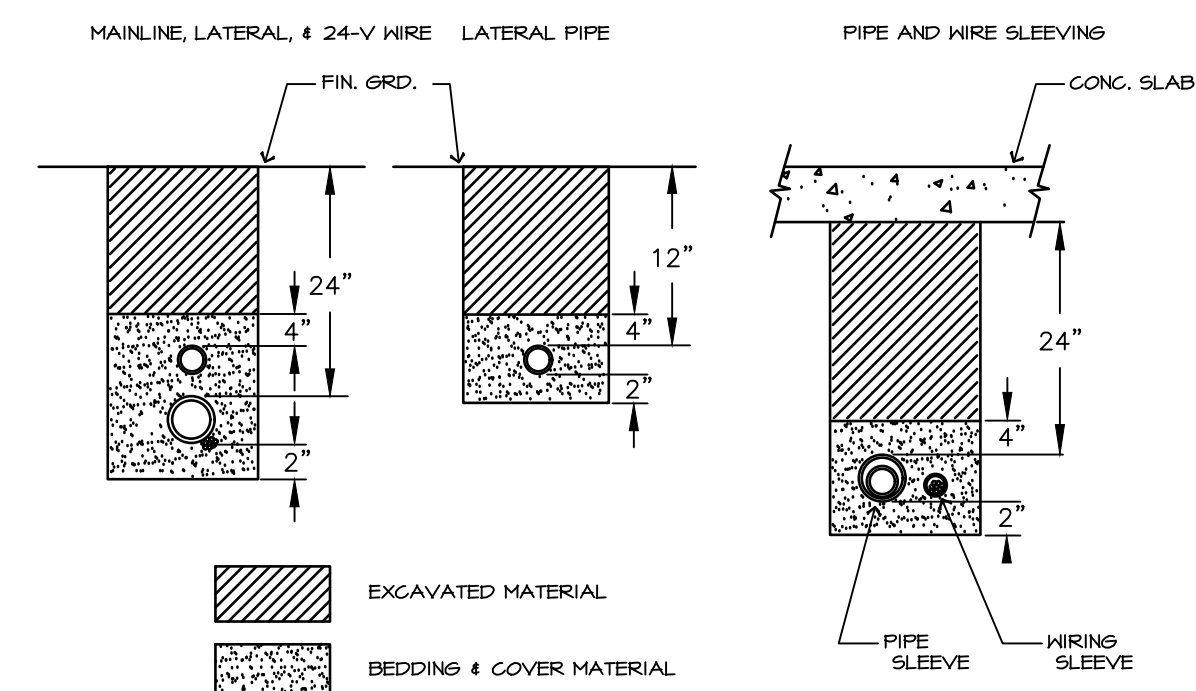
NOTE:
1. LOOP IRRIGATION DRIP TUBING INSIDE VALVE BOX FOR EXTENSION OUTSIDE OF BOX DURING BLOWOUT.

11 DRIP FLUSH CAP ASSEMBLY



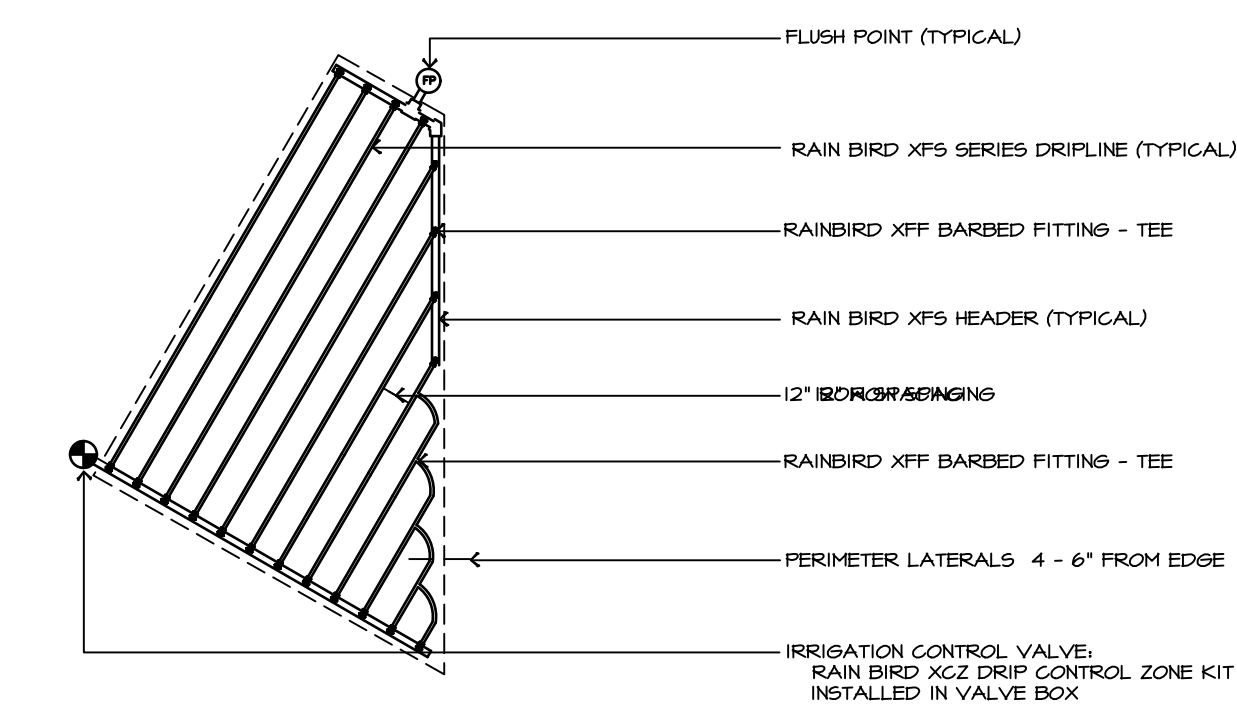
NOTE:
1. ALL SLEEVING TO BE CLASS 200 BE PVC, SIZED AS NOTED IN PLANS.
2. INSTALL SLEEVES IN SIDE-BY-SIDE CONFIGURATION WHERE MULTIPLE SLEEVES ARE TO BE INSTALLED. DO NOT STACK SLEEVES VERTICALLY.

4 TYPICAL SLEEVING DETAIL



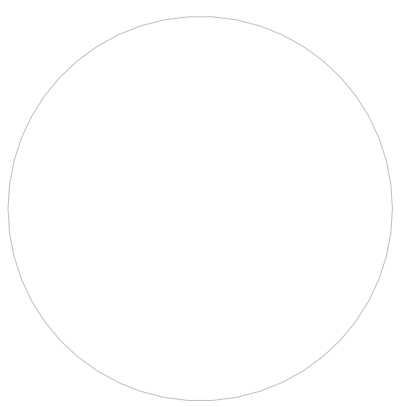
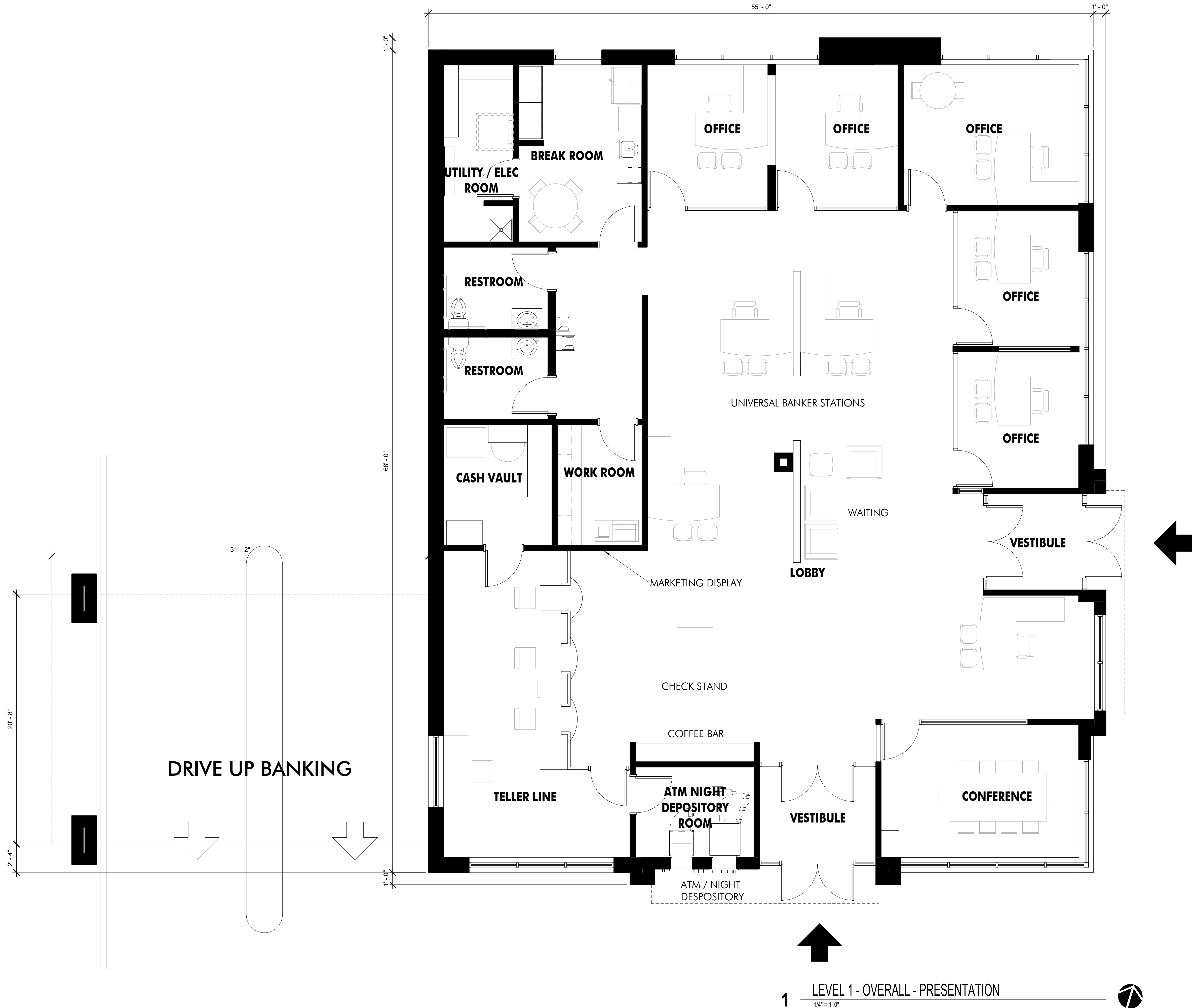
NOTES:
1. SLEEVE ALL PIPE AND WIRE SEPARATELY.
2. ALL PIPE TO BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS. "SNAKE" UNSLEEVED PLASTIC PIPE IN TRENCH. PROVIDE A MINIMUM OF 2" CLEARANCE TO SIDE OF TRENCH AND BETWEEN PIPES.
3. BEDDING MATERIAL TO BE EXCAVATED MATERIAL WITH ROCKS LARGER THAN 1" DIAMETER REMOVED.

8 TYPICAL TRENCHING DETAIL



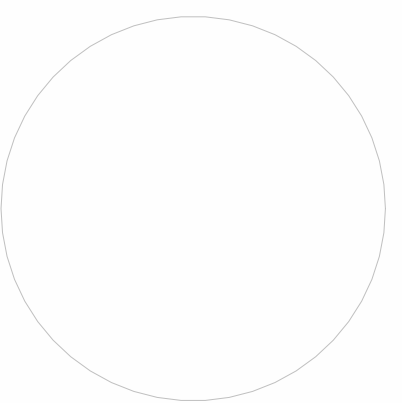
NOTES:
1. RECOMMENDED MINIMUM FILTRATION: 120 MESH MIN.
2. PRESSURE AT FLUSH VALVE SHALL BE MIN 15 PSI
3. 2 PSI CHECK VALVE (MAX 4" OF WATER ELEVATION CHANGE)
4. REFER TO MAXIMUM LENGTH OF A SINGLE LATERAL CHART

12 SUB-SURFACE IN-LINE EMITTER TUBING ASSEMBLY



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MINOR DEVELOPMENT PERMIT	
Project Number	23137.00
Date	2025.04.04
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Checked By:	Checker
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Sheet Name
LEVEL 1 -
OVERALL FLOOR
PLAN

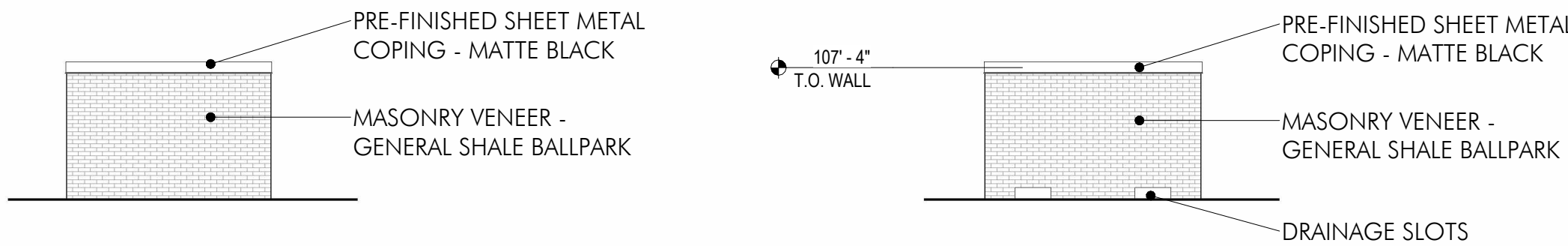


REVISION	DATE
MINOR DEVELOPMENT PERMIT	
Project Number	23137.00
Date	2025.04.04
Drawn By	Author
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ALL DRAWN AND WRITTEN INFORMATION APPEARING HEREIN SHALL NOT BE DUPLICATED, DISCLOSED OR OTHERWISE USED WITHOUT THE WRITTEN CONSENT OF MOA ARCHITECTURE	
Sheet Name	EXTERIOR ELEVATIONS



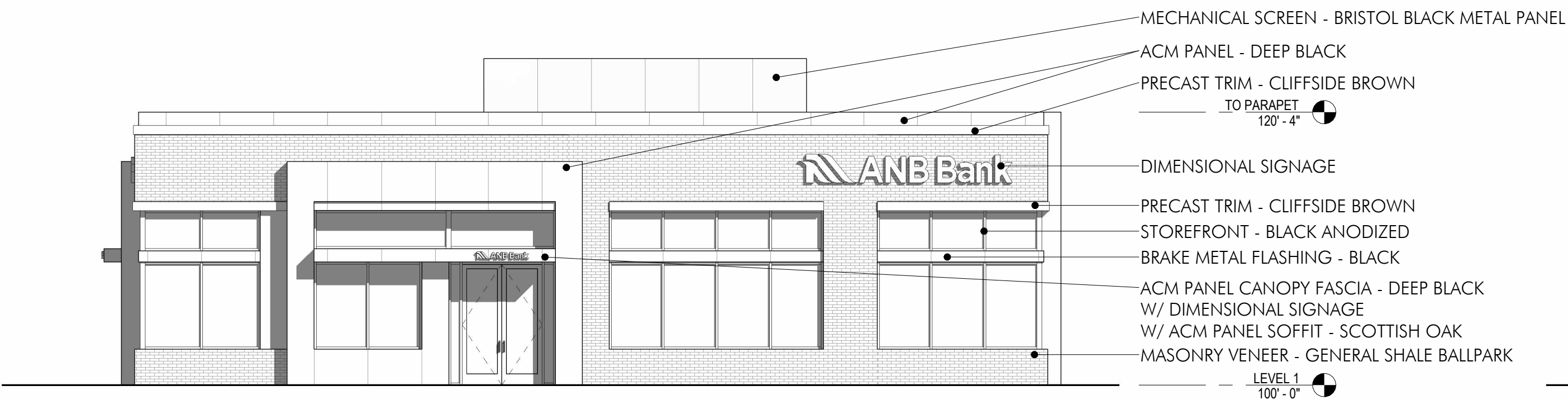
11 EAST ELEVATION - TRASH ENCLOSURE
1/8" = 1'-0"

10 NORTH ELEVATION - TRASH ENCLOSURE
1/8" = 1'-0"

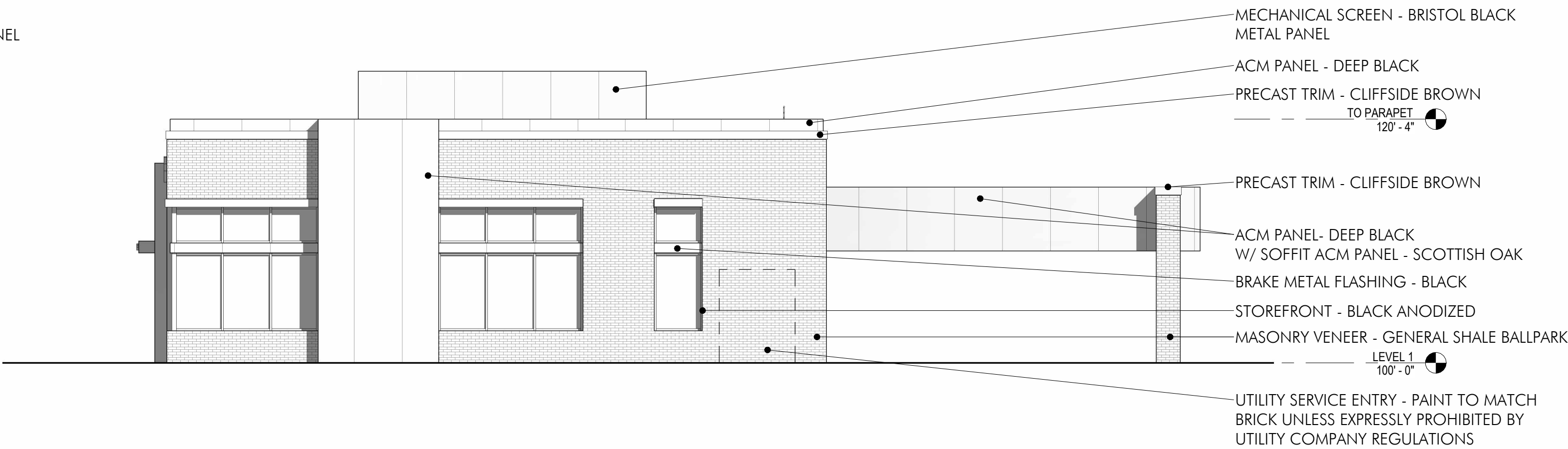


9 WEST ELEVATION - TRASH ENCLOSURE
1/8" = 1'-0"

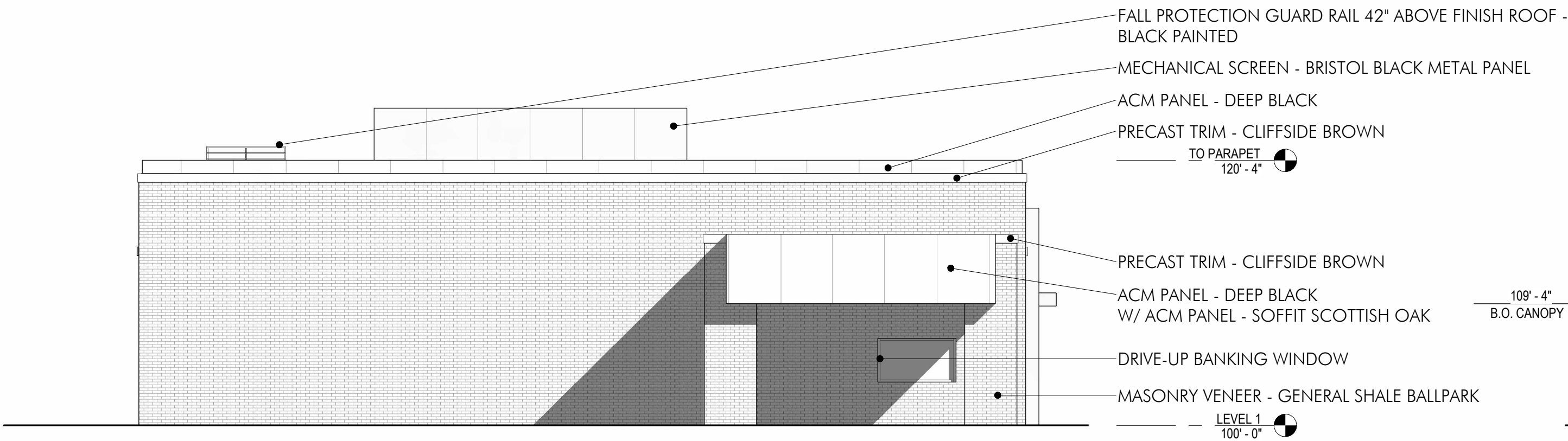
8 SOUTH ELEVATION - TRASH ENCLOSURE
1/8" = 1'-0"



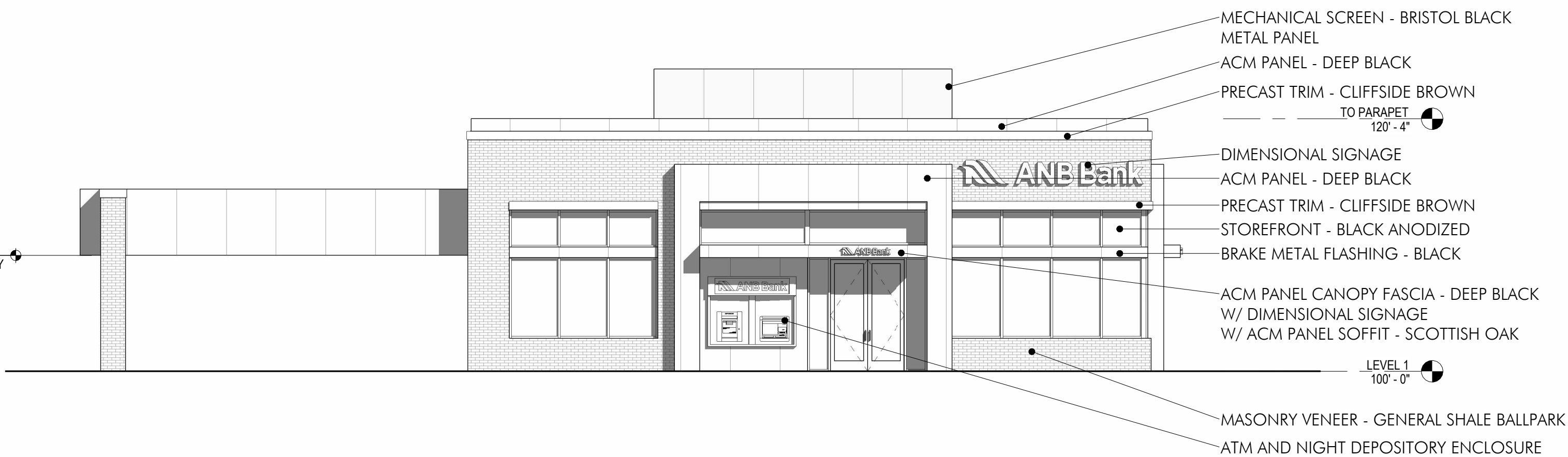
4 EAST ELEVATION
1/8" = 1'-0"



3 NORTH ELEVATION
1/8" = 1'-0"



2 WEST ELEVATION
1/8" = 1'-0"



1 SOUTH ELEVATION
1/8" = 1'-0"

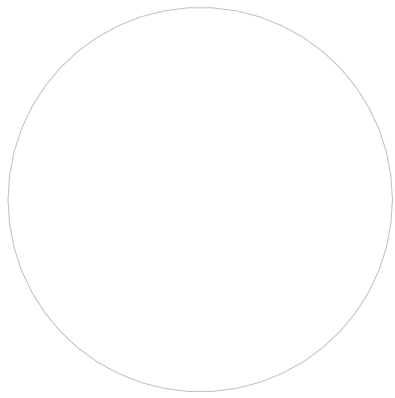
SOUTH ENTRY PERSPECTIVE



EAST ENTRY PERSPECTIVE



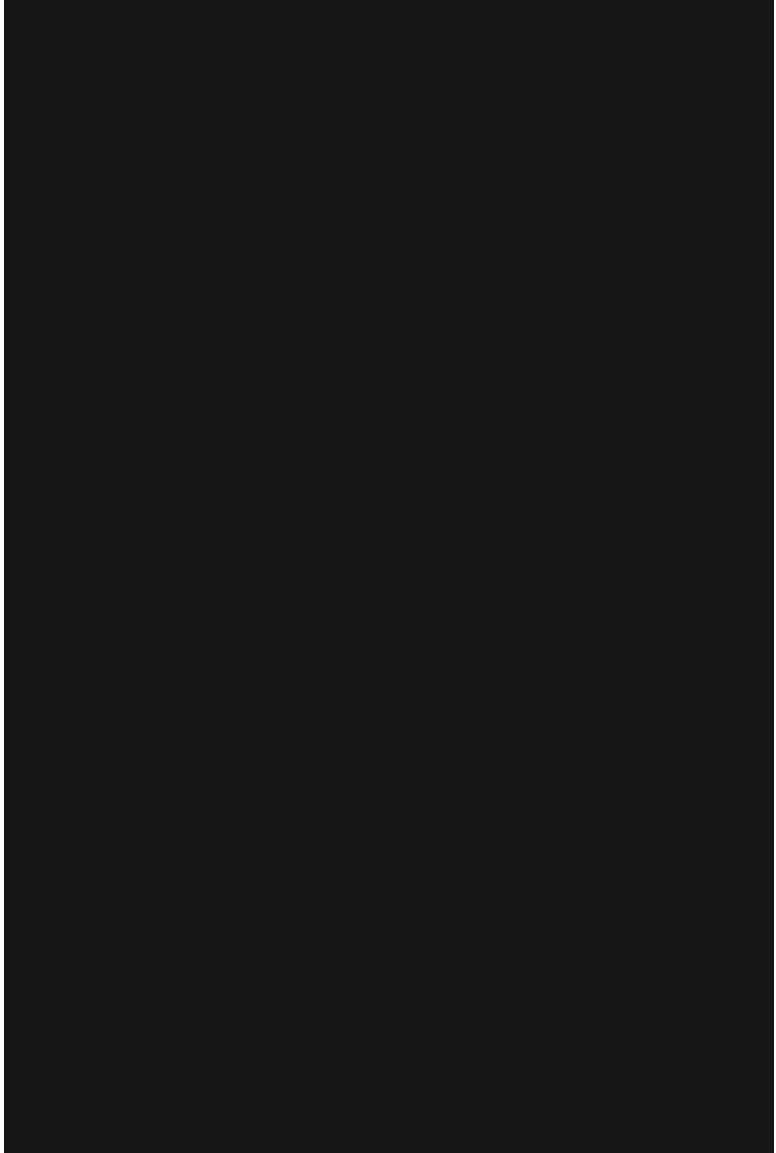
NORTHEAST ENTRY DRIVE PERSPECTIVE



REVISION	DATE
MINOR DEVELOPMENT PERMIT	
Project Number	23137.00
Date	2025.04.04
Drawn By	Author
Checked By:	Checker
Copyright:	
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Sheet Name	
RENDERINGS	



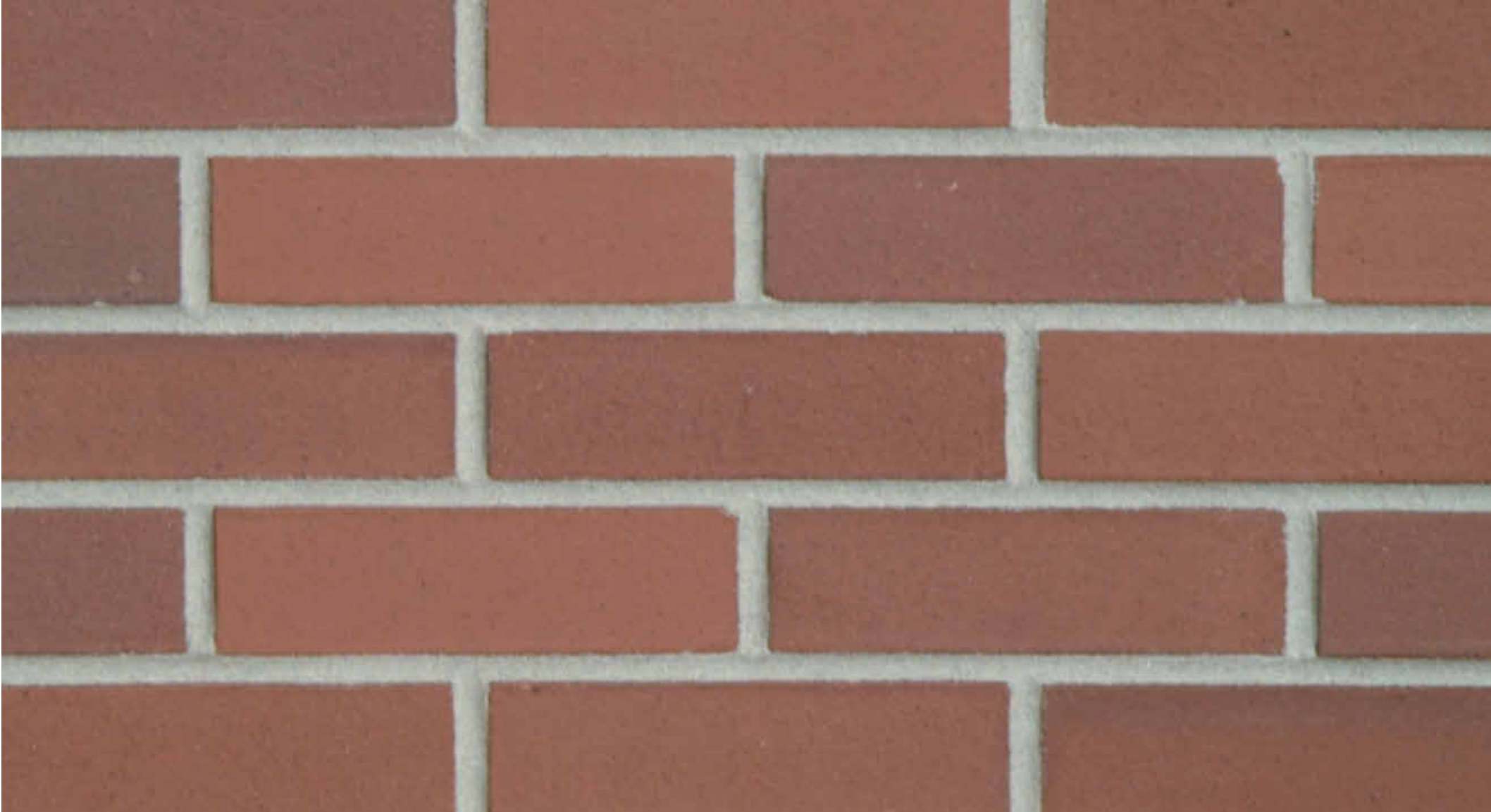
PREFINISHED BRAKE METAL:
MATTE BLACK



STOREFRONT MULLION:
BLACK ANODIZED



PRECASE CONCRETE DECORATIVE SILL / LINTEL - DAVIS COLORS:
CLIFFSIDE BROWN



STANDARD MODULAR BRICK - GENERAL SHALE:
BALLPARK FINISH



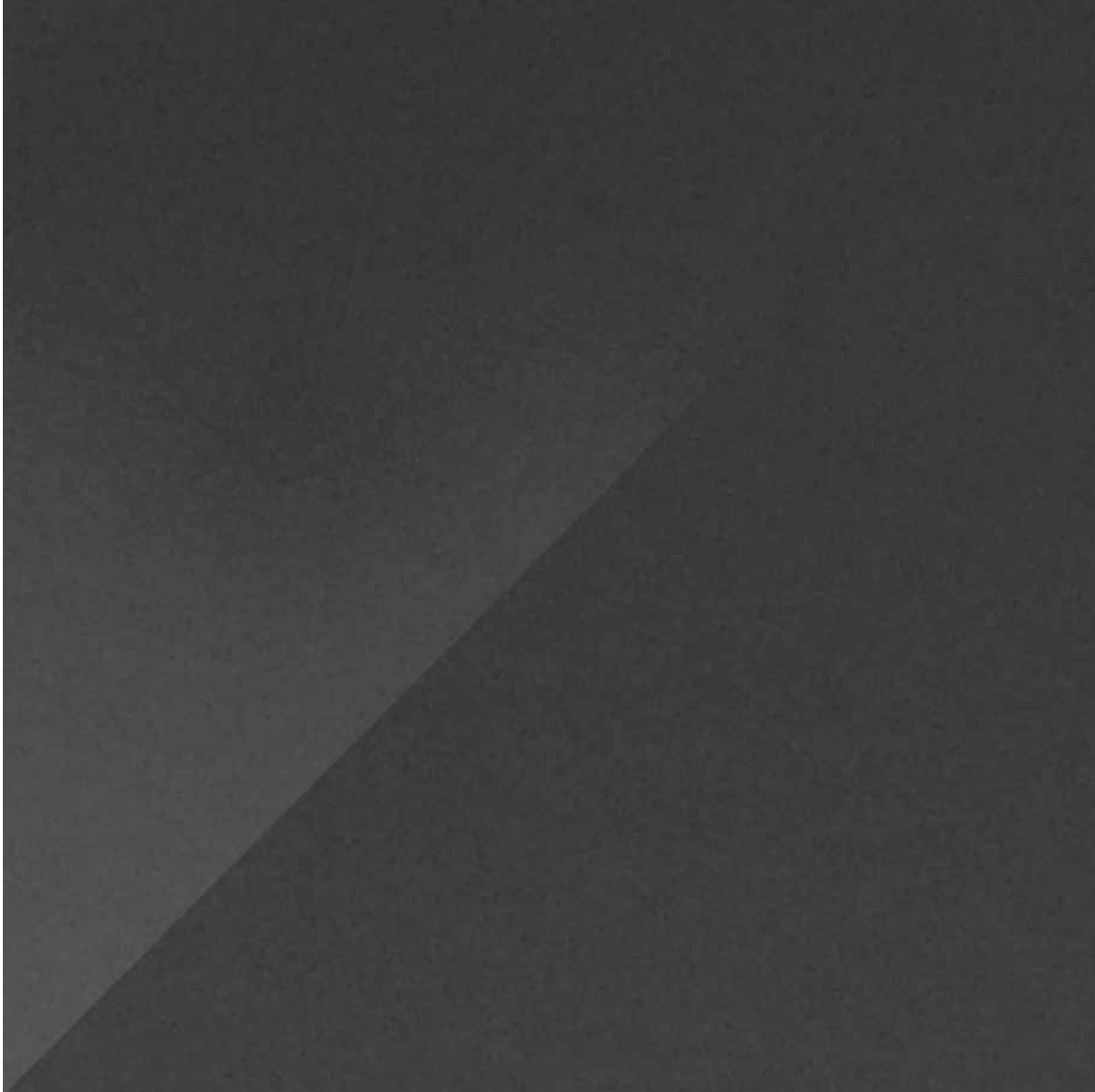
METAL MECHANICAL SCREEN - MORIN:
BRISTOL BLACK



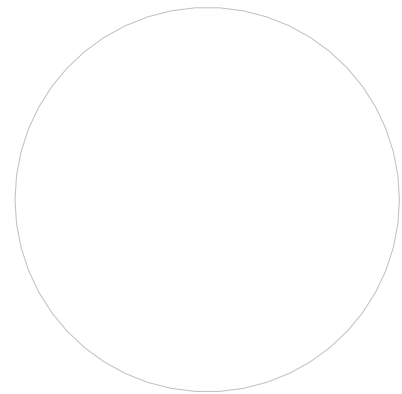
ALUMINUM COMPOSITE METAL PANEL SOFFIT- REYNOBOND:
SCOTTISH OAK



THERMOPLASTIC POLYOLEFIN ROOF MEMBRANE:
WHITE



ALUMINUM COMPOSITE METAL PANEL - REYNOBOND:
DEEP BLACK



REVISION	DATE
MINOR DEVELOPMENT PERMIT	
Project Number	23137.00
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Copyright:	
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Sheet Name	
MATERIALS BOARD	



1 LIGHTING PHOTOMETRIC PLAN

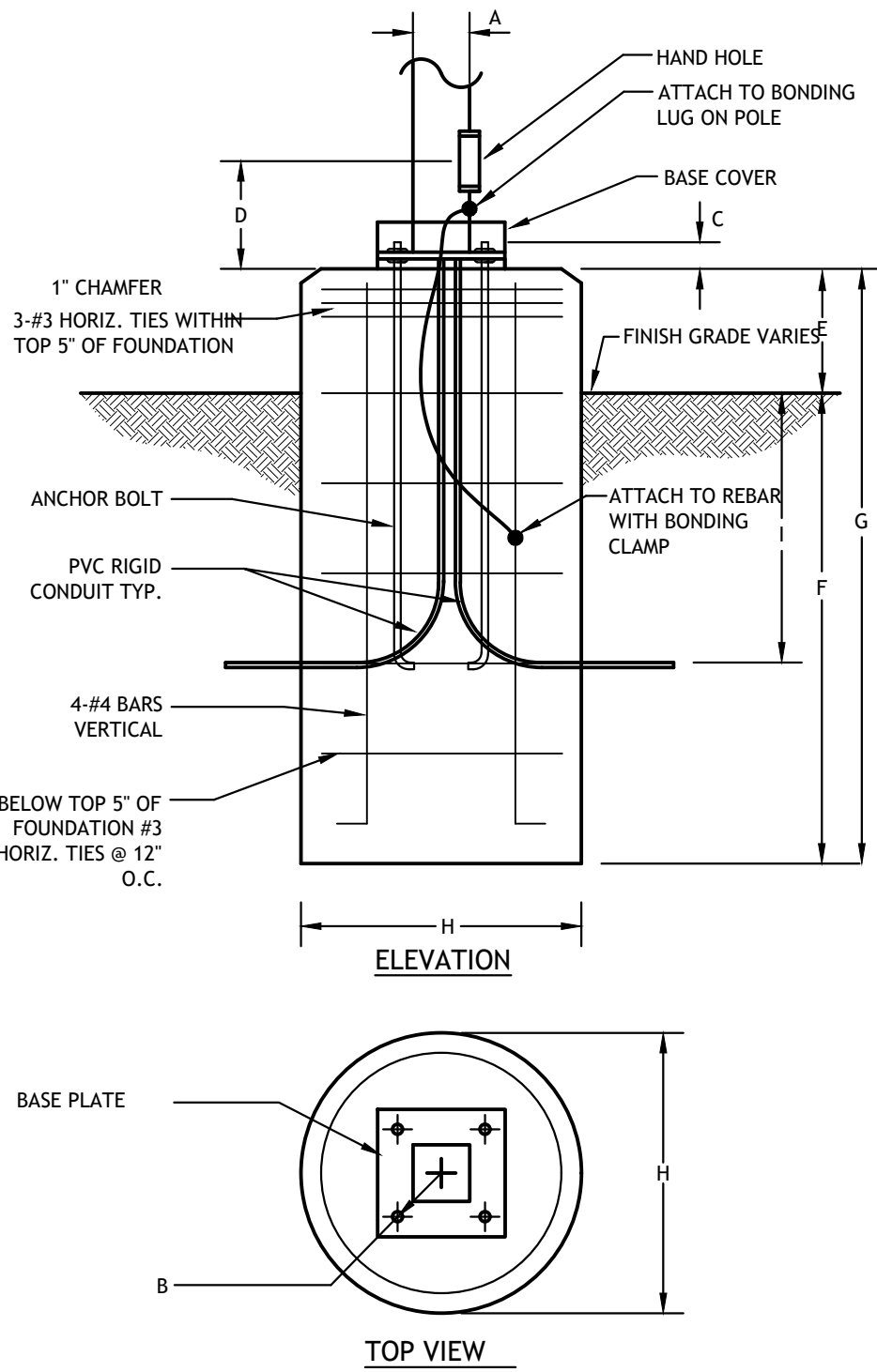
P1.01 SCALE: 1" = 30'

LIGHTING FIXTURES	
A a	LUMINAIRE TYPE, REFERENCING LUMINAIRE SCHEDULE, TYPICAL ALL FIXTURES, SUBSCRIPT, IF SHOWN, REFERENCES WALL SWITCH OR RELAY/ZONE CONTROL.
	WALL MOUNTED LUMINAIRE
	DOWNLIGHT LUMINAIRE
	HATCH INDICATES EMERGENCY LUMINAIRE
	EXTERIOR AREA LIGHT
	MONOPOINT LUMINAIRE
	BOLLARD
	STEP LIGHT

KEYNOTE LEGEND	
KEY	VALUE
	1. APPROXIMATE LOCATION OF IN-GRADE UPLIGHTS FOR MONUMENT SIGN. FIXTURES ARE NOT SHOWN ON PHOTOMETRIC PLAN SINCE THEY ARE NOT INTENDED TO ILLUMINATE THE HORIZONTAL PLANE. FIXTURES SHALL UTILIZE A NARROW BEAM OF LIGHT TO ILLUMINATE THE SIGN.

GENERAL NOTES	
A.	ALL LIGHT SOURCES SHALL BE CONCEALED OR SHIELDED WITH AN IESNA FULL CUT-OFF STYLE FIXTURE TO MINIMIZE POTENTIAL GOR GLARE AND UNNECESSARY DIFFUSION ON ADJACENT PROPERTY.
B.	ALL FIXTURES SHALL BE LED WITH A COLOR RENDERING INDEX ABOVE 70.
C.	THE MAXIMUM HEIGHT OF ANY LIGHTING POLE SHALL NOT EXCEED 25FT.
D.	IN NO CASE SHALL EXTERIOR LIGHTING ADD MORE THAN 1 FOOTCANDLE TO ILLUMINATION LEVELS AT THE PROPERTY LINE.
E.	ALL OUTDOOR LIGHT NOT NECESSARY FOR SECURITY PURPOSES SHALL BE REDUCED VIA TIMECLOCK.
F.	LIGHT FIXTURES USED TO ILLUMINATE FLAGS, STATUES, OR ANY OTHER OBJECTS MOUNTED ON A POLE, PEDESTAL, OR PLATFORM SHALL USE A NARROW BEAM WHICH SHALL NOT EXTEND BEYOND THE ILLUMINATED OBJECT.
G.	LIGHT FIXTURES INSTALLED UNDER CANOPIES, AWNINGS, OVERHANGS, AND THE LIKE SHALL BE FULLY RECESSED.
H.	AVERAGE ILLUMINATION OF THE PARKING LOT SURFACE SHALL NOT EXCEED 3.0 FOOT-CANDLES.

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
FULL SITE	+	0.2 fc	14.0 fc	0.0 fc	N/A	N/A
PARKING	✕	0.7 fc	2.2 fc	0.2 fc	11.0:1	3.5:1
PROPERTY LINE	✕	0.0 fc	0.3 fc	0.0 fc	N/A	N/A
PROPOSED PROPERTY LINE	✕	0.1 fc	0.2 fc	0.0 fc	N/A	N/A



POLE KEY	OVERALL HEIGHT	A	ANCHOR BOLT DATA			D	E	F	G	H	I
			B	SIZE	C						
EA1	25'0"	4"	PER MANUFACTURER				2'0"	6'0"	8'0"	2'4"	3'6"

1 POLE BASE DETAIL

P1.02 SCALE: NONE

PROJECT #	SCALE	DRAWN BY	CHECKED BY	DATE	REV. #	DESCRIPTION	DATE
6859.00		CWL	AMW	01-13-2025			
SITE DEVELOPMENT PLAN							

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1 LIGHTING PHOTOMETRIC PLAN

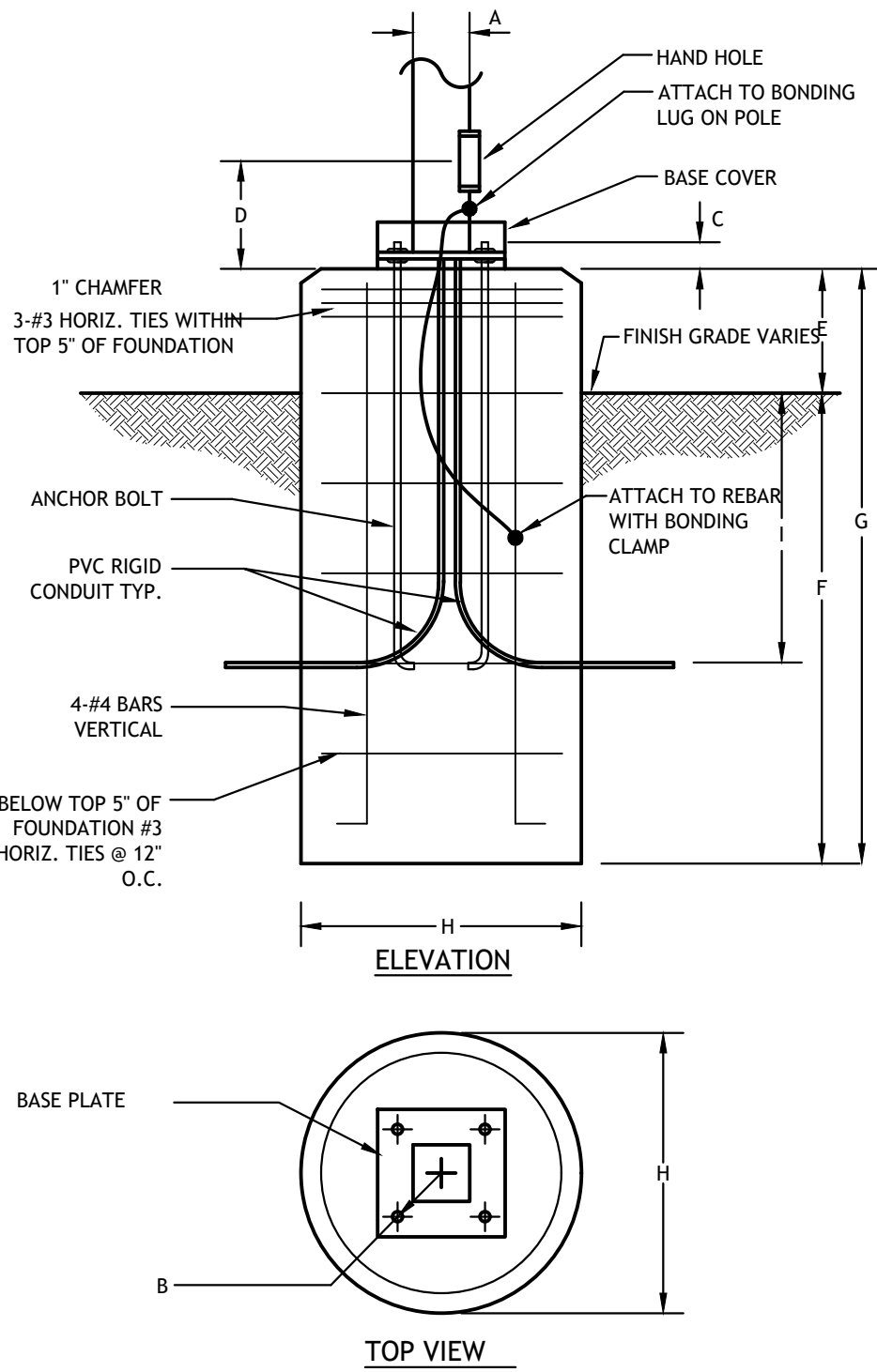
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POLE KEY	OVERALL HEIGHT	A	ANCHOR BOLT DATA			D	E	F	G	H	I
			B	SIZE	C						
EA1	25'0"	4"	PER MANUFACTURER				2'0"	6'0"	8'0"	2'4"	3'6"

1 POLE BASE DETAIL

P1.02 SCALE: NONE

PROJECT #	SCALE	DATE	DESCRIPTION	REV. #
6859.00				
DRAWN BY: CWL	CHECKED BY: AMW	DATE: 01-13-2025	TIME: 10:15	
SITE DEVELOPMENT PLAN				

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LIGHTING FIXTURE SCHEDULE														
TYPE	DESCRIPTION	MANUFACTURER	CATALOG NUMBER	VOLTAGE	SOURCE				MAX WATTS	LUMEN OUTPUT	FIXTURE FINISH	MOUNTING LOCATION	INFORMATION BOF/RFD/OFH	NOTES
					LAMP QTY	WATT	TYPE	CCT/CRI						
EA1	PMM MESA EXTERIOR LED AREA LIGHT, FULL CUTOFF, TYPE IV FORWARD THROW DISTRIBUTION, HOUSE-SIDE SHIELD, ROUND POLE	COOPER	PMM-SA1-D-830-U-T4FT-BK-HSS	120	1	67	LED	3000K 80CRI	67	6260	BLACK	POLE	25'-0" OFH	1
EW1	LUMARK EXTERIOR WALL PACK	COOPER	XTOR1B-W-BK	120	1	12	LED	3000K 70 CRI	12	1396	BLACK	SURFACE WALL	9'-4" BOF	1
ED1	EXTERIOR RECESSED 4" DOWNLIGHT	LITHONIA	WF4-LED-35K-90CRI-MW	120	1	11	LED	3000K 80 CRI	11	780	MATTE WHITE	RECESSED CEILING	1.3" RFD	
ED1EM	EXTERIOR RECESSED 4" DOWNLIGHT ON EMERGENCY INVERTER	LITHONIA	WF4-LED-35K-90CRI-MW	120	1	11	LED	3000K 80 CRI	11	780	MATTE WHITE	RECESSED CEILING	1.3" RFD	

ABBREVIATIONS: BOF - BOTTOM OF FIXTURE, RFD - RECESSED FIXTURE DEPTH, OFH - OVERALL FIXTURE HEIGHT, AFF(AFG) - ABOVE FINISHED FLOOR (GRADE), WFD - WALL FIXTURE DEPTH

GENERAL NOTES:

- A. ALL REFLECTOR LAMPS SHALL BE PROVIDED AS WIDE FLOOD DISTRIBUTION, UON.
- B. LUMENS LISTED ARE DELIVERED LUMENS, NOT INITIAL.
- C. FOR ALL SPECIFIED LUMINAIRES, THE ELECTRICAL CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL MOUNTING HARDWARE, ACCESSORIES, COMPONENTS, LEADER/JUMPER CABLES, WIRE FEED, CONNECTORS, END CAPS, REMOTE POWER SUPPLIES, AND ANY OTHER NECESSARY COMPONENT AS REQUIRED FOR INSTALLING A SECURE AND FULLY FUNCTIONAL SYSTEM.
- D. THE CONTRACTOR SHALL VERIFY THE CEILING TYPE BEFORE ORDERING LIGHT FIXTURES TO ENSURE COMPATIBILITY WITH SPECIFIED FIXTURES. NOTIFY SPECIFIER OF ANY DISCREPANCIES.
- E. ALL FINISH SELECTIONS SHALL BE VERIFIED BY ARCHITECT/INTERIOR DESIGNER/OWNER AS PART OF THE SUBMITTAL PROCESS. UNLESS OTHERWISE NOTED, EC SHALL ASSUME STANDARD LUMINAIRE FINISH OPTION FOR PRICING.
- F. EC SHALL VERIFY ALL FIXTURE MOUNTING HEIGHTS WITH ARCHITECTURAL ELEVATIONS PRIOR TO ANY ROUGH-IN.
- G. REMOTE DRIVER(S)/TRANSFORMER(S) SHALL BE LOCATED IN A CONCEALED, ACCESSIBLE, AND VENTILATED LOCATION AS PROPOSED BY THE EC AND APPROVED BY THE ARCHITECT. REFER TO THE MANUFACTURER'S INSTALLATION INSTRUCTIONS FOR MINIMUM REQUIRED CLEARANCES FROM ADJACENT MATERIALS, AND WIRING REQUIREMENTS TO PREVENT VOLTAGE DROP. DO NOT EXCEED MANUFACTURER'S RECOMMENDATIONS REGARDING WIRE GAGE AND MAXIMUM WIRE RUN LENGTHS.
- H. FOR LUMINAIRES SPECIFIED WITH 0-10V DIMMING, 0-10V DIMMING DRIVER(S) REQUIRE ADDITIONAL LOW VOLTAGE CONTROL WIRES IN ADDITION TO STANDARD WIRING FOR POWER.
- I. EXTERIOR LUMINAIRES SHALL BE COLD WEATHER RATED FOR 0 DEG. F / -18 DEG. C., AND RATED FOR OUTDOOR USE.
- J. SPECIFICATIONS DO NOT INCLUDE FIXTURE QUANTITIES, FINAL DIMENSIONS WITH ARCHITECTURAL FINISHES, WEIGHTS OR GAUGES, FABRICATION PROCESSES, CONSTRUCTION MEANS OR METHODS, SAFETY PRECAUTIONS, ALL OF WHICH ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

SPECIFIC NOTES:
1. VERIFY FIXTURE FINISH WITH ARCHITECT/OWNER PRIOR TO ORDERING

Project	Catalog #	Type
Prepared by	Notes	Date

Streetworks

PMM MESA

Decorative Area Luminaire

Product Features

- Cooper Lighting
- Light Abstract™

Interactive Menu

- Order Information [page 2](#)
- Optical Distributions [page 3](#)
- Product Specifications [page 4](#)
- Energy & Performance data [page 5](#)
- Control Options [page 13](#)

Product Certifications

- ETL LISTED
- UL LISTED
- DLC QUALIFIED
- PHOTONIC PRECISION
- GREENGUARD
- IP66
- 150 VIB
- YEA
- UL LISTED
- CE

Quick Facts

- Die-cast aluminum housing and door
- Lumens packages ranging from 3,000 - 29,000 lumens
- Choice of 13 high-efficiency, patented AccuLED Optics™
- Base casting slip fits over a standard 3" O.D. tenon
- Wall, single and dual-mount configurations available
- 10kV/10kA surge protection standard
- LED fixture features a five-year warranty

Dimensional and Mounting Details

FIXTURE (ETL 1.1 / 50 lbs (22.7kg))

28 1/4" (717mm)

12 1/2" (318mm)

12 1/2" (318mm)

2" (51mm)

Single mount with (ETL 1.30)

2" (51mm)

12 1/2" (318mm)

12 1/2" (318mm)

12 1/2" (318mm)

10" (254mm)

WALL MOUNT ARM (15 lbs (6.8 kg))

2" (51mm)

4" (102mm)

8 3/8" (215mm)

10" (254mm)

COOPER
Lighting Solutions

PSS05052EN page 1
JAN 17, 2024 12:04 AM

Lumark

DESCRIPTION

The patented Lumark Crossover® LED Wall Pack Series of luminaires provides an architectural style with superior lighting efficiency. LEDs. The low profile, rugged die-cast aluminum construction, universal back box, stainless steel hardware allow for simple and gasketed optional compartment make the Crossover impervious to contaminants. The Crossover wall luminaire is ideal for walkways, inverted mounts for fagelighting illumination, post/bollard, way lighting, floodlight and low level pathway illumination including stairs. Typical applications include building entrances, multi-use facilities, airport buildings, institutions, schools, stairways and loading docks etc.

SPECIFICATION FEATURES

Construction

Slim, low profile LED design with rugged one-piece, die cast aluminum forged removable door and back box. Matching housing styles incorporate both a small and medium design. The small housing is available in 12W, 18W and 30W. The medium housing is available in 36W model. Patented secure lock hinge feature allows for safe and easy tool-less electrical connections with the supplied push-in connectors. Back box includes three half-inch NPT threaded conduit entry points. The universal back box supports both the small and medium forms and standard 3/4" x 3/4" round and octagonal, 7/8" square, single and double mounting boxes. Key hole gasket allows for adaptation to junction boxes with wall. External fin design directs heat from the fixture surface. One-piece silicone gasket seals door and back box. Minimum 6" wide pole for its lighting application. Not recommended for car wash applications.

Optical

Stainless sealed optical LED chamber incorporates a custom engineered mirrored frosted reflector providing high-efficiency illumination. Optical assembly includes impact-resistant tempered glass and meets IESNA requirements for full cutoff compliance. Available in seven lumen packages: 3000K, 4000K and 5000K CCT.

Electrical

CDO driver is mounted to the exterior of the housing for optimal heat sink and thermal management system incorporates heat transfer between conduction and natural convection to transfer heat rapidly away from the LED source. 12V, 18W, 36W and 30W series operate in 40°C to 40°C (-40°F to 104°F). High ambient 50°C models available. Crossover luminaires maintain greater than 80% of initial light output after 72,000 hours of operation. Three inch 1/2" NPT threaded conduit entry points allow for this branch wiring. Back box is an authorized

electrical wiring compartment. Integral LED electronic driver is standard 0-10V dimming; 120-277V 50/60Hz or 347V 60Hz models.

Finish

Crossover is protected with a Super durable TIGC carbon bronze or current white polyester powder coat paint. Super durable TIGC powder coat paint finishes withstand extreme climate conditions while providing optimal color and gloss retention of the installed fix. Options to meet Bay American and other domestic preference requirements.

Warranty

Five-year warranty.

DIMENSIONS

ELECTROHEAT PLATES

CERTIFICATION DATA
Dark Sky Approved (Fixed-mount, Full cutoff, and 2000K CRI only)
UL Listed, Wet Location Listed
ULMH - Luminaires Mounted
RoHS Compliant
ADA Compliant
NEMA Compliant Models
Designated Projection Rated
Type III Enclosure - "non-flammable"
ASTM F2806-05

TECHNICAL DATA
40°C Maximum Ambient Temperature
External supply Wiring 10°C Minimum

EPA

Effective Protection Area (Sq. Ft.)
120V, 180V, 277V, AT08S-24
XT08MB-45

SHIPPING DATA:

Approximate Net Weight:
37 - 35 lbs. (1.7 - 2.4 kg.)

www.designlights.org

TDS14012EN
December 14, 2011 1:27 PM



Creating
 Comfort

 Sales

 Type

FEATURES & SPECIFICATIONS

INTERGRATED – The WF4 LED Switchable White technology provides high-quality light output and efficiency featuring a switch for easy color temperature adjustment – while eliminating the need for second fixtures. The innovative, die-cast design allows for easy removal in new construction from below the ceiling. The LED module maintains at least 70% light output for 50,000 hours. The fixture is ideal for use in high commercial, multi-family, assisted living, dormitories, and hospitality.

CONSTRUCTION – Made from aluminum extrusion. Durable, powder-coated parts prevent rust. 17.6mm round cable connector is covered from module to handle other cable. 6.4mm die-cast with stainless steel and yellow T-nuts eliminate visible temperature options, with switching controlled by those other 200K, 3000K, and 5000K using the switch. The included three-integratable steel recessed box with four 1/8" knockouts with slots for pre-punch. Suitable for pulling wires with the 1/2" hole "wing connector" to accommodate up to 1/2" (4 prg) integrated conductors, making the White LED Switchable mode easier to use in 2-in-1 (2-in. gross) sized 4" deep ceiling applications and contractor friendly. This "wing connector" push is removable without tools.

INSTALLATION – Ideal for shallow ceiling plenums, no housing required. Self spring clip for easy installation. The recessed box is designed to handle other cable. Suitable for installation in a grid and end-pulling applications with the W894P-2. 7.5mm pins provide grip for installation on the aluminum driver base.

OPTIONS – Edge LED technology uses highly polished gold pins to distribute light. Polychromatic beam provides even illumination throughout the space.

ELECTRICAL – Multi-volt (120-277V, 50/60Hz) proprietary module LED dimmable box, with two (2) integrated low-voltage wires for LED's driving, with 1/2" (opening) or 3/4" (diameter) and side-mount. High-efficiency with power factor > 0.9. Ambient operating temperature: 40°F (-4°C) to 140°F (60°C).

LISTINGS – CSA certified (Canada and US Safety Standards). Air Tightness tested in accordance with ASTM D153-2006. List Location listed: NEMA Certified. Can be used with California Title 24 Part 6 (LED Light Signage Requirements).

WARRANTY – 5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Carrier warranty terms located at: www.lithonialighting.com/warranty (see notes and terms).

Note: Actual performance may differ as a result of end use and environment and application. All claims are design or signal values, measured under laboratory conditions at 25°C. Specifications subject to change without notice.

Waffer LED Recessed Downlight

WF4 LED SWITCHABLE WHITE COLOR TEMPERATURE

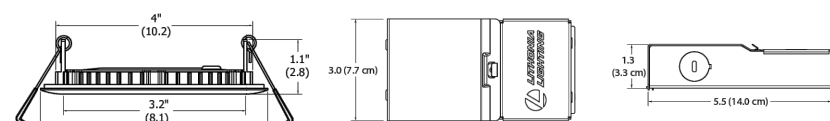
IC/Non-IC
New Construction/Remodel





Specification
Aparture: 3.3 (8.1)
Ceiling opening: 4.2 (10.7)
Overhang: tip 4.7 (12.0)
Height: 1.1 (2.8)

All dimensions are inches/centimeters, unless otherwise indicated.



ORDERING INFORMATION – For shortest lead times, configure product using standard options (shown in bold).

Example: WF4 LED ZPK30K3CM MVOLT 90CRI MM

WF4							
Series	Lamp	CC/CRI/Color/Lumen/s	Voltage	CR/	Beam	Finish	
WF4	4" Waffer LED downlight	LED	ZPK30K3CM 2300K/14.1LM/780, 3000K/16.5LM/800, 3500K/18.5LM/780.	MVOLT Multi-Volt (120-277V)	90CRI 9x5CM	MM	Matte white

Accessories: Order as separate ceiling cover.

WFAFR32	4" New construction part, retail pack 1/2
WFR32-Pin	Universal new construction pin
WFR32	Removal pin for IC
WFR32-SP30P24F4	3 prg 30°C cable
WFR32-SP30P24F4	3 prg 100°C cable
WFR32-SP30P24F4	3 prg 200°C cable
WFR32-MM 1/2	1" round oversized dim ring

WFR Pin

WFR32 Technical
New Construction Pin

Joint

WFR32 Cable

Notes:
1. 3rd party optional dimensions.

DOWNLIGHTING

WF4 LED Switchable White

1	EA1
P1.03	SCALE: NONE

1	EW1
P1.03	SCALE: NONE

1	ED1, ED1EM
P1.03	SCALE: NONE

TRAFFIC IMPACT STUDY

Proposed ANB Bank Eby Creek Road & Market Street

Eagle, Colorado

January 17, 2025

20240027

Prepared by:



Arvada, Colorado
(303) 653-9200

This report has been prepared by the staff of CivTrans Engineering Inc. on behalf of ANB Bank, Alder Real Estate and Mauriello Planning Group, LLC under the direction of the undersigned professional engineer whose seal and signature appears hereon.



Digitally signed
by Craig MacPhee
Reason: I am the
author of this
document
Date: 2025.01.17
14:12:52-07'00'

Craig A. MacPhee, PE, PTOE

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TECHNICAL APPENDIX

Raw Traffic Count Data

Trip Generation Calculations

Level of Service and Queuing Calculations

*Existing; Short-Term without Project; Short-term with Project;
Long-Range without Project; Long-Range with Project*

EXECUTIVE SUMMARY

This Traffic Impact Study (TIS) document has been prepared to supplement the proposed development of a bank in Eagle, Colorado. The following is a summary of the traffic information and findings included in this report.

1. The proposed project is located at the southwest corner of Eby Creek Road & Market Street within the Town of Eagle, Colorado. A vicinity map is included as **Exhibit 1**.
2. ANB Bank is proposing to develop the vacant site into a 3,700 square foot bank with two drive-up service lanes. The site is proposed to be accessed from the west leg of the Eby Creek Road & Market Street roundabout. Completion and occupancy of the project is anticipated by the end of 2026. A current site plan is included as **Exhibit 2** and a recent aerial of the study area has been provided and is shown on **Exhibit 3**, herein.
3. The proposed site is anticipated to generate approximately 372 daily trips with 37 during the AM peak hour and 78 during the PM peak hour. A significant portion of these trips are anticipated to occur as pass-by trips, drawing from existing traffic that is already on the adjacent roadways.
4. The vacant fast-food restaurant to the south, although not a part of this project, was included as a developed property for long-range evaluation to confirm the adjacent roundabout intersection will operate within capacity. It is anticipated to generate 1,638 daily, 156 AM peak hour and 116 PM peak hour trips. Approximately half of the trips are anticipated to be pass-by trips from Eby Creek Road or diverted trips from I-70.
5. The study area was identified to include the following intersections.
 - Eby Creek Road & Market Street / Site Driveway
 - Eby Creek Road & Westbound I-70 Ramps
 - Eby Creek Road & Eastbound I-70 Ramps

These intersections were analyzed for the weekday AM and PM peak hour.

6. The analysis horizons considered and evaluated in this report include:
 - Existing Condition (Year 2024)
 - Short-term Condition (Year 2027) without the project
 - Short-term Condition (Year 2027) with the project
 - Long-range Condition (Year 2045) without the project
 - Long-range Condition (Year 2045) with the project and fast-food restaurant

Each of these analysis horizons included intersection capacity and queuing analysis.

7. The Town of Eagle and the Colorado Department of Transportation (CDOT) have established a minimum level of service D (LOS D) for acceptable operations at signalized intersections, roundabout intersections, and unsignalized (stop controlled) approaches. The analysis results indicate all the study area intersections are currently operating at acceptable LOS B or better and are not anticipated to degrade below acceptable levels in the future with or without the project.

The northbound right turn movement from Eby Creek Road onto the eastbound I-70 on-ramp is heavy during the AM peak hour (828 vehicles per hour). If all of the vehicles utilize the bypass lane, significant delays and queuing can occur. Based on observations, a portion of these right turning vehicles utilize the left northbound lane and enter the roundabout before making the turn onto the on-ramp due to the heavy utilization of the bypass lane. The proportion of vehicles that utilize the bypass vs the left lane plays a large role on the operation of this approach. It is assumed that as traffic increases in the future, a balance between the two lanes will occur to not overburden the bypass lane. However, if growth continues for this movement, the approach is anticipated to near capacity in the long-range conditions and CDOT may need to expand the eastbound on-ramp capacity to accommodate higher volumes of traffic making this maneuver.

The Rodel level of service report are included in the technical appendix. A delay and level of service summary for the study area intersections for all conditions (existing, short-term, long-range) is shown in Table 10 at the end of this document prior to the technical appendix.

8. Queuing was evaluated at the study area intersections for all conditions. There are no significant queuing issues currently at the study area intersections and none anticipated in the short-term. In the long-range conditions, the northbound approach queue on Eby Creek Road at the eastbound I-70 ramps intersection is anticipated to spill through the upstream Chambers Avenue roundabout intersection during the AM peak hour unless modifications are made to the on-ramp to increase capacity. Additionally, the westbound I-70 off-ramp approach to Eby Creek Road is anticipated to experience lengthy queues (500'+) during the PM peak hour, which would back up approximately 500' short of the I-70 travel lanes.
9. The proposed project is not anticipated to have a significant impact on the capacity (level of service) of the study area intersections or significantly increase estimated queues at the intersection approaches.
10. No auxiliary lane evaluation was conducted as the proposed development will access through a roundabout and no acceleration or deceleration lanes should be required as they are already incorporated into the roundabout design.
11. No sight distance evaluation was conducted as the proposed development will utilize an existing leg of the Eby Creek Road & Market Street roundabout intersection. Sight distance requirements for roundabouts differ from traditional

driveway approaches and the existing roundabout appears to have adequate sight distance for entering the roundabout.

Based on the analysis, findings and conclusions discussed in this report, the ANB Bank project and a potential redevelopment of the adjacent parcel are not anticipated to have a significant impact on the surrounding transportation system and no mitigation should be required.

INTRODUCTION

Project Overview

ANB Bank is proposing to construct a 3,700 square foot bank with two drive-through service lanes on a vacant site located at the southwest corner of Eby Creek Road & Market Street in Eagle, Colorado. The site will access the west leg of the roundabout intersection with a single lane in each direction. Off-street parking will be provided in a paved surface parking lot for employees and patrons of the bank. Completion of the project is anticipated by the end of 2026.

The project site is bordered by Eby Creek to the west, a vacant fast-food restaurant to the south, hotel and multi-family residential properties to the west and commercial properties to the east. The vacant fast-food restaurant to the south, although not a part of this project, was included as a developed property for long-range evaluation to confirm the adjacent roundabout intersection will operate within capacity. The bulk of the Town of Eagle lies to the south of the site with commercial uses between I-70 and the Eagle River and a mix of residential uses, city services, office, retail and recreational uses south of US 6.

The site is bound by Eby Creek Road to the north and east, Eby Creek to the west and I-70 to the south. Eby Creek Road functions as a north-south connector between the site, I-70 and US Highway 6. It provides one of two crossings for several miles of the Eagle River, the other being US 6. A grade-separated diamond interchange with roundabout ramp terminals is provided to I-70 via Eby Creek Road. A multi-use trail runs along the north side of I-70 near the site providing access to retail developments in the vicinity and access to a grade-separated crossing of I-70. The multi-use trail continues along Eby Creek Road south of I-70 to US 6, crossing Eagle River. Regional access to the area is accommodated primarily by Eby Creek Road, US Highway 6 and I-70.

Purpose of Report

The purpose of this study is to review, assess and identify potential traffic related impacts that the proposed project may have on the transportation network and recommend mitigation to minimize these impacts where necessary and possible. **Exhibit 1** shows the general vicinity of the project in the Town of Eagle. A current site plan is shown in **Exhibit 2** and a current aerial image of the study area is included as **Exhibit 3**.

The assumptions utilized in conducting the traffic analysis are based on criteria identified within section 2.3(5) of the Colorado Department of Transportation (CDOT) *State Highway Access Code*, coordination with the Town of Eagle and CDOT staff, and standard traffic engineering practices.

This report includes an evaluation and assessment of the study area for the existing conditions, short-term conditions and the long-range conditions. The short-term condition considers the transportation network shortly after completion of the proposed project. The long-range conditions considered the potential growth in traffic within the study area and

how the existing transportation system will handle those volumes with and without the proposed project approximately 20 years into the future (Year 2045). Weekday AM and PM peak hours of traffic operations were used as the basis of this study.

Resources

The key resources referenced in this TIS included the following:

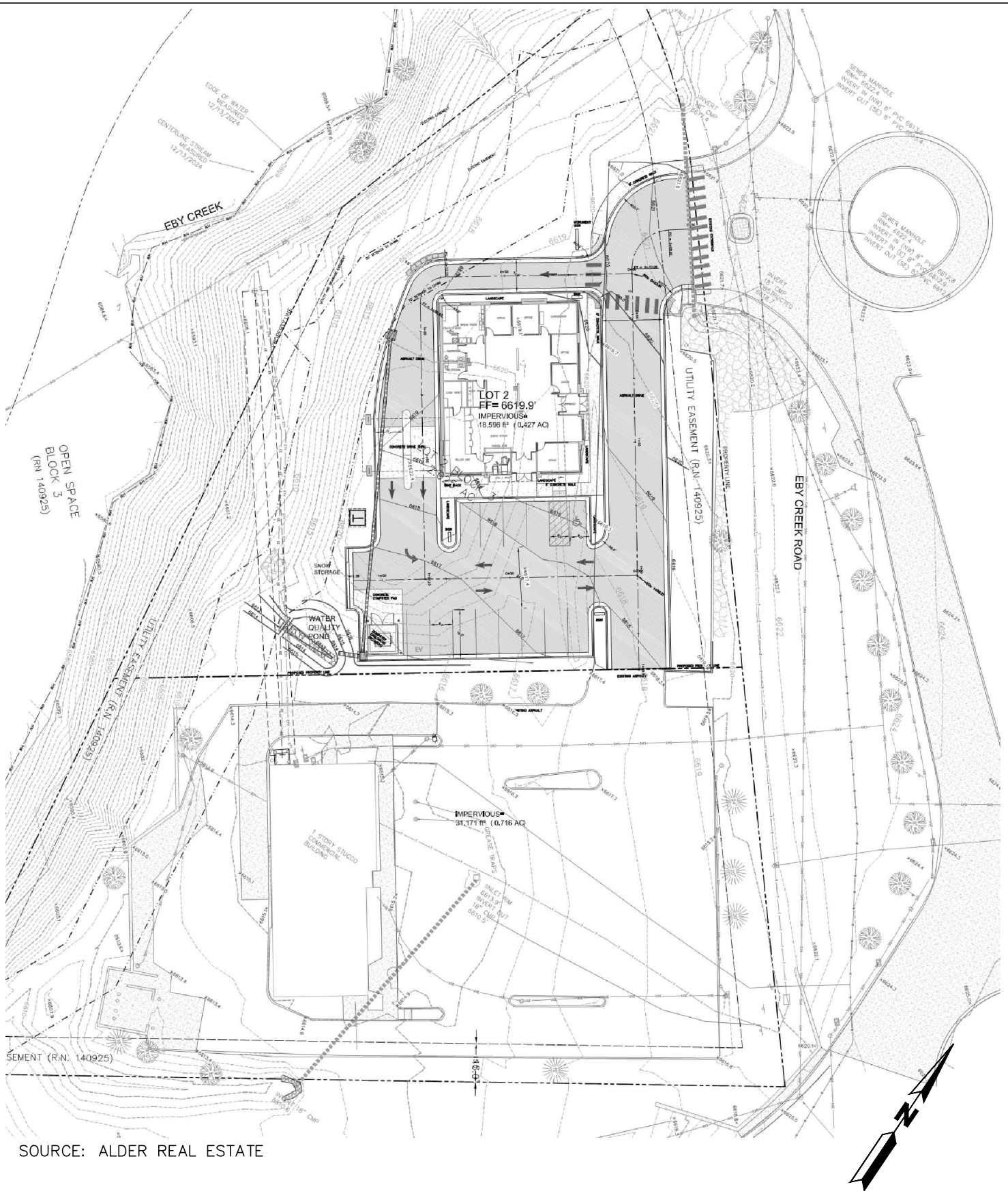
1. The Colorado Department of Transportation's (CDOT) *State Highway Access Code (2002)*, which provides general requirements for traffic impact studies as well as auxiliary turn lane criteria.
2. The Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition*, which compiles and quantifies empirical trip generation rates for specific land uses within the US, UK and Canada.



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EXHIBIT 1
VICINITY MAP

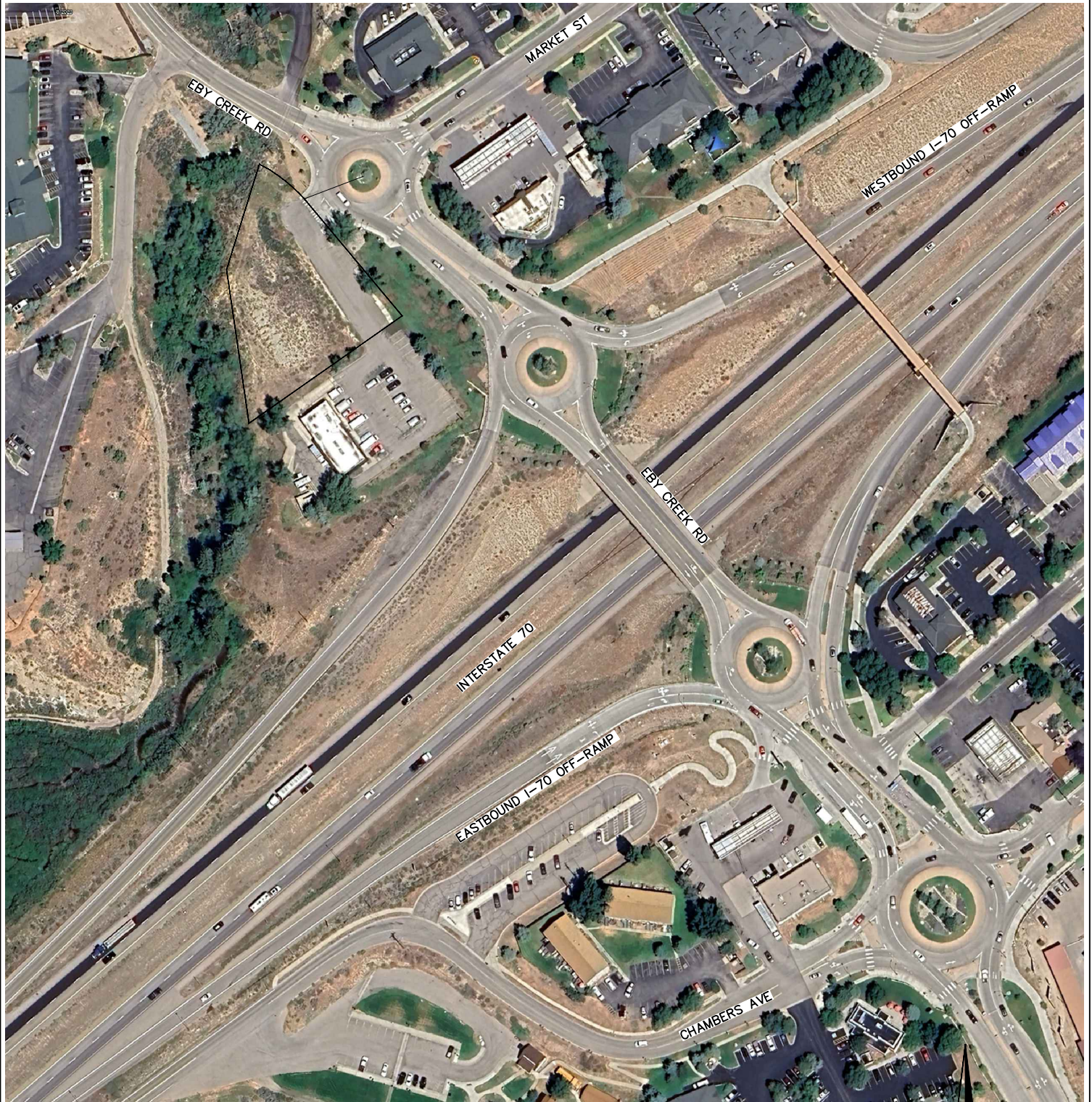




SOURCE: ALDER REAL ESTATE

EXHIBIT 2

CURRENT SITE PLAN



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EXHIBIT 3
CURRENT AERIAL



ANALYSIS METHODOLOGY

The various analyses conducted and reported in this document include intersection capacity analysis and queuing analysis. Auxiliary lane and sight distance evaluations were not included in this study as no new accesses are proposed.

Capacity Analysis

The analyses described in this report were performed utilizing Rodent roundabout modeling software capacity methodology, which is based on various geometric variables (entry width, effective flare length, inscribed circle diameter, entry radius, entry angle and approach half width), approach flow (vehicles per hour) and circulating flow. The analyses and procedures conducted are based upon the worst-case conditions that occur during a typical weekday. Therefore, most of each weekday and the weekends will experience traffic conditions better than those described within this document, which represent the peak hours of operation only.

Level of Service (LOS) is an empirical premise developed by the transportation profession to quantify driver perception for such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles afforded to drivers who utilize the transportation network. This document has quantified level of service into a range from “A” which indicates little, if any, vehicle delay, to “F” which indicates significant vehicle delay and traffic congestion that may lead to system breakdown due to volumes that may far exceed capacity.

The level of service letter grades as defined by the Transportation Research Board and the associated amount of delay in seconds per vehicle, as well as a brief description of the operating condition, for both signalized and unsignalized intersections are included for reference in **Table 1** on the next page.

A threshold of level of service D was utilized as the minimum acceptable intersection operating condition, which is the industry standard for urbanized areas. Analysis results indicating operations worse than the minimum acceptable level were considered for mitigation measures. In the cases where existing conditions currently operate at or future background conditions are projected to operate at states poorer than the minimum acceptable level, the future with project conditions will be evaluated to maintain the current or projected operating conditions.

Table 1 – Intersection Analysis Criteria**Signalized Intersection Level of Service Criteria**

Level of Service	Delay Range (seconds/vehicle)	Expected Delay at Intersection
A	≤ 10	Very low delay. Most vehicles do not stop.
B	> 10 and ≤ 20	Generally good progression of vehicles. Slight delays.
C	> 20 and ≤ 35	Fair progression. Increased number of stopped vehicles.
D	> 35 and ≤ 55	Noticeable congestion. Large portion of vehicles stopped.
E	> 55 and ≤ 80	Poor progression. High delays and frequent cycle failure.
F	> 80	Oversaturation. Forced flow. Extensive queuing.

Unsignalized Intersection Level of Service Criteria

Level of Service	Delay Range (seconds/vehicle)	Expected Delay to Minor Street Traffic
A	≤ 10	Little or no conflicting traffic for minor street approach.
B	> 10 and ≤ 15	Minor street approach begins to notice absence of available gaps.
C	> 15 and ≤ 25	Minor street approach begins experiencing delays for available gaps.
D	> 25 and ≤ 35	Minor street approach experiences queuing due to a reduction in available gaps.
E	> 35 and ≤ 50	Extensive minor street queuing due to insufficient gaps.
F	> 50	Insufficient gaps of suitable size to allow minor street traffic demand to cross safely through a major traffic stream.

Source: Highway Capacity Manual (Transportation Research Board, 2022).

Queuing Analysis

Queuing (95th percentile) lengths (feet) at the study area intersections are included in the Rodel reports within the technical appendix. The reported 95th percentile queues are number of vehicles, which are assumed to equate to 25' per vehicle. The reported queue length should be utilized when designing turn lanes.

Analysis Horizons

The following scenarios were analyzed as part of this study during both the AM and PM peak hours, with the corresponding volume and network configurations as indicated:

- Existing Conditions

Analysis of the existing conditions at the study area intersections was based on the traffic counts collected at the study area intersections in December 2024 and

the existing geometry and traffic control as observed in the field and through current aerial imagery.

2. Short-term without Project Conditions

The short-term future year analysis includes the same roadway geometry as for the existing conditions. The forecast volumes were calculated by applying the anticipated ambient growth rate over the next three years.

3. Short-term with Project Conditions

The short-term “build” condition takes the short-term no-project traffic volumes and adds the trips associated with the proposed project.

4. Long-range without Project Conditions

The long-range future year analysis includes the same roadway geometry as for the short-term no-project conditions. The forecast volumes were calculated taking the traffic counts and applying the anticipated ambient growth rate over the next 20+ years.

5. Long-range with Project Conditions

The long-range “build” analysis includes the same roadway geometry as for the short-term build conditions. The forecast volumes were calculated by adding the trips associated with the proposed project to the long-range no project volumes.

EXISTING CONDITIONS

Existing Conditions within the Study Area

The purpose of this section is to document the existing conditions within the study area for the proposed project.

Land Use

The site for the proposed project is currently vacant and zone Commercial General (CG), which is appropriate for the proposed use. The surrounding uses are primarily zoned for commercial and residential uses, including Commercial General to the east along Market Street, Residential High Density (R4) and Residential Multi-Family (R3) to the west, and Eagle County Agricultural Residential (AR) and Residential Suburban Low Density (RSL) to the north. Most of the Town of Eagle lies to the south of the site.

Existing Roadways

As shown on the site plan, the site fronts Eby Creek Road. Access is proposed directly to the Eby Creek Road & Market Street roundabout intersection. The following is a list of the surrounding streets, their functional classification, and general geometry.

Eby Creek Road is a north-south, major collector with a CDOT access control designation of R-A (regional highway). It extends from US Highway 6 to Castle Peak Road as a paved roadway, providing access for commercial uses and a connection to I-70, US 6 and areas north of I-70 within the Town of Eagle. It provides one of two bridged crossings of Eagle River and the only access to I-70 within the Town of Eagle. It has a posted speed limit of 35 mph north of Market Street, but no posted speed limit between Market Street and US Highway 6. The five roundabouts within less than ½ a mile along this segment of the roadway limit speed without regulatory signing.

Market Street is an east-west, commercial collector roadway that provides access for several retail uses in the vicinity of Eby Creek Road and I-70. Within ½ mile of Eby Creek Road, the roadway departs the Town and continues as Rule Road in unincorporated Eagle County. It does not have a posted speed limit through the study area.

Interstate 70 is an east-west interstate freeway traversing the entire United States from Maryland to Utah. Within Colorado, I-70 serves as an inter-city connection and mountain corridor. It connects the eastern plains of Colorado, the City of Denver and the mountain communities within Clear Creek, Summit, Eagle, Garfield and Mesa counties. In the study area, I-70 provides a connection between the site and the other communities in the Eagle-Vail valley, Denver-metro area as well as other communities to the west. I-70 is a 4-lane freeway within the study area and is posted at 75 mph. It provides a grade-separated diamond interchange with Eby Creek Road. The ramp intersections are roundabout controlled.

Study Area Intersections

The project study area intersections were identified through conversations with the Town of Eagle and CDOT staff. The study area includes the following intersections:

- Eby Creek Road & Market Street
- Eby Creek Road & Westbound I-70 Ramps
- Eby Creek Road & Eastbound I-70 Ramps

These intersections have been analyzed for level of service (LOS) for the weekday AM & PM peak hours and form the basis of this document.

Traffic Control and Descriptions

Eby Creek Road & Market Street is a single-lane roundabout intersection with the following lane configuration. Eby Creek Road is generally oriented northwest-southeast. Market Street forms the southwest-bound approach and the site access forms the northeast-bound approach. All four approaches have a single entry and exit lane at the roundabout. Pedestrian crossings are provided on all approaches except the north leg.

Eby Creek Road & Westbound I-70 Ramps is a multi-lane roundabout with half of the roundabout having one circulating lane and the other half having two circulating lanes. Eby Creek Road is generally oriented northwest-southeast. The lane configuration for each approach is as follows.

- Northeast-bound (I-70 On-ramp): no approach lanes; one exit lane
- Southwest-bound (I-70 Off-ramp): One left turn lane, one left-through-right lane; no exit lane
- Northwest-bound (Eby Creek): One left-through-right lane; two exit lanes
- Southeast-bound (Eby Creek): One through lane, one through-right lane; one exit lane

The roundabout has two circulation lanes on the north and west legs to accommodate dual left turns from the off-ramp and two through lanes for southbound Eby Creek. No pedestrian crossings are provided at the intersection as the multi-use lane deviates from Eby Creek Road just north of the intersection and pedestrians are prohibited from Eby Creek Road across the I-70 bridge.

Eby Creek Road & Eastbound I-70 Ramps is a multi-lane roundabout with $\frac{3}{4}$ of the roundabout having one circulating lane and the $\frac{1}{4}$ having two circulating lanes. Eby Creek Road is generally oriented northwest-southeast. The lane configuration for each approach is as follows.

- Northeast-bound (I-70 Off-ramp): one left-through-right lane, one right turn lane; no exit lane
- Southwest-bound (I-70 On-ramp): no approach lanes; two exit lanes, of which one is a bypass lane from northbound Eby Creek
- Northwest-bound (Eby Creek): One through-right lane, one right turn (bypass) lane; two exit lanes

- Southeast-bound (Eby Creek): One left-through lane, one through lane; one exit lane

The roundabout has two circulation lanes on the west legs to accommodate dual through lanes from southbound Eby Creek Road. A pedestrian crossing is provided on the south leg only as pedestrians are prohibited north of the intersection along Eby Creek Road across the I-70 bridge.

The existing geometry at each of the study area intersections is depicted in **Exhibit 4**, which follows, as well as the Rodel reports in the technical appendix.

Traffic Volumes and Peak Hours of Operation

Turning movement counts were collected by All Traffic Data Services at the study area intersections on Wednesday, December 11, 2024 from 7 AM to 9 AM and 4 PM to 6 PM. The raw count data is provided in the technical appendix. The existing traffic volumes used for intersection capacity analysis are shown in **Exhibit 5**.

Background Projects

Background projects are land development projects that have not yet been constructed but are anticipated to be completed in the near future. Therefore, their traffic would not have been included in the traffic counts collected, but should be included for future analyses. No background projects were identified for inclusion in this study.

Planned Transportation Improvements

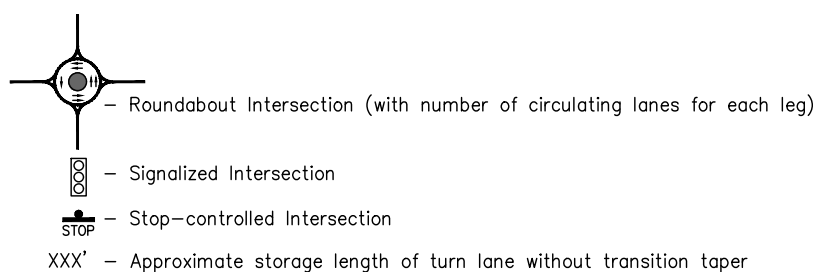
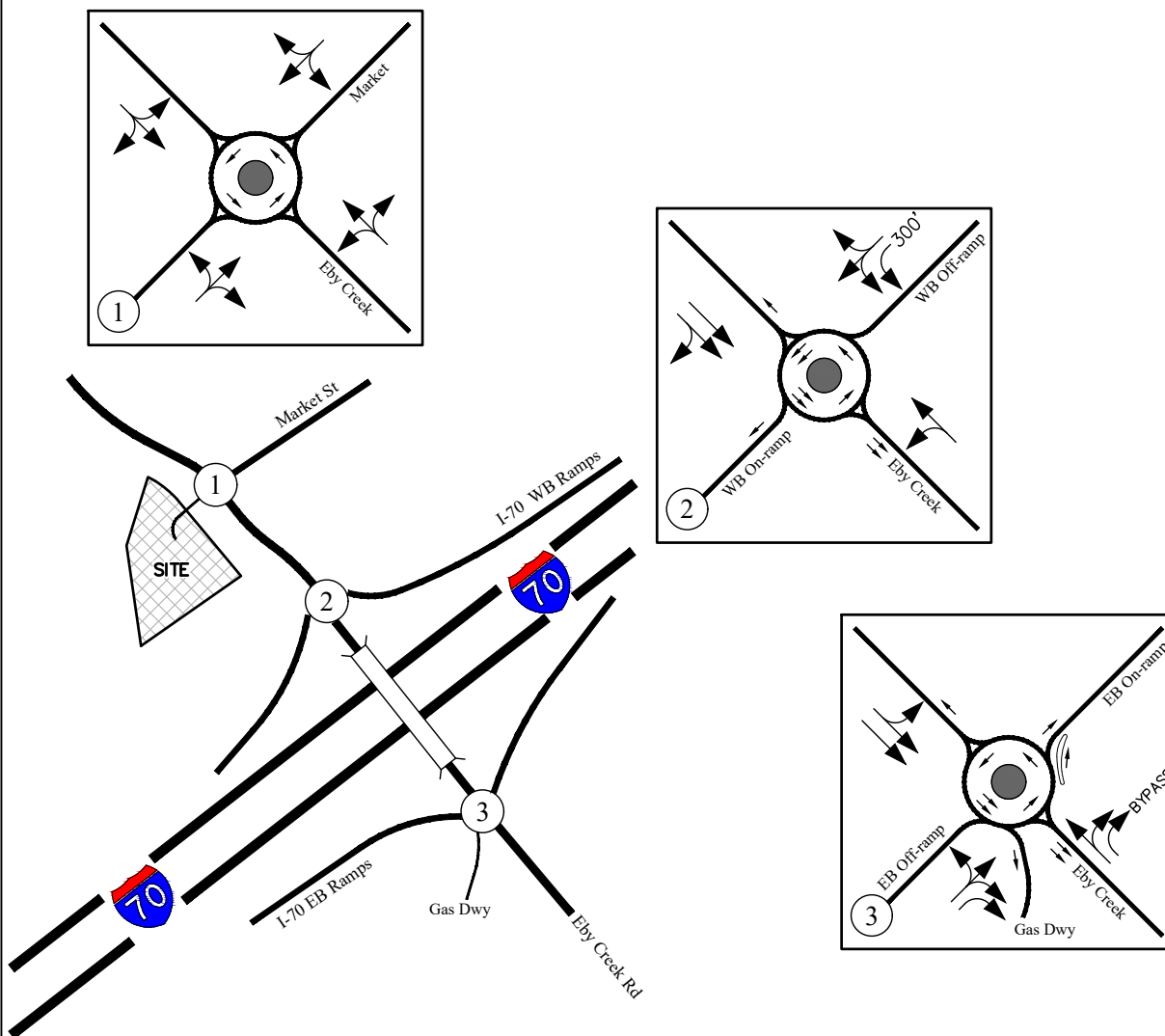
No planned transportation improvements were identified within the study area.

Ambient Traffic Growth

Eby Creek Road from Market Street to US Highway 6 is a CDOT facility and can be found within their *Online Transportation Information System (OTIS)*. Within OTIS data, the roadway segment is shown to have a 20-year growth factor of 1.21, which correlates to an annual growth of 0.96%. Therefore, to account for future development and traffic growth through the study area, a 1.0% annual growth rate was applied to the 2024 traffic volumes for future condition analyses.

Peak Hour Factor

A peak hour factor (PHF) is used to convert the hourly traffic volume into a flow rate that represents the busiest 15 minutes of the peak hour. The intersection PHF derived from the traffic count was utilized for existing, short-term and long-range evaluations.



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EXHIBIT 4 **EXISTING LANE GEOMETRY**

EXISTING LEVEL OF SERVICE AND TRAFFIC ANALYSIS

Level of Service

The existing levels of service at the subject intersections were calculated using the methods from the *Rodel* (version 1.96) roundabout evaluation software. The existing levels of service (LOS) for the intersections within the study area are summarized on the following table. The existing traffic volumes used for this report are shown on Exhibit 5.

Table 2 -2024 Existing Intersections Levels of Service

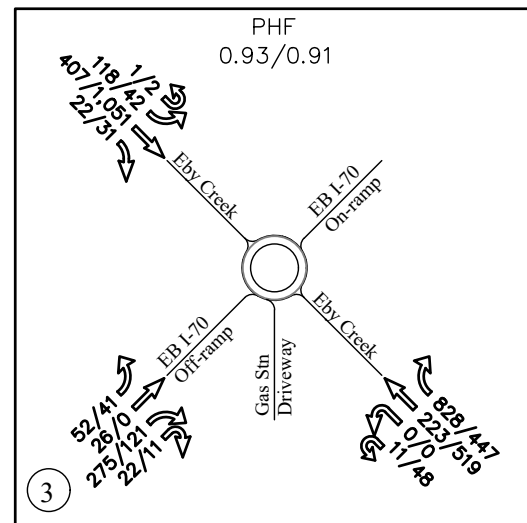
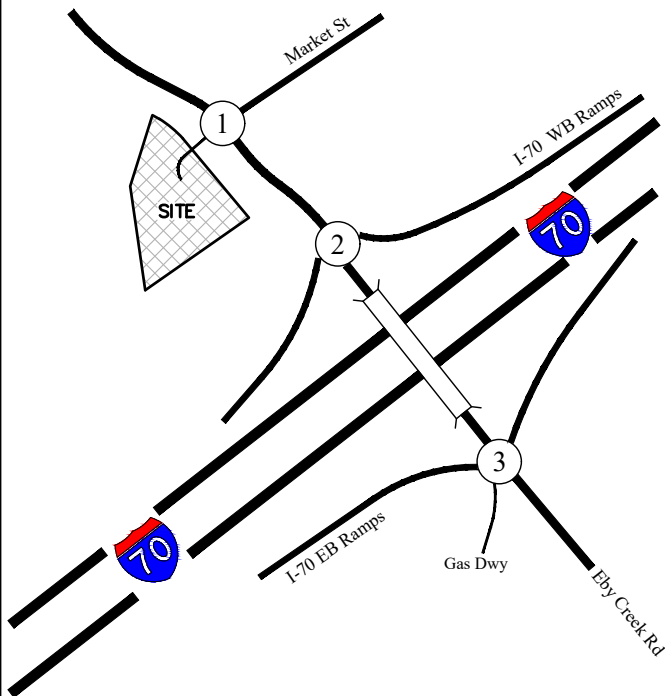
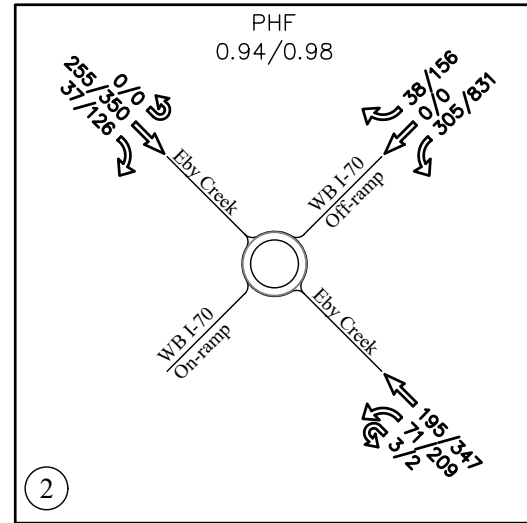
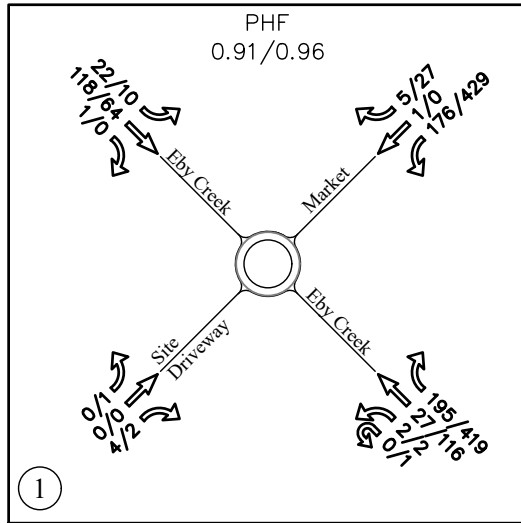
INTERSECTION	(S)ignalized (U)nsignalized (R)oundabout	Approach Or Overall	AM Peak		PM Peak	
			Delay (sec)	LOS	Delay (sec)	LOS
Eby Creek Rd & Market St / Site Driveway	R	Ovr	6.7	A	11.1	B
Eby Creek Rd & Westbound I-70 Ramps	R	Ovr	5.2	A	11.0	B
Eby Creek Rd & Eastbound I-70 Ramps	R	Ovr	12.9	B	9.3	A

Level of service (LOS) D should be used as a guideline to maintain overall operations of signalized and roundabout intersections and unsignalized intersection approaches. Mitigation measures should be considered for overall signalized or roundabout intersections or unsignalized approaches reported to be operating at LOS E or F. As shown in the table above, all of the intersections are operating at acceptable levels of service. The Rodel level of service report are included in the technical appendix. A delay and level of service summary for the study area intersections for all conditions (existing, short-term, long-range) is shown in Table 10 at the end of this document prior to the technical appendix.

The northbound right turn movement from Eby Creek Road onto the eastbound I-70 on-ramp is heavy during the AM peak hour (828 vehicles per hour). If all of the vehicles utilize the bypass lane, significant delays and queuing can occur. It is assumed that a portion of these right turning vehicles utilize the left northbound lane and enter the roundabout before making the turn onto the on-ramp. The proportion of vehicles that utilize the bypass vs the left lane plays a large role on the operation of this approach. It is assumed that as traffic increases in the future, a balance between the two lanes will occur to not overburden the bypass lane.

Queuing

The estimated 95th percentile queues for each intersection approach were calculated utilizing Rodel, which are reported in number of vehicles. Each vehicle is assumed to equate to 25' of required queue storage. During the AM peak hour, the only significant queue occurs on the northbound approach of the eastbound I-70 ramps intersection with nearly 12 vehicles (~300') of queuing estimated. During the PM peak hour, the westbound I-70 off-ramp is estimated to experience a queue of 5.7 vehicles (~150').



12/34 – AM Peak Hour/PM Peak Hour
PHF – Peak Hour Factor

Source: Turning movement counts were collected by All Traffic Data Service on December 11, 2024, a Wednesday.



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JANUARY 17, 2025

EXHIBIT 5

EXISTING (2024) TRAFFIC VOLUMES

TRIP GENERATION AND DISTRIBUTION

Trip Generation

The *Trip Generation Manual, 11th Edition* published by the Institute of Transportation Engineers (ITE) is typically used to determine the number of trips generated by a proposed land use. The purpose of the Trip Generation Manual (TGM) is to compile and quantify empirical trip generation rates for specific land uses within the US, UK and Canada. The closest matching land use category within the Trip Generation Manual for the proposed use is 912 "Drive-in Bank."

The table below summarizes the trip generation estimate for the site based on this land use category.

Table 3 – Project Trip Generation

Land Use	ITE Code	Size	Units	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Drive-in Bank	912	3.7	KSF*	372	21	16	37	39	39	78

*KSF = 1,000 square feet

As shown above, the bank is estimated to generate approximately 37 trips during the AM peak hour and 78 trips during the PM peak hour with 372 trips daily. A vehicle entering and exiting the site creates two trips.

To evaluate long-range conditions within the study area, the vacant fast-food restaurant to the south, although not a part of this project, was included as a developed property. It is not known what the property could redevelop into so a "highest and best use" was assumed, which could include strip retail, convenience store, coffee shop with drive-through, high-turnover (sit-down) restaurant or fast-food restaurant with a drive-through window. A convenience store or fast-food restaurant would generate the greatest number of trips. Since a structure already exists on the site that historically operated as a fast-food restaurant, this was used for estimating long-range trips to and from the overall site. Land use category 934, "Fast-Food Restaurant with a Drive-through Window," from the TGM was utilized to estimate trips with a building size of 3,500 square feet. The resulting trip generation is shown in the following table.

Table 4 – Long-range Site Trip Generation

Land Use	ITE Code	Size	Units	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Fast-food Restaurant	934	3.5	KSF*	1,638	80	76	156	60	56	116

*KSF = 1,000 square feet

Trip Types

Nearly all developments are made up of the following six trip types: new (destination) trips, pass-by trips, diverted trips, shared (internal) trips, multi-modal (non-vehicular) trips, and transit-oriented trips. In order to better understand the trip types available for land access and how they relate to this project, a description of each specific type follows.

New (Destination) Trips – These types of trips occur to access a specific land use such as a new retail development or a new residential subdivision. These types of trips will travel to and from the new site and a single other destination such as home or work. This is the only trip type that will result in a net increase in the total amount of traffic within the study area. The reason primarily is that these trips represent planned trips to a specific destination that never took trips to that part of the town prior to the development being constructed and occupied. This project will develop new trips.

Pass-by Trips – These trips represent vehicles which currently use adjacent roadways providing primary access to new land uses or projects. These trips, however, have an ultimate destination other than the project in question. They should be viewed as drop-in customers who stop in on their way home from work. A good example is a quick stop at the grocery store to pick up an ingredient for dinner on the way home from work or at a latte stand to grab a coffee on the way to work. This can make this trip pre-determined, but the stop is still on the way by. Another example would be on payday, where an individual generally drives by their bank every day without stopping, except on payday. On that day, this driver would drive into the bank, perform the prerequisite banking and then continue home. In this example, the trip started from work with a destination of home, however on the way, the driver stopped at the grocery store/latte stand and/or bank directly adjacent to their path. Pass-by trips are most always associated with commercial/retail types of developments. Therefore, pass-by trips are anticipated for this project. Per ITE, banks generally experience 30% of their AM peak hour trips and 60% of their PM peak hour trips as pass-by trips. Fast-food restaurants experience 50% of their AM peak hour trips and 55% of their PM peak hour trips as pass-by trips. Therefore, this reduction in overall trips will be applied to the trip generation estimates shown in tables 3 and 4 above.

Diverted (Linked) Trips - Diverted trips are like pass-by trips, but diverted trips occur from roadways that do not provide direct access to the site. Instead, one or more streets must be utilized to get to and from the site. For this project, diverted trips could occur from I-70, US Highway 6 or any other roadway that does not provide direct access to the site. Similar to pass-by trips, diverted trips are most always associated with commercial/retail type developments. While diverted trips are anticipated to occur for this development and the future development on the neighboring parcel, they would be very difficult to track or verify. They are likely to occur as commuters divert from their route of getting on/off I-70 at the Eby Creek Ramp terminals, but no reduction to account for diverted trips was applied to the trip generation estimates.

Shared Trips - Internal trips are the portion of trips generated by a mixed-use development that both begin and end within the development. When estimating trip generation for a development with several uses, each use will generate its own trips. If those trips occur between two of the onsite uses without using the external roadway system, it is considered a shared or internal trip. This trip type reduces the number of new trips generated on the public road system and is most commonly used for commercial or mix-use developments. Determining these trip types is more difficult to quantify and without specific guidance are usually determined by engineering judgment on a project by project basis. For this project, the bank will be the only use on the site until the neighboring parcel develops. Therefore, no shared (internal) trip reduction was applied to this project.

Multi-Modal Trips - These are non-vehicular trips to and from the site, mostly comprised of pedestrian and bicycle trips. Generally, they are local trips from the surrounding neighborhood or adjacent businesses. If a development is in an area with a high amount of bicycle and pedestrian activity, such as a downtown setting or college campus, a reduction of vehicular trips would be anticipated. The proposed project could experience a portion of its trips as bicycle and pedestrian trips, but the percentage is not anticipated to be significant.

Transit Trip - The Eagle-Vail Valley area is served by the Eagle Valley Transit Authority with public bus. The Valley Route connects Gypsum, Eagle, Edwards, Avon and Vail with bus service every 30 minutes and more frequently during commuting hours. The nearest stop to the site is the Chambers Park-n-Ride stop along Eby Creek Road just south of the eastbound I-70 ramps intersection. While bus transit is available near the site, the percentage of the overall trips accessing the bank site that will be transit is anticipated to be negligible. Therefore, no reduction in the overall trips was applied to account for transit.

Based on the various trip types depicted above and the nature of the proposed project, a trip reduction of 30% was applied to AM peak and 60% was applied to PM peak to account for pass-by trips for the bank and 50% AM and 55% PM for the fast-food restaurant. The breakdown of trip types is shown in the following table. Pass-by trips are anticipated to draw from the northbound right, northbound through, westbound left and southbound left movements at the Eby Creek Road & Market Street intersection.

Table 5 – Trip Types

Trip Type	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Total (Driveway) Trips (Bank)	21	16	37	39	39	78
Pass-by Trips (Bank)	5	5	10	23	23	46
New Trips (Bank)	16	11	27	16	16	32
Total Trips (Fast-Food)	80	76	156	60	56	116
Pass-by Trips (Fast-Food)	38	38	76	31	31	62
New Trips (Fast-Food)	42	38	80	29	25	54

Trip Distribution

As shown in the site plan, the site is proposed to be accessed directly from the Eby Creek Road & Market Street roundabout. The project is expected to draw locally and regionally from Eagle and other nearby communities. The fast-food restaurant would likely draw from existing traffic along I-70. Based on existing travel patterns, traffic observations, areas of population and the available transportation network, the trips associated with the project are anticipated to distribute as follows:

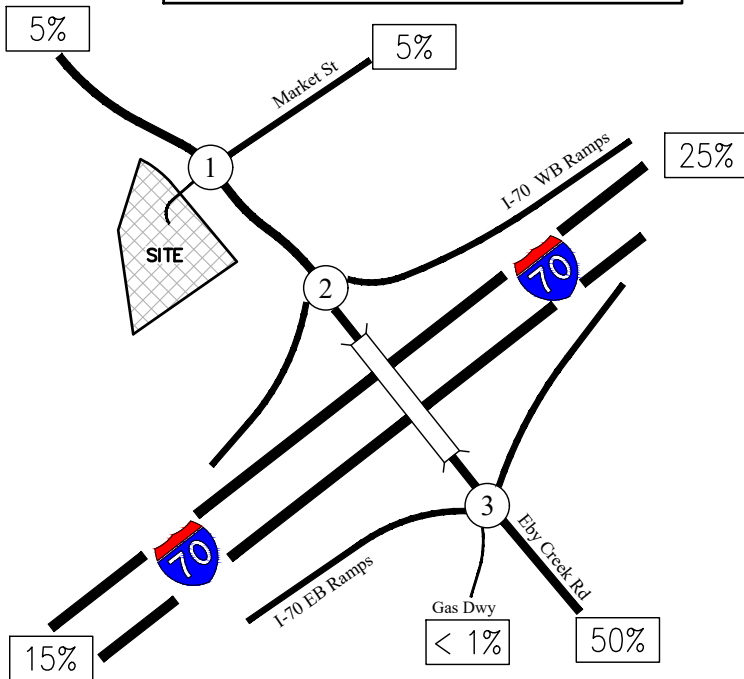
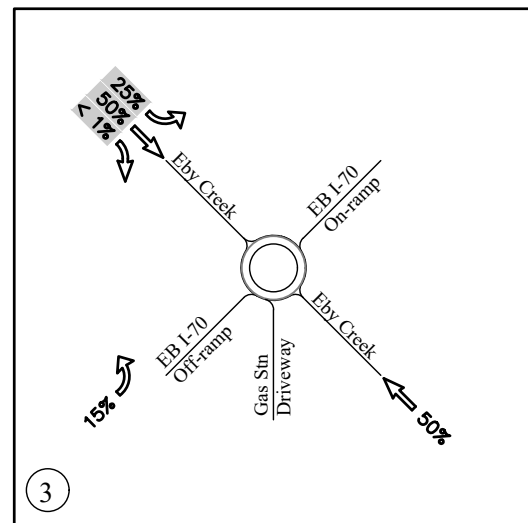
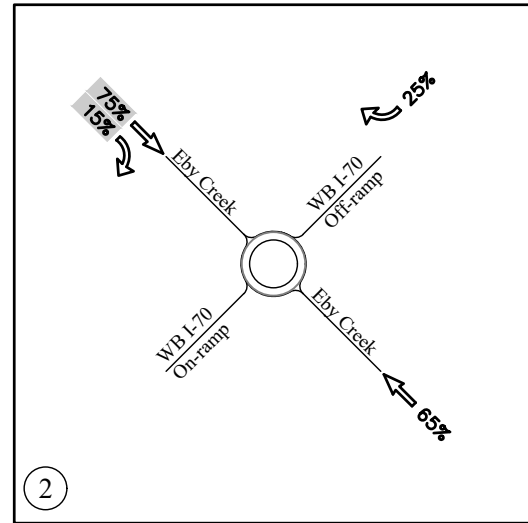
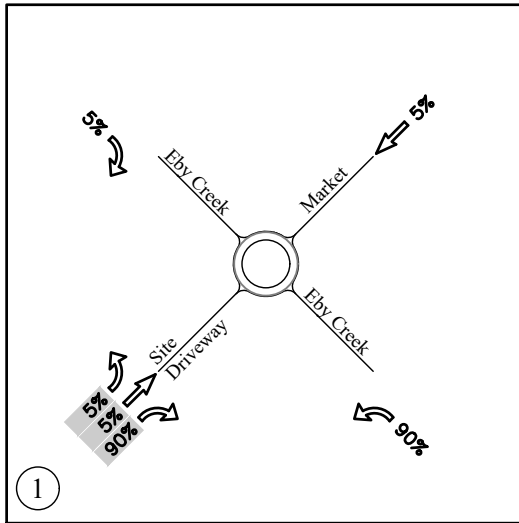
ANB Bank Trip Distribution

- Eby Creek Road north of the site – 5%
- Market Street east of the site – 5%
- I-70 east of the site – 25%
- I-70 west of the site – 15%
- Eby Creek Road south of I-70 – 50%

Future Fast-Food Restaurant Trip Distribution

- Eby Creek Road north of the site – 5%
- Market Street east of the site – 5%
- I-70 east of the site – 10% in / 40% out (AM), 30% in / 20% out (PM)
- I-70 west of the site – 40% in / 10% out (AM), 20% in / 30% out (PM)
- Eby Creek Road south of I-70 – 40%

These trip distribution percentages are illustrated in **Exhibit 6**. The site-generated peak hour vehicular trips are illustrated in **Exhibit 7**, which includes pass-by trip estimates. Trip distribution and associated trips for the long-range development (fast-food) are shown in **Exhibits 8** and **9** respectively.



- XX% - GENERAL TRIP DISTRIBUTION
- XX% - PROJECT GENERATED INGRESS TRIPS (%)
- YY% - PROJECT GENERATED EGRESS TRIPS (%)

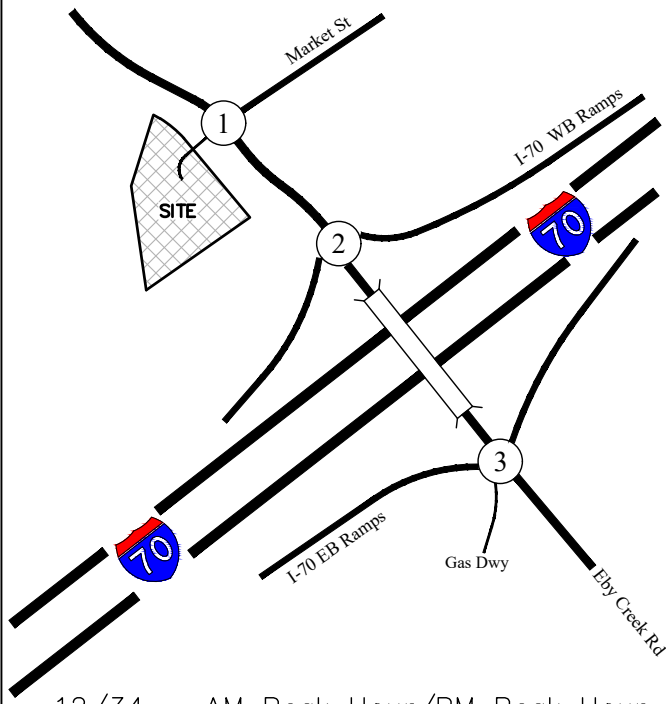
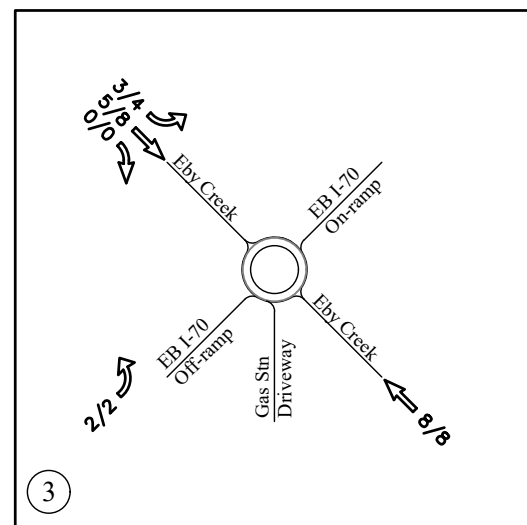
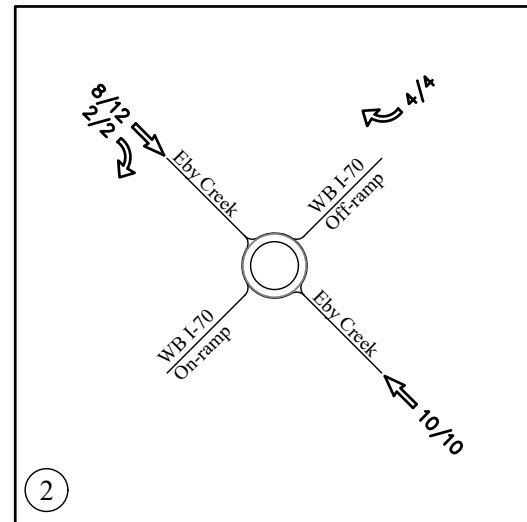
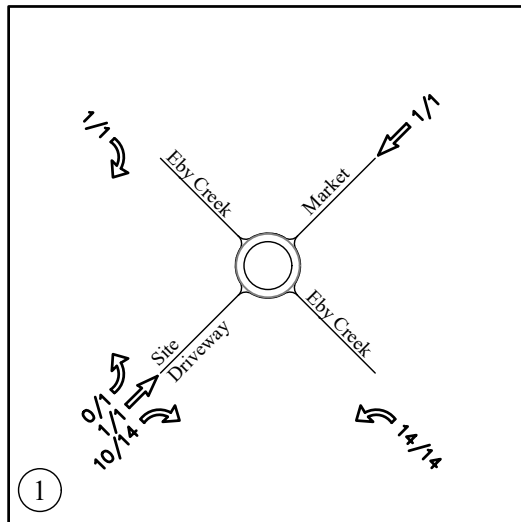
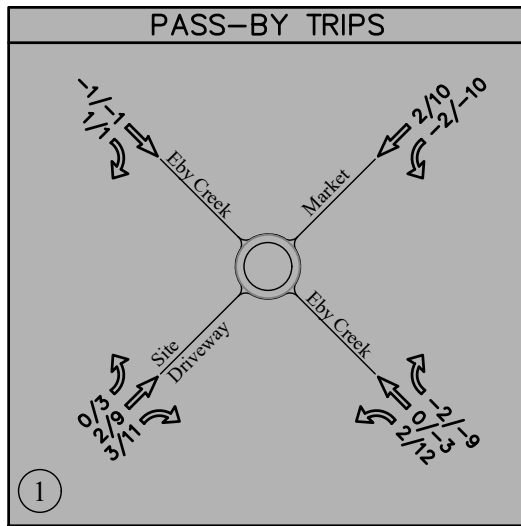
EXHIBIT 6

ANB BANK PROJECT TRIP DISTRIBUTION



NOT TO SCALE
JANUARY 17, 2025





12/34 - AM Peak Hour/PM Peak Hour

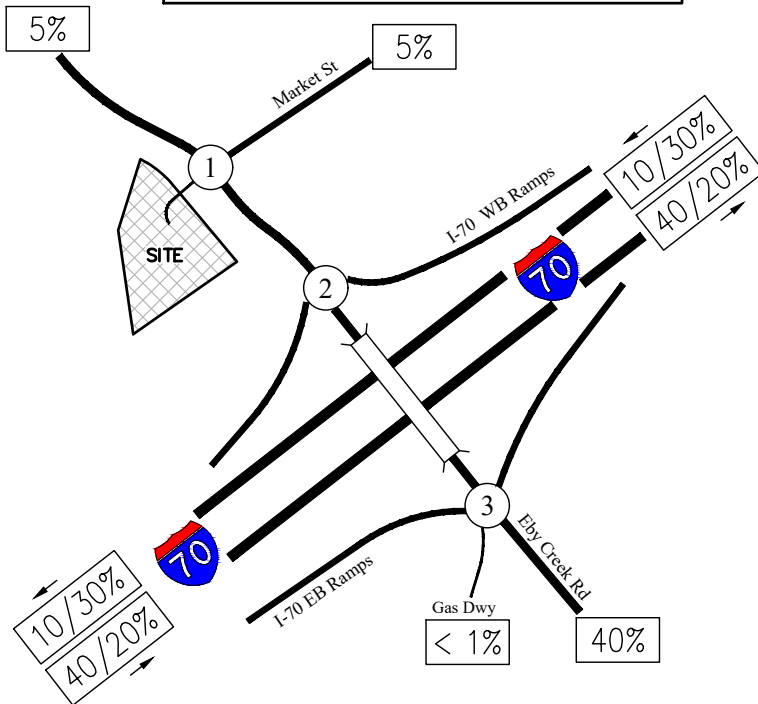
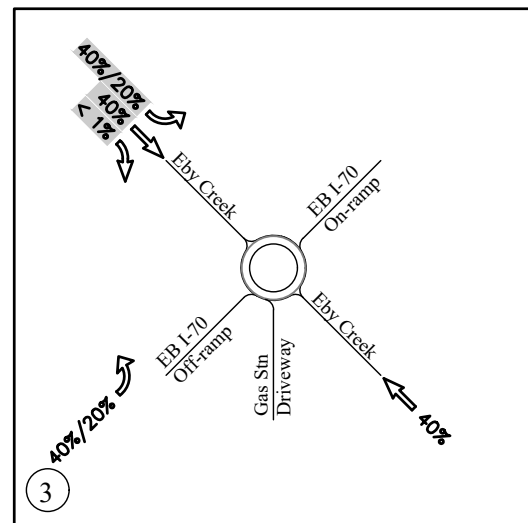
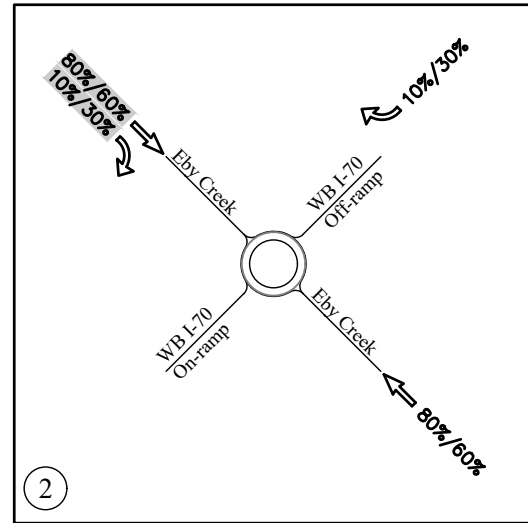
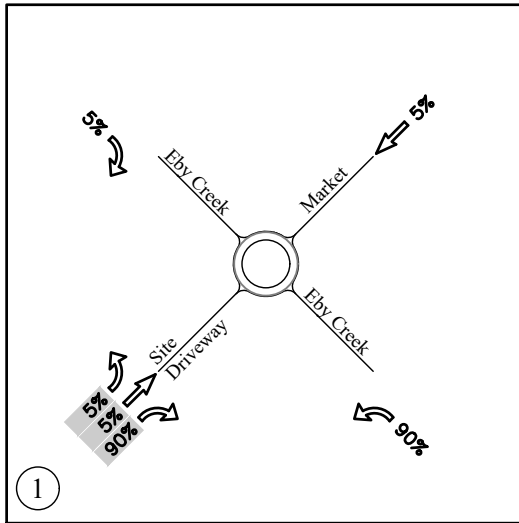


NOT TO SCALE
JANUARY 17, 2025

EXHIBIT 7

ANB BANK SITE-GENERATED NEW AND PASS-BY TRIPS



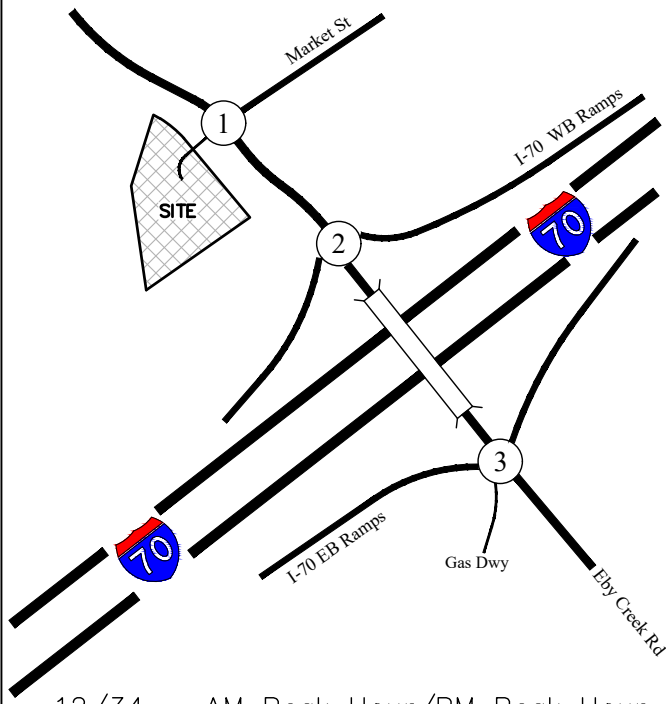
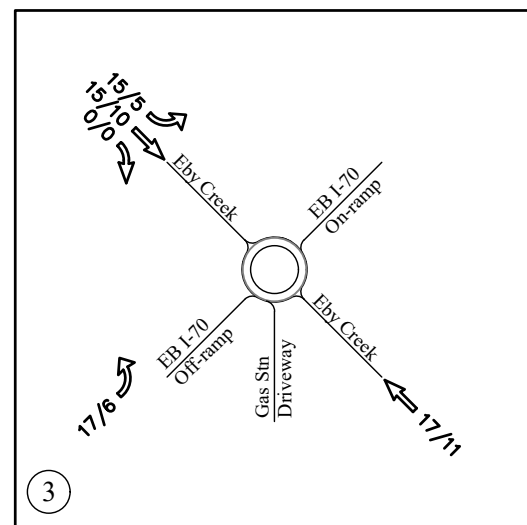
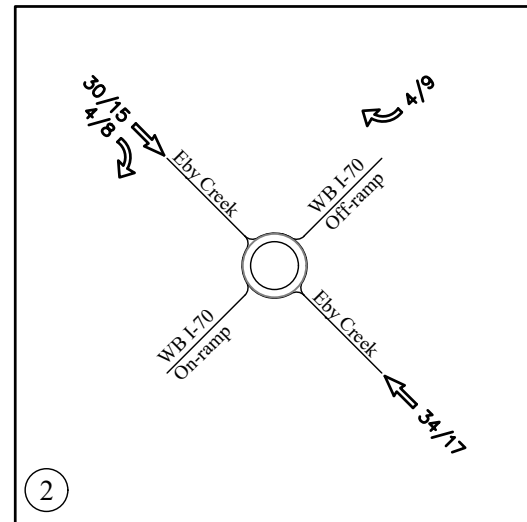
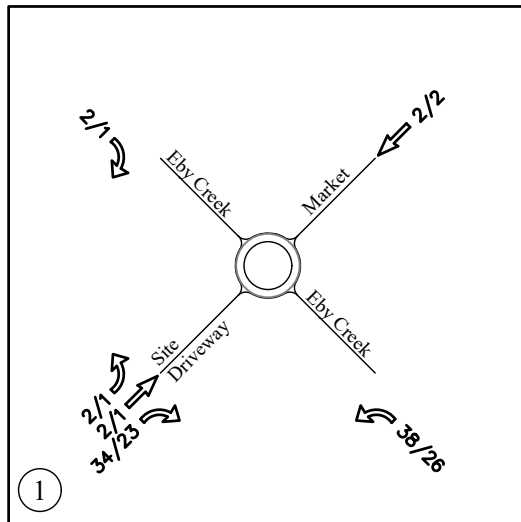
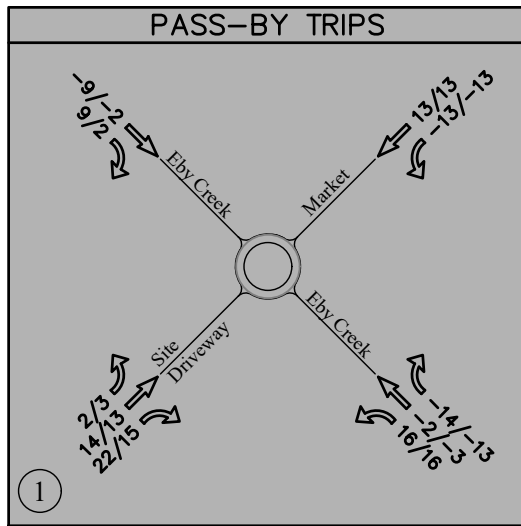


- XX% - GENERAL TRIP DISTRIBUTION
- XX% - PROJECT GENERATED INGRESS TRIPS (AM/PM)
- YY% - PROJECT GENERATED EGRESS TRIPS (AM/PM)

EXHIBIT 8

LONG-RANGE (FAST-FOOD) TRIP DISTRIBUTION

NOT TO SCALE
JANUARY 17, 2025



12/34 - AM Peak Hour/PM Peak Hour

NOT TO SCALE
JANUARY 17, 2025

EXHIBIT 9

FAST-FOOD SITE-GENERATED NEW AND PASS-BY TRIPS

FUTURE YEAR TRAFFIC IMPACT ANALYSIS

Level of service calculations for the short-term (Year 2027) and long-range (Year 2045) conditions assumed that the existing traffic volumes as shown on Exhibit 5 experience a background increase above the 2024 volumes at 1.0% per year. Two scenarios were examined for each of the future scenarios, one without the proposed project and one with the proposed project completed. A list of the future scenarios follows.

- Short-term Condition (Year 2027) without the Project
- Short-term Condition (Year 2027) with the Project
- Long-range Condition (Year 2045) without the Project
- Long-range Condition (Year 2045) with the Project and the Fast-food Restaurant

These scenarios will allow a specific comparison of impacts to the study area intersections and allow a determination to be made as to the extent of the project's impact and if any mitigation measures will be required.

Short-Term Condition (Year 2027) without the project

Level of Service

The intersections were analyzed for capacity, delay and level of service Rodel (version 1.96). The traffic volumes for this scenario include the existing (Year 2024) traffic volumes as shown on Exhibit 5 with three years of ambient growth applied. The total traffic volumes anticipated under this condition are shown on Exhibit 10. A summary of the results is shown in the following table

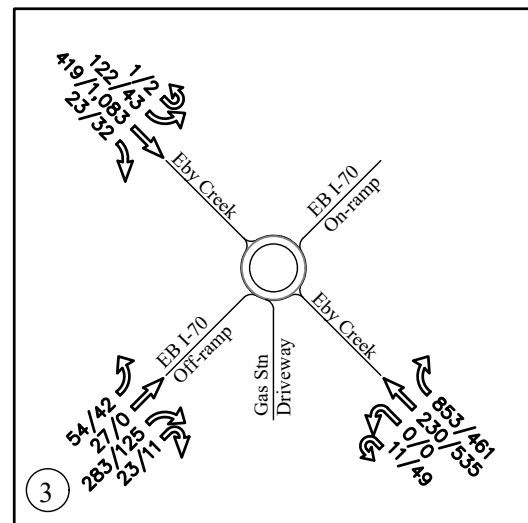
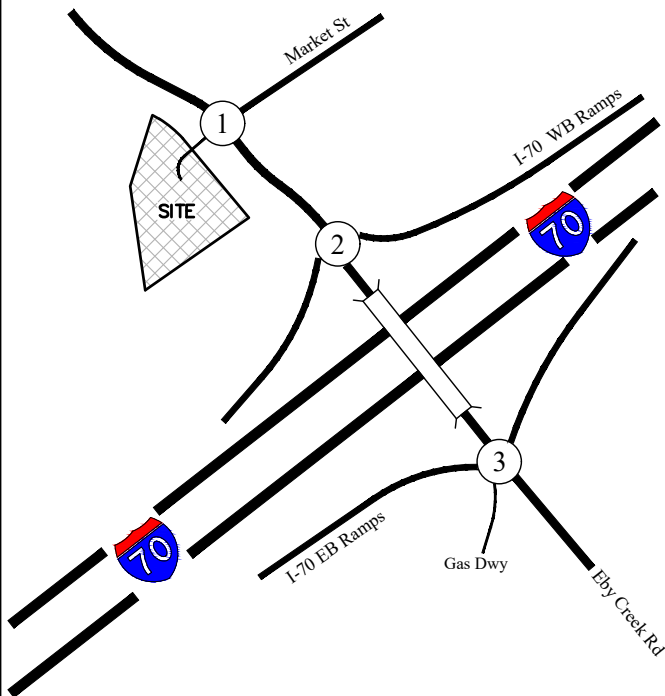
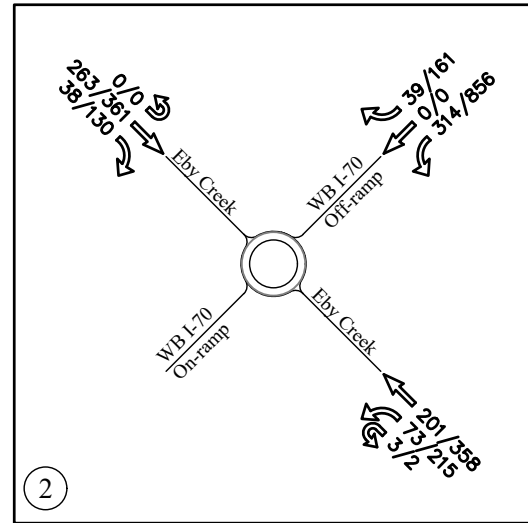
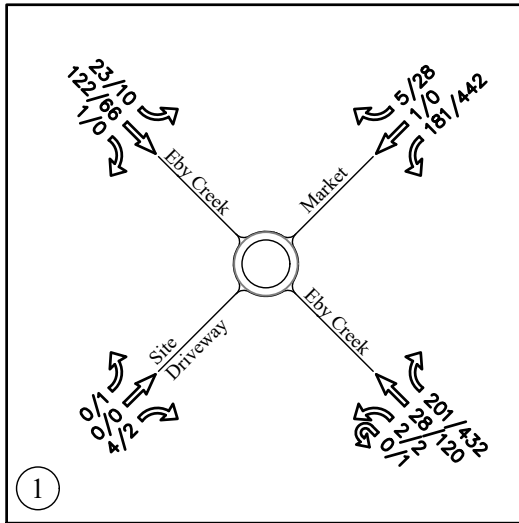
Table 6 -Year 2027 Levels of Service without Project

INTERSECTION (S)ignalized (U)nsignalized (R)oundabout		Approach Or Overall	AM Peak		PM Peak	
			Delay (sec)	LOS	Delay (sec)	LOS
Eby Creek Rd & Market St / Site Driveway	R	Ovr	6.8	A	11.4	B
Eby Creek Rd & Westbound I-70 Ramps	R	Ovr	5.3	A	11.6	B
Eby Creek Rd & Eastbound I-70 Ramps	R	Ovr	13.5	B	9.4	A

With the anticipated increase in traffic over the next three years, the intersections within the study area are anticipated to operate almost identical to the existing conditions.

Queuing

The 95th percentile queue results for the short-term no-project condition were reviewed. No significant queues are anticipated at the study area intersections for this scenario beyond what is shown in the existing conditions.



12/34 – AM Peak Hour/PM Peak Hour



NOT TO SCALE
JANUARY 17, 2025

EXHIBIT 10

SHORT-TERM (2027) NO PROJECT TRAFFIC VOLUMES

Short-term Condition (Year 2027) with the Project

The traffic volumes included in this scenario include the short-term (year 2027) no-project traffic volumes as shown on Exhibit 10 plus the additional traffic from the proposed ANB Bank project, as shown on Exhibit 7. The total traffic volumes anticipated under this condition are shown on Exhibit 11. A summary of the Rodel results is shown in the following table.

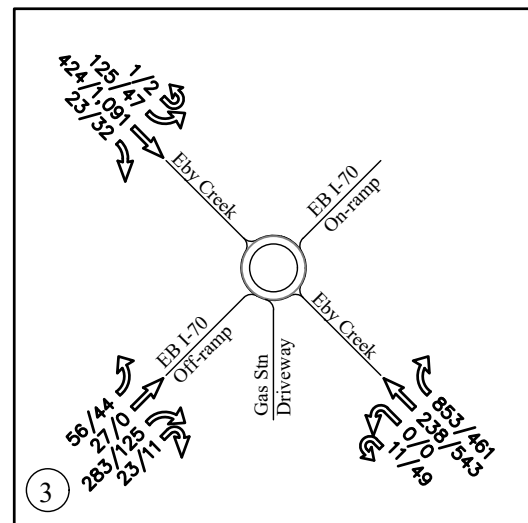
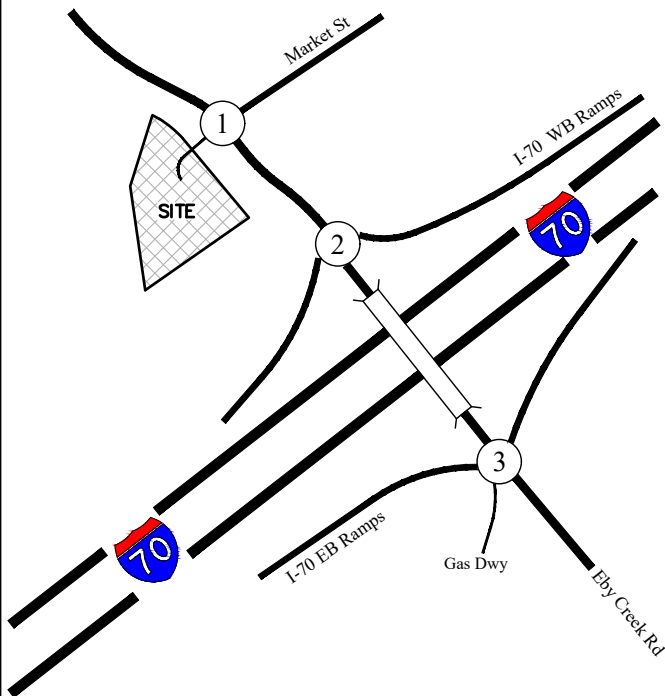
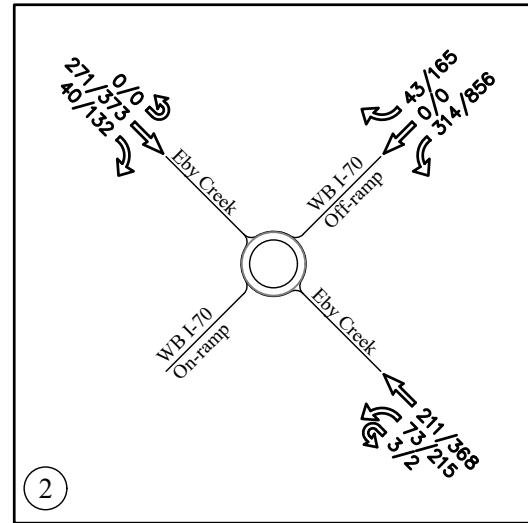
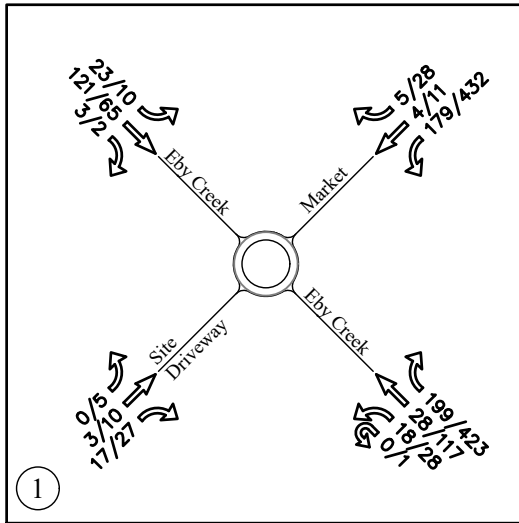
Table 7 -Year 2027 Levels of Service with Project

INTERSECTION (S)ignalized (U)nsignalized (R)oundabout		Approach Or Overall	AM Peak		PM Peak	
			Delay (sec)	LOS	Delay (sec)	LOS
Eby Creek Rd & Market St / Site Driveway	R	Ovr	6.9	A	11.7	B
Eby Creek Rd & Westbound I-70 Ramps	R	Ovr	5.4	A	11.9	B
Eby Creek Rd & Eastbound I-70 Ramps	R	Ovr	13.6	B	9.6	A

With the additional traffic generated by the proposed project, all of the study area intersections are anticipated to operate at acceptable levels of service with little change to the overall level of service shown in the existing conditions. The added driveway approach to the Eby Creek Road & Market Street intersection is shown to operate at LOS A. The level of service reports for the short-term with the project condition are provided in the technical appendix.

Queuing

The 95th percentile queue results for the short-term with project condition were reviewed. No significant queues are anticipated at the study area intersections for this scenario beyond what has already been identified in the existing conditions.



12/34 – AM Peak Hour/PM Peak Hour



NOT TO SCALE
JANUARY 17, 2025

EXHIBIT 11

SHORT-TERM (2027) WITH PROJECT TRAFFIC VOLUMES



Long-Range Condition (Year 2045) without the Project

This section focuses on the long-range scenario of the year 2045. This scenario assumes that the bank project and adjacent site have not been constructed and the site remains undeveloped. This analysis will show how the future traffic volumes will be handled by the existing facilities and what new elements may be needed for the traffic system to continue functioning at an acceptable level of service. The traffic volumes for this condition include the existing traffic, as shown on Exhibit 5 with an ambient background growth applied over the next twenty-one years. Please see Exhibit 12 for the traffic volumes used for this scenario. A summary of the level of service results are shown in the following table

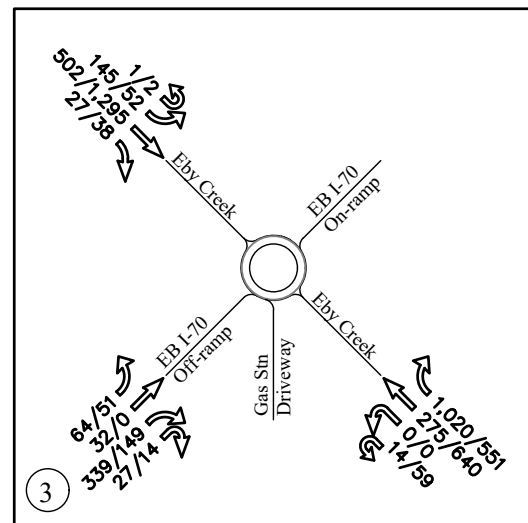
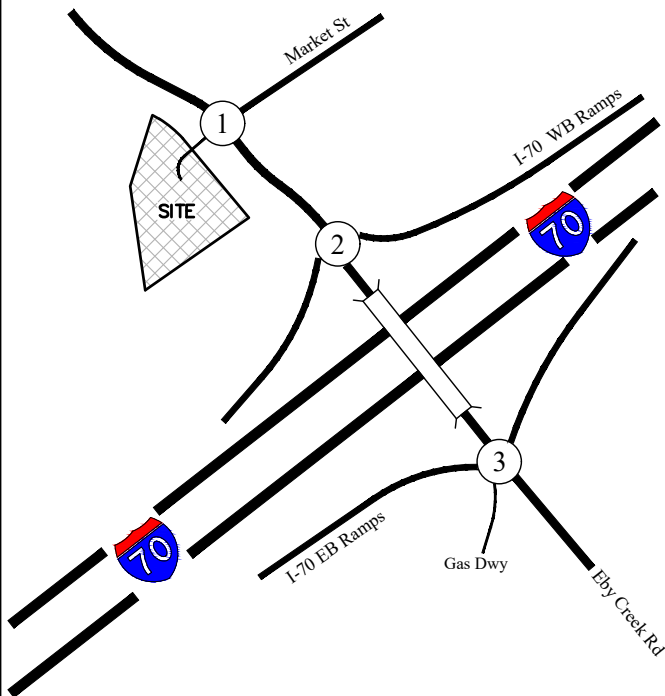
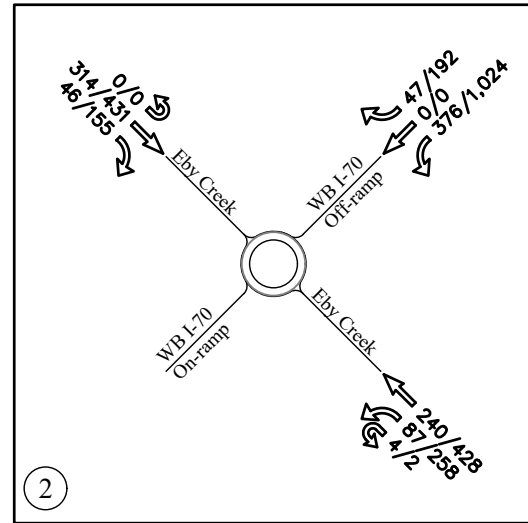
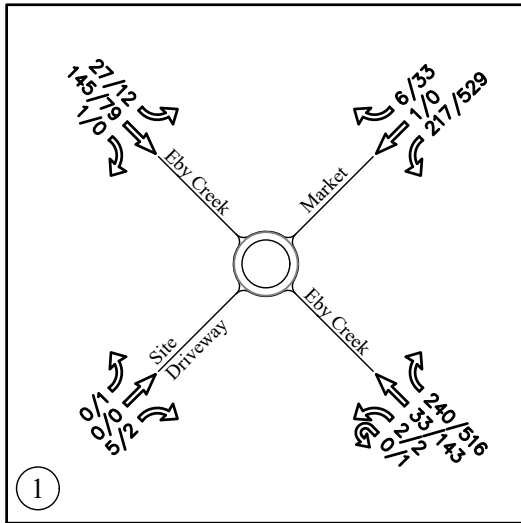
Table 8 -Year 2045 Levels of Service without Project

INTERSECTION (S)ignalized (U)nsignalized (R)oundabout		Approach Or Overall	AM Peak		PM Peak	
			Delay (sec)	LOS	Delay (sec)	LOS
Eby Creek Rd & Market St / Site Driveway	R	Ovr	7.4	A	14.4	B
Eby Creek Rd & Westbound I-70 Ramps	R	Ovr	5.8	A	21.3	C
Eby Creek Rd & Eastbound I-70 Ramps	R	Ovr	17.7	C	12.6	B

For the long-range condition without the proposed project, the study area intersections are generally anticipated to operate at acceptable levels of service and within capacity. The westbound I-70 off-ramp is shown to fall to LOS D for this scenario and the northbound right turn from Eby Creek Road onto eastbound I-70 is shown to be approaching capacity. If future growth exceeds the assumed 1% utilized in this study, CDOT may need to expand the eastbound on-ramp capacity to accommodate higher volumes of traffic making this maneuver. The level of service reports for the long-range no project conditions are provided in the technical appendix.

Queuing

For the long-range condition, 95th percentile queue estimates are anticipated to be lengthy on a couple of approaches for the study area intersections. Specifically, the northbound approach on Eby Creek Road at the eastbound I-70 ramps is estimated to exceed 17 vehicles in the bypass lane (~425') during the AM peak hour, which would extend through the upstream Chambers Avenue roundabout intersection. Queues on the westbound I-70 off-ramp are estimated to exceed 21 vehicles (~525') during the PM peak, which would be approximately 500' from the I-70 travel lanes.



12/34 – AM Peak Hour/PM Peak Hour



NOT TO SCALE
JANUARY 17, 2025

EXHIBIT 12

LONG-RANGE (2045) NO PROJECT TRAFFIC VOLUMES



Long-Range Conditions (Year 2045) with the Project

The traffic volumes included in this scenario include the long-range (Year 2045) traffic volumes as shown on Exhibit 11, and the additional traffic from the proposed ANB Bank project and the adjacent parcel (assumed to be a fast-food restaurant), as shown on Exhibits 7 and 9. The total traffic volumes anticipated under this condition are shown on Exhibit 13. A summary of the results is shown in the following table.

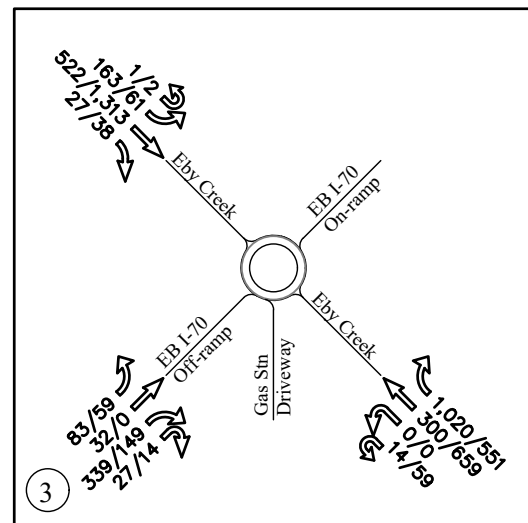
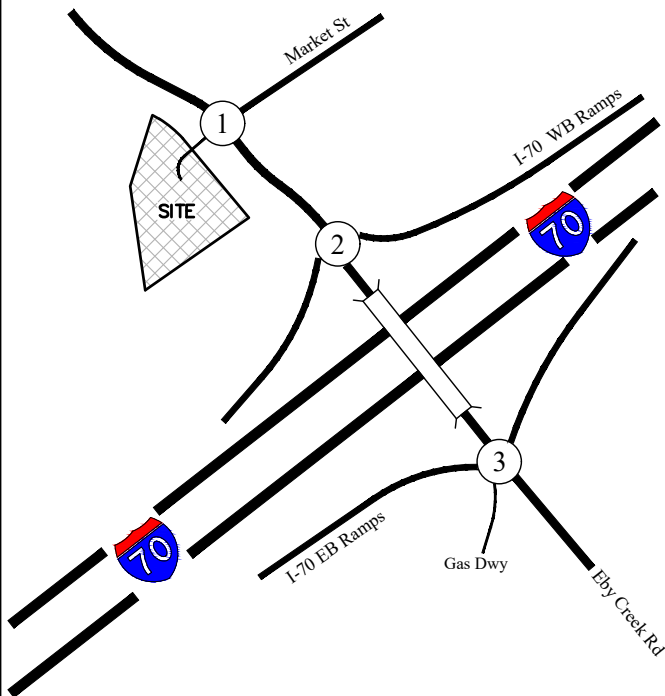
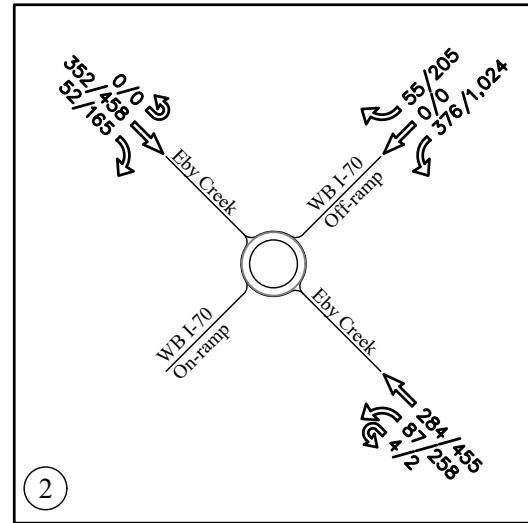
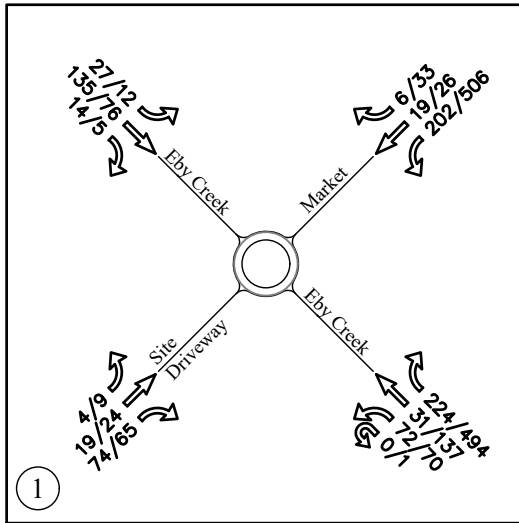
Table 9 - Year 2045 Levels of Service with the Project

INTERSECTION		Approach Or Overall	AM Peak		PM Peak	
			Delay (sec)	LOS	Delay (sec)	LOS
Eby Creek Rd & Market St / Site Driveway	R	Ovr	8.0	A	16.1	C
Eby Creek Rd & Westbound I-70 Ramps	R	Ovr	6.2	A	25.2	D
Eby Creek Rd & Eastbound I-70 Ramps	R	Ovr	19.2	C	13.3	B

The long-range condition with the proposed project and a fast-food restaurant on the neighboring parcel results in similar operations at the study area intersection as the no-project condition, but the Eby Creek & Market and Eby Creek & Westbound I-70 Ramps roundabouts are anticipated to degrade in level of service during the PM peak hour to LOS C and LOS D respectively. No improvements are anticipated to be required to accommodate the ANB Bank and neighboring development projects for the long-range condition. The level of service reports for the long-range with the project condition (Year 2045) are provided in the technical appendix.

Queuing

With the project in the long-range condition, the 95th percentile queue on the site driveway approach of the Eby Creek Road & Market Street roundabout is estimated to be less than one vehicle and no on-site significant on-site queuing is anticipated. At the remaining study area intersections, 95th percentile queues are comparable to the no-project conditions and the site-generated traffic is not anticipated to have a significant impact on queue.



12/34 – AM Peak Hour/PM Peak Hour



NOT TO SCALE
JANUARY 17, 2025

EXHIBIT 13

LONG-RANGE (2045) WITH PROJECT TRAFFIC VOLUMES



CONCLUSIONS & RECOMMENDATIONS

Based on the analysis, findings and conclusions discussed in this report, the ANB Bank project and a potential redevelopment of the adjacent parcel are not anticipated to have a significant impact on the surrounding transportation system and no mitigation should be required.

The analysis results indicate that all of the intersections within the study are currently operating at acceptable levels of service and will continue to operate at acceptable levels with the project and in the long-range conditions.

The northbound right turn movement from Eby Creek Road onto the eastbound I-70 on-ramp is heavy during the AM peak hour (828 vehicles per hour). If all of the vehicles utilize the bypass lane, significant delays and queuing can occur. It is assumed that a portion of these right turning vehicles utilize the left northbound lane and enter the roundabout before making the turn onto the on-ramp. The proportion of vehicles that utilize the bypass vs the left lane plays a large role on the operation of this approach. It is assumed that as traffic increases in the future, a balance between the two lanes will occur to not overburden the bypass lane. If growth continues for this movement, the approach is anticipated to near capacity in the long-range conditions and CDOT may need to expand the eastbound on-ramp capacity to accommodate higher volumes of traffic making this maneuver.

Queuing was evaluated at the study area intersections for all conditions. There are no significant queuing issues currently at the study area intersections. In the long-range conditions, the northbound approach queue on Eby Creek Road at the eastbound I-70 ramps intersection is anticipated to spill through the upstream Chambers Avenue roundabout intersection during the AM peak hour unless modifications are made to the on-ramp to increase capacity. Additionally, the westbound I-70 off-ramp approach to Eby Creek Road is anticipated to experience lengthy queues (500'+) during the PM peak hour, which would back up approximately 500' short of the I-70 travel lanes.

ANB Bank - Traffic Impact Study - January 17, 2025

Table 10 - Delay and Level of Service Summary (All Conditions)

Intersection and Movments	S, R or U	Existing				Short-term (2027) No Project				Short-term (2027) Build				Long-range (2045) No Project				Long-range (2045) Build			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Eby Creek Rd & Market Street	R	Base Condition				Unchanged				with site driveway				Unchanged				with site driveway			
		6.7	A	11.1	B	6.8	A	11.4	B	6.9	A	11.7	B	7.4	A	14.4	B	8.0	A	16.1	C
		0.1	A	0.1	A	0.1	A	0.1	A	5.4	A	6.8	A	0.1	A	0.1	A	7.3	A	9.0	A
		6.0	A	10.0	A	6.1	A	10.3	B	6.1	A	10.6	B	6.5	A	12.4	B	6.9	A	13.5	B
		7.2	A	12.6	B	7.3	A	13.0	B	7.5	A	13.6	B	7.9	A	16.9	C	8.7	A	20.2	C
Eby Creek Rd & I-70 Westbound Ramps	R	Base Condition				Unchanged				Unchanged				Unchanged				Unchanged			
		5.2	A	11.0	B	5.3	A	11.6	B	5.4	A	11.9	B	5.8	A	21.3	C	6.2	A	25.2	D
		4.5	A	12.1	B	4.6	A	13.0	B	4.7	A	13.4	B	5.2	A	29.7	D	5.4	A	37.2	E
		7.1	A	11.3	B	7.2	A	11.7	B	7.3	A	11.9	B	7.8	A	14.6	B	8.4	A	15.5	C
		4.1	A	8.3	A	4.2	A	8.7	A	4.3	A	8.8	A	4.8	A	12.1	B	5.0	A	12.8	B
Eby Creek Rd & I-70 Eastbound Ramps	R	Base Condition				Unchanged				Unchanged				Unchanged				Unchanged			
		12.9	B	9.3	A	13.5	B	9.4	A	13.6	B	9.6	A	17.7	C	12.6	B	19.2	C	13.3	B
		5.4	A	5.8	A	5.5	A	6.0	A	5.6	A	6.2	A	6.3	A	7.9	A	6.7	A	8.5	A
		10.4	B	12.2	B	11.0	B	12.8	B	11.2	B	13.0	B	20.9	C	19.5	C	25.1	D	21.5	C
		26.9	D	11.2	B	28.6	D	11.5	B	28.8	D	11.5	B	37.2	E	13.1	B	38.9	E	13.2	B
- bypass																					
		5.0	A	7.2	A	5.1	A	7.4	A	5.1	A	7.5	A	5.5	A	9.1	A	5.7	A	9.4	A
Southbound																					

**Traffic Impact Study
ANB Bank - Eagle**

**TECHNICAL APPENDIX
January 17, 2025**

RAW TRAFFIC COUNTS



ALL TRAFFIC DATA SERVICES

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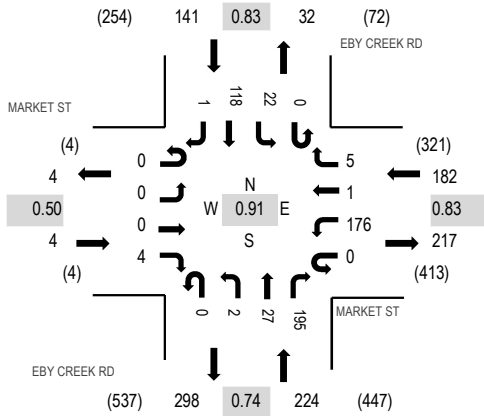
Location: 1 EBY CREEK RD & MARKET ST AM

Date: Wednesday, December 11, 2024

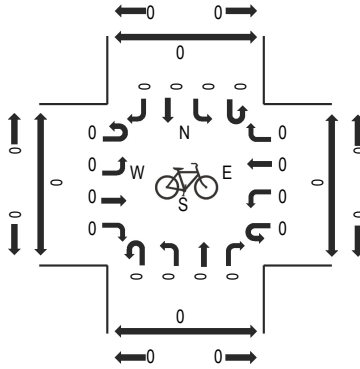
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

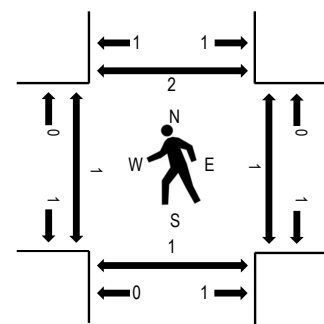
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MARKET ST Eastbound				MARKET ST Westbound				EBY CREEK RD Northbound				EBY CREEK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	14	0	1	0	0	2	20	0	2	29	0	68	483	0	0	0	2
7:15 AM	0	0	0	1	0	36	0	1	0	1	3	40	0	6	33	1	122	551	0	0	0	0
7:30 AM	0	0	0	1	0	43	0	1	0	0	3	62	0	4	27	0	141	544	1	1	1	1
7:45 AM	0	0	0	0	0	54	1	2	0	0	6	45	0	8	36	0	152	547	0	0	0	1
8:00 AM	0	0	0	2	0	43	0	1	0	1	15	48	0	4	22	0	136	543	0	0	0	0
8:15 AM	0	0	0	0	0	42	0	0	0	0	8	42	0	2	21	0	115		0	0	0	0
8:30 AM	0	0	0	0	0	43	0	3	0	0	9	53	0	1	35	0	144		0	0	0	0
8:45 AM	0	0	0	0	0	36	0	0	0	0	17	72	0	4	19	0	148		0	0	0	1
Count Total	0	0	0	4	0	311	1	9	0	2	63	382	0	31	222	1	1,026		1	1	1	5
Peak Hour	0	0	0	4	0	176	1	5	0	2	27	195	0	22	118	1	551		1	1	1	2



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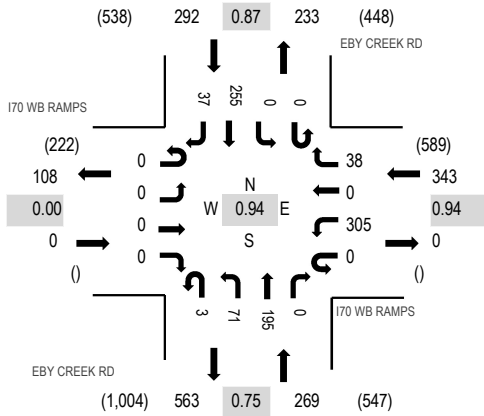
Location: 2 EBY CREEK RD & I70 WB RAMPS AM

Date: Wednesday, December 11, 2024

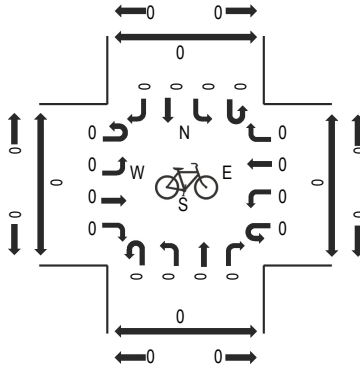
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

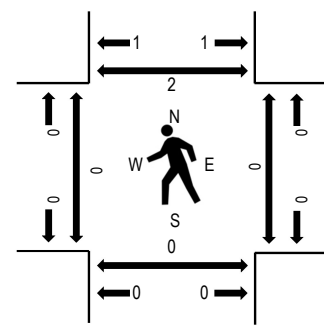
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I70 WB RAMPS Eastbound				I70 WB RAMPS Westbound				EBY CREEK RD Northbound				EBY CREEK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	35	0	1	1	21	21	0	0	0	39	5	123	786	0	0	0	0
7:15 AM	0	0	0	0	0	56	0	3	1	25	41	0	0	0	61	7	194	890	0	0	0	0
7:30 AM	0	0	0	0	0	71	0	9	2	18	56	0	0	0	57	16	229	904	0	0	0	0
7:45 AM	0	0	0	0	0	81	0	8	0	20	45	0	0	0	79	7	240	896	0	0	0	0
8:00 AM	0	0	0	0	0	78	0	13	0	16	49	0	0	0	65	6	227	888	0	0	0	2
8:15 AM	0	0	0	0	0	75	0	8	1	17	45	0	0	0	54	8	208		0	0	0	0
8:30 AM	0	0	0	0	0	66	0	10	0	20	49	0	0	0	66	10	221		0	0	0	0
8:45 AM	0	0	0	0	0	62	0	13	1	21	77	0	0	0	53	5	232		0	0	0	0
Count Total	0	0	0	0	0	524	0	65	6	158	383	0	0	0	474	64	1,674		0	0	0	2
Peak Hour	0	0	0	0	0	305	0	38	3	71	195	0	0	0	255	37	904		0	0	0	2



ALL TRAFFIC DATA SERVICES

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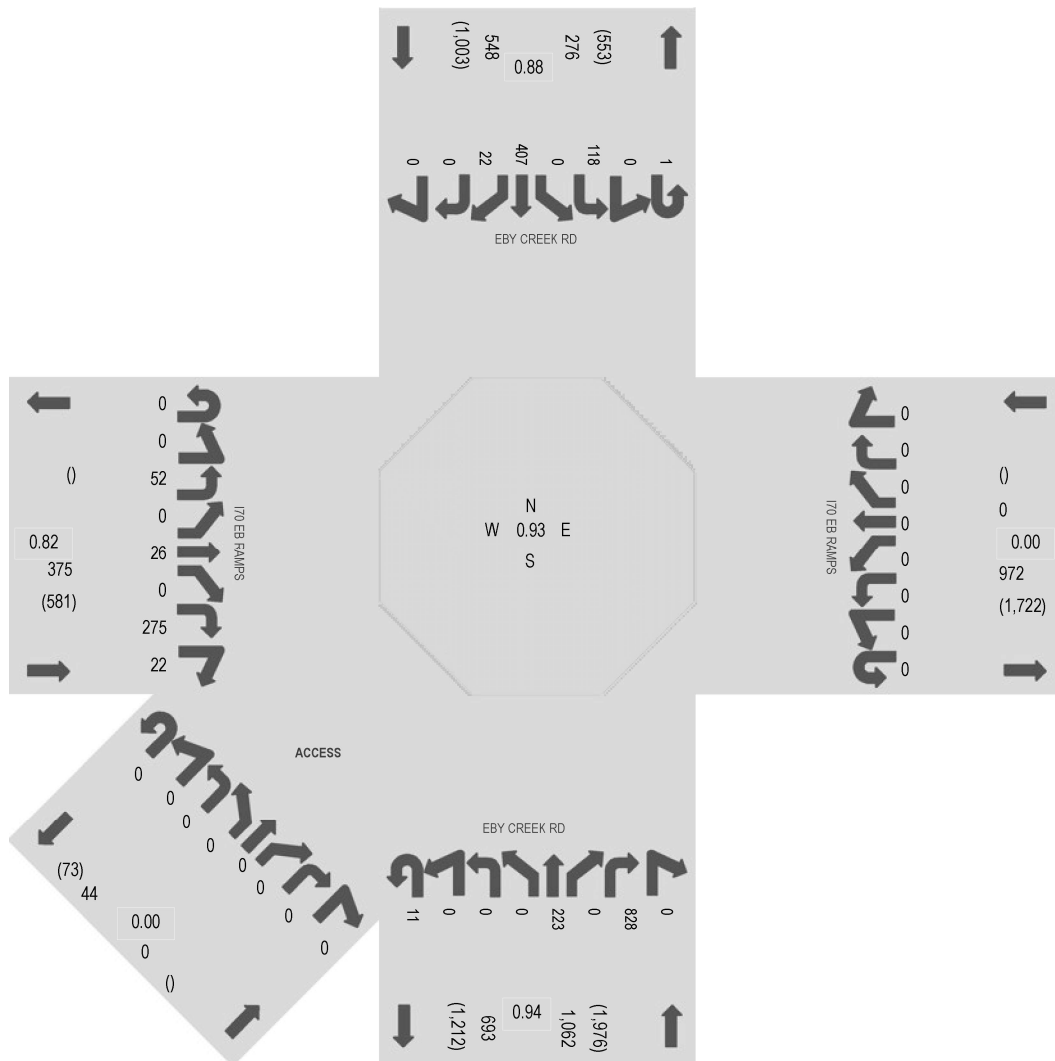
Location: 3 EBY CREEK RD & I70 EB RAMPS AM

Date: Wednesday, December 11, 2024

Peak Hour: 07:15 AM - 08:15 AM

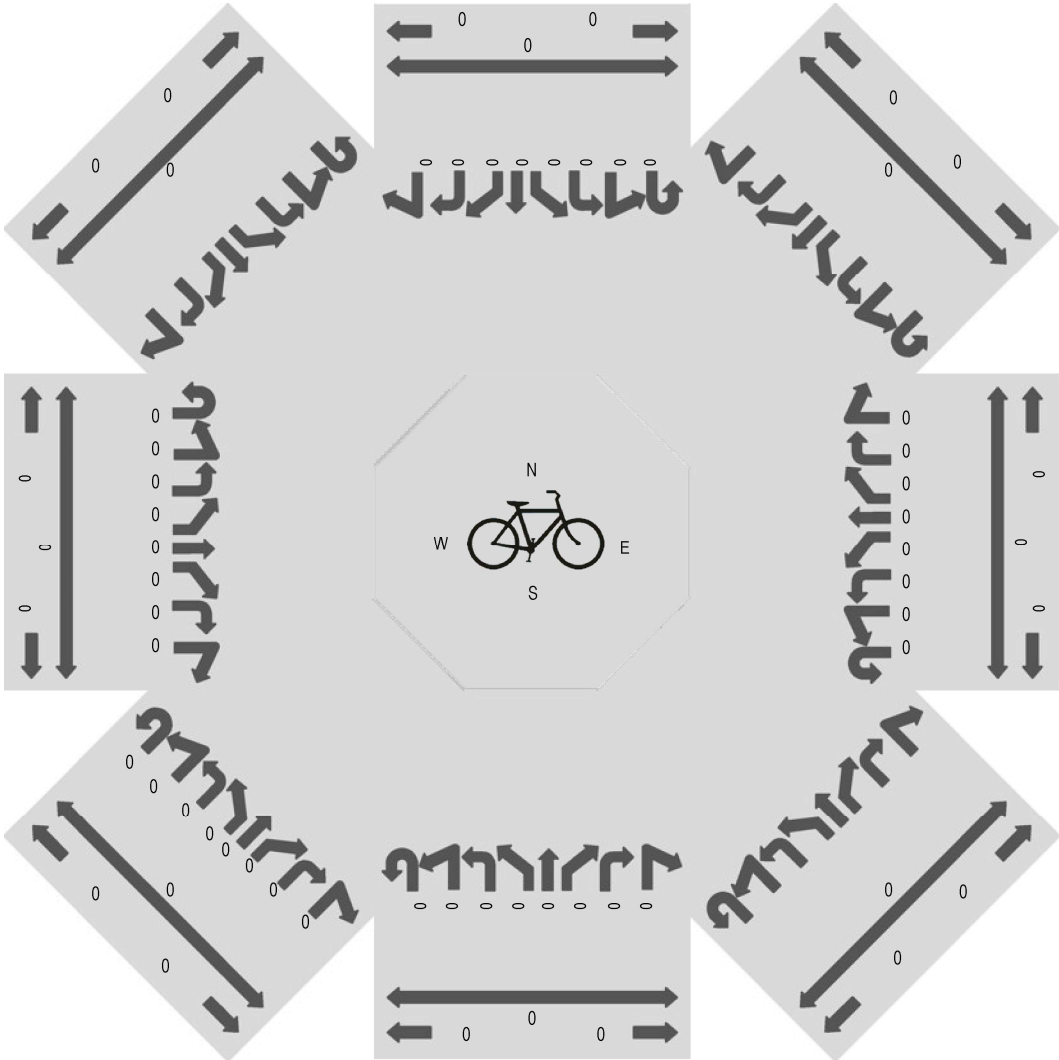
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles

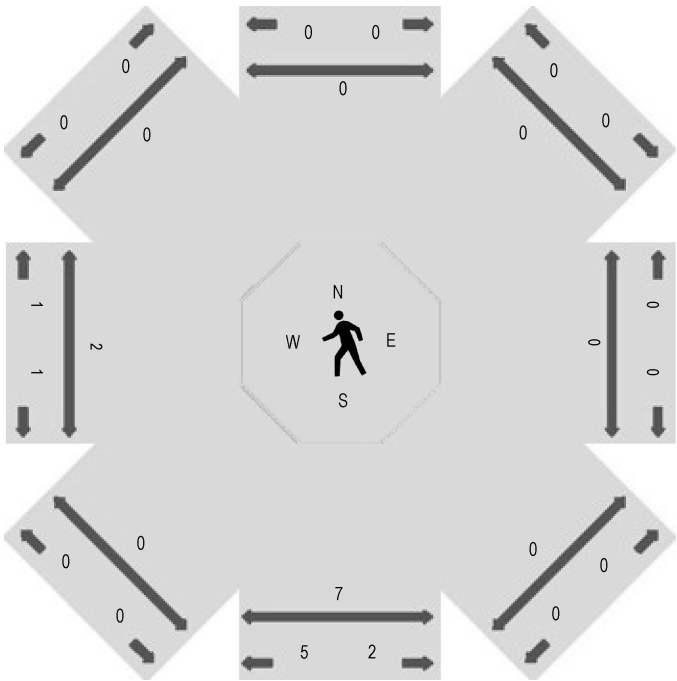


Note: Total study counts contained in parentheses.

Peak Hour - Bicycles



Peak Hour - Pedestrians



Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
7:00 AM	0	0	0	0	0	0	0	0									1	0	0	0	38	0	130	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0									5	0	0	0	63	0	211	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0									2	0	0	0	53	0	228	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0									3	0	0	0	50	0	199	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0									1	0	0	0	57	0	190	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0									1	0	0	0	49	0	182	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0									2	0	0	0	60	0	182	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0									2	0	0	0	91	0	176	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0									17	0	0	0	461	0	1,498	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0									11	0	0	0	223	0	828	0	0	0	0	0	0	0	0	0

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
7:00 AM	0	0	6	0	5	0	40	1									0	0	19	0	54	3	0	0									297	1,809
7:15 AM	0	0	6	0	13	0	45	4									1	0	27	0	79	6	0	0									460	1,985
7:30 AM	0	0	21	0	9	0	77	8									0	0	36	0	95	2	0	0									531	1,938
7:45 AM	0	0	13	0	2	0	88	4									0	0	34	0	119	9	0	0									521	1,834
8:00 AM	0	0	12	0	2	0	65	6									0	0	21	0	114	5	0	0									473	1,751
8:15 AM	0	0	10	0	0	0	38	1									0	0	20	0	105	7	0	0									413	
8:30 AM	0	0	9	0	0	0	35	6									0	0	20	0	111	2	0	0									427	
8:45 AM	0	0	14	0	0	0	36	5									0	0	16	0	94	4	0	0									438	
Count Total	0	0	91	0	31	0	424	35									1	0	193	0	771	38	0	0									3,560	
Peak Hour	0	0	52	0	26	0	275	22									1	0	118	0	407	22	0	0									1,985	



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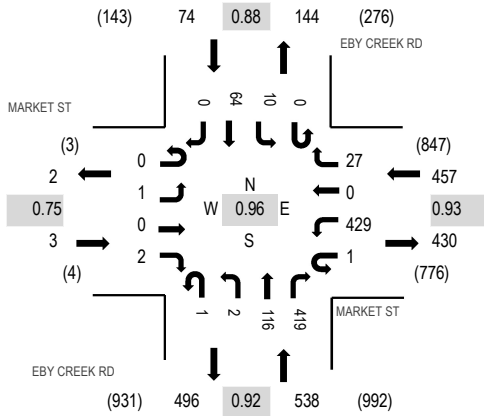
Location: 1 EBY CREEK RD & MARKET ST PM

Date: Wednesday, December 11, 2024

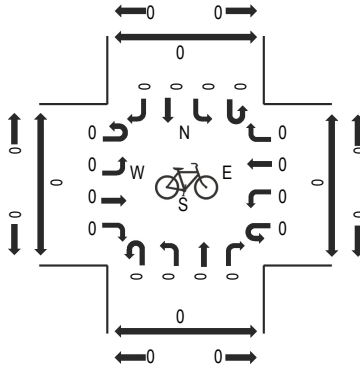
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

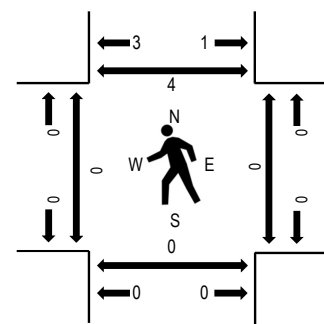
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



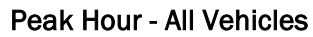
Peak Hour - Pedestrians



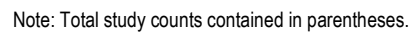
Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

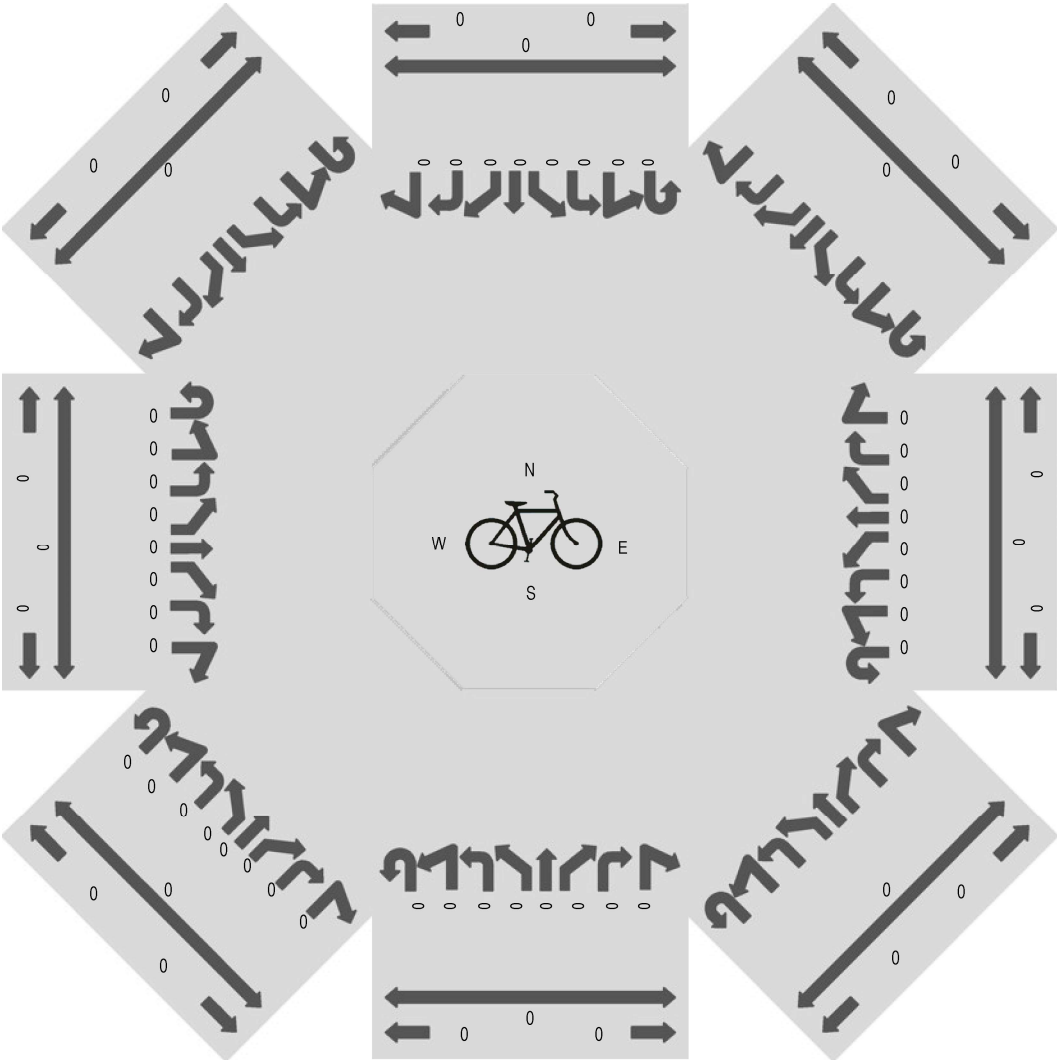
Interval Start Time	MARKET ST Eastbound				MARKET ST Westbound				EBY CREEK RD Northbound				EBY CREEK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	1	94	0	8	2	0	27	90	0	2	13	0	237	1,045	0	0	0	0
4:15 PM	0	1	0	0	0	110	0	5	0	0	31	115	0	1	15	0	278	1,072	0	0	0	3
4:30 PM	0	0	0	0	0	93	0	10	0	0	28	107	0	3	14	0	255	1,033	0	0	0	0
4:45 PM	0	0	0	1	1	111	0	4	0	1	24	111	0	2	20	0	275	1,007	0	0	0	0
5:00 PM	0	0	0	1	0	115	0	8	1	1	33	86	0	4	15	0	264	941	0	0	0	1
5:15 PM	0	0	0	0	0	88	0	4	2	0	30	92	0	0	23	0	239		0	0	0	0
5:30 PM	0	0	0	0	0	87	0	9	2	0	24	95	0	1	11	0	229		0	0	0	1
5:45 PM	0	0	0	1	0	95	1	3	0	0	27	63	0	2	17	0	209		0	0	0	0
Count Total	0	1	0	3	2	793	1	51	7	2	224	759	0	15	128	0	1,986		0	0	0	5
Peak Hour	0	1	0	2	1	429	0	27	1	2	116	419	0	10	64	0	1,072		0	0	0	4



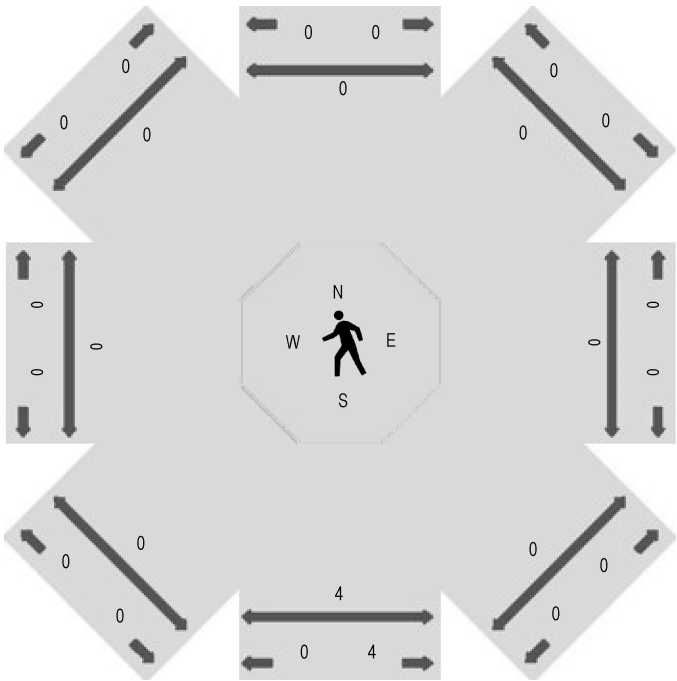
Peak 15-Minutes: 05:00 PM - 05:15 PM



Peak Hour - Bicycles



Peak Hour - Pedestrians



Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
4:00 PM	0	0	0	0	0	0	0	0									11	0	0	0	117	0	103	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0									3	0	0	0	130	0	105	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0									11	0	0	0	121	0	110	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0									4	0	0	0	121	0	118	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0									25	0	0	0	156	0	129	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0									8	0	0	0	121	0	90	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0									3	0	0	0	119	0	77	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0									3	0	0	0	76	0	80	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0									68	0	0	0	961	0	812	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0									48	0	0	0	519	0	447	0	0	0	0	0	0	0	0	0

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
4:00 PM	0	0	7	0	0	0	36	2									1	0	7	0	227	4	0	0									515	2,184
4:15 PM	0	0	16	0	0	0	31	3									0	0	14	0	253	6	0	0									561	2,301
4:30 PM	0	0	11	0	0	0	26	2									1	0	12	0	233	7	0	0									534	2,313
4:45 PM	0	0	7	0	0	0	26	2									0	0	9	0	283	4	0	0									574	2,311
5:00 PM	0	0	14	0	0	0	31	3									0	0	12	0	253	9	0	0									632	2,202
5:15 PM	0	0	9	0	0	0	38	4									1	0	9	0	282	11	0	0									573	
5:30 PM	0	0	6	0	0	0	22	4									1	0	5	0	285	10	0	0									532	
5:45 PM	0	0	6	0	0	0	19	3									1	0	3	0	267	7	0	0									465	
Count Total	0	0	76	0	0	0	229	23									5	0	71	0	2,083	58	0	0									4,386	
Peak Hour	0	0	41	0	0	0	121	11									2	0	42	0	1,051	31	0	0									2,313	

TRIP GENERATION CALCULATIONS

Trip Generation for Proposed ANB Bank

The current project is proposing to construct a 3,700 SF bank with two drive through lanes. The ATM will be a walk-up, not served by the drive-up lane. A bank with drive-up service lanes falls under land use category (LUC) 912 "Drive-in Bank" within the *Trip Generation Manual 11th Edition*, published by the Institute of Transportation Engineers. Therefore, LUC 912 was used.

The neighboring parcel is currently a vacant 3,500± SF fast-food restaurant with a drive-through window. Although not a part of this project, trip generation for this parcel was estimated to evaluate the adjacent intersection for the long-range with the driveway leg at full build out. A "highest and best use" was assumed for the adjacent property, which could include strip retail, convenience store, fast-food restaurant with drive-through, coffee shop with drive-through or a high-turnover (sit-down) restaurant. A convenience store and fast-food restaurant with drive-through would generate the most trips for the southern portion of the site. Therefore, land use category 934 "Fast-food Restaurant with Drive-Through Window" was used for estimating trips.

According to the *Trip Generation Handbook*, a fitted curve equation for estimating trips should be used if an equation is provided and the number of studies exceeds 20. If the number of studies is less than 20, then R^2 should be equal to or greater than 0.75 and the standard deviation equal or less than 0.55. The rate or equation is highlighted below, which indicates which was used.

Banks and fast-food restaurants experience a significant portion of their trips as pass-by trips, 30% AM and 60-65% PM for banks and 50% AM and 55% for fast-food restaurants, so the new added trip to the overall transportation system is less than the overall rates from the TGM would indicate.

Trip Generation

Per Trip Generation Manual, the following land use categories were applied.

LUC 912 - Drive-in Bank

<u>Weekday</u>	<u>Equation</u>	<u>Rate</u>	<u>% in</u>	<u>%out</u>	<u># Studies</u>	<u>Std Dev</u>	<u>R²</u>
AM Peak: n/a		9.95	58%	42%	44	6	n/a
PM Peak: n/a		21.01	50%	50%	114	15.13	n/a
ADT: n/a		100.35	50%	50%	19	68.62	n/a

			<u>Total</u>	<u>In</u>	<u>Out</u>
For X=	3.70	AM Peak=	37	21	16
		PM Peak=	78	39	39
		ADT=	372		

Pass-by Trips	30%	AM	10	5	5
	60%	PM	46	23	23

New Trips	AM	27	16	11
	PM	32	16	16

LUC 934 - Fast-Food Restaurant with Drive-through Window

<u>Weekday</u>	<u>Equation</u>	<u>Rate</u>	<u>% in</u>	<u>%out</u>	<u># Studies</u>	<u>Std Dev</u>	<u>R²</u>
AM Peak: n/a		44.61	51%	49%	96	27.14	n/a
PM Peak: n/a		33.03	52%	48%	190	17.59	n/a
ADT: n/a		467.48	50%	50%	71	238.62	n/a

			<u>Total</u>	<u>In</u>	<u>Out</u>
For X=	3.50	AM Peak=	156	80	76
		PM Peak=	116	60	56
		ADT=	1638		

Pass-by Trips	50%	AM	76	38	38
	55%	PM	62	31	31

New Trips		AM	80	42	38
		PM	54	29	25

**EXISTING (2024) CONDITIONS
LEVEL OF SERVICE AND QUEUING
CALCULATIONS**

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	49	0	15.00	1	18.00	1	48.00	53.00	42.00
2	Market St	126	0	13.50	1	17.00	1	90.00	64.00	20.00
3	Eby Creek Rd SB	240	0	12.70	1	18.60	1	63.00	51.00	46.00
4	Site Driveway	305	0	16.00	1	16.00	1	0.00	66.00	56.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	121.00	22.00	1	21.00	1	19.60	1
2	Market St	119.00	20.00	1	17.00	1	15.00	1
3	Eby Creek Rd SB	121.00	22.00	1	18.00	1	14.50	1
4	Site Driveway	119.00	22.00	1	19.00	1	19.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	20.00	2240	0	19.60	2927	0
2	Market St	0	1.000	0	1.000	20.00	2016	0	15.00	2240	0
3	Eby Creek Rd SB	0	1.000	0	1.000	20.00	1897	0	14.50	2166	0
4	Site Driveway	0	1.000	0	1.000	20.00	2390	0	19.00	2838	0

Traffic Flow Data (veh/hr)

2024 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	0	2	27	195	0	2.0	1.00	0.910
2	Market St	0	176	1	5	0	2.0	1.00	0.910
3	Eby Creek Rd SB	0	22	118	1	0	2.0	1.00	0.910
4	Site Driveway	0	0	0	4	0	2.0	1.00	0.910

Operational Results

2024 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR
			Entry	Bypass	Entry	Bypass		Entry	Bypass	
1	Eby Creek Rd NB	None	224		22		298	925		0.2421
2	Market St	None	182		29		217	1058		0.1720
3	Eby Creek Rd SB	None	141		179		32	837		0.1684
4	Site Driveway	None	4		316		4	751		0.0053

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	None	7.19		7.19	0.93		A		A
2	Market St	None	5.98		5.98	0.64		A		A
3	Eby Creek Rd SB	None	7.04		7.04	0.63		A		A
4	Site Driveway	None	0.05		0.05	0.00		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	41	0	12.80	1	19.00	1	46.00	125.00	33.00
2	I-70 WB Off-Ramp	117	0	24.00	2	24.80	2	45.00	113.00	15.00
3	Eby Creek Rd SB	230	0	22.90	2	26.30	2	47.00	66.00	15.00
4	I-70 WB On-ramp	319	0	15.00	1	15.00	1	50.00	60.00	40.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	134.00	20.00	1	26.00	2	23.00	2
2	I-70 WB Off-Ramp	138.00	22.00	1	15.00	1	15.00	1
3	Eby Creek Rd SB	134.00	33.00	2	20.70	1	16.00	1
4	I-70 WB On-ramp	138.00	33.00	2	16.90	1	17.60	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	20.00	1912	0	23.00	3435	0
2	I-70 WB Off-Ramp	0	1.000	0	1.000	20.00	3584	0	15.00	2240	0
3	Eby Creek Rd SB	0	1.000	0	1.000	20.00	3420	0	16.00	2390	0
4	I-70 WB On-ramp	0	1.000	0	1.000	20.00	2240	0	17.60	2629	0

Traffic Flow Data (veh/hr)

2024 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	3	71	195	0	0	2.0	1.00	0.940
2	I-70 WB Off-Ramp	0	305	0	38	0	2.0	1.00	0.940
3	Eby Creek Rd SB	0	0	255	37	0	2.0	1.00	0.940
4	I-70 WB On-ramp	0	0	0	0	0	2.0	1.00	0.940

Operational Results

2024 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd NB	None	269		0		563	1037		0.2595	
2	I-70 WB Off-Ramp	None	343		269		0	1814		0.1891	
3	Eby Creek Rd SB	None	292		379		233	1849		0.1579	
4	I-70 WB On-ramp	None	0		0		108	0		0.0000	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	None	7.14		7.14	1.04		A		A
2	I-70 WB Off-Ramp	None	4.53		4.53	0.73		A		A
3	Eby Creek Rd SB	None	4.13		4.13	0.60		A		A
4	I-70 WB On-ramp	None	0.00		0.00	0.00		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	46	0	13.90	1	19.80	1	77.00	120.00	21.00
2	EB 1-70 On-ramp	144	0	12.00	1	12.00	1	90.00	60.00	30.00
3	Eby Creek Rd SB	221	0	24.00	2	27.80	2	36.00	118.00	32.00
4	EB I-70 Off-ramp	303	0	24.00	2	26.00	2	40.00	190.00	26.00
5	Gas Station Dwy	348	0	12.00	1	12.00	1	90.00	60.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	132.00	22.00	1	28.00	2	26.00	2
2	EB 1-70 On-ramp	136.00	22.00	1	16.60	1	15.80	1
3	Eby Creek Rd SB	132.00	20.00	1	17.10	1	12.40	1
4	EB I-70 Off-ramp	136.00	33.00	2	13.00	1	12.00	1
5	Gas Station Dwy	146.00	34.00	2	22.00	1	19.30	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	23.90	3570	0	26.00	3883	0
2	EB 1-70 On-ramp	0	1.000	0	1.000	24.00	1792	0	15.80	2360	0
3	Eby Creek Rd SB	0	1.000	0	1.000	24.00	3584	0	12.40	1852	0
4	EB I-70 Off-ramp	0	1.000	0	1.000	24.00	3584	0	12.00	1792	0
5	Gas Station Dwy	0	1.000	0	1.000	24.00	1792	0	19.30	2882	0

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
1	Eby Creek Rd NB	Merge	600	13.9	1	10	1	23.9	2

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
1	Eby Creek Rd NB	13.9	1	0	349	155.000 1686	30	2	EB 1-70 On-ramp	1	2

Bypass Entry Capacity Modifiers and Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Calibration	
		Capacity + or -	Cross Walk Factor	Intercept + or -	Slope Factor
1	Eby Creek Rd NB	0	1.000	0	1.000

Traffic Flow Data (veh/hr)

2024 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows						Flow Modifiers		
		U-Turn	Exit-4	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	11	0	1	223	228	600	2.0	1.00	0.930
2	EB I-70 On-ramp	0	0	0	0	0	0	2.0	1.00	0.930
3	Eby Creek Rd SB	1	118	407	22	0	0	2.0	1.00	0.930
4	EB I-70 Off-ramp	0	52	26	275	22	0	2.0	1.00	0.930
5	Gas Station Dwy	0	0	0	0	0	0	2.0	1.00	0.930

Operational Results

2024 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd NB	Merge	463	600	197	372	693	983	758	0.4712	0.7917
2	EB 1-70 On-ramp	None	0		0		971	0		0.0000	
3	Eby Creek Rd SB	None	548		12		276	2159		0.2539	
4	EB I-70 Off-ramp	None	375		559		1	1699		0.2207	
5	Gas Station Dwy	None	0		0		44	0		0.0000	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	Merge	10.39	26.87	19.69	2.73	11.97	B	D	C
2	EB 1-70 On-ramp	None	0.00		0.00	0.00		A		A
3	Eby Creek Rd SB	None	5.00		5.00	1.21		A		A
4	EB I-70 Off-ramp	None	5.41		5.41	1.02		A		A
5	Gas Station Dwy	None	0.00		0.00	0.00		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	49	0	15.00	1	18.00	1	48.00	53.00	42.00
2	Market St	126	0	13.50	1	17.00	1	90.00	64.00	20.00
3	Eby Creek Rd SB	240	0	12.70	1	18.60	1	63.00	51.00	46.00
4	Site Driveway	305	0	16.00	1	16.00	1	0.00	66.00	56.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	121.00	22.00	1	21.00	1	19.60	1
2	Market St	119.00	20.00	1	17.00	1	15.00	1
3	Eby Creek Rd SB	121.00	22.00	1	18.00	1	14.50	1
4	Site Driveway	119.00	22.00	1	19.00	1	19.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	20.00	2240	0	19.60	2927	0
2	Market St	0	1.000	0	1.000	20.00	2016	0	15.00	2240	0
3	Eby Creek Rd SB	0	1.000	0	1.000	20.00	1897	0	14.50	2166	0
4	Site Driveway	0	1.000	0	1.000	20.00	2390	0	19.00	2838	0

Traffic Flow Data (veh/hr)

2024 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	1	2	116	419	0	2.0	1.00	0.960
2	Market St	1	429	0	27	0	2.0	1.00	0.960
3	Eby Creek Rd SB	0	10	64	0	0	2.0	1.00	0.960
4	Site Driveway	0	1	0	2	0	2.0	1.00	0.960

Operational Results

2024 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd NB	None	538		12		496	930		0.5783	
2	Market St	None	457		120		430	1003		0.4558	
3	Eby Creek Rd SB	None	74		433		144	700		0.1058	
4	Site Driveway	None	3		505		2	651		0.0046	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	None	12.56		12.56	3.62		B		B
2	Market St	None	10.00		10.00	2.39		A		A
3	Eby Creek Rd SB	None	7.05		7.05	0.35		A		A
4	Site Driveway	None	0.05		0.05	0.00		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	41	0	12.80	1	19.00	1	46.00	125.00	33.00
2	I-70 WB Off-Ramp	117	0	24.00	2	24.80	2	45.00	113.00	15.00
3	Eby Creek Rd SB	230	0	22.90	2	26.30	2	47.00	66.00	15.00
4	I-70 WB On-ramp	319	0	15.00	1	15.00	1	50.00	60.00	40.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	134.00	20.00	1	26.00	2	23.00	2
2	I-70 WB Off-Ramp	138.00	22.00	1	15.00	1	15.00	1
3	Eby Creek Rd SB	134.00	33.00	2	20.70	1	16.00	1
4	I-70 WB On-ramp	138.00	33.00	2	16.90	1	17.60	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	20.00	1912	0	23.00	3435	0
2	I-70 WB Off-Ramp	0	1.000	0	1.000	20.00	3584	0	15.00	2240	0
3	Eby Creek Rd SB	0	1.000	0	1.000	20.00	3420	0	16.00	2390	0
4	I-70 WB On-ramp	0	1.000	0	1.000	20.00	2240	0	17.60	2629	0

Traffic Flow Data (veh/hr)

2024 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	2	209	347	0	0	2.0	1.00	0.980
2	I-70 WB Off-Ramp	0	831	0	156	0	2.0	1.00	0.980
3	Eby Creek Rd SB	0	0	350	126	0	2.0	1.00	0.980
4	I-70 WB On-ramp	0	0	0	0	0	2.0	1.00	0.980

Operational Results

2024 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR
			Entry	Bypass	Entry	Bypass		Entry	Bypass	
1	Eby Creek Rd NB	None	558		0		1183	1037		0.5383
2	I-70 WB Off-Ramp	None	987		558		0	1494		0.6608
3	Eby Creek Rd SB	None	476		1042		503	1321		0.3605
4	I-70 WB On-ramp	None	0		0		335	0		0.0000

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	None	11.31		11.31	3.15		B		B
2	I-70 WB Off-Ramp	None	12.08		12.08	5.74		B		B
3	Eby Creek Rd SB	None	8.34		8.34	2.01		A		A
4	I-70 WB On-ramp	None	0.00		0.00	0.00		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	46	0	13.90	1	19.80	1	77.00	120.00	21.00
2	EB 1-70 On-ramp	144	0	12.00	1	12.00	1	90.00	60.00	30.00
3	Eby Creek Rd SB	221	0	24.00	2	27.80	2	36.00	118.00	32.00
4	EB I-70 Off-ramp	303	0	24.00	2	26.00	2	40.00	190.00	26.00
5	Gas Station Dwy	348	0	12.00	1	12.00	1	90.00	60.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	132.00	22.00	1	28.00	2	26.00	2
2	EB 1-70 On-ramp	136.00	22.00	1	16.60	1	15.80	1
3	Eby Creek Rd SB	132.00	20.00	1	17.10	1	12.40	1
4	EB I-70 Off-ramp	136.00	33.00	2	13.00	1	12.00	1
5	Gas Station Dwy	146.00	34.00	2	22.00	1	19.30	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	23.90	3570	0	26.00	3883	0
2	EB 1-70 On-ramp	0	1.000	0	1.000	24.00	1792	0	15.80	2360	0
3	Eby Creek Rd SB	0	1.000	0	1.000	24.00	3584	0	12.40	1852	0
4	EB I-70 Off-ramp	0	1.000	0	1.000	24.00	3584	0	12.00	1792	0
5	Gas Station Dwy	0	1.000	0	1.000	24.00	1792	0	19.30	2882	0

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
1	Eby Creek Rd NB	Merge	400	13.9	1	10	1	23.9	2

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
1	Eby Creek Rd NB	13.9	1	0	349	155.000 1637	30	2	EB 1-70 On-ramp	1	2

Bypass Entry Capacity Modifiers and Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Calibration	
		Capacity + or -	Cross Walk Factor	Intercept + or -	Slope Factor
1	Eby Creek Rd NB	0	1.000	0	1.000

Traffic Flow Data (veh/hr)

2024 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows						Flow Modifiers		
		U-Turn	Exit-4	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	48	0	1	519	47	400	2.0	1.00	0.910
2	EB I-70 On-ramp	0	0	0	0	0	0	2.0	1.00	0.910
3	Eby Creek Rd SB	2	42	1051	31	0	0	2.0	1.00	0.910
4	EB I-70 Off-ramp	0	41	0	121	11	0	2.0	1.00	0.910
5	Gas Station Dwy	0	0	0	0	0	0	2.0	1.00	0.910

Operational Results

2024 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd NB	Merge	615	400	85	89	1220	1051	850	0.5852	0.4707
2	EB 1-70 On-ramp	None	0		0		489	0		0.0000	
3	Eby Creek Rd SB	None	1126		49		562	2118		0.5316	
4	EB I-70 Off-ramp	None	173		1174		1	1212		0.1428	
5	Gas Station Dwy	None	0		0		42	0		0.0000	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	Merge	12.22	11.24	11.83	4.54	2.71	B	B	B
2	EB 1-70 On-ramp	None	0.00		0.00	0.00		A		A
3	Eby Creek Rd SB	None	7.19		7.19	3.53		A		A
4	EB I-70 Off-ramp	None	5.84		5.84	0.69		A		A
5	Gas Station Dwy	None	0.00		0.00	0.00		A		A

**SHORT-TERM (2027) CONDITIONS
WITHOUT PROJECT
LEVEL OF SERVICE AND QUEUING
CALCULATIONS**

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	49	0	15.00	1	18.00	1	48.00	53.00	42.00
2	Market St	126	0	13.50	1	17.00	1	90.00	64.00	20.00
3	Eby Creek Rd SB	240	0	12.70	1	18.60	1	63.00	51.00	46.00
4	Site Driveway	305	0	16.00	1	16.00	1	0.00	66.00	56.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	121.00	22.00	1	21.00	1	19.60	1
2	Market St	119.00	20.00	1	17.00	1	15.00	1
3	Eby Creek Rd SB	121.00	22.00	1	18.00	1	14.50	1
4	Site Driveway	119.00	22.00	1	19.00	1	19.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	20.00	2240	0	19.60	2927	0
2	Market St	0	1.000	0	1.000	20.00	2016	0	15.00	2240	0
3	Eby Creek Rd SB	0	1.000	0	1.000	20.00	1897	0	14.50	2166	0
4	Site Driveway	0	1.000	0	1.000	20.00	2390	0	19.00	2838	0

Traffic Flow Data (veh/hr)

2027 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	0	2	28	201	0	2.0	1.00	0.910
2	Market St	0	181	1	5	0	2.0	1.00	0.910
3	Eby Creek Rd SB	0	23	122	1	0	2.0	1.00	0.910
4	Site Driveway	0	0	0	4	0	2.0	1.00	0.910

Operational Results

2027 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR
			Entry	Bypass	Entry	Bypass		Entry	Bypass	
1	Eby Creek Rd NB	None	231		23		307	925		0.2499
2	Market St	None	187		30		224	1057		0.1769
3	Eby Creek Rd SB	None	146		184		33	835		0.1749
4	Site Driveway	None	4		326		4	746		0.0054

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	None	7.28		7.28	0.97		A		A
2	Market St	None	6.05		6.05	0.66		A		A
3	Eby Creek Rd SB	None	7.16		7.16	0.66		A		A
4	Site Driveway	None	0.05		0.05	0.00		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	41	0	12.80	1	19.00	1	46.00	125.00	33.00
2	I-70 WB Off-Ramp	117	0	24.00	2	24.80	2	45.00	113.00	15.00
3	Eby Creek Rd SB	230	0	22.90	2	26.30	2	47.00	66.00	15.00
4	I-70 WB On-ramp	319	0	15.00	1	15.00	1	50.00	60.00	40.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	134.00	20.00	1	26.00	2	23.00	2
2	I-70 WB Off-Ramp	138.00	22.00	1	15.00	1	15.00	1
3	Eby Creek Rd SB	134.00	33.00	2	20.70	1	16.00	1
4	I-70 WB On-ramp	138.00	33.00	2	16.90	1	17.60	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	20.00	1912	0	23.00	3435	0
2	I-70 WB Off-Ramp	0	1.000	0	1.000	20.00	3584	0	15.00	2240	0
3	Eby Creek Rd SB	0	1.000	0	1.000	20.00	3420	0	16.00	2390	0
4	I-70 WB On-ramp	0	1.000	0	1.000	20.00	2240	0	17.60	2629	0

Traffic Flow Data (veh/hr)

2027 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	3	73	201	0	0	2.0	1.00	0.940
2	I-70 WB Off-Ramp	0	314	0	39	0	2.0	1.00	0.940
3	Eby Creek Rd SB	0	0	263	38	0	2.0	1.00	0.940
4	I-70 WB On-ramp	0	0	0	0	0	2.0	1.00	0.940

Operational Results

2027 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR
			Entry	Bypass	Entry	Bypass		Entry	Bypass	
1	Eby Creek Rd NB	None	277		0		580	1037		0.2672
2	I-70 WB Off-Ramp	None	353		277		0	1805		0.1956
3	Eby Creek Rd SB	None	301		390		240	1841		0.1635
4	I-70 WB On-ramp	None	0		0		111	0		0.0000

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	None	7.22		7.22	1.08		A		A
2	I-70 WB Off-Ramp	None	4.62		4.62	0.76		A		A
3	Eby Creek Rd SB	None	4.21		4.21	0.62		A		A
4	I-70 WB On-ramp	None	0.00		0.00	0.00		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	46	0	13.90	1	19.80	1	77.00	120.00	21.00
2	EB 1-70 On-ramp	144	0	12.00	1	12.00	1	90.00	60.00	30.00
3	Eby Creek Rd SB	221	0	24.00	2	27.80	2	36.00	118.00	32.00
4	EB I-70 Off-ramp	303	0	24.00	2	26.00	2	40.00	190.00	26.00
5	Gas Station Dwy	348	0	12.00	1	12.00	1	90.00	60.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	132.00	22.00	1	28.00	2	26.00	2
2	EB 1-70 On-ramp	136.00	22.00	1	16.60	1	15.80	1
3	Eby Creek Rd SB	132.00	20.00	1	17.10	1	12.40	1
4	EB I-70 Off-ramp	136.00	33.00	2	13.00	1	12.00	1
5	Gas Station Dwy	146.00	34.00	2	22.00	1	19.30	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	23.90	3570	0	26.00	3883	0
2	EB 1-70 On-ramp	0	1.000	0	1.000	24.00	1792	0	15.80	2360	0
3	Eby Creek Rd SB	0	1.000	0	1.000	24.00	3584	0	12.40	1852	0
4	EB I-70 Off-ramp	0	1.000	0	1.000	24.00	3584	0	12.00	1792	0
5	Gas Station Dwy	0	1.000	0	1.000	24.00	1792	0	19.30	2882	0

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
1	Eby Creek Rd NB	Merge	603	13.9	1	10	1	23.9	2

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
1	Eby Creek Rd NB	13.9	1	0	349	155.000 2133	30	2	EB 1-70 On-ramp	1	2

Bypass Entry Capacity Modifiers and Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Calibration	
		Capacity + or -	Cross Walk Factor	Intercept + or -	Slope Factor
1	Eby Creek Rd NB	0	1.000	0	1.000

Traffic Flow Data (veh/hr)

2027 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows						Flow Modifiers		
		U-Turn	Exit-4	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	11	0	1	230	250	603	2.0	1.00	0.930
2	EB I-70 On-ramp	0	0	0	0	0	0	2.0	1.00	0.930
3	Eby Creek Rd SB	1	122	419	23	0	0	2.0	1.00	0.930
4	EB I-70 Off-ramp	0	54	27	283	23	0	2.0	1.00	0.930
5	Gas Station Dwy	0	0	0	0	0	0	2.0	1.00	0.930

Operational Results

2027 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd NB	Merge	492	603	204	399	713	978	749	0.5029	0.8050
2	EB 1-70 On-ramp	None	0		0		1000	0		0.0000	
3	Eby Creek Rd SB	None	565		12		285	2159		0.2617	
4	EB I-70 Off-ramp	None	387		576		1	1685		0.2296	
5	Gas Station Dwy	None	0		0		46	0		0.0000	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	Merge	11.01	28.59	20.69	3.10	13.06	B	D	C
2	EB 1-70 On-ramp	None	0.00		0.00	0.00		A		A
3	Eby Creek Rd SB	None	5.07		5.07	1.27		A		A
4	EB I-70 Off-ramp	None	5.52		5.52	1.08		A		A
5	Gas Station Dwy	None	0.00		0.00	0.00		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	49	0	15.00	1	18.00	1	48.00	53.00	42.00
2	Market St	126	0	13.50	1	17.00	1	90.00	64.00	20.00
3	Eby Creek Rd SB	240	0	12.70	1	18.60	1	63.00	51.00	46.00
4	Site Driveway	305	0	16.00	1	16.00	1	0.00	66.00	56.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	121.00	22.00	1	21.00	1	19.60	1
2	Market St	119.00	20.00	1	17.00	1	15.00	1
3	Eby Creek Rd SB	121.00	22.00	1	18.00	1	14.50	1
4	Site Driveway	119.00	22.00	1	19.00	1	19.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	20.00	2240	0	19.60	2927	0
2	Market St	0	1.000	0	1.000	20.00	2016	0	15.00	2240	0
3	Eby Creek Rd SB	0	1.000	0	1.000	20.00	1897	0	14.50	2166	0
4	Site Driveway	0	1.000	0	1.000	20.00	2390	0	19.00	2838	0

Traffic Flow Data (veh/hr)

2027 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	1	2	120	432	0	2.0	1.00	0.960
2	Market St	1	442	0	28	0	2.0	1.00	0.960
3	Eby Creek Rd SB	0	10	66	0	0	2.0	1.00	0.960
4	Site Driveway	0	1	0	2	0	2.0	1.00	0.960

Operational Results

2027 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd NB	None	555		12		511	930		0.5965	
2	Market St	None	471		124		443	1000		0.4709	
3	Eby Creek Rd SB	None	76		446		149	693		0.1097	
4	Site Driveway	None	3		520		2	643		0.0047	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	None	13.02		13.02	3.90		B		B
2	Market St	None	10.27		10.27	2.54		B		B
3	Eby Creek Rd SB	None	7.18		7.18	0.36		A		A
4	Site Driveway	None	0.05		0.05	0.00		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	41	0	12.80	1	19.00	1	46.00	125.00	33.00
2	I-70 WB Off-Ramp	117	0	24.00	2	24.80	2	45.00	113.00	15.00
3	Eby Creek Rd SB	230	0	22.90	2	26.30	2	47.00	66.00	15.00
4	I-70 WB On-ramp	319	0	15.00	1	15.00	1	50.00	60.00	40.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	134.00	20.00	1	26.00	2	23.00	2
2	I-70 WB Off-Ramp	138.00	22.00	1	15.00	1	15.00	1
3	Eby Creek Rd SB	134.00	33.00	2	20.70	1	16.00	1
4	I-70 WB On-ramp	138.00	33.00	2	16.90	1	17.60	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	20.00	1912	0	23.00	3435	0
2	I-70 WB Off-Ramp	0	1.000	0	1.000	20.00	3584	0	15.00	2240	0
3	Eby Creek Rd SB	0	1.000	0	1.000	20.00	3420	0	16.00	2390	0
4	I-70 WB On-ramp	0	1.000	0	1.000	20.00	2240	0	17.60	2629	0

Traffic Flow Data (veh/hr)

2027 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	2	215	358	0	0	2.0	1.00	0.980
2	I-70 WB Off-Ramp	0	856	0	161	0	2.0	1.00	0.980
3	Eby Creek Rd SB	0	0	361	130	0	2.0	1.00	0.980
4	I-70 WB On-ramp	0	0	0	0	0	2.0	1.00	0.980

Operational Results

2027 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd NB	None	575		0		1219	1037		0.5546	
2	I-70 WB Off-Ramp	None	1017		575		0	1475		0.6896	
3	Eby Creek Rd SB	None	491		1073		519	1296		0.3789	
4	I-70 WB On-ramp	None	0		0		345	0		0.0000	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	None	11.65		11.65	3.36		B		B
2	I-70 WB Off-Ramp	None	13.00		13.00	6.49		B		B
3	Eby Creek Rd SB	None	8.69		8.69	2.17		A		A
4	I-70 WB On-ramp	None	0.00		0.00	0.00		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	46	0	13.90	1	19.80	1	77.00	120.00	21.00
2	EB 1-70 On-ramp	144	0	12.00	1	12.00	1	90.00	60.00	30.00
3	Eby Creek Rd SB	221	0	24.00	2	27.80	2	36.00	118.00	32.00
4	EB I-70 Off-ramp	303	0	24.00	2	26.00	2	40.00	190.00	26.00
5	Gas Station Dwy	348	0	12.00	1	12.00	1	90.00	60.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	132.00	22.00	1	28.00	2	26.00	2
2	EB 1-70 On-ramp	136.00	22.00	1	16.60	1	15.80	1
3	Eby Creek Rd SB	132.00	20.00	1	17.10	1	12.40	1
4	EB I-70 Off-ramp	136.00	33.00	2	13.00	1	12.00	1
5	Gas Station Dwy	146.00	34.00	2	22.00	1	19.30	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	23.90	3570	0	26.00	3883	0
2	EB 1-70 On-ramp	0	1.000	0	1.000	24.00	1792	0	15.80	2360	0
3	Eby Creek Rd SB	0	1.000	0	1.000	24.00	3584	0	12.40	1852	0
4	EB I-70 Off-ramp	0	1.000	0	1.000	24.00	3584	0	12.00	1792	0
5	Gas Station Dwy	0	1.000	0	1.000	24.00	1792	0	19.30	2882	0

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
1	Eby Creek Rd NB	Merge	410	13.9	1	10	1	23.9	2

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
1	Eby Creek Rd NB	13.9	1	0	349	155.000 1786	30	2	EB 1-70 On-ramp	1	2

Bypass Entry Capacity Modifiers and Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Calibration	
		Capacity + or -	Cross Walk Factor	Intercept + or -	Slope Factor
1	Eby Creek Rd NB	0	1.000	0	1.000

Traffic Flow Data (veh/hr)

2027 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows						Flow Modifiers		
		U-Turn	Exit-4	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	49	0	1	535	51	410	2.0	1.00	0.910
2	EB I-70 On-ramp	0	0	0	0	0	0	2.0	1.00	0.910
3	Eby Creek Rd SB	2	43	1083	32	0	0	2.0	1.00	0.910
4	EB I-70 Off-ramp	0	42	0	125	11	0	2.0	1.00	0.910
5	Gas Station Dwy	0	0	0	0	0	0	2.0	1.00	0.910

Operational Results

2027 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd NB	Merge	636	410	87	94	1257	1050	848	0.6059	0.4834
2	EB 1-70 On-ramp	None	0		0		504	0		0.0000	
3	Eby Creek Rd SB	None	1160		50		579	2117		0.5479	
4	EB I-70 Off-ramp	None	178		1209		1	1184		0.1503	
5	Gas Station Dwy	None	0		0		43	0		0.0000	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	Merge	12.75	11.51	12.26	4.96	2.86	B	B	B
2	EB 1-70 On-ramp	None	0.00		0.00	0.00		A		A
3	Eby Creek Rd SB	None	7.40		7.40	3.78		A		A
4	EB I-70 Off-ramp	None	6.04		6.04	0.73		A		A
5	Gas Station Dwy	None	0.00		0.00	0.00		A		A

**SHORT-TERM (2027) CONDITIONS
WITH PROJECT
LEVEL OF SERVICE AND QUEUING
CALCULATIONS**

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	49	0	15.00	1	18.00	1	48.00	53.00	42.00
2	Market St	126	0	13.50	1	17.00	1	90.00	64.00	20.00
3	Eby Creek Rd SB	240	0	12.70	1	18.60	1	63.00	51.00	46.00
4	Site Driveway	305	0	16.00	1	16.00	1	0.00	66.00	56.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	121.00	22.00	1	21.00	1	19.60	1
2	Market St	119.00	20.00	1	17.00	1	15.00	1
3	Eby Creek Rd SB	121.00	22.00	1	18.00	1	14.50	1
4	Site Driveway	119.00	22.00	1	19.00	1	19.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	20.00	2240	0	19.60	2927	0
2	Market St	0	1.000	0	1.000	20.00	2016	0	15.00	2240	0
3	Eby Creek Rd SB	0	1.000	0	1.000	20.00	1897	0	14.50	2166	0
4	Site Driveway	0	1.000	0	1.000	20.00	2390	0	19.00	2838	0

Traffic Flow Data (veh/hr)

2027 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	0	18	28	199	0	2.0	1.00	0.910
2	Market St	0	179	4	5	0	2.0	1.00	0.910
3	Eby Creek Rd SB	0	23	121	3	0	2.0	1.00	0.910
4	Site Driveway	0	0	3	17	0	2.0	1.00	0.910

Operational Results

2027 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR
			Entry	Bypass	Entry	Bypass		Entry	Bypass	
1	Eby Creek Rd NB	None	245		26		317	923		0.2654
2	Market St	None	188		46		225	1048		0.1795
3	Eby Creek Rd SB	None	147		201		33	826		0.1781
4	Site Driveway	None	20		323		25	748		0.0267

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	None	7.47		7.47	1.05		A		A
2	Market St	None	6.13		6.13	0.68		A		A
3	Eby Creek Rd SB	None	7.27		7.27	0.68		A		A
4	Site Driveway	None	5.42		5.42	0.09		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	41	0	12.80	1	19.00	1	46.00	125.00	33.00
2	I-70 WB Off-Ramp	117	0	24.00	2	24.80	2	45.00	113.00	15.00
3	Eby Creek Rd SB	230	0	22.90	2	26.30	2	47.00	66.00	15.00
4	I-70 WB On-ramp	319	0	15.00	1	15.00	1	50.00	60.00	40.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	134.00	20.00	1	26.00	2	23.00	2
2	I-70 WB Off-Ramp	138.00	22.00	1	15.00	1	15.00	1
3	Eby Creek Rd SB	134.00	33.00	2	20.70	1	16.00	1
4	I-70 WB On-ramp	138.00	33.00	2	16.90	1	17.60	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	20.00	1912	0	23.00	3435	0
2	I-70 WB Off-Ramp	0	1.000	0	1.000	20.00	3584	0	15.00	2240	0
3	Eby Creek Rd SB	0	1.000	0	1.000	20.00	3420	0	16.00	2390	0
4	I-70 WB On-ramp	0	1.000	0	1.000	20.00	2240	0	17.60	2629	0

Traffic Flow Data (veh/hr)

2027 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	3	73	211	0	0	2.0	1.00	0.940
2	I-70 WB Off-Ramp	0	314	0	43	0	2.0	1.00	0.940
3	Eby Creek Rd SB	0	0	271	40	0	2.0	1.00	0.940
4	I-70 WB On-ramp	0	0	0	0	0	2.0	1.00	0.940

Operational Results

2027 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR
			Entry	Bypass	Entry	Bypass		Entry	Bypass	
1	Eby Creek Rd NB	None	287		0		588	1037		0.2768
2	I-70 WB Off-Ramp	None	357		287		0	1794		0.1990
3	Eby Creek Rd SB	None	311		390		254	1841		0.1690
4	I-70 WB On-ramp	None	0		0		113	0		0.0000

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	None	7.33		7.33	1.13		A		A
2	I-70 WB Off-Ramp	None	4.71		4.71	0.79		A		A
3	Eby Creek Rd SB	None	4.29		4.29	0.65		A		A
4	I-70 WB On-ramp	None	0.00		0.00	0.00		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	46	0	13.90	1	19.80	1	77.00	120.00	21.00
2	EB 1-70 On-ramp	144	0	12.00	1	12.00	1	90.00	60.00	30.00
3	Eby Creek Rd SB	221	0	24.00	2	27.80	2	36.00	118.00	32.00
4	EB I-70 Off-ramp	303	0	24.00	2	26.00	2	40.00	190.00	26.00
5	Gas Station Dwy	348	0	12.00	1	12.00	1	90.00	60.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	132.00	22.00	1	28.00	2	26.00	2
2	EB 1-70 On-ramp	136.00	22.00	1	16.60	1	15.80	1
3	Eby Creek Rd SB	132.00	20.00	1	17.10	1	12.40	1
4	EB I-70 Off-ramp	136.00	33.00	2	13.00	1	12.00	1
5	Gas Station Dwy	146.00	34.00	2	22.00	1	19.30	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	23.90	3570	0	26.00	3883	0
2	EB 1-70 On-ramp	0	1.000	0	1.000	24.00	1792	0	15.80	2360	0
3	Eby Creek Rd SB	0	1.000	0	1.000	24.00	3584	0	12.40	1852	0
4	EB I-70 Off-ramp	0	1.000	0	1.000	24.00	3584	0	12.00	1792	0
5	Gas Station Dwy	0	1.000	0	1.000	24.00	1792	0	19.30	2882	0

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
1	Eby Creek Rd NB	Merge	410	13.9	1	10	1	23.9	2

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
1	Eby Creek Rd NB	13.9	1	0	349	155.000 2728	30	2	EB 1-70 On-ramp	1	2

Bypass Entry Capacity Modifiers and Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Calibration	
		Capacity + or -	Cross Walk Factor	Intercept + or -	Slope Factor
1	Eby Creek Rd NB	0	1.000	0	1.000

Traffic Flow Data (veh/hr)

2027 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows						Flow Modifiers		
		U-Turn	Exit-4	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	49	0	1	543	51	410	2.0	1.00	0.910
2	EB I-70 On-ramp	0	0	0	0	0	0	2.0	1.00	0.910
3	Eby Creek Rd SB	2	47	1091	32	0	0	2.0	1.00	0.910
4	EB I-70 Off-ramp	0	44	0	125	11	0	2.0	1.00	0.910
5	Gas Station Dwy	0	0	0	0	0	0	2.0	1.00	0.910

Operational Results

2027 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd NB	Merge	644	410	93	98	1265	1046	847	0.6157	0.4841
2	EB 1-70 On-ramp	None	0		0		508	0		0.0000	
3	Eby Creek Rd SB	None	1172		50		589	2117		0.5536	
4	EB I-70 Off-ramp	None	180		1221		1	1175		0.1532	
5	Gas Station Dwy	None	0		0		43	0		0.0000	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	Merge	13.04	11.54	12.46	5.18	2.87	B	B	B
2	EB 1-70 On-ramp	None	0.00		0.00	0.00		A		A
3	Eby Creek Rd SB	None	7.48		7.48	3.88		A		A
4	EB I-70 Off-ramp	None	6.17		6.17	0.76		A		A
5	Gas Station Dwy	None	0.00		0.00	0.00		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	49	0	15.00	1	18.00	1	48.00	53.00	42.00
2	Market St	126	0	13.50	1	17.00	1	90.00	64.00	20.00
3	Eby Creek Rd SB	240	0	12.70	1	18.60	1	63.00	51.00	46.00
4	Site Driveway	305	0	16.00	1	16.00	1	0.00	66.00	56.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	121.00	22.00	1	21.00	1	19.60	1
2	Market St	119.00	20.00	1	17.00	1	15.00	1
3	Eby Creek Rd SB	121.00	22.00	1	18.00	1	14.50	1
4	Site Driveway	119.00	22.00	1	19.00	1	19.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	20.00	2240	0	19.60	2927	0
2	Market St	0	1.000	0	1.000	20.00	2016	0	15.00	2240	0
3	Eby Creek Rd SB	0	1.000	0	1.000	20.00	1897	0	14.50	2166	0
4	Site Driveway	0	1.000	0	1.000	20.00	2390	0	19.00	2838	0

Traffic Flow Data (veh/hr)

2027 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	1	28	117	423	0	2.0	1.00	0.960
2	Market St	1	432	11	28	0	2.0	1.00	0.960
3	Eby Creek Rd SB	0	10	65	2	0	2.0	1.00	0.960
4	Site Driveway	0	5	10	27	0	2.0	1.00	0.960

Operational Results

2027 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR
			Entry	Bypass	Entry	Bypass		Entry	Bypass	
1	Eby Creek Rd NB	None	569		26		525	923		0.6165
2	Market St	None	472		151		444	984		0.4797
3	Eby Creek Rd SB	None	77		473		150	678		0.1136
4	Site Driveway	None	42		509		41	648		0.0648

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	None	13.63		13.63	4.22		B		B
2	Market St	None	10.55		10.55	2.63		B		B
3	Eby Creek Rd SB	None	7.37		7.37	0.38		A		A
4	Site Driveway	None	6.84		6.84	0.20		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	41	0	12.80	1	19.00	1	46.00	125.00	33.00
2	I-70 WB Off-Ramp	117	0	24.00	2	24.80	2	45.00	113.00	15.00
3	Eby Creek Rd SB	230	0	22.90	2	26.30	2	47.00	66.00	15.00
4	I-70 WB On-ramp	319	0	15.00	1	15.00	1	50.00	60.00	40.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	134.00	20.00	1	26.00	2	23.00	2
2	I-70 WB Off-Ramp	138.00	22.00	1	15.00	1	15.00	1
3	Eby Creek Rd SB	134.00	33.00	2	20.70	1	16.00	1
4	I-70 WB On-ramp	138.00	33.00	2	16.90	1	17.60	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	20.00	1912	0	23.00	3435	0
2	I-70 WB Off-Ramp	0	1.000	0	1.000	20.00	3584	0	15.00	2240	0
3	Eby Creek Rd SB	0	1.000	0	1.000	20.00	3420	0	16.00	2390	0
4	I-70 WB On-ramp	0	1.000	0	1.000	20.00	2240	0	17.60	2629	0

Traffic Flow Data (veh/hr)

2027 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	2	215	368	0	0	2.0	1.00	0.980
2	I-70 WB Off-Ramp	0	856	0	165	0	2.0	1.00	0.980
3	Eby Creek Rd SB	0	0	373	132	0	2.0	1.00	0.980
4	I-70 WB On-ramp	0	0	0	0	0	2.0	1.00	0.980

Operational Results

2027 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR
			Entry	Bypass	Entry	Bypass		Entry	Bypass	
1	Eby Creek Rd NB	None	585		0		1231	1037		0.5643
2	I-70 WB Off-Ramp	None	1021		585		0	1464		0.6975
3	Eby Creek Rd SB	None	505		1073		533	1296		0.3897
4	I-70 WB On-ramp	None	0		0		347	0		0.0000

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	None	11.87		11.87	3.48		B		B
2	I-70 WB Off-Ramp	None	13.35		13.35	6.74		B		B
3	Eby Creek Rd SB	None	8.82		8.82	2.25		A		A
4	I-70 WB On-ramp	None	0.00		0.00	0.00		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	46	0	13.90	1	19.80	1	77.00	120.00	21.00
2	EB 1-70 On-ramp	144	0	12.00	1	12.00	1	90.00	60.00	30.00
3	Eby Creek Rd SB	221	0	24.00	2	27.80	2	36.00	118.00	32.00
4	EB I-70 Off-ramp	303	0	24.00	2	26.00	2	40.00	190.00	26.00
5	Gas Station Dwy	348	0	12.00	1	12.00	1	90.00	60.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	132.00	22.00	1	28.00	2	26.00	2
2	EB 1-70 On-ramp	136.00	22.00	1	16.60	1	15.80	1
3	Eby Creek Rd SB	132.00	20.00	1	17.10	1	12.40	1
4	EB I-70 Off-ramp	136.00	33.00	2	13.00	1	12.00	1
5	Gas Station Dwy	146.00	34.00	2	22.00	1	19.30	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	23.90	3570	0	26.00	3883	0
2	EB 1-70 On-ramp	0	1.000	0	1.000	24.00	1792	0	15.80	2360	0
3	Eby Creek Rd SB	0	1.000	0	1.000	24.00	3584	0	12.40	1852	0
4	EB I-70 Off-ramp	0	1.000	0	1.000	24.00	3584	0	12.00	1792	0
5	Gas Station Dwy	0	1.000	0	1.000	24.00	1792	0	19.30	2882	0

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
1	Eby Creek Rd NB	Merge	410	13.9	1	10	1	23.9	2

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
1	Eby Creek Rd NB	13.9	1	0	349	155.000 2331	30	2	EB 1-70 On-ramp	1	2

Bypass Entry Capacity Modifiers and Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Calibration	
		Capacity + or -	Cross Walk Factor	Intercept + or -	Slope Factor
1	Eby Creek Rd NB	0	1.000	0	1.000

Traffic Flow Data (veh/hr)

2027 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows						Flow Modifiers		
		U-Turn	Exit-4	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	49	0	1	543	51	410	2.0	1.00	0.910
2	EB I-70 On-ramp	0	0	0	0	0	0	2.0	1.00	0.910
3	Eby Creek Rd SB	2	47	1091	32	0	0	2.0	1.00	0.910
4	EB I-70 Off-ramp	0	44	0	125	11	0	2.0	1.00	0.910
5	Gas Station Dwy	0	0	0	0	0	0	2.0	1.00	0.910

Operational Results

2027 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd NB	Merge	644	410	93	98	1265	1046	847	0.6157	0.4841
2	EB 1-70 On-ramp	None	0		0		508	0		0.0000	
3	Eby Creek Rd SB	None	1172		50		589	2117		0.5536	
4	EB I-70 Off-ramp	None	180		1221		1	1175		0.1532	
5	Gas Station Dwy	None	0		0		43	0		0.0000	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	Merge	13.04	11.54	12.46	5.18	2.87	B	B	B
2	EB 1-70 On-ramp	None	0.00		0.00	0.00		A		A
3	Eby Creek Rd SB	None	7.48		7.48	3.88		A		A
4	EB I-70 Off-ramp	None	6.17		6.17	0.76		A		A
5	Gas Station Dwy	None	0.00		0.00	0.00		A		A

**LONG-RANGE (2045) CONDITIONS
WITHOUT PROJECT
LEVEL OF SERVICE AND QUEUING
CALCULATIONS**

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	49	0	15.00	1	18.00	1	48.00	53.00	42.00
2	Market St	126	0	13.50	1	17.00	1	90.00	64.00	20.00
3	Eby Creek Rd SB	240	0	12.70	1	18.60	1	63.00	51.00	46.00
4	Site Driveway	305	0	16.00	1	16.00	1	0.00	66.00	56.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	121.00	22.00	1	21.00	1	19.60	1
2	Market St	119.00	20.00	1	17.00	1	15.00	1
3	Eby Creek Rd SB	121.00	22.00	1	18.00	1	14.50	1
4	Site Driveway	119.00	22.00	1	19.00	1	19.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	20.00	2240	0	19.60	2927	0
2	Market St	0	1.000	0	1.000	20.00	2016	0	15.00	2240	0
3	Eby Creek Rd SB	0	1.000	0	1.000	20.00	1897	0	14.50	2166	0
4	Site Driveway	0	1.000	0	1.000	20.00	2390	0	19.00	2838	0

Traffic Flow Data (veh/hr)

2045 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	0	2	33	240	0	2.0	1.00	0.910
2	Market St	0	217	1	6	0	2.0	1.00	0.910
3	Eby Creek Rd SB	0	27	145	1	0	2.0	1.00	0.910
4	Site Driveway	0	0	0	5	0	2.0	1.00	0.910

Operational Results

2045 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR
			Entry	Bypass	Entry	Bypass		Entry	Bypass	
1	Eby Creek Rd NB	None	275		27		367	922		0.2981
2	Market St	None	224		35		267	1054		0.2125
3	Eby Creek Rd SB	None	173		220		39	815		0.2122
4	Site Driveway	None	5		389		4	712		0.0070

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	None	7.87		7.87	1.24		A		A
2	Market St	None	6.54		6.54	0.83		A		A
3	Eby Creek Rd SB	None	7.85		7.85	0.84		A		A
4	Site Driveway	None	0.07		0.07	0.00		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	41	0	12.80	1	19.00	1	46.00	125.00	33.00
2	I-70 WB Off-Ramp	117	0	24.00	2	24.80	2	45.00	113.00	15.00
3	Eby Creek Rd SB	230	0	22.90	2	26.30	2	47.00	66.00	15.00
4	I-70 WB On-ramp	319	0	15.00	1	15.00	1	50.00	60.00	40.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	134.00	20.00	1	26.00	2	23.00	2
2	I-70 WB Off-Ramp	138.00	22.00	1	15.00	1	15.00	1
3	Eby Creek Rd SB	134.00	33.00	2	20.70	1	16.00	1
4	I-70 WB On-ramp	138.00	33.00	2	16.90	1	17.60	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	20.00	1912	0	23.00	3435	0
2	I-70 WB Off-Ramp	0	1.000	0	1.000	20.00	3584	0	15.00	2240	0
3	Eby Creek Rd SB	0	1.000	0	1.000	20.00	3420	0	16.00	2390	0
4	I-70 WB On-ramp	0	1.000	0	1.000	20.00	2240	0	17.60	2629	0

Traffic Flow Data (veh/hr)

2045 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	4	87	240	0	0	2.0	1.00	0.940
2	I-70 WB Off-Ramp	0	376	0	47	0	2.0	1.00	0.940
3	Eby Creek Rd SB	0	0	314	46	0	2.0	1.00	0.940
4	I-70 WB On-ramp	0	0	0	0	0	2.0	1.00	0.940

Operational Results

2045 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd NB	None	331		0		694	1037		0.3193	
2	I-70 WB Off-Ramp	None	423		331		0	1745		0.2424	
3	Eby Creek Rd SB	None	360		467		287	1779		0.2023	
4	I-70 WB On-ramp	None	0		0		133	0		0.0000	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	None	7.84		7.84	1.39		A		A
2	I-70 WB Off-Ramp	None	5.15		5.15	1.01		A		A
3	Eby Creek Rd SB	None	4.80		4.80	0.82		A		A
4	I-70 WB On-ramp	None	0.00		0.00	0.00		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	46	0	13.90	1	19.80	1	77.00	120.00	21.00
2	EB 1-70 On-ramp	144	0	12.00	1	12.00	1	90.00	60.00	30.00
3	Eby Creek Rd SB	221	0	24.00	2	27.80	2	36.00	118.00	32.00
4	EB I-70 Off-ramp	303	0	24.00	2	26.00	2	40.00	190.00	26.00
5	Gas Station Dwy	348	0	12.00	1	12.00	1	90.00	60.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	132.00	22.00	1	28.00	2	26.00	2
2	EB 1-70 On-ramp	136.00	22.00	1	16.60	1	15.80	1
3	Eby Creek Rd SB	132.00	20.00	1	17.10	1	12.40	1
4	EB I-70 Off-ramp	136.00	33.00	2	13.00	1	12.00	1
5	Gas Station Dwy	146.00	34.00	2	22.00	1	19.30	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	23.90	3570	0	26.00	3883	0
2	EB 1-70 On-ramp	0	1.000	0	1.000	24.00	1792	0	15.80	2360	0
3	Eby Creek Rd SB	0	1.000	0	1.000	24.00	3584	0	12.40	1852	0
4	EB I-70 Off-ramp	0	1.000	0	1.000	24.00	3584	0	12.00	1792	0
5	Gas Station Dwy	0	1.000	0	1.000	24.00	1792	0	19.30	2882	0

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
1	Eby Creek Rd NB	Merge	570	13.9	1	10	1	23.9	2

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
1	Eby Creek Rd NB	13.9	1	0	349	155.000 2926	30	2	EB 1-70 On-ramp	1	2

Bypass Entry Capacity Modifiers and Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Calibration	
		Capacity + or -	Cross Walk Factor	Intercept + or -	Slope Factor
1	Eby Creek Rd NB	0	1.000	0	1.000

Traffic Flow Data (veh/hr)

2045 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows						Flow Modifiers		
		U-Turn	Exit-4	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	14	0	1	275	450	570	2.0	1.00	0.930
2	EB I-70 On-ramp	0	0	0	0	0	0	2.0	1.00	0.930
3	Eby Creek Rd SB	1	145	502	27	0	0	2.0	1.00	0.930
4	EB I-70 Off-ramp	0	64	32	339	27	0	2.0	1.00	0.930
5	Gas Station Dwy	0	0	0	0	0	0	2.0	1.00	0.930

Operational Results

2045 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd NB	Merge	740	570	242	627	855	955	675	0.7748	0.8443
2	EB 1-70 On-ramp	None	0		0		1194	0		0.0000	
3	Eby Creek Rd SB	None	675		15		340	2155		0.3132	
4	EB I-70 Off-ramp	None	462		689		1	1596		0.2895	
5	Gas Station Dwy	None	0		0		54	0		0.0000	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	Merge	20.87	37.24	27.99	10.71	17.54	C	E	D
2	EB 1-70 On-ramp	None	0.00		0.00	0.00		A		A
3	Eby Creek Rd SB	None	5.53		5.53	1.63		A		A
4	EB I-70 Off-ramp	None	6.28		6.28	1.49		A		A
5	Gas Station Dwy	None	0.00		0.00	0.00		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	49	0	15.00	1	18.00	1	48.00	53.00	42.00
2	Market St	126	0	13.50	1	17.00	1	90.00	64.00	20.00
3	Eby Creek Rd SB	240	0	12.70	1	18.60	1	63.00	51.00	46.00
4	Site Driveway	305	0	16.00	1	16.00	1	0.00	66.00	56.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	121.00	22.00	1	21.00	1	19.60	1
2	Market St	119.00	20.00	1	17.00	1	15.00	1
3	Eby Creek Rd SB	121.00	22.00	1	18.00	1	14.50	1
4	Site Driveway	119.00	22.00	1	19.00	1	19.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	20.00	2240	0	19.60	2927	0
2	Market St	0	1.000	0	1.000	20.00	2016	0	15.00	2240	0
3	Eby Creek Rd SB	0	1.000	0	1.000	20.00	1897	0	14.50	2166	0
4	Site Driveway	0	1.000	0	1.000	20.00	2390	0	19.00	2838	0

Traffic Flow Data (veh/hr)

2045 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	1	2	143	516	0	2.0	1.00	0.960
2	Market St	1	529	0	33	0	2.0	1.00	0.960
3	Eby Creek Rd SB	0	12	79	0	0	2.0	1.00	0.960
4	Site Driveway	0	1	0	2	0	2.0	1.00	0.960

Operational Results

2045 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR
			Entry	Bypass	Entry	Bypass		Entry	Bypass	
1	Eby Creek Rd NB	None	662		14		611	929		0.7123
2	Market St	None	563		147		529	986		0.5708
3	Eby Creek Rd SB	None	91		533		177	645		0.1410
4	Site Driveway	None	3		622		2	588		0.0051

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	None	16.91		16.91	6.35		C		C
2	Market St	None	12.40		12.40	3.76		B		B
3	Eby Creek Rd SB	None	8.16		8.16	0.48		A		A
4	Site Driveway	None	0.05		0.05	0.00		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	41	0	12.80	1	19.00	1	46.00	125.00	33.00
2	I-70 WB Off-Ramp	117	0	24.00	2	24.80	2	45.00	113.00	15.00
3	Eby Creek Rd SB	230	0	22.90	2	26.30	2	47.00	66.00	15.00
4	I-70 WB On-ramp	319	0	15.00	1	15.00	1	50.00	60.00	40.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	134.00	20.00	1	26.00	2	23.00	2
2	I-70 WB Off-Ramp	138.00	22.00	1	15.00	1	15.00	1
3	Eby Creek Rd SB	134.00	33.00	2	20.70	1	16.00	1
4	I-70 WB On-ramp	138.00	33.00	2	16.90	1	17.60	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	20.00	1912	0	23.00	3435	0
2	I-70 WB Off-Ramp	0	1.000	0	1.000	20.00	3584	0	15.00	2240	0
3	Eby Creek Rd SB	0	1.000	0	1.000	20.00	3420	0	16.00	2390	0
4	I-70 WB On-ramp	0	1.000	0	1.000	20.00	2240	0	17.60	2629	0

Traffic Flow Data (veh/hr)

2045 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	2	258	428	0	0	2.0	1.00	0.980
2	I-70 WB Off-Ramp	0	1024	0	192	0	2.0	1.00	0.980
3	Eby Creek Rd SB	0	0	431	155	0	2.0	1.00	0.980
4	I-70 WB On-ramp	0	0	0	0	0	2.0	1.00	0.980

Operational Results

2045 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	Eby Creek Rd NB	None	688		0		1454		1037	0.6636
2	I-70 WB Off-Ramp	None	1216		688		0		1350	0.9008
3	Eby Creek Rd SB	None	586		1281		619		1129	0.5189
4	I-70 WB On-ramp	None	0		0		413		0	0.0000

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	None	14.55		14.55	5.15		B		B
2	I-70 WB Off-Ramp	None	29.66		29.66	21.05		D		D
3	Eby Creek Rd SB	None	12.07		12.07	3.78		B		B
4	I-70 WB On-ramp	None	0.00		0.00	0.00		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	46	0	13.90	1	19.80	1	77.00	120.00	21.00
2	EB 1-70 On-ramp	144	0	12.00	1	12.00	1	90.00	60.00	30.00
3	Eby Creek Rd SB	221	0	24.00	2	27.80	2	36.00	118.00	32.00
4	EB I-70 Off-ramp	303	0	24.00	2	26.00	2	40.00	190.00	26.00
5	Gas Station Dwy	348	0	12.00	1	12.00	1	90.00	60.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	132.00	22.00	1	28.00	2	26.00	2
2	EB 1-70 On-ramp	136.00	22.00	1	16.60	1	15.80	1
3	Eby Creek Rd SB	132.00	20.00	1	17.10	1	12.40	1
4	EB I-70 Off-ramp	136.00	33.00	2	13.00	1	12.00	1
5	Gas Station Dwy	146.00	34.00	2	22.00	1	19.30	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	23.90	3570	0	26.00	3883	0
2	EB 1-70 On-ramp	0	1.000	0	1.000	24.00	1792	0	15.80	2360	0
3	Eby Creek Rd SB	0	1.000	0	1.000	24.00	3584	0	12.40	1852	0
4	EB I-70 Off-ramp	0	1.000	0	1.000	24.00	3584	0	12.00	1792	0
5	Gas Station Dwy	0	1.000	0	1.000	24.00	1792	0	19.30	2882	0

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
1	Eby Creek Rd NB	Merge	451	13.9	1	10	1	23.9	2

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
1	Eby Creek Rd NB	13.9	1	0	349	155.000 253	30	2	EB 1-70 On-ramp	1	2

Bypass Entry Capacity Modifiers and Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Calibration	
		Capacity + or -	Cross Walk Factor	Intercept + or -	Slope Factor
1	Eby Creek Rd NB	0	1.000	0	1.000

Traffic Flow Data (veh/hr)

2045 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows						Flow Modifiers		
		U-Turn	Exit-4	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	59	0	1	640	100	451	2.0	1.00	0.910
2	EB I-70 On-ramp	0	0	0	0	0	0	2.0	1.00	0.910
3	Eby Creek Rd SB	2	52	1295	38	0	0	2.0	1.00	0.910
4	EB I-70 Off-ramp	0	51	0	149	14	0	2.0	1.00	0.910
5	Gas Station Dwy	0	0	0	0	0	0	2.0	1.00	0.910

Operational Results

2045 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd NB	Merge	800	451	105	152	1503	1039	829	0.7702	0.5438
2	EB 1-70 On-ramp	None	0		0		603	0		0.0000	
3	Eby Creek Rd SB	None	1387		60		693	2106		0.6585	
4	EB I-70 Off-ramp	None	214		1446		1	997		0.2147	
5	Gas Station Dwy	None	0		0		52	0		0.0000	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	Merge	19.45	13.09	17.16	11.27	3.71	C	B	C
2	EB 1-70 On-ramp	None	0.00		0.00	0.00		A		A
3	Eby Creek Rd SB	None	9.12		9.12	6.18		A		A
4	EB I-70 Off-ramp	None	7.93		7.93	1.20		A		A
5	Gas Station Dwy	None	0.00		0.00	0.00		A		A

**LONG-RANGE (2045) CONDITIONS
WITH PROJECT
LEVEL OF SERVICE AND QUEUING
CALCULATIONS**

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	49	0	15.00	1	18.00	1	48.00	53.00	42.00
2	Market St	126	0	13.50	1	17.00	1	90.00	64.00	20.00
3	Eby Creek Rd SB	240	0	12.70	1	18.60	1	63.00	51.00	46.00
4	Site Driveway	305	0	16.00	1	16.00	1	0.00	66.00	56.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	121.00	22.00	1	21.00	1	19.60	1
2	Market St	119.00	20.00	1	17.00	1	15.00	1
3	Eby Creek Rd SB	121.00	22.00	1	18.00	1	14.50	1
4	Site Driveway	119.00	22.00	1	19.00	1	19.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	20.00	2240	0	19.60	2927	0
2	Market St	0	1.000	0	1.000	20.00	2016	0	15.00	2240	0
3	Eby Creek Rd SB	0	1.000	0	1.000	20.00	1897	0	14.50	2166	0
4	Site Driveway	0	1.000	0	1.000	20.00	2390	0	19.00	2838	0

Traffic Flow Data (veh/hr)

2045 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	0	72	31	224	0	2.0	1.00	0.910
2	Market St	0	202	19	6	0	2.0	1.00	0.910
3	Eby Creek Rd SB	0	27	135	14	0	2.0	1.00	0.910
4	Site Driveway	0	4	19	74	0	2.0	1.00	0.910

Operational Results

2045 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	Eby Creek Rd NB	None	327		50		411		910	0.3592
2	Market St	None	227		107		270		1011	0.2246
3	Eby Creek Rd SB	None	176		293		41		776	0.2269
4	Site Driveway	None	97		364		105		726	0.1336

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	None	8.74		8.74	1.65		A		A
2	Market St	None	6.86		6.86	0.90		A		A
3	Eby Creek Rd SB	None	8.33		8.33	0.93		A		A
4	Site Driveway	None	7.27		7.27	0.49		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	41	0	12.80	1	19.00	1	46.00	125.00	33.00
2	I-70 WB Off-Ramp	117	0	24.00	2	24.80	2	45.00	113.00	15.00
3	Eby Creek Rd SB	230	0	22.90	2	26.30	2	47.00	66.00	15.00
4	I-70 WB On-ramp	319	0	15.00	1	15.00	1	50.00	60.00	40.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	134.00	20.00	1	26.00	2	23.00	2
2	I-70 WB Off-Ramp	138.00	22.00	1	15.00	1	15.00	1
3	Eby Creek Rd SB	134.00	33.00	2	20.70	1	16.00	1
4	I-70 WB On-ramp	138.00	33.00	2	16.90	1	17.60	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	20.00	1912	0	23.00	3435	0
2	I-70 WB Off-Ramp	0	1.000	0	1.000	20.00	3584	0	15.00	2240	0
3	Eby Creek Rd SB	0	1.000	0	1.000	20.00	3420	0	16.00	2390	0
4	I-70 WB On-ramp	0	1.000	0	1.000	20.00	2240	0	17.60	2629	0

Traffic Flow Data (veh/hr)

2045 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	4	87	284	0	0	2.0	1.00	0.940
2	I-70 WB Off-Ramp	0	376	0	55	0	2.0	1.00	0.940
3	Eby Creek Rd SB	0	0	352	52	0	2.0	1.00	0.940
4	I-70 WB On-ramp	0	0	0	0	0	2.0	1.00	0.940

Operational Results

2045 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd NB	None	375		0		732	1037		0.3617	
2	I-70 WB Off-Ramp	None	431		375		0	1696		0.2541	
3	Eby Creek Rd SB	None	404		467		339	1779		0.2271	
4	I-70 WB On-ramp	None	0		0		139	0		0.0000	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	None	8.38		8.38	1.67		A		A
2	I-70 WB Off-Ramp	None	5.39		5.39	1.10		A		A
3	Eby Creek Rd SB	None	5.02		5.02	0.95		A		A
4	I-70 WB On-ramp	None	0.00		0.00	0.00		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	46	0	13.90	1	19.80	1	77.00	120.00	21.00
2	EB 1-70 On-ramp	144	0	12.00	1	12.00	1	90.00	60.00	30.00
3	Eby Creek Rd SB	221	0	24.00	2	27.80	2	36.00	118.00	32.00
4	EB I-70 Off-ramp	303	0	24.00	2	26.00	2	40.00	190.00	26.00
5	Gas Station Dwy	348	0	12.00	1	12.00	1	90.00	60.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	132.00	22.00	1	28.00	2	26.00	2
2	EB 1-70 On-ramp	136.00	22.00	1	16.60	1	15.80	1
3	Eby Creek Rd SB	132.00	20.00	1	17.10	1	12.40	1
4	EB I-70 Off-ramp	136.00	33.00	2	13.00	1	12.00	1
5	Gas Station Dwy	146.00	34.00	2	22.00	1	19.30	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	23.90	3570	0	26.00	3883	0
2	EB 1-70 On-ramp	0	1.000	0	1.000	24.00	1792	0	15.80	2360	0
3	Eby Creek Rd SB	0	1.000	0	1.000	24.00	3584	0	12.40	1852	0
4	EB I-70 Off-ramp	0	1.000	0	1.000	24.00	3584	0	12.00	1792	0
5	Gas Station Dwy	0	1.000	0	1.000	24.00	1792	0	19.30	2882	0

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
1	Eby Creek Rd NB	Merge	570	13.9	1	10	1	23.9	2

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
1	Eby Creek Rd NB	13.9	1	0	349	155.000 4414	30	2	EB 1-70 On-ramp	1	2

Bypass Entry Capacity Modifiers and Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Calibration	
		Capacity + or -	Cross Walk Factor	Intercept + or -	Slope Factor
1	Eby Creek Rd NB	0	1.000	0	1.000

Traffic Flow Data (veh/hr)

2045 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows						Flow Modifiers		
		U-Turn	Exit-4	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	14	0	1	300	450	570	2.0	1.00	0.930
2	EB I-70 On-ramp	0	0	0	0	0	0	2.0	1.00	0.930
3	Eby Creek Rd SB	1	163	522	27	0	0	2.0	1.00	0.930
4	EB I-70 Off-ramp	0	83	32	339	27	0	2.0	1.00	0.930
5	Gas Station Dwy	0	0	0	0	0	0	2.0	1.00	0.930

Operational Results

2045 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd NB	Merge	765	570	279	644	875	933	669	0.8203	0.8516
2	EB 1-70 On-ramp	None	0		0		1212	0		0.0000	
3	Eby Creek Rd SB	None	713		15		384	2155		0.3308	
4	EB I-70 Off-ramp	None	481		727		1	1566		0.3072	
5	Gas Station Dwy	None	0		0		54	0		0.0000	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	Merge	25.06	38.93	30.98	14.22	18.49	D	E	D
2	EB 1-70 On-ramp	None	0.00		0.00	0.00		A		A
3	Eby Creek Rd SB	None	5.74		5.74	1.80		A		A
4	EB I-70 Off-ramp	None	6.71		6.71	1.69		A		A
5	Gas Station Dwy	None	0.00		0.00	0.00		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	49	0	15.00	1	18.00	1	48.00	53.00	42.00
2	Market St	126	0	13.50	1	17.00	1	90.00	64.00	20.00
3	Eby Creek Rd SB	240	0	12.70	1	18.60	1	63.00	51.00	46.00
4	Site Driveway	305	0	16.00	1	16.00	1	0.00	66.00	56.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	121.00	22.00	1	21.00	1	19.60	1
2	Market St	119.00	20.00	1	17.00	1	15.00	1
3	Eby Creek Rd SB	121.00	22.00	1	18.00	1	14.50	1
4	Site Driveway	119.00	22.00	1	19.00	1	19.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	20.00	2240	0	19.60	2927	0
2	Market St	0	1.000	0	1.000	20.00	2016	0	15.00	2240	0
3	Eby Creek Rd SB	0	1.000	0	1.000	20.00	1897	0	14.50	2166	0
4	Site Driveway	0	1.000	0	1.000	20.00	2390	0	19.00	2838	0

Traffic Flow Data (veh/hr)

2045 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	1	70	137	494	0	2.0	1.00	0.960
2	Market St	1	506	26	33	0	2.0	1.00	0.960
3	Eby Creek Rd SB	0	12	76	5	0	2.0	1.00	0.960
4	Site Driveway	0	9	24	65	0	2.0	1.00	0.960

Operational Results

2045 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd NB	None	702		46		648	912		0.7694	
2	Market St	None	566		217		531	944		0.5995	
3	Eby Creek Rd SB	None	93		604		179	607		0.1532	
4	Site Driveway	None	98		596		101	602		0.1628	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	None	20.16		20.16	8.35		C		C
2	Market St	None	13.53		13.53	4.23		B		B
3	Eby Creek Rd SB	None	8.81		8.81	0.53		A		A
4	Site Driveway	None	9.04		9.04	0.57		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	41	0	12.80	1	19.00	1	46.00	125.00	33.00
2	I-70 WB Off-Ramp	117	0	24.00	2	24.80	2	45.00	113.00	15.00
3	Eby Creek Rd SB	230	0	22.90	2	26.30	2	47.00	66.00	15.00
4	I-70 WB On-ramp	319	0	15.00	1	15.00	1	50.00	60.00	40.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	134.00	20.00	1	26.00	2	23.00	2
2	I-70 WB Off-Ramp	138.00	22.00	1	15.00	1	15.00	1
3	Eby Creek Rd SB	134.00	33.00	2	20.70	1	16.00	1
4	I-70 WB On-ramp	138.00	33.00	2	16.90	1	17.60	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	20.00	1912	0	23.00	3435	0
2	I-70 WB Off-Ramp	0	1.000	0	1.000	20.00	3584	0	15.00	2240	0
3	Eby Creek Rd SB	0	1.000	0	1.000	20.00	3420	0	16.00	2390	0
4	I-70 WB On-ramp	0	1.000	0	1.000	20.00	2240	0	17.60	2629	0

Traffic Flow Data (veh/hr)

2045 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	2	258	455	0	0	2.0	1.00	0.980
2	I-70 WB Off-Ramp	0	1024	0	205	0	2.0	1.00	0.980
3	Eby Creek Rd SB	0	0	458	165	0	2.0	1.00	0.980
4	I-70 WB On-ramp	0	0	0	0	0	2.0	1.00	0.980

Operational Results

2045 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd NB	None	715		0		1479	1037		0.6897	
2	I-70 WB Off-Ramp	None	1229		715		0	1320		0.9310	
3	Eby Creek Rd SB	None	623		1279		659	1131		0.5508	
4	I-70 WB On-ramp	None	0		0		423	0		0.0000	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	None	15.47		15.47	5.74		C		C
2	I-70 WB Off-Ramp	None	37.20		37.20	27.46		E		E
3	Eby Creek Rd SB	None	12.77		12.77	4.24		B		B
4	I-70 WB On-ramp	None	0.00		0.00	0.00		A		A

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd NB	46	0	13.90	1	19.80	1	77.00	120.00	21.00
2	EB 1-70 On-ramp	144	0	12.00	1	12.00	1	90.00	60.00	30.00
3	Eby Creek Rd SB	221	0	24.00	2	27.80	2	36.00	118.00	32.00
4	EB I-70 Off-ramp	303	0	24.00	2	26.00	2	40.00	190.00	26.00
5	Gas Station Dwy	348	0	12.00	1	12.00	1	90.00	60.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd NB	132.00	22.00	1	28.00	2	26.00	2
2	EB 1-70 On-ramp	136.00	22.00	1	16.60	1	15.80	1
3	Eby Creek Rd SB	132.00	20.00	1	17.10	1	12.40	1
4	EB I-70 Off-ramp	136.00	33.00	2	13.00	1	12.00	1
5	Gas Station Dwy	146.00	34.00	2	22.00	1	19.30	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd NB	0	1.000	0	1.000	23.90	3570	0	26.00	3883	0
2	EB 1-70 On-ramp	0	1.000	0	1.000	24.00	1792	0	15.80	2360	0
3	Eby Creek Rd SB	0	1.000	0	1.000	24.00	3584	0	12.40	1852	0
4	EB I-70 Off-ramp	0	1.000	0	1.000	24.00	3584	0	12.00	1792	0
5	Gas Station Dwy	0	1.000	0	1.000	24.00	1792	0	19.30	2882	0

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
1	Eby Creek Rd NB	Merge	451	13.9	1	10	1	23.9	2

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
1	Eby Creek Rd NB	13.9	1	0	349	155.000 4067	30	2	EB 1-70 On-ramp	1	2

Bypass Entry Capacity Modifiers and Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Calibration	
		Capacity + or -	Cross Walk Factor	Intercept + or -	Slope Factor
1	Eby Creek Rd NB	0	1.000	0	1.000

Traffic Flow Data (veh/hr)

2045 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows						Flow Modifiers		
		U-Turn	Exit-4	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Eby Creek Rd NB	59	0	1	659	100	451	2.0	1.00	0.910
2	EB I-70 On-ramp	0	0	0	0	0	0	2.0	1.00	0.910
3	Eby Creek Rd SB	2	61	1313	38	0	0	2.0	1.00	0.910
4	EB I-70 Off-ramp	0	59	0	149	14	0	2.0	1.00	0.910
5	Gas Station Dwy	0	0	0	0	0	0	2.0	1.00	0.910

Operational Results

2045 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd NB	Merge	819	451	122	161	1521	1028	826	0.7964	0.5457
2	EB 1-70 On-ramp	None	0		0		612	0		0.0000	
3	Eby Creek Rd SB	None	1414		60		719	2106		0.6713	
4	EB I-70 Off-ramp	None	222		1473		1	975		0.2276	
5	Gas Station Dwy	None	0		0		52	0		0.0000	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd NB	Merge	21.45	13.17	18.51	13.30	3.74	C	B	C
2	EB 1-70 On-ramp	None	0.00		0.00	0.00		A		A
3	Eby Creek Rd SB	None	9.40		9.40	6.61		A		A
4	EB I-70 Off-ramp	None	8.46		8.46	1.35		A		A
5	Gas Station Dwy	None	0.00		0.00	0.00		A		A



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TOWN OF EAGLE ENVIRONMENTAL IMPACT REPORT

ANB Bank Site

Eagle, Eagle County, Colorado

December 16, 2024

Prepared For:

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ERC Project #200-2419

**TOWN OF EAGLE
ENVIRONMENTAL IMPACT REPORT**

**ANB Bank Site
Eagle, Eagle County, Colorado**

December 16, 2024

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Appendices

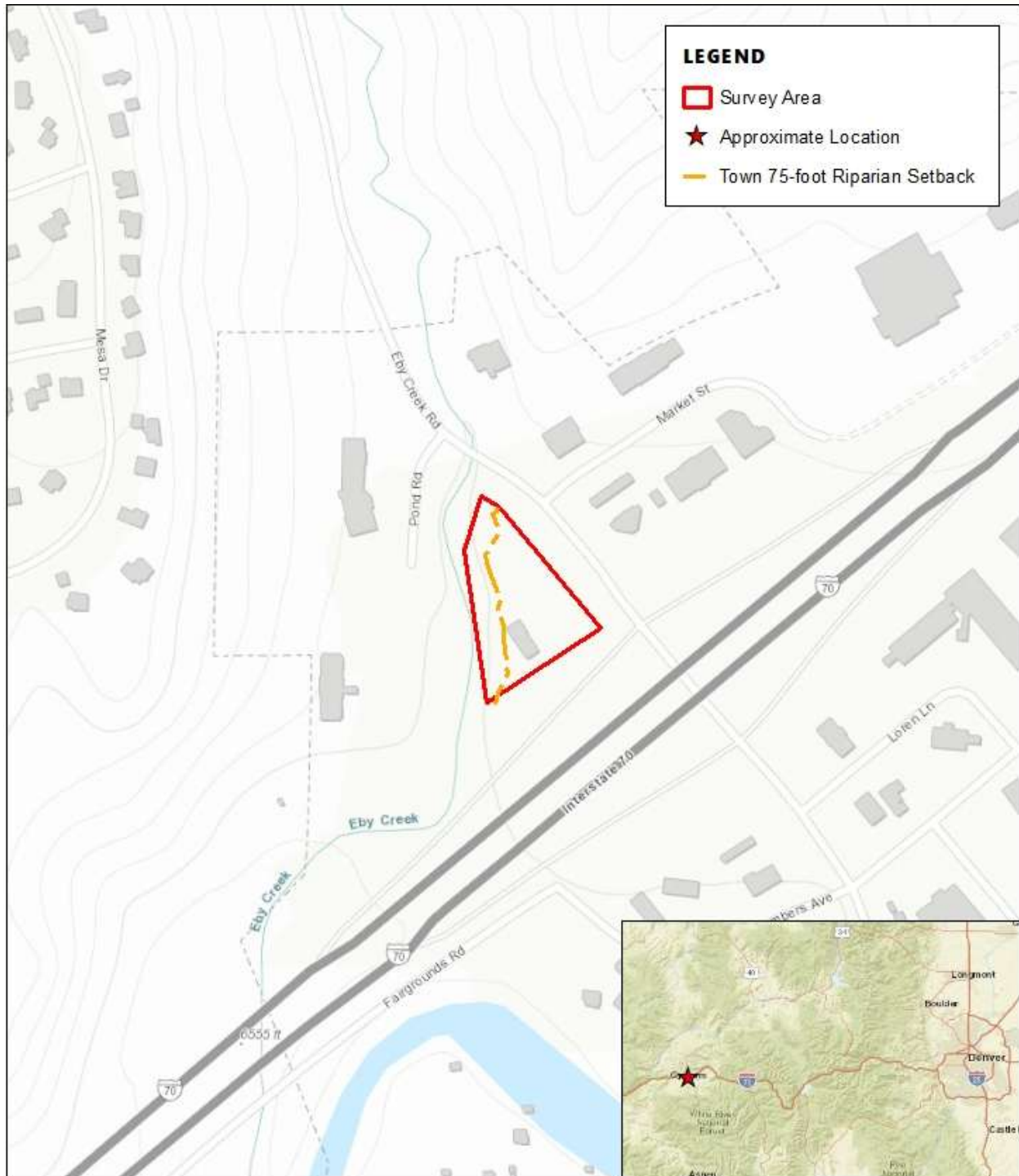
APPENDIX A – PROJECT SITE PLANS
APPENDIX B – USFWS OFFICIAL SPECIES LIST

1.0 PROJECT DESCRIPTION

Ecological Resource Consultants, LLC (ERC) has prepared this Town of Eagle Environmental Impact Report at the request of Alder Real Estate. The 2.0-acre property, referred to herein as survey area, is located north of Interstate 70 and west of Eby Creek Road in Eagle County, Colorado. The purpose of this report is to identify environmental features that may be adversely impacted within the designated Town of Eagle 75-foot riparian setback per Ordinance No. 8. Following initial review of a development application for the survey area, the Town of Eagle (Town) indicated the 75-foot riparian setback could be reduced to 50-foot if it can be demonstrated that the proposed project did not cause any adverse environmental impacts. This environmental impact report has been prepared in accordance with the Migratory Bird Treaty Act (MBTA), Endangered Species Act (ESA), Colorado Parks and Wildlife (CPW) Colorado Statute Title 33, and Section 404 of the Clean Water Act (CWA). Site plans are included as **Appendix A**.

2.0 SURVEY AREA DESCRIPTION

State	Colorado
County	Eagle
County Parcel #	193932101001
Nearest Town	Eagle
Street Address/ Nearest Intersection	Northwest of Interstate 70 and Eby Creek Road
Latitude, Longitude (Center of Survey Area)	39.66066° N, -106.8292° W
Section, Township, Range	Section 32, Township 4 South, Range 84 West
Average Elevation (Feet AMSL)	6,620
Topography	Generally flat, slopes towards the western portion of the survey area towards Eby Creek. The elevation drops quickly into a steep slope leading to the creek
Subregion (LRR)	LRR E
Watershed HUC	<i>Eby Creek</i> (HUC 140100030602)
Nearest Waterbody	Eby Creek
General Site Description	The survey area consists of a paved road, parking lot and a vacant commercial building. The survey area along the north and west is undeveloped consisting primarily of shrubland with a utility easement present. Eby Creek is located west and outside of the survey area. Eby Creek will not be impacted by the proposed project.
Refer to Figure 1 for a vicinity and U.S. Geological Survey (USGS) topographic map of the survey area. Refer to Photos 1-6 below for general characteristics of the survey area.	



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**FIGURE 1
USGS TOPOGRAPHIC AND LOCATION MAP
ANB BANK BUILDING PROJECT
EAGLE COUNTY, COLORADO**



0 300 600 Feet



Photo 1. Overview northwest, along the western survey area boundary in the north portion of the survey area.



Photo 2. View facing southwest of the existing infrastructure. Including the paved road, parking lot and existing single-story building within the survey area.



Photo 3. View facing northeast of the northwestern portion of the survey area. The Town 75-foot riparian setback boundary is depicted with the orange line. Proposed development would occur in the right hand side of the photo.



Photo 4. View facing northeast from the western boundary of the survey area, showing the steep slope along the survey area boundary that drops into Eby Creek. This area is outside of the survey area and will not be impacted by the proposed project.



Photo 5. View facing southwest from the northern boundary of the survey area. An existing utility box can be seen in the lower right. The Town 75-foot riparian setback boundary is depicted by the orange line and an approximate, adjusted 50-foot riparian setback depicted by the red line.



Photo 6. View facing northeast across the survey area within the Town 75-foot riparian setback (depicted with the orange line). The approximate location of the adjusted 50-foot setback is depicted with the red line.

3.0 SCREENING METHODOLOGY

A preliminary desktop review was conducted utilizing existing available mapping to identify natural habitats or features within survey area. The latest aerial imagery (GoogleEarth), U.S. Geological Survey (USGS) topographic maps, U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) mapping and Colorado Parks and Wildlife (CPW) data were reviewed. General extents and characterization of natural habitats or features were documented and sketched onto project base mapping as part of the initial review.

ERC completed an onsite evaluation on December 4, 2024 to identify, map, and evaluate natural habitats and/or features within the Town 75-foot riparian setback within the survey area including vegetation communities, migratory birds and raptors, federally and state-listed threatened and endangered (T&E) species, CPW-listed high priority habitat, and wetlands and/or riparian areas.

Final mapping of natural habitats, features, and buffer zones was conducted in GIS using photo interpretation of aerial photography, overlay of GPS data points, and digitization of field maps.

4.0 EXISTING VEGETATION COMMUNITIES

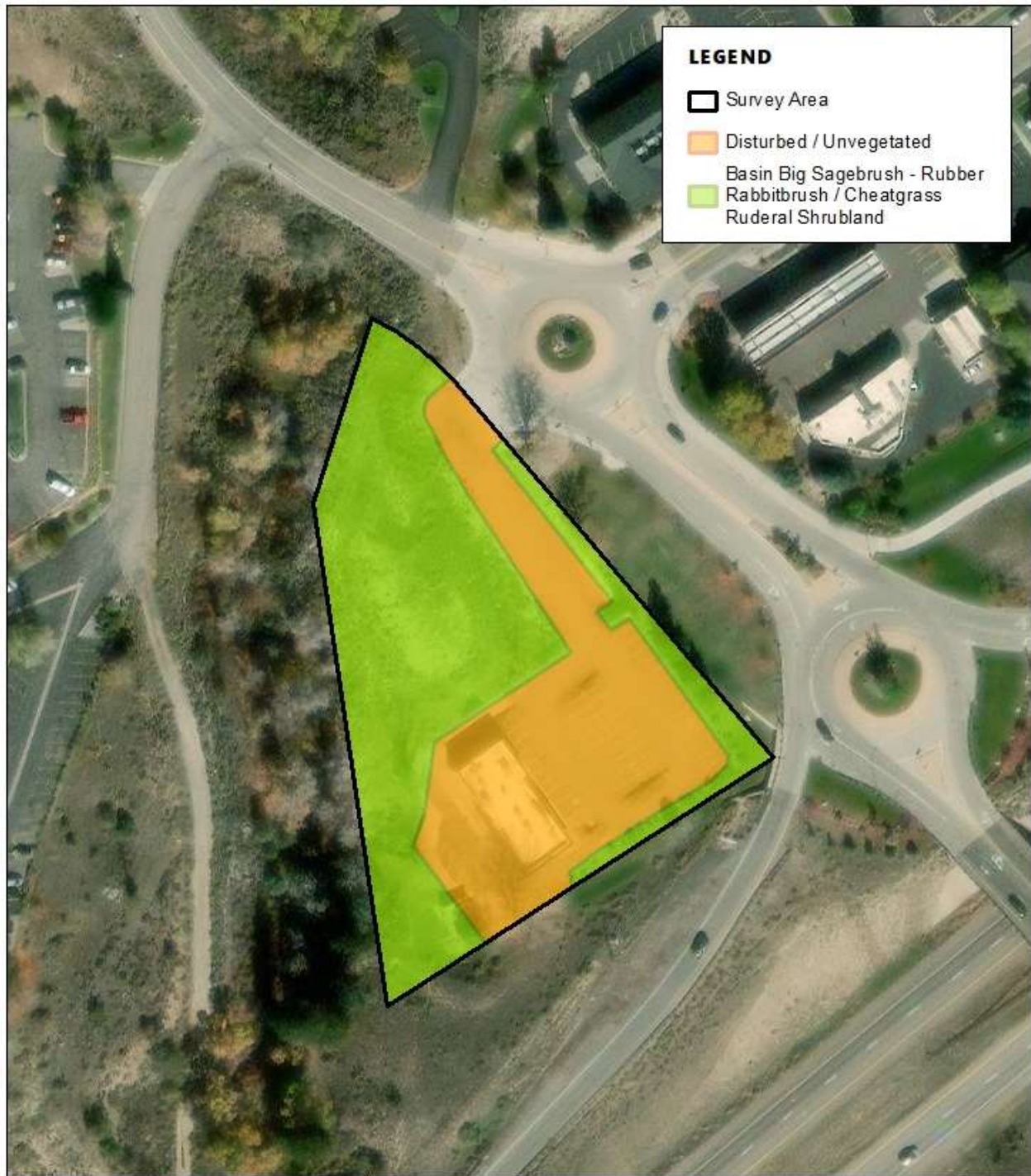
Two (2) primary vegetation communities exist across the entire survey area and are comprised of Basin Big Sagebrush - Rubber Rabbitbrush/Cheatgrass Ruderal Shrubland and Disturbed/Unvegetated. The vegetation communities characterized within the survey area have been significantly disturbed by historic and current land use practices and thus represent somewhat degraded forms of the natural vegetation communities. The following is a summary of the vegetation communities within the survey area. Refer to **Figure 2** for a map of the vegetation communities within the survey area. An existing utility easement is also present along the western boundary of the survey area within the Basin Big Sagebrush - Rubber Rabbitbrush/Cheatgrass Ruderal Shrubland.

Basin Big Sagebrush - Rubber Rabbitbrush/Cheatgrass Ruderal Shrubland

This association is unfortunately quite common throughout the Colorado Plateau and throughout the range of big sagebrush in the western U.S. due to a history of heavy grazing pressure by domestic livestock. This shrubland has a canopy of *Artemisia tridentata* ssp. *tridentata* which is always present, often with a lesser component of *Ericameria nauseosa*, *Atriplex canescens*, or *Chrysothamnus viscidiflorus*. The non-native annual grass *Bromus tectorum* dominates the herbaceous undergrowth layer and is frequently accompanied by other non-native grasses and forbs. Individuals or small patches of native grasses and forbs may occur, including *Leymus cinereus*, *Achnatherum hymenoides*, and *Sporobolus cryptandrus*. However, the natives are overwhelmed by the non-natives, such that it is impossible to determine what native association the stand may have been prior to conversion to a ruderal type. Stands occur in small to moderate-sized patches on alluvial terraces, floodplains, and point bars, mostly below 2000 m (6560 feet) elevation.

Disturbed/Unvegetated

The Disturbed / Unvegetated community includes the majority of the southern and eastern portions of the survey area including a paved road, smaller paved parking lots, and an existing single-story building. These features have no vegetation cover as a result of commercial development and, therefore, have little to no ecological value (NatureServe 2024).



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**FIGURE 2
VEGETATION COMMUNITIES MAP**

**ANB BANK BUILDING PROJECT
EAGLE COUNTY, COLORADO**



0 80 160 Feet

5.0 MIGRATORY BIRD TREATY ACT

Migratory birds are protected under the MBTA (16 U.S.C. 730-712). The MBTA makes it illegal for anyone to take, possess, import, export, transport, sell, purchase barter, or offer for sale, purchase, or barter any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to Federal regulations. In Colorado, all birds except for the European starling (*Sturnus vulgaris*), house sparrow (*Passer domesticus*), and rock pigeon (*Columba livia*) are protected under the MBTA. A total of 523 migratory bird species are known to occur in the Mountain-Prairie Region (USFWS Region 6, Montana, Wyoming, Utah, North Dakota, South Dakota, Nebraska, Kansas, and Colorado); 320 of the 523 migratory bird species are known to breed in USFWS Region 6. These birds, their eggs, and active nests are protected under the MBTA and the take or possession of these resources is prohibited.

Non-Raptor Migratory Birds

Non-raptor migratory birds likely exist within the survey area and within the Town 75-foot riparian setback. The basin big sagebrush and cheatgrass ruderal shrubland within the Town 75-foot riparian setback provides potential habitat for non-raptor migratory birds. However, no non-raptor migratory birds or nests were observed within the Town 75-foot riparian setback during the onsite visit.

- Based upon literature review and an onsite assessment within the Town 75-foot riparian setback, ERC has determined that some migratory birds likely utilize the survey area. However, no non-raptor migratory birds or nests were observed within the survey area or the 75' riparian setback. Therefore, no adverse impacts to non-raptor migratory birds are anticipated. However, a nest survey should be conducted 7–10 days prior to any vegetation removal within the survey area and/or the Town 75-foot riparian setback to identify any newly established nests. For non-raptor migratory birds, only active nests are protected, and no buffers or restricted surrounding areas are required. Once a nest becomes inactive, disturbances can occur to the nest and no further agency authorization or coordination is required. Generally, the active nesting season for most migratory birds in this region of Colorado occurs between April 1 and August 31.

Non-eagle Raptors

Non-eagle raptor nest sites are regulated by the USFWS under the MBTA with local review from the CPW. The CPW has established recommended protective buffer zones and seasonal activity restrictions for a variety of Colorado raptors (CPW 2020). The CPW species-recommended buffer zones are such that if implemented, should assure that the majority of the individual species will continue to occupy the area. CPW considers a nest to be active when it is frequented or occupied by a raptor during the breeding season, or which has been occupied in any of the five previous breeding seasons. Many raptors use alternate nests in various years. Thus, a nest site may be active even if a particular nest is not occupied in a given year. The CPW also maintains Species Activity Mapping (SAM) data which is an online database that lists the known occurrences, status, and recorded nest sites of select raptors and other species within the state of Colorado.

- No non-eagle raptor nests were observed and no CPW mapped non-eagle raptor nest protection buffer zones are located within the Town 75-foot riparian setback (CPW 2023a). Therefore, no adverse impacts to non-eagle raptors are anticipated to occur. However, nest activity status can vary seasonally and from year-to-year. Future land use changes may require additional nest surveys

(generally between February 1 and September 15 (CPW 2020)) to determine activity status within ½ to ¼ mile of the survey area and to ensure compliance with CPW recommendations.

Eagles

No eagle nest sites are identified on the CPW SAM data within the survey area or the Town 75-foot riparian setback. No eagles or eagle nests were observed during the site visit. Therefore, no adverse impacts to eagles are anticipated to occur.

- If an eagle nest site were to become established within a ½-mile of the survey area or within the survey area, CPW recommends a “No Surface Occupancy” beyond that which has historically occurred. CPW also recommends “No Human Encroachment” within ¼-mile radius and that no human encroachment activities, including construction activities within ½-mile radius of active nest sites from December 1 through July 31. Future land use changes may require an additional nest survey (generally between December 1 and July 31 (CPW 2020) to determine activity status within ½-mile of the survey area to ensure compliance with CPW recommendations. However, it is important to keep in mind that the primary authority for the regulation of “take” and the ultimate jurisdiction for bald eagles lies with the USFWS under the Migratory Bird Treaty Act (16 U.S.C. 703-712) and the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c).

6.0 SPECIES PROTECTED UNDER THE ENDANGERED SPECIES ACT OF 1973

The Endangered Species Act (ESA) of 1973 was enacted by the United States to conserve endangered and threatened species and the ecosystems that they depend on. Under the ESA, species may be listed as either “endangered” or “threatened”; both designations are protected by law. The ESA is administered by the USFWS. The USFWS has developed project specific species lists, available online by request, identifying threatened, endangered, and proposed species, designated critical habitat (USFWS 2024a), and candidate species protected under the ESA that may occur within the boundary of a proposed project and/or may be affected by a proposed project (USFWS 2024a) (Project Code: code: 2025-0027844). The species list for the survey area has identified potential for a total of 10 threatened, endangered, candidate, or experiential species within the survey area. The USFWS official species list is included in **Appendix B**.

The following federally listed threatened and endangered (T&E) species are known to exist within Eagle County:

Common Name	Scientific Name	Status*	Potential to Occur
Canada lynx	<i>Lynx canadensis</i>	FT	NO
Mexican spotted owl	<i>Strix occidentalis lucida</i>	FT	NO
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	FT	NO
Ute ladies'-tresses	<i>Spiranthes diluvialis</i>	FT	NO
Monarch butterfly	<i>Danaus plexippus</i>	C	NO
Water Depletion Species			
Bonytail†	<i>Gila elegans</i>	FE	NO
Colorado pikeminnow†	<i>Gila elegans</i>	FE	NO
Humpback chub†	<i>Gila cypha</i>	FT	NO
Razorback sucker†	<i>Xyrauchen texanus</i>	FE	NO

*Status key: FT – Federally listed as threatened; FE – Federally listed as endangered; C – Candidate; EP – Experiential population

†Water Depletion Species

Species Not Present

The species indicated as “NO” are not known to exist within the specific vicinity of the survey area or and/or have specific habitat requirements (i.e., elevation range) that are not common in the vicinity of the survey area. Therefore, no adverse impacts will occur to federally listed threatened and endangered species.

Water Depletion Species

Any water related project conducted in the Colorado River Basin that has a federal nexus; such as federal funding or a federal permit (i.e., Clean Water Act (CWA) Section 404 Permit), is subject to ESA Section 7 Consultation with the USFWS. The consultation is a mandate for water depletion projects that may affect threatened and endangered species that rely on the Colorado River.

- The survey area does not contain the specific habitat characteristics necessary to support the species listed above. These species and/or critical habitat are not present within the survey area. It is assumed the proposed project will tie into an existing Town municipal water supply and will not be considered a depletion to the Colorado River. Therefore, the proposed project would not result in an adverse impact to these species.

7.0 STATE THREATENED AND ENDANGERED SPECIES

Species identified as state T&E are protected by the CPW under Colorado Statute Title 33. State regulations prohibit “any person to take, possess, transport, export, process, sell or offer for sale, or ship and for any common or contract carrier to knowingly transport or receive for shipment” any species or subspecies listed as state endangered or threatened. The CPW also has identified State Species of Special Concern, which are species or subspecies of native wildlife that are currently vulnerable in their Colorado range and have the potential to become threatened or endangered. Species of Special Concern are not protected under State regulations but the ‘take’ of individuals and disturbance of their habitat is strongly discouraged.

All state listed species were screened as potential inhabitants of the survey area based on general habitat requirements and CPW Species Profiles (CPW 2023b). ERC evaluated the species listed by CPW as threatened or endangered that could potentially exist within the survey area. All animal species listed above as threatened or endangered by the USFWS are also listed by the CPW as threatened or endangered, respectively, therefore were not duplicated below.

Common Name	Scientific Name	Status*	Potential to Occur
Boreal toad	<i>Bufo boreas boreas</i>	SE	NO
Burrowing owl	<i>Athene cunicularia</i>	ST	NO
Least tern	<i>Sterna antillarum</i>	SE	NO
Lesser prairie-chicken	<i>Tympanuchus pallidicinctus</i>	ST	NO
Southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	SE	NO
Plains sharp-tailed grouse	<i>Tympanuchus phasianellus jamesii</i>	SE	NO
Piping plover	<i>Charadrius melodus circumcinctus</i>	ST	NO
Whooping crane	<i>Grus americana</i>	SE	NO
Arkansas darter	<i>Etheostoma cragini</i>	ST	NO
Brassy minnow	<i>Hybognathus hankinsoni</i>	ST	NO
Greenback cutthroat trout	<i>Oncorhynchus clarki stomias</i>	ST	NO
Rio grande sucker	<i>Catostomus plebeius</i>	SE	NO
Lake chub	<i>Couesius plumbeus</i>	SE	NO
Plains minnow	<i>Hybognathus placitus</i>	SE	NO
Suckermouth minnow	<i>Phenacobius mirabilis</i>	SE	NO
Northern redbelly dace	<i>Phoxinus eos</i>	SE	NO
Southern redbelly dace	<i>Phoxinus erythrogaster</i>	SE	NO
Common shiner	<i>Luxilus cornutus</i>	ST	NO
Grizzly bear	<i>Ursus arctos</i>	SE	NO
Wolverine	<i>Gulo gulo</i>	SE	NO
Kit fox	<i>Vulpes macrotis</i>	SE	NO
River otter	<i>Lontra canadensis</i>	ST	NO
Black-footed ferret	<i>Mustela nigripes</i>	SE	NO
Preble's meadow jumping mouse	<i>Zapus hudsonius preblei</i>	ST	NO

*Status key: ST – State listed as threatened; SE – State listed as endangered

Species Not Present

The T&E species indicated as “NO” are identified to occur within the state (CPW 2023b). However, these species are not known to exist within the specific vicinity of the survey area and/or have specific habitat requirements (i.e., elevation range) that are not common in the vicinity of the survey area (CPW 2023b).

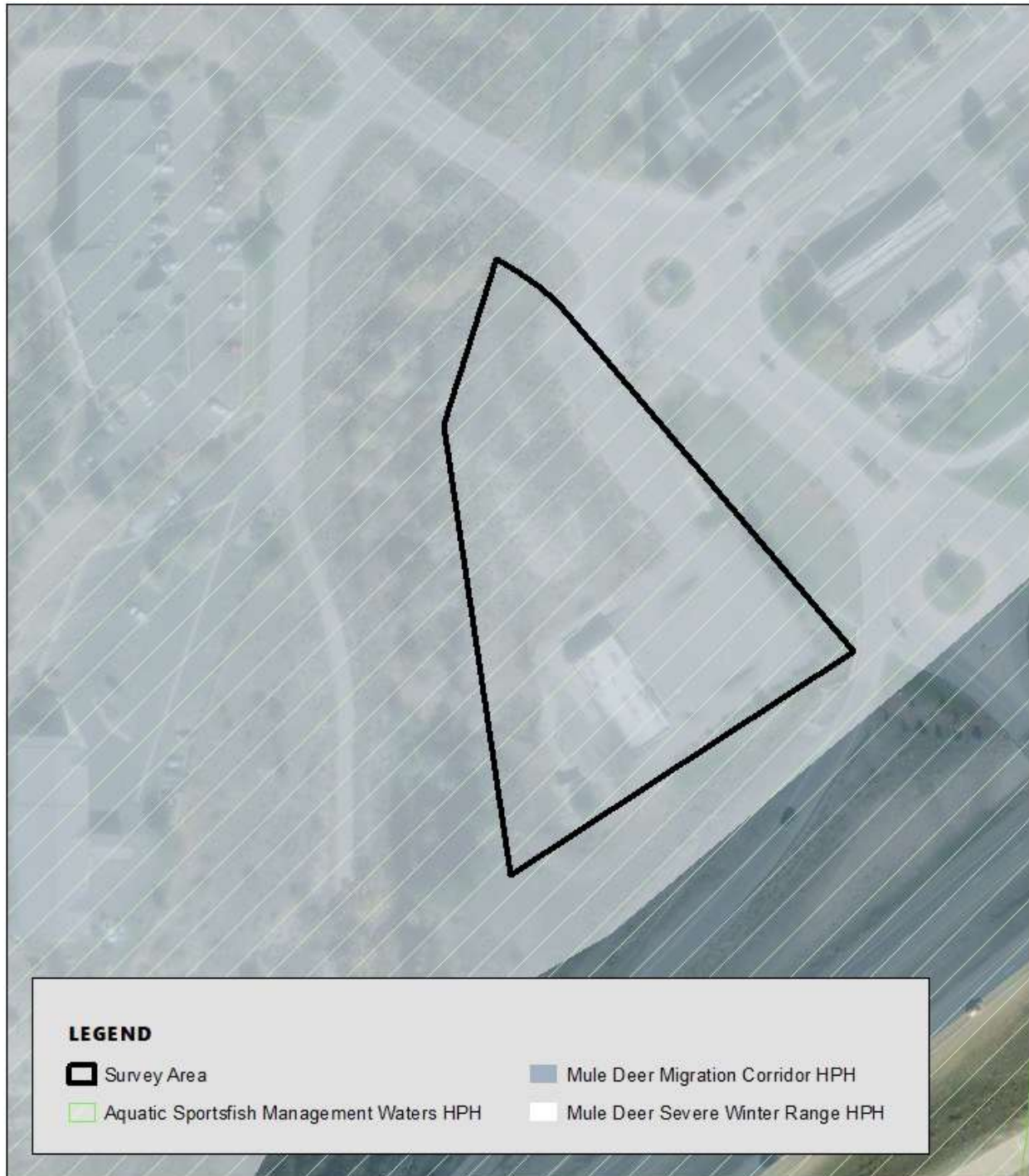
The survey area does not contain the specific habitat characteristics necessary to support the species listed above. These species and/or critical habitat are not present within the survey area. Therefore, no adverse impacts will occur to state-listed threatened and endangered species.

8.0 HIGH PRIORITY HABITAT AREAS

CPW has recently developed *Recommendations to Avoid and Minimize Impacts to Wildlife from Land Use Development in Colorado* in July (CPW 2023c). CPW is a recommending agency in regard to energy and land use development, however, CPW has no regulatory authority over these processes (CPW 2024a). The recommendations identify High Priority Habitat (HPH) by species and provide general recommendations related to disturbances. These recommendations were originally developed specifically for the Colorado Oil and Gas Commission as part of fluid mineral development; however, CPW has provided these recommendations for other land use proposals. Three (3) designated HPH areas exist

within the survey area and the Town 75-foot riparian setback: Aquatic Sportsfish Management Waters HPH, Mule Deer Migration Corridor HPH, and Mule Deer Severe Winter Range HPH (**Figure 3**).

- The proposed activities will not impact the waterways, including Eby Creek, and therefore, will have no adverse impact on the aquatic sportsfish management waters.
- The surrounding environment around the survey area that would be used by mule deer for migration is greatly fragmented, due to the existing commercial businesses, travel corridors (Interstate 70 and Eby Creek Road), apartment complexes and hotels. The impacts of the proposed project on migration corridors for mule deer is minimal to none, provided the large, existing presence of development. However, precautions should be taken during construction activities to prevent harm to wildlife within the survey area and surrounding vicinity.
- The surrounding environment around the survey area that would be used by mule deer for winter habitat is greatly fragmented. As mentioned, the existing commercial development, travel corridors, apartment complexes and hotels in the surrounding area minimize the use of the area by mule deer. The impacts of the proposed project on severe winter habitat for mule deer is minimal to none. However, precautions should be taken during construction activities to prevent harm to wildlife within the survey area and surrounding vicinity.



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**FIGURE 3
WILDLIFE HABITAT MAP
ANB BANK BUILDING PROJECT
EAGLE COUNTY, COLORADO**



0 100 200 Feet

9.0 AQUATIC RESOURCES

A formal routine delineation of aquatic resources was not performed as part of this environmental impact report. Identification of potential aquatic resources was conducted using USGS topographic maps, the USFWS NWI data, CNHP wetland data, and from field inspection. The purpose of the aquatic resources evaluation was to identify potential wetlands regulated by the U.S. Army Corps of Engineers (USACE) under Section 404 of the CWA within the Town 75-foot riparian setback.

TOPOGRAPHIC MAP

The USGS 1:24,000 topographic quadrangle (quad) map of the survey area (Eagle, CO 2022 quad) was reviewed to identify potential drainage features. There are no aquatic resources shown in the topographic map within the survey area and Town 75-foot riparian setback. Eby Creek is shown west and outside of the survey area (USGS 2024) and will not be impacted by the proposed project.

NATIONAL WETLANDS INVENTORY DATA

NWI data was reviewed for the survey area and for the Town 75-foot riparian setback. NWI data are published by USFWS and help to identify potential wetlands and aquatic areas. The NWI data depicts Rp1FO, or forested/riparian habitat feature west and outside of the survey area boundary (**Figure 4**) (USFWS 2024b). The NWI mapped feature is outside of the adjusted 50-foot and Town 75-foot riparian setback.

COLORADO NATURAL HERITAGE PROGRAM (CNHP) DATA

CNHP data is published using wetland, riparian, fen, and playa mapping by CNHP, USFWS, Bird Conservancy of the Rockies and other partners. CNHP data was reviewed for the survey area and for the Town 75-foot riparian setback. The CNHP data depicts a Rp1FO, or forested/riparian habitat feature west and outside of the survey area boundary (CNHP 2024). The CNHP mapped feature is outside of the adjusted 50-foot and Town 75-foot riparian setback.

FIELD INSPECTION

The accuracy of the USGS and NWI mapped features were evaluated during the field inspection performed by ERC on December 4, 2024. Eby Creek and the mapped features are outside of the adjusted 50-foot and Town 75-foot riparian setback and outside of the survey area. During the field inspection, no wetlands or other aquatic resources were observed within the survey area or the riparian setback. The survey area is solely comprised of upland habitat. Therefore, no adverse impacts will occur to potential wetlands within the survey area or the Town 75-foot riparian setback.



Prepared By:



2820 Wilderness Place, Suite A
Boulder, CO 80301
(303) 679-4820

ERC #: 200-2419

**FIGURE 4
PONTENTIAL AQUATIC RESOURCES MAP**

**ANB BANK BUILDING PROJECT
EAGLE COUNTY, COLORADO**



0 100 200
Feet

10.0 SUMMARY OF IMPACTS

ERC has conducted this Town of Eagle Environmental Impact Report for the approximately 2-acre survey area to identify environmental features that may be impacted within the designated Town 75-foot riparian setback per Ordinance No. 8. The following provides key items identified as part of this report:

- Two primary land use class/vegetation cover types exist within the survey area, Basin Big Sagebrush - Rubber Rabbitbrush/Cheatgrass Ruderal Shrubland (57% total cover) and Disturbed/Unvegetated (43% total cover). Historic and current use in commercial development has led to the degradation of the native vegetation community. An existing utility easement is present along the western portion of the survey area. Therefore, no adverse impacts to the existing vegetation community will occur.
- No non-raptor migratory birds or nests were observed within the survey area. Therefore, no adverse impacts will occur to non-raptor migratory birds within the Town 75-foot riparian setback. However, 7-10 days prior to vegetation removal and between April 1 and August 31, a nest survey should be completed to ensure that no nests have become established within the survey area or the Town 75-foot riparian setback and active nests, if any, are not disturbed.
- No non-eagle raptors or nests were observed within the survey area or the Town 75-foot riparian setback, and no CPW mapped non-eagle raptor nest protection zones are located within the survey area (CPW 2023a). Therefore, no adverse impacts will occur to non-eagle raptors. However, nest activity status can vary seasonally and from year-to-year. Future land use changes should first conduct an additional nest survey (generally between February 1 and September 15 (CPW 2020)) to determine activity status within $\frac{1}{2}$ to $\frac{1}{4}$ mile of the survey area to ensure compliance with CPW recommendations.
- No eagles or eagle nests were observed, and no mapped nests are located within the survey area, the Town 75-foot riparian setback or surrounding vicinity (CPW 2023a). Therefore, no adverse impacts will occur to eagles. The survey area is not subject to any restriction per CPW protective buffer zone recommendations or USFWS Bald Eagle Protection Act. However, an additional eagle nest survey should be conducted between December 1 and July 31 (CPW 2020) to ensure no new nests have become established within $\frac{1}{2}$ -mile of the survey area and to ensure compliance with CPW recommendations.
- No federally listed T&E species and/or habitat protected under the ESA were identified within the survey area or the Town 75-foot riparian setback. The survey area is not within designated critical habitat of any federally listed species. The vegetation community and features within the survey area were investigated as potential habitat for federally listed species. It is assumed that future land use changes would not be considered a new water depletion to the Colorado River and the proposed project will tie into an existing Town municipal water supply. Any future land use changes will not result in an adverse impact on any federal listed species, their habitats, or proposed or designated critical habitat.
- No State listed T&E species protected by CPW under Colorado Statute Title 33 were observed within the survey area or the Town 75-foot riparian setback. Any future land use changes will not result in

an adverse impact on any state listed species, their habitats, or proposed or designated critical habitat.

- According to CPW, there are 3 designated HPH areas within the survey area: aquatic sportfish habitat, mule deer migration corridor, and mule deer severe winter range habitat. The proposed project will not impact the waterways, including Eby Creek, and therefore have no adverse impact on the aquatic sportfish management waters. The surrounding environment around the survey area that would be used by mule deer for migration and winter habitat is greatly fragmented from existing commercial businesses, travel corridors (Interstate 70 and Eby Creek Road), apartment complexes and hotels. Therefore, the proposed project will have no adverse impacts on mule deer migration or winter habitat.
- Waters of the U.S. regulated under the CWA, are not present within the survey area. Therefore, the proposed project will have no adverse impacts to aquatic resources.

Within the 2-acre survey area, an existing paved road, parking lot and vacant building with an existing utility easement are present. The proposed project will be constructed immediately north of these existing features in a relatively flat location which will involve minimal grading (**Appendix A**). Based on the findings listed herein, the proposed project will not result in adverse impacts to the environment within the Town 75-foot riparian setback, nor will the proposed project impact the existing infrastructure or utility easement. Therefore, the proposed project meets the requirements outlined in Town Ordinance No. 8 and the riparian setback can be reduced from 75-feet to 50-feet.

This report has been prepared by:

ECOLOGICAL RESOURCE CONSULTANTS, LLC



Natalie Rothman, Staff Ecologist
(303) 679-4820 x 116 / natalie@erccolorado.net

Reviewed and approved by:



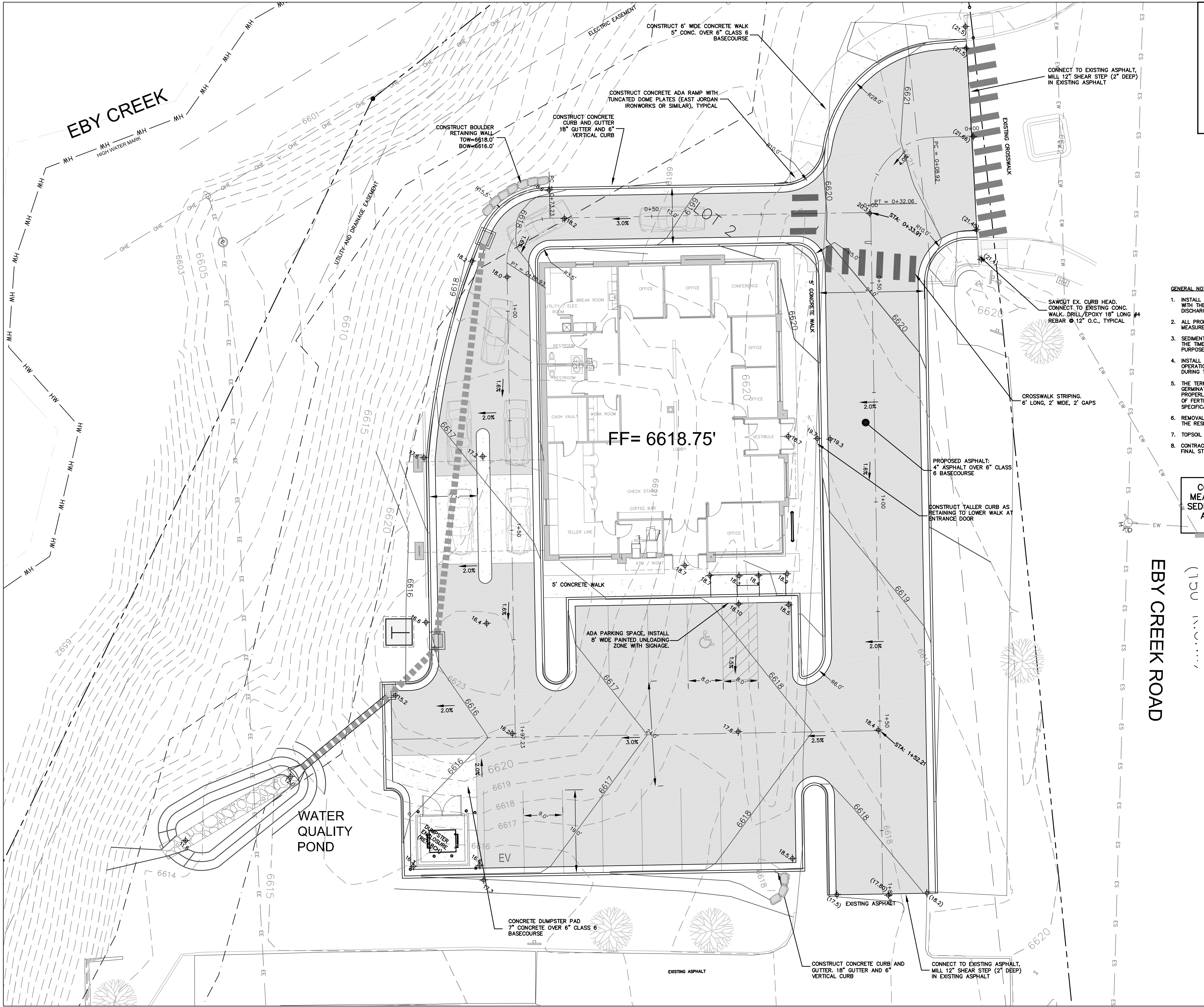
Tyler Worley, Senior Ecologist, Certified Ecologist
(303) 679-4820 x 105 / tyler@erccolorado.net

11.0 REFERENCES

- CNHP. Colorado Natural Heritage Program. 2024. Colorado Wetland Inventory. Available online at: <https://csurams.maps.arcgis.com/apps/webappviewer/index.html?id=a8e43760cb934a5084e89e46922580cc>
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- USFWS. United States Fish and Wildlife Service. 2024b. National Wetlands Inventory Map. Wetlands Mapper. Available online at: <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>
- USGS. United States Geological Survey. 2024. TopoView. Available online at: <https://ngmdb.usgs.gov/topoview/viewer/#4/40.01/-100.06>

Appendix A

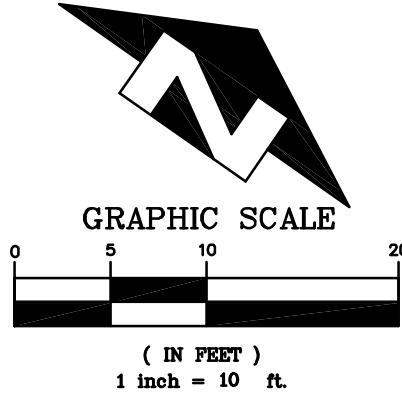
O:\Eagle\ANB Bank - Eby Creek-2024.dwg\Master\Grading- ANB Bank.dwg, 12/12/2024 1:41:46 PM, wednesday



LEGEND

---	PROPERTY LINE
---	EXISTING CONTOUR
---	EASEMENT
---	PROPOSED CONTOUR
---	PROPOSED GRADING, SLOPE/SPOT
---	EXISTING GRADING, SLOPE/SPOT
---	PROPOSED STORM SEWER
---	PROPOSED BOULDER RETAINING
---	PROPOSED CONCRETE/ASPHALT
---	EROSION LOG WATTLES
---	DITCH EROSION LOG

TOPOGRAPHIC INFORMATION WAS PROVIDED BY EAGLE VALLEY SURVEYING 2024



GENERAL NOTES FOR SEDIMENT CONTROL

1. INSTALL AND MAINTAIN SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH THESE PLANS AND AS NEEDED TO PREVENT SEDIMENT FROM DISCHARGING OFF-SITE OR ENTERING THE RIVER.
2. ALL PROPOSED SEDIMENT CONTROL MEASURES ARE TEMPORARY MEASURES UNLESS SPECIFIED OTHERWISE ON PLANS.
3. SEDIMENT CONTROL MEASURES MAY REQUIRE FIELD ADJUSTMENTS AT THE TIME OF CONSTRUCTION TO INSURE THAT THEIR INTENDED PURPOSE IS ACCOMPLISHED.
4. INSTALL SEDIMENT CONTROL MEASURES AT THE ONSET OF GRADING OPERATIONS SO THAT EFFECTIVE SEDIMENT CONTROL CAN BE ACHIEVED DURING THE ENTIRE CONSTRUCTION PERIOD.
5. THE TERM "REVEGETATION" ON THIS PLAN MEANS THE SUCCESSFUL GERMINATION AND ESTABLISHMENT OF STABLE GRASS COVER FROM A PROPERLY PREPARED SEEDBED CONTAINING THE SPECIFIED AMOUNTS OF FERTILIZER IN ACCORDANCE WITH APPLICABLE STANDARDS AND SPECIFICATIONS.
6. REMOVAL AND CLEANUP OF ANY SEDIMENT THAT LEAVES THE SITE IS THE RESPONSIBILITY OF THE CONTRACTOR
7. TOPSOIL AND REVEGETATE ALL DISTURBED AREAS
8. CONTRACTOR SHALL REMOVE SEDIMENT CONTROL FACILITIES AFTER FINAL STABILIZATION.

CONTRACTOR SHALL DEVELOP A MEANS AND METHODS TO CONTROL SEDIMENT DURING CONSTRUCTION TO ASSURE THAT NO SEDIMENT IS DISCHARGED OFF-SITE.

GRADE TO DRAIN AWAY FROM BUILDING IN ALL AREAS



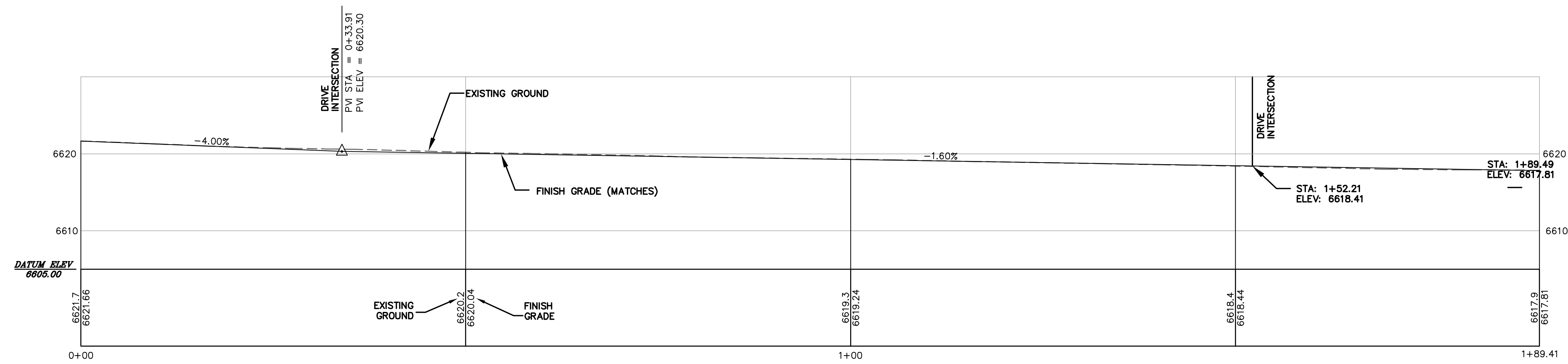
ANB BANK
EBY CREEK ROAD, EAGLE CO
GRADING PLAN

DESIGNED	DRAWN	CHECKED	JOB NO.	DATE
MCW	TSL, MCW	MCW	--	12/02/2024

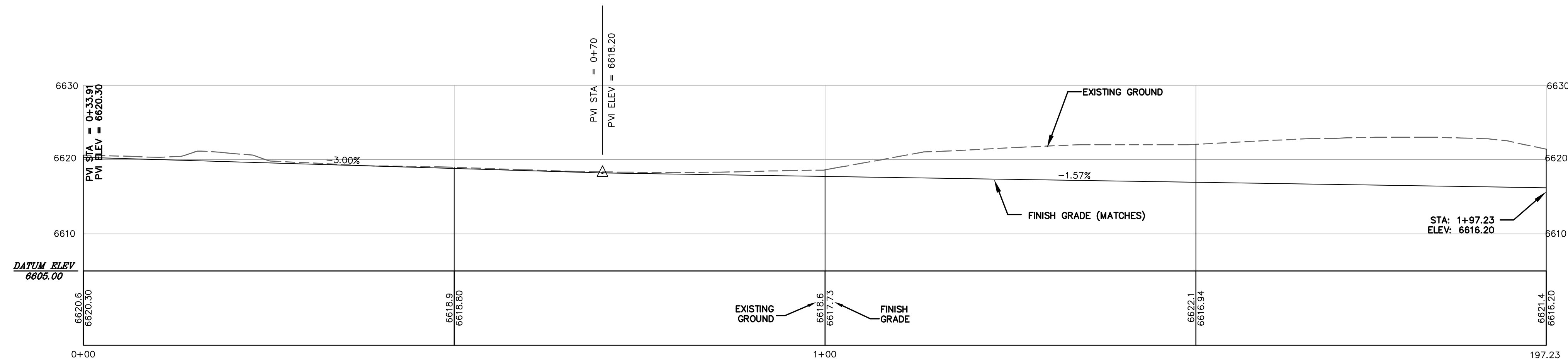
NO.	DATE	REVISIONS	BY
XXX	XXX	DEVELOPMENT PERMIT	MCW

SHEET
C2.0

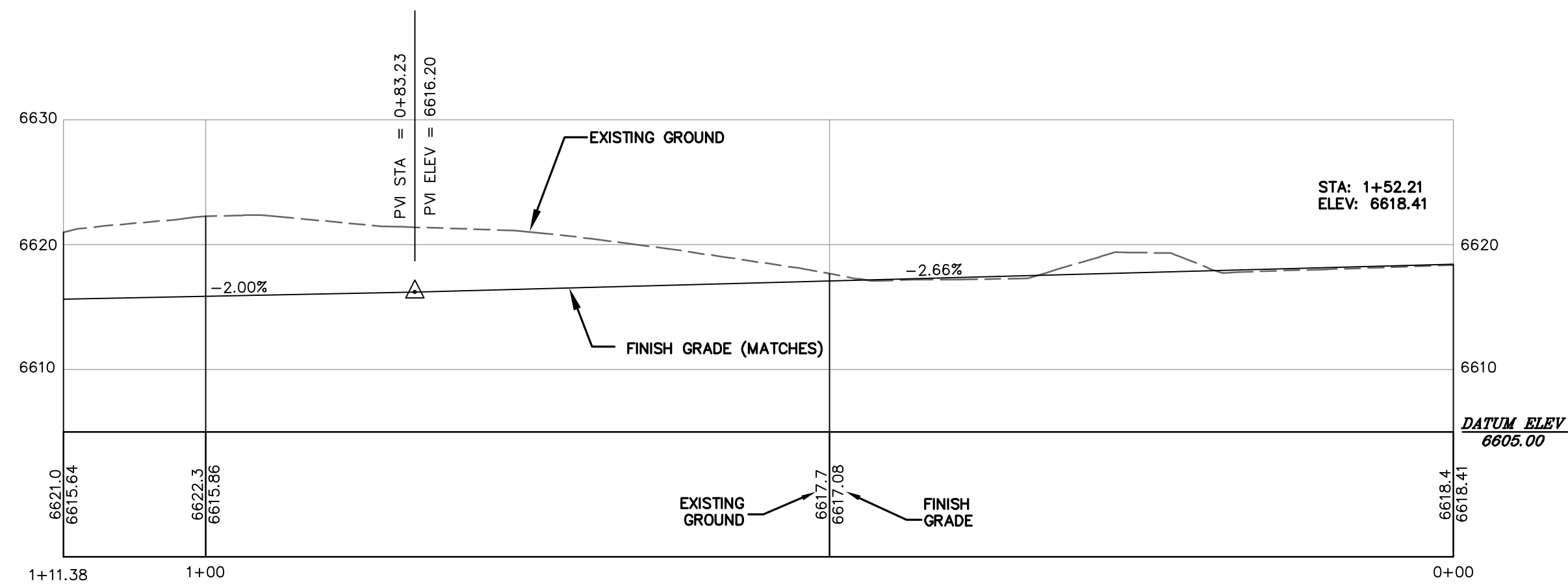
DRIVE PROFILE: ACCESS DRIVE



DRIVE PROFILE: DRIVE THRU



DRIVE PROFILE: PARKING



PROFILE SCALE:
HORIZ- 1" = 10'
VERT- 1" = 10'

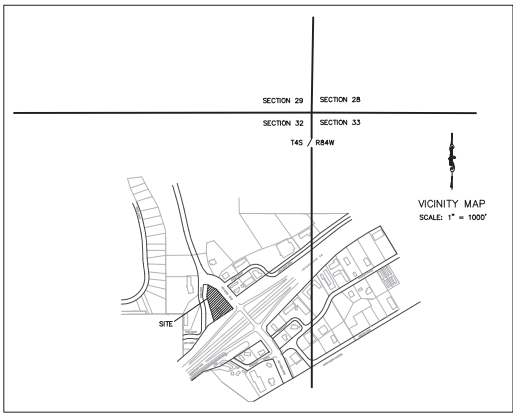


ANB BANK
EBY CREEK ROAD, EAGLE CO
DRIVE PROFILES

DESIGNED	MCW	NO.	DATE	REVISIONS	BY
DRAWN	TSL, MCW		XXX	DEVELOPMENT PERMIT	MCW
CHECKED	MCW				
JOB NO.					
DATE	12/02/2024				

SHEET
C2.1

EXISTING CONDITIONS
ALTA SURVEY



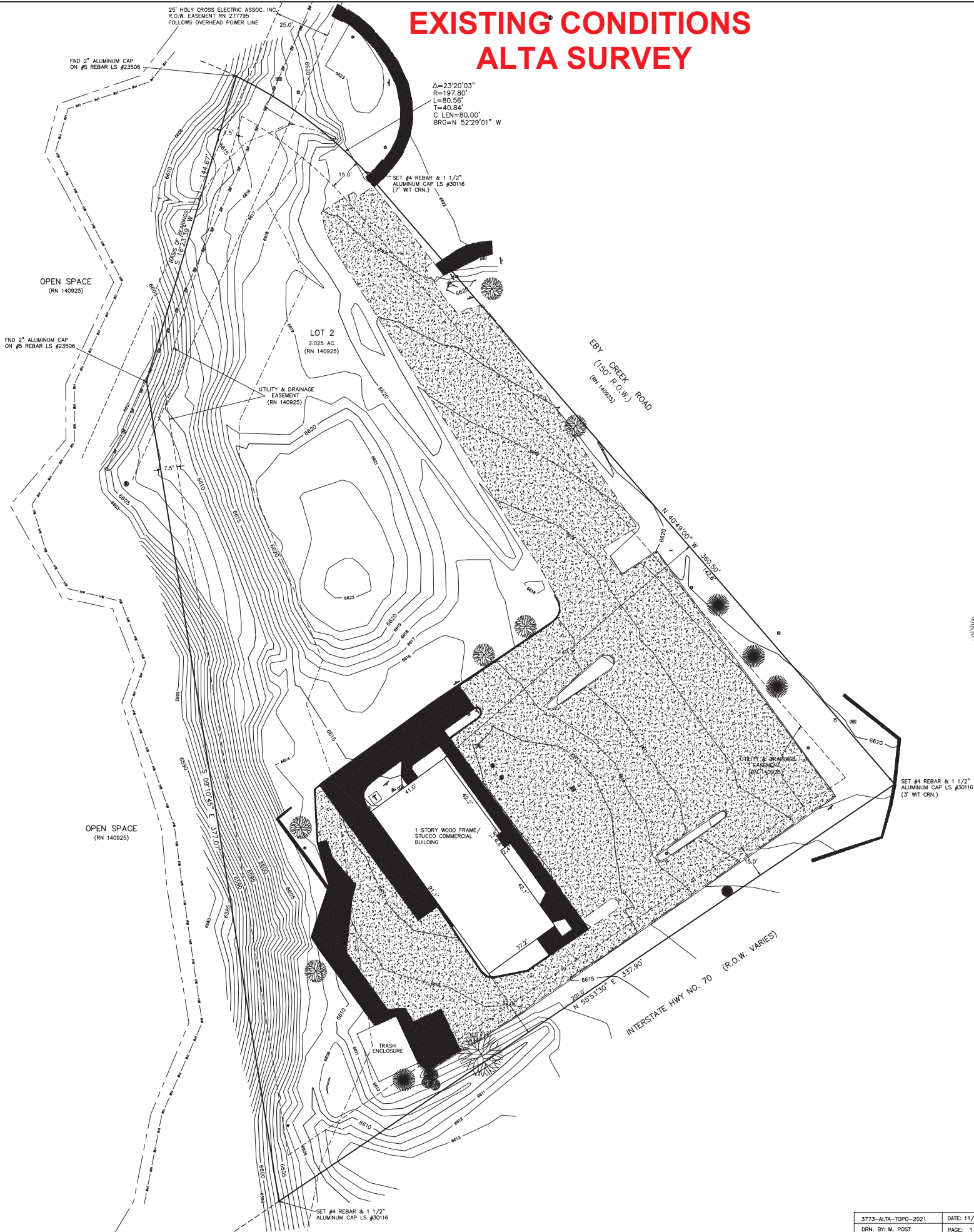
- NOTES:
- 1) DATE OF SURVEY: 11/10/2021.
HIGH WATER LINE & 75' SETBACK TO HIGH WATER LINE ADDED 7/31/2024.
 - 2) SURVEYOR HAS MADE NO INVESTIGATION OR INDEPENDENT SEARCH FOR AMENDED PLATS, EASEMENTS OF RECORD (OTHER THAN PLATTED), ENCUMBRANCES, RESTRICTIVE COVENANTS, OWNERSHIP TITLE EVIDENCE, OR ANY OTHER FACTS THAT AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.
 - 3) NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.
 - 4) THIS SURVEY AND THE INFORMATION CONTAINED HEREON IS THE PROPERTY OF EAGLE VALLEY SURVEYING, INC. AND IS INTENDED FOR THE SOLE USE OF THE ORIGINAL CLIENT ONLY. ANY USE OF OR TRANSFER TO OTHERS IS PROHIBITED.
 - 5) BASIS OF PROPERTY LINE LOCATION: MONUMENTS FOUND MARKING THE NORTHWESTERLY PROPERTY LINE LOT 2, (SEE DRAWING).
 - 6) BASIS OF ELEVATION: SEWER MH A3 INV EL=6616.2' MEAS RIM EL=6625.0'. LOCATED NORTH OF LOT 2 EBY CREEK ROAD.
 - 7) THE U.S. SURVEY FOOT IS THE LINEAL UNIT USED FOR THE DIMENSIONS ON THIS PLAT.
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 - 9) BUILDING SHOWN WAS LOCATED AND MEASURED TO TRIM AND VARIOUS EXTERIOR MATERIALS. STRUCTURE AND DIMENSIONS SHOWN SHOULD NOT BE RELIED UPON FOR ADDITION DESIGN.
 - 10) 1' CONTOUR INTERVAL.
 - 11) THE PLAT RECORDED AT RN 140925 WAS USED FOR THIS SURVEY.

To: North Eagle Investments LLC.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 4, 5, 7(a) and 8 of Table A thereof. The fieldwork was completed on 11/10/2021.



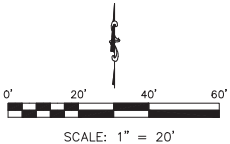
EAGLE VALLEY SURVEYING, INC.
41199 HIGHWAY 6 & 24, EAGLE-VAL
P.O. BOX 1230
EDWARDS, CO. 81632
(970)949-1406



LEGEND

- UTILITY POLE
- GUY WIRE
- UTILITY HANDHOLE
- TELEPHONE PEDESTAL
- PVC
- ELECTRIC JUNCTION BOX
- ELECTRIC TRANSFORMER
- ELECTRIC VAULT/MANHOLE
- WATER CURB STOP
- WATER VALVE
- OMP
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- STORM SEWER INLET
- SPRINKLER VALVE
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- FLOWLINE DITCH
- FLOWLINE CREEK
- OVERHEAD POWER LINE
- CREEK HIGH WATER LINE
- 75' SETBACK TO HIGH WATER LINE

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- DENOTES DECIDUOUS TREE W/ APPROX. 1.0' TRUNK DIAMETER
- DENOTES CONIFEROUS TREE W/ APPROX. 1.0' TRUNK DIAMETER
- DENOTES DECIDUOUS TREE W/ APPROX. 2.0' TRUNK DIAMETER



ALTA/NSPS LAND TITLE SURVEY
TOPOGRAPHIC SURVEY
LOT 2, BLOCK 3, EBY CREEK SUBDIVISION
TOWN OF EAGLE, EAGLE COUNTY, COLORADO

3773-ALTA-TOPO-2021 DATE: 11/2021
DRN. BY: M. POST PAGE: 1 OF 1

JOB No. 3773

PROPOSED BUILDING ARCHITECTURE

ANB Bank

PROPERTY LINE

~0.95 ACRES

Single Story Bank Building

55'-0"

88'-0"

Approximate 50' HW Line Setback

Water Quality Pond

~1.07 ACRES

PROPERTY LINE

Subdivided Property Line

25' Building Setback Line

10' Landscaping Buffer Line

15' Utility Easement
15' Landscaping Buffer along I-70
15' Streetside Building Setback

MARKET ST

EBY CREEK ROAD

INTERSTATE 70

RIGHT IN, RIGHT-OUT ONLY MOVEMENT ACCESS

CONCRETE WALK

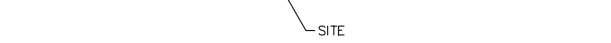
PROPERTY LINE

Subdivided Property Line

25' Building Setback Line

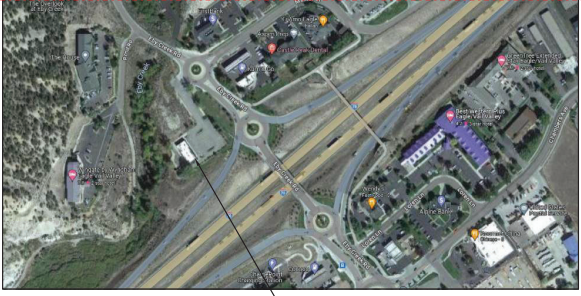
10' Landscaping Buffer Line

15' Utility Easement
15' Landscaping Buffer along I-70
15' Streetside Building Setback



ANB Bank Concept Site Plan

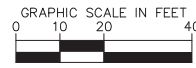
Showing Existing South Parcel Conditions Overlay



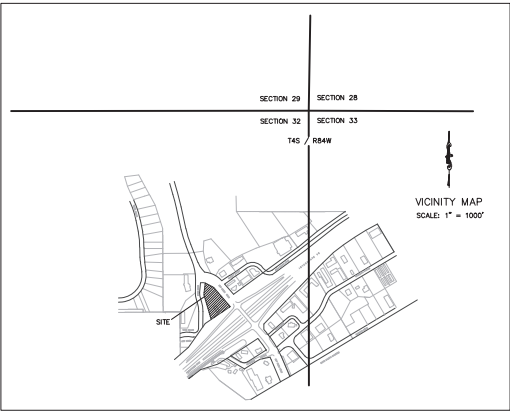
ANB Bank Single Story Building	
SITE AREA	
2.025 ACRES	
ZONING	
Commercial General	
Financial Service Use Permitted	
PARKING	
Approximate 3700+ sf Building	
1:300 Parking	
12.47 stalls Required	
13 Stalls Provided	
SITE LAYOUT	
25' Front Setback	
10' Landscape Setback	
50' High Water Stream Setback (No Adverse Environmental Impacts)	
BUILDING LAYOUT	
Entrance Paralleling Street	
Less than 50% of Parking between public row property line and building.	
Dual lane drive-through more than six stacking spaces provided.	
BUILDING ARCHITECTURE	
Approx. 20.5' Tall Single Story Building	
Red Brick Exterior Masonry Facade with Stone/ACM Metal Panel Accent	
Break up facade with articulation using architecture design features	
TPO Roof w/ Screened Rooftop Equipment	

LEGEND	
	PROPOSED PROPERTY LINE
	SETBACK
	EASEMENT

ANB BANK
EAGLE CONCEPT
PLAN



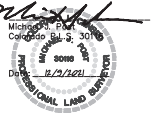
ANB Bank Concept Site Plan
Overlay on Alta Survey showing existing site and existing contours for reference



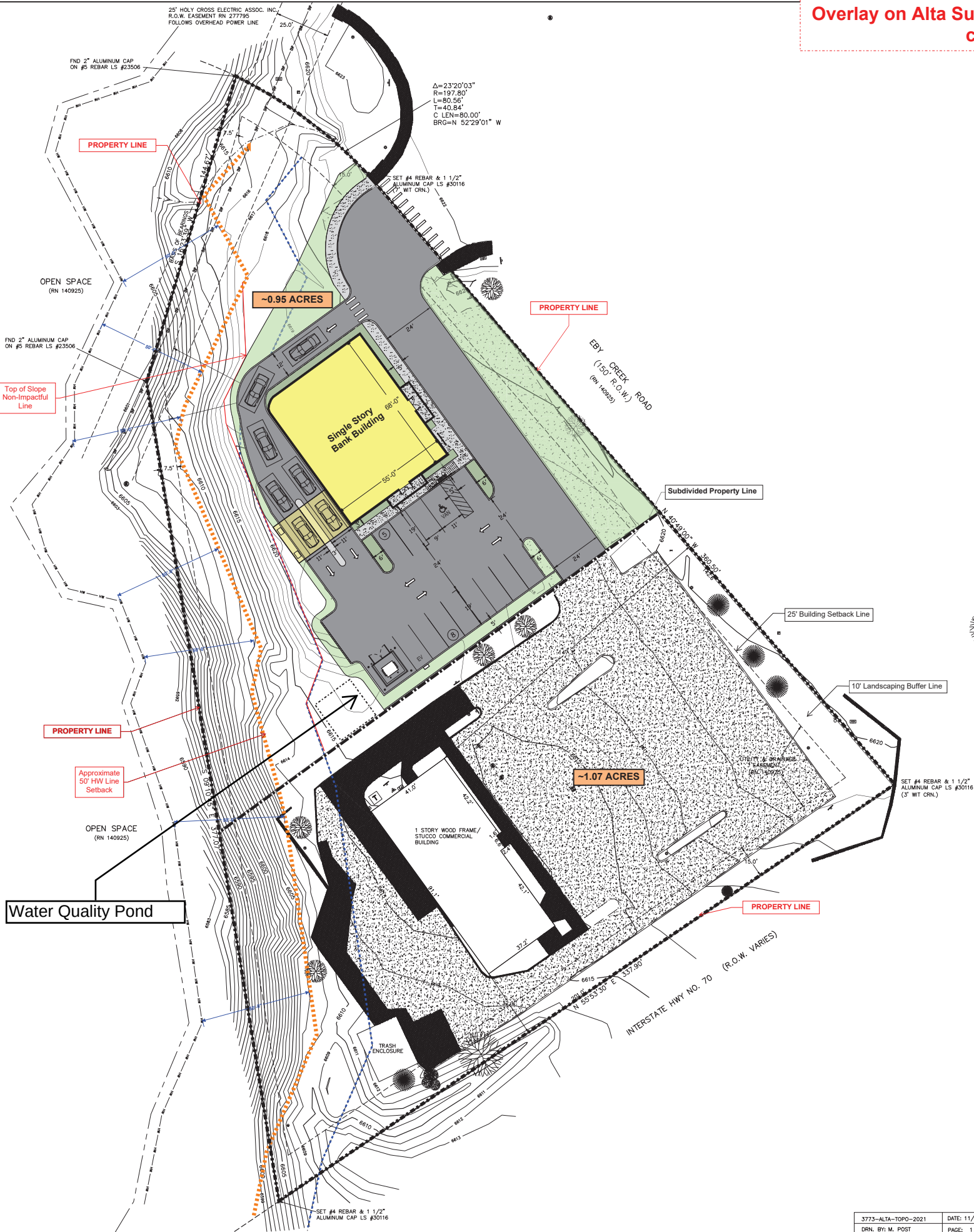
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To: North Eagle Investments LLC.

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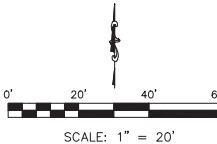


EAGLE VALLEY SURVEYING, INC.
41199 HIGHWAY 6 & 24, EAGLE-VAL
P.O. BOX 1230
EDWARDS, CO. 81632
(970)949-1406



- LEGEND
- UTILITY POLE
 - GUY WIRE
 - UTILITY HANDHOLE
 - TELEPHONE PEDESTAL
 - PVC
 - ELECTRIC JUNCTION BOX
 - ELECTRIC TRANSFORMER
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- DENOTES DECIDUOUS TREE W/ APPROX. 2.0' TRUNK DIAMETER



Additional notes, linework, and dimensions have been placed on this exhibit. This information has been shown for evaluation and informational purposes only and are independent of and are not part of the original Alta survey plan or information.

Date:
10/17/2024

ALTA/NSPS LAND TITLE SURVEY
TOPOGRAPHIC SURVEY
LOT 2, BLOCK 3, EBY CREEK SUBDIVISION
TOWN OF EAGLE, EAGLE COUNTY, COLORADO

3773-ALTA-TOPO-2021 DATE: 11/2021
DRN. BY: M. POST PAGE: 1 OF 1

JOB No. 3773

Appendix B



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Western Colorado Ecological Services Field Office
445 West Gunnison Avenue, Suite 240
Grand Junction, CO 81501-5711
Phone: (970) 628-7180 Fax: (970) 245-6933



In Reply Refer To:
Project Code: 2025-0027844
Project Name: ANB Bank Eagle

12/05/2024 17:02:49 UTC

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at: <https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Western Colorado Ecological Services Field Office

445 West Gunnison Avenue, Suite 240

Grand Junction, CO 81501-5711

(970) 628-7180

PROJECT SUMMARY

Project Code: 2025-0027844
Project Name: ANB Bank Eagle
Project Type: Commercial Development
Project Description: Proposed bank building project
Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.66064895,-106.82914806130641,14z>



Counties: Eagle County, Colorado

ENDANGERED SPECIES ACT SPECIES

There is a total of 10 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 4 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Canada Lynx <i>Lynx canadensis</i> Population: Wherever Found in Contiguous U.S. There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3652	Threatened
Gray Wolf <i>Canis lupus</i> Population: CO No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4488	Experimental Population, Non- Essential

BIRDS

NAME	STATUS
Mexican Spotted Owl <i>Strix occidentalis lucida</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8196	Threatened
Yellow-billed Cuckoo <i>Coccyzus americanus</i> Population: Western U.S. DPS There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened

FISHES

NAME	STATUS
Bonytail <i>Gila elegans</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. This species only needs to be considered under the following conditions: Water depletions in the upper Colorado River basin adversely affect this species and its critical habitat. Effects of water depletions must be considered even outside of occupied range. Species profile: https://ecos.fws.gov/ecp/species/1377	Endangered
Colorado Pikeminnow <i>Ptychocheilus lucius</i> Population: Wherever found, except where listed as an experimental population There is final critical habitat for this species. Your location does not overlap the critical habitat. This species only needs to be considered under the following conditions: Water depletions in the upper Colorado River basin adversely affect this species and its critical habitat. Effects of water depletions must be considered even outside of occupied range. Species profile: https://ecos.fws.gov/ecp/species/3531	Endangered
Humpback Chub <i>Gila cypha</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. This species only needs to be considered under the following conditions:	Threatened

NAME	STATUS
------	--------

- Water depletions in the upper Colorado River basin adversely affect this species and its critical habitat. Effects of water depletions must be considered even outside of occupied range.

Species profile: <https://ecos.fws.gov/ecp/species/3930>

Razorback Sucker <i>Xyrauchen texanus</i>	Endangered
---	------------

There is **final** critical habitat for this species. Your location does not overlap the critical habitat. This species only needs to be considered under the following conditions:

- Water depletions in the upper Colorado River basin adversely affect this species and its critical habitat. Effects of water depletions must be considered even outside of occupied range.

Species profile: <https://ecos.fws.gov/ecp/species/530>

INSECTS

NAME	STATUS
------	--------

Monarch Butterfly <i>Danaus plexippus</i>	Candidate
---	-----------

No critical habitat has been designated for this species.

Species profile: <https://ecos.fws.gov/ecp/species/9743>

FLOWERING PLANTS

NAME	STATUS
------	--------

Ute Ladies'-tresses <i>Spiranthes diluvialis</i>	Threatened
--	------------

No critical habitat has been designated for this species.

Species profile: <https://ecos.fws.gov/ecp/species/2159>

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act¹ and the Migratory Bird Treaty Act².

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats³, should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the ["Supplemental Information on Migratory Birds and Eagles"](#).

1. The [Bald and Golden Eagle Protection Act](#) of 1940.
2. The [Migratory Birds Treaty Act](#) of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are likely bald eagles present in your project area. For additional information on bald eagles, refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Golden Eagle <i>Aquila chrysaetos</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Dec 1 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read ["Supplemental Information on Migratory Birds and Eagles"](#), specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

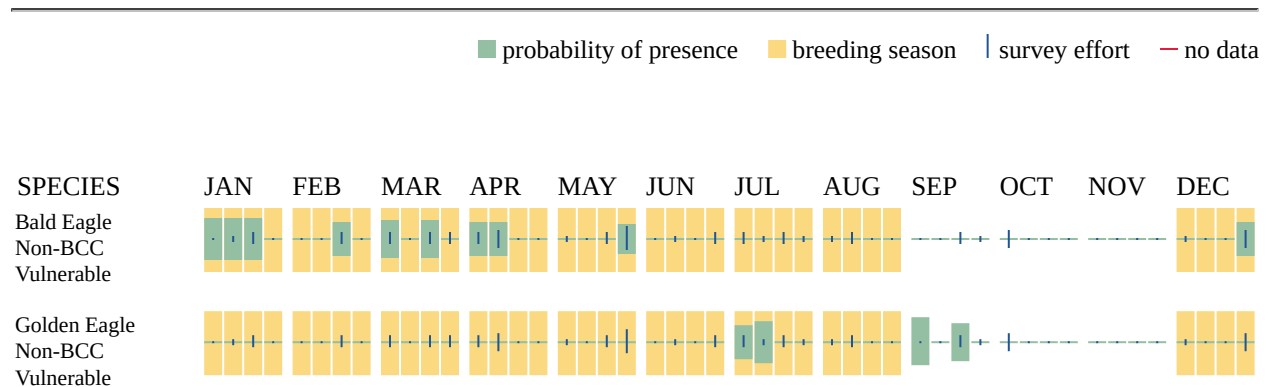
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (—)

A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats³ should follow appropriate regulations and consider

implementing appropriate conservation measures, as described in the links below. Specifically, please review the ["Supplemental Information on Migratory Birds and Eagles"](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Broad-tailed Hummingbird <i>Selasphorus platycercus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/11935	Breeds May 25 to Aug 21
Brown-capped Rosy-finch <i>Leucosticte australis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9461	Breeds Jun 15 to Sep 15
Cassin's Finch <i>Haemorhous cassinii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9462	Breeds May 15 to Jul 15
Clark's Nutcracker <i>Nucifraga columbiana</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9421	Breeds Jan 15 to Jul 15
Evening Grosbeak <i>Coccothraustes vespertinus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9465	Breeds May 15 to Aug 10
Golden Eagle <i>Aquila chrysaetos</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Dec 1 to Aug 31

NAME	BREEDING SEASON
Lewis's Woodpecker <i>Melanerpes lewis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9408	Breeds Apr 20 to Sep 30
Long-eared Owl <i>asio otus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3631	Breeds Mar 1 to Jul 15
Olive-sided Flycatcher <i>Contopus cooperi</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Pinyon Jay <i>Gymnorhinus cyanocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9420	Breeds Feb 15 to Jul 15
Virginia's Warbler <i>Leiothlypis virginiae</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9441	Breeds May 1 to Jul 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

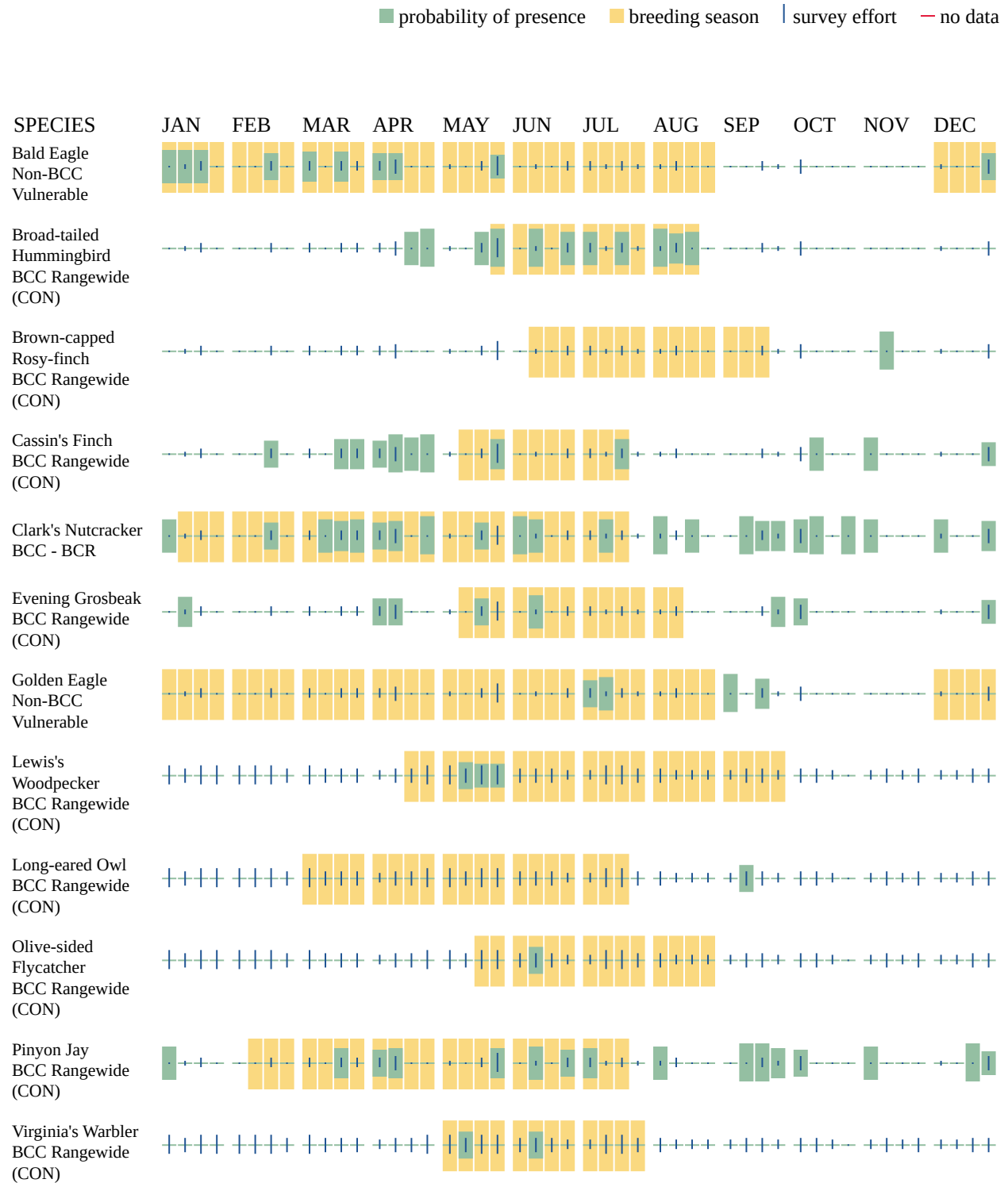
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (—)

A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>

- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

IPAC USER CONTACT INFORMATION

Agency: Private Entity
Name: Natalie Rothman
Address: 2820 Wilderness Place
Address Line 2: Suite A
City: Boulder
State: CO
Zip: 80301
Email: natalie@erccolorado.net
Phone: 3036794820

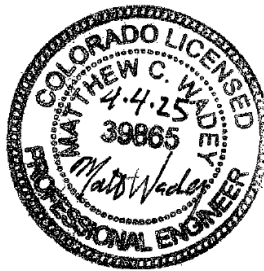
DRAINAGE REPORT

ANB BANK

Eby Creek Road

EAGLE, COLORADO

April 2025



Prepared for: Will Coffield
Alder Real Estate
wcoffield@aldercos.com

Prepared by: Alpine Engineering, Inc.
P.O. Box 97
Edwards, CO 81632
(970) 343-9109



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APPENDICES

- Appendix A: Precipitation Data
- Appendix B: Soils Summary
- Appendix C: Historic and Developed “Stormwater Runoff”
- Appendix D: Historic Flowrate Calculations (TR55)
- Appendix E: Developed Flowrate Calculations (TR55)
- Appendix F: Detention Hydrograph
- Appendix G: Pond Sizing
- Appendix H: Culvert Calculations (Manning’s Eqn)
- Appendix I: Riprap Calculations

MAPS

- DAM-1 Existing Drainage Area Map
- DAM-2 Proposed Drainage Area Map
- Sheet C3.1 Storm Sewer Plan



Figure 1: Vicinity Map- Block 3 Lot 2 Eby Creek Rd, Eagle

I. INTRODUCTION

The proposed Project is north of the Interstate 70 exit ramps in Eagle Colorado on Eby Creek Road. The existing property is Block 3 Lot 2 and will be subdivided to provide a separate property for the development (see Figure 1 Vicinity Map). The Project has access from an existing driveway that extends from the Eby Creek Road roundabout. The new subdivided lot is approximately 0.9 acres and is bordered by Eby Creek to the north and west, Eby Creek Road to the east and an abandoned Burger King parking lot to the south. The Project is a proposed ANB Bank facility with building and parking lot. This report addresses the stormwater generated runoff from the proposed development and water quality prior to stormwater being released to the Eby Creek and the receiving waters of nearby Eagle River.

II. EXISTING LAND USE

The Property currently is a vacant native grass area to the north and the existing Burger King building and parking lot to the south. The northern vacate area will be subdivided (0.9 AC) for the proposed development. The northern lot has an existing asphalt access drive and some parking and is relatively flat for the eastern half of the lot. The western portion of the lot is a steep 40 ft vertical slope towards Eby Creek. Most of the pervious areas of the property contains native grass and some sage brush. Along Eby Creek the property contains deciduous trees and wetland vegetation.

III. DRAINAGE BASINS

Existing offsite drainage from the Eby Creek Road roundabout flows towards the Property's access entrance and is diverted into an existing storm culvert at the end of curb and gutter. The storm culvert travel under the entrance drive and daylights north of the Property access where runoff flows towards Eby Creek. The offsite drainage basins N4, N5, N6 have been studied and quantified in the Town of Eagles', "I-70 Interchange Upgrade Final Drainage Report", November 2014. These (3) offsite drainage basins can be seen in the Drainage Area Maps. The proposed project will install additional curb and gutter into the property and install curb cuts and sidewalk chases to divert the existing runoff to follow historic flow patterns and not flow into the proposed site. A small area of offsite runoff will travel across landscaping from the edge of Eby Creek western sidewalk to the new access drive, however this runoff is negligible.

Proposed development will form (2) drainage basins on the site as seen in DAM-2 proposed Drainage Area Map. The basin A1 (0.13 acres) and A2 (0.38) acres are comprised of mostly impervious surfaces including roof, asphalt parking and concrete curb and sidewalk. All developed stormwater runoff is collected in (2) curb inlets at the low point of each drainage basin.

IV. HYDROLOGY- PEAK FLOW DETERMINATION

Historic Peak flows have been calculated using TR55 (SCS method for Type II rainfall), "Urban Hydrology for Small Watersheds", June 1986 as prepared by the U.S. Soil Conservation Service. The Town of Eagle Drainage Design Criteria was reviewed to adhere to the standards. The 2, 10, 25 and 100 year storm event were analyzed. Rainfall

intensity were taken NOAA Atlas 14 and the precipitation tables are included in Appendix A.

Soil classification types were found in the “Soil Survey of Eagle County” prepared by the U.S. Department of Agriculture Soil Conservation Service (NRCS). A summary and map of the soils may be found in Appendix B. The entire site is comprised of Type B soils, which have moderate infiltration rates, are well drained and have moderate water transmission rates.

Developed Peak Flows were determined utilizing TR55 (SCS method). The specific developed drainage basins were given runoff curve numbers (RCN) representative of their relative impervious areas. Historic and Developed 2, 10, 25 and 100 year peak flows can be found in the summary table “Stormwater Runoff” in Appendix C and seen below. All runoff calculations (TR55) for Historic and Developed flows can be seen in Appendix D and E.

ANB Bank
Stormwater Runoff
 Type II rain, Type B soils

Basins	Area	Area (Acre)	Area Roof/hardscape	Area Grass	RCN	TC	Q-2	Q-10	Q-25	Q-100
A1	5,663	0.13	0.13	0.00	98	0.10	0.16	0.23	0.28	0.36
A2	16,553	0.38	0.33	0.05	93	0.10	0.29	0.50	0.65	0.89
DEVELOPED		0.51					0.45	0.73	0.93	1.25
HISTORIC										
				grass- FAIR						
H		0.93		0.28	69	0.12	0.00	0.00	0.12	0.36

The historic stormwater runoff was relatively low given the small site and Type B soils. The developed stormwater runoff was calculated as 0.45, 0.73, 0.93 and 1.25 cfs for the 2, 10, 25 and 100 year events.

V. DETENTION AND WATER QUALITY

Town of Eagle Stormwater Design Standards typically requires detention of the 10 year, 24 hour storm event (2020 Town Ordinance) to keep released runoff from the developed site to historic conditions. Due to the adjacent proximity of Eby Creek and the Eagle River the Project is proposing to detain the 2 year storm event prior to release to Eby Creek. The 2 year event is deemed a Water Quality Capture Volume, where settlement of sediment can occur prior to infiltration and release. The minor volume of stormwater generated runoff from the proposed site will be negligible in volume compared to the receiving waters. The 100 year generated runoff from the proposed site is 1.25 cfs, while Eby Creek's volume for the 100 year event would be 270 cfs (USGS StreamStats). Also, the short time of concentration of developed runoff will allow storm events to reach the receiving waters prior to accumulating upstream basin's stormwater runoff inundate Eby Creek.

The proposed Water Quality Pond is located at the storm sewer pipe outfall prior to Eby Creek. The Water Quality Pond is designed to infiltrate some of the settled runoff by utilizing soil amendment mixture of sand, compost and topsoil while minimizing compaction.

VI. HYDRAULICS- CULVERTS

The proposed storm collections pipes will be 12" HDPE ultraflow culverts. The 100 year storm event results in a maximum flowrate of 1.26 cfs. A 12" HDPE storm pipe at 2.5% can carry 8.1 cfs at full flow. (Manning's Equation- Appendix H).

VII. SEDIMENT AND EROSION CONTROL

A sediment and erosion control plan have been developed for the project to limit the transport of sediments and contaminants to the receiving waters of Eby Creek and the Eagle River. Devices to be used during construction to prevent sediment laden runoff from leaving the site include stabilized construction entrances, excelsior wattles , ditch erosion logs and inlet protection. (See Storm Sewer plan sheet in Appendix)

APPENDIX A

Precipitation Data



NOAA Atlas 14, Volume 8, Version 2
Location name: Eagle, Colorado, USA*
Latitude: 39.6567°, Longitude: -106.8251°
Elevation: 6589 ft**

* source: ESRI Maps
** source: USGS



POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Deborah Martin, Sandra Pavlovic, Ishani Roy, Michael St. Laurent, Carl Trypaluk, Dale Unruh, Michael Yekta, Geoffery Bonnin

NOAA, National Weather Service, Silver Spring, Maryland

[PF_tabular](#) | [PF_graphical](#) | [Maps_&_aerials](#)

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches) ¹										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.103 (0.085-0.129)	0.155 (0.127-0.193)	0.238 (0.194-0.298)	0.306 (0.248-0.385)	0.397 (0.305-0.522)	0.466 (0.349-0.626)	0.533 (0.383-0.742)	0.601 (0.410-0.868)	0.688 (0.447-1.03)	0.752 (0.476-1.16)
10-min	0.152 (0.124-0.188)	0.227 (0.186-0.283)	0.349 (0.284-0.436)	0.448 (0.363-0.563)	0.581 (0.447-0.764)	0.682 (0.511-0.916)	0.781 (0.561-1.09)	0.879 (0.600-1.27)	1.01 (0.655-1.52)	1.10 (0.697-1.70)
15-min	0.185 (0.152-0.230)	0.277 (0.227-0.345)	0.425 (0.347-0.532)	0.546 (0.442-0.687)	0.709 (0.545-0.932)	0.832 (0.623-1.12)	0.952 (0.684-1.32)	1.07 (0.731-1.55)	1.23 (0.799-1.85)	1.34 (0.850-2.07)
30-min	0.255 (0.209-0.318)	0.350 (0.287-0.436)	0.505 (0.412-0.631)	0.634 (0.514-0.798)	0.813 (0.628-1.07)	0.951 (0.715-1.28)	1.09 (0.785-1.52)	1.23 (0.842-1.79)	1.42 (0.925-2.14)	1.56 (0.988-2.41)
60-min	0.332 (0.273-0.413)	0.423 (0.346-0.527)	0.574 (0.469-0.718)	0.703 (0.570-0.885)	0.886 (0.687-1.17)	1.03 (0.776-1.39)	1.18 (0.850-1.65)	1.33 (0.912-1.94)	1.54 (1.00-2.32)	1.70 (1.08-2.62)
2-hr	0.409 (0.338-0.505)	0.496 (0.409-0.613)	0.644 (0.529-0.799)	0.773 (0.630-0.965)	0.959 (0.752-1.26)	1.11 (0.844-1.49)	1.26 (0.923-1.75)	1.43 (0.990-2.06)	1.66 (1.10-2.48)	1.84 (1.17-2.79)
3-hr	0.472 (0.391-0.580)	0.551 (0.456-0.677)	0.688 (0.567-0.849)	0.809 (0.663-1.00)	0.988 (0.781-1.30)	1.14 (0.870-1.52)	1.29 (0.948-1.78)	1.46 (1.02-2.08)	1.69 (1.12-2.50)	1.87 (1.20-2.82)
6-hr	0.604 (0.504-0.736)	0.679 (0.566-0.829)	0.813 (0.675-0.996)	0.935 (0.770-1.15)	1.12 (0.891-1.45)	1.27 (0.982-1.68)	1.43 (1.06-1.95)	1.61 (1.13-2.27)	1.86 (1.25-2.72)	2.06 (1.34-3.06)
12-hr	0.752 (0.631-0.909)	0.859 (0.721-1.04)	1.04 (0.871-1.27)	1.20 (0.998-1.47)	1.44 (1.15-1.84)	1.62 (1.26-2.11)	1.82 (1.36-2.44)	2.03 (1.44-2.82)	2.31 (1.57-3.33)	2.54 (1.67-3.72)
24-hr	0.918 (0.776-1.10)	1.06 (0.894-1.27)	1.30 (1.09-1.56)	1.50 (1.26-1.82)	1.80 (1.45-2.27)	2.03 (1.59-2.61)	2.27 (1.71-3.01)	2.53 (1.81-3.46)	2.87 (1.97-4.07)	3.14 (2.09-4.53)
2-day	1.10 (0.937-1.31)	1.26 (1.07-1.50)	1.52 (1.29-1.82)	1.76 (1.48-2.11)	2.09 (1.70-2.62)	2.37 (1.87-3.01)	2.65 (2.01-3.48)	2.96 (2.14-4.00)	3.37 (2.34-4.72)	3.71 (2.49-5.26)
3-day	1.21 (1.04-1.44)	1.39 (1.18-1.64)	1.68 (1.43-2.00)	1.94 (1.63-2.31)	2.30 (1.88-2.87)	2.60 (2.07-3.29)	2.91 (2.22-3.79)	3.24 (2.36-4.35)	3.70 (2.57-5.12)	4.05 (2.74-5.70)
4-day	1.31 (1.12-1.54)	1.49 (1.28-1.76)	1.80 (1.54-2.13)	2.07 (1.75-2.46)	2.46 (2.01-3.05)	2.77 (2.21-3.49)	3.09 (2.37-4.00)	3.43 (2.51-4.58)	3.90 (2.73-5.37)	4.27 (2.90-5.96)
7-day	1.56 (1.34-1.82)	1.75 (1.50-2.05)	2.07 (1.77-2.44)	2.35 (2.00-2.78)	2.75 (2.26-3.37)	3.07 (2.46-3.82)	3.40 (2.62-4.35)	3.75 (2.76-4.94)	4.22 (2.98-5.74)	4.60 (3.15-6.34)
10-day	1.77 (1.53-2.07)	1.97 (1.70-2.30)	2.30 (1.98-2.70)	2.59 (2.21-3.05)	3.00 (2.48-3.66)	3.34 (2.68-4.13)	3.68 (2.85-4.67)	4.03 (2.98-5.27)	4.52 (3.21-6.09)	4.90 (3.38-6.71)
20-day	2.36 (2.06-2.73)	2.61 (2.27-3.03)	3.03 (2.62-3.52)	3.39 (2.91-3.95)	3.88 (3.23-4.67)	4.27 (3.46-5.22)	4.67 (3.65-5.85)	5.08 (3.80-6.54)	5.64 (4.04-7.46)	6.07 (4.22-8.16)
30-day	2.86 (2.50-3.29)	3.17 (2.76-3.65)	3.68 (3.19-4.24)	4.10 (3.54-4.75)	4.68 (3.90-5.57)	5.12 (4.17-6.20)	5.57 (4.37-6.90)	6.02 (4.52-7.67)	6.62 (4.77-8.67)	7.07 (4.96-9.43)
45-day	3.50 (3.07-4.01)	3.89 (3.41-4.46)	4.52 (3.94-5.19)	5.02 (4.36-5.80)	5.70 (4.76-6.74)	6.21 (5.07-7.45)	6.71 (5.28-8.23)	7.20 (5.42-9.07)	7.82 (5.66-10.1)	8.28 (5.84-10.9)
60-day	4.06 (3.57-4.63)	4.52 (3.97-5.16)	5.25 (4.59-6.01)	5.83 (5.07-6.70)	6.59 (5.51-7.73)	7.14 (5.84-8.50)	7.67 (6.05-9.34)	8.18 (6.18-10.2)	8.80 (6.39-11.3)	9.24 (6.55-12.1)

¹ Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

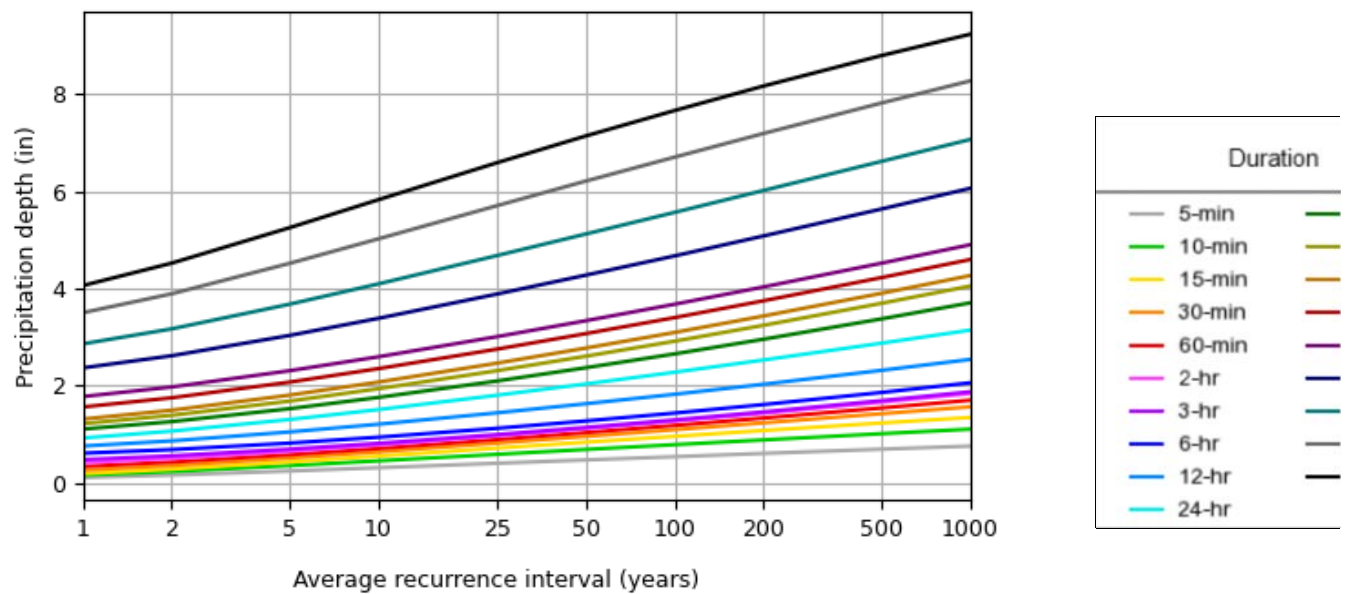
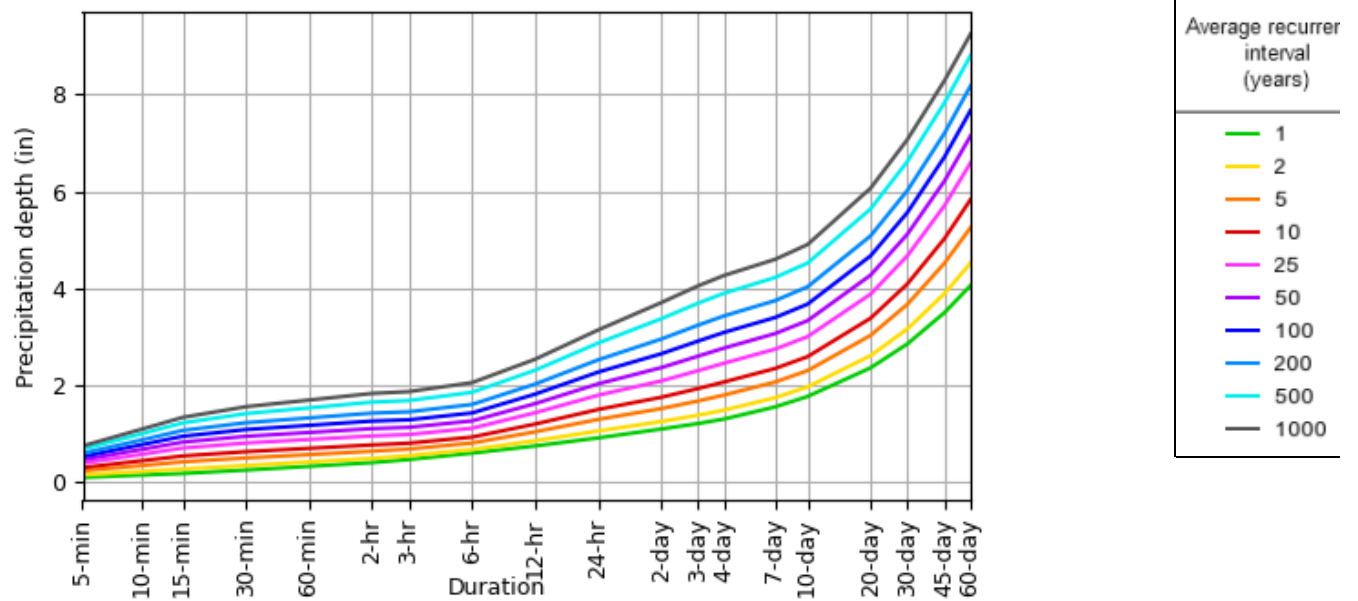
Please refer to NOAA Atlas 14 document for more information.

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PF graphical

PDS-based depth-duration-frequency (DDF) curves

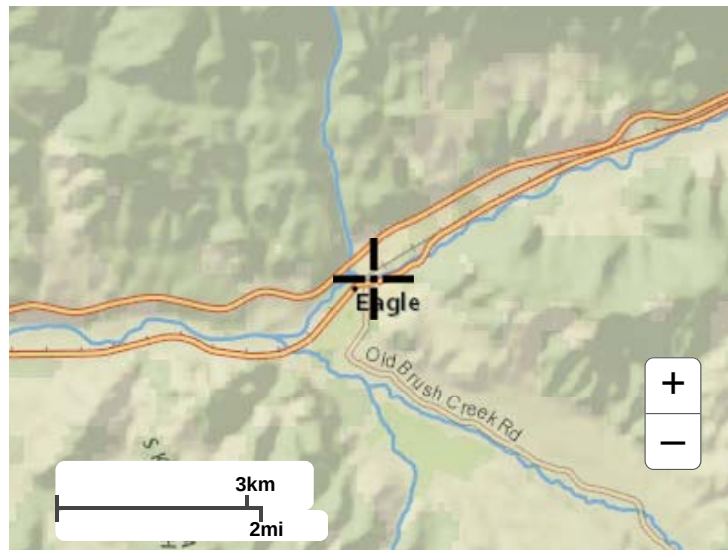
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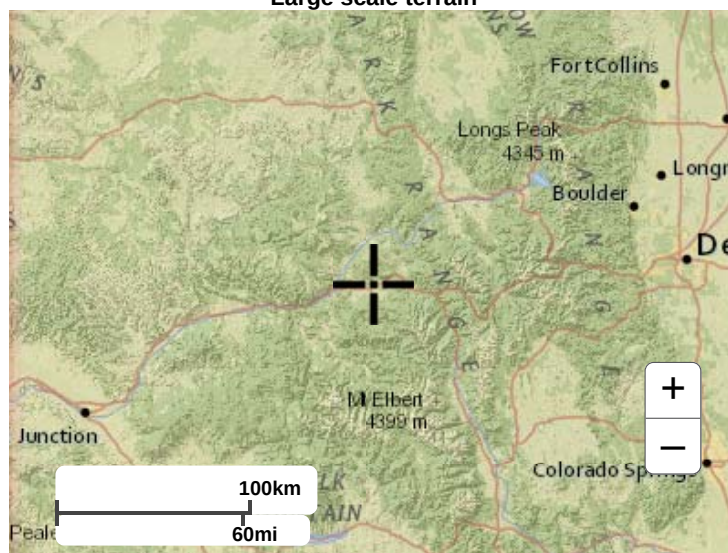
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Maps & aerials

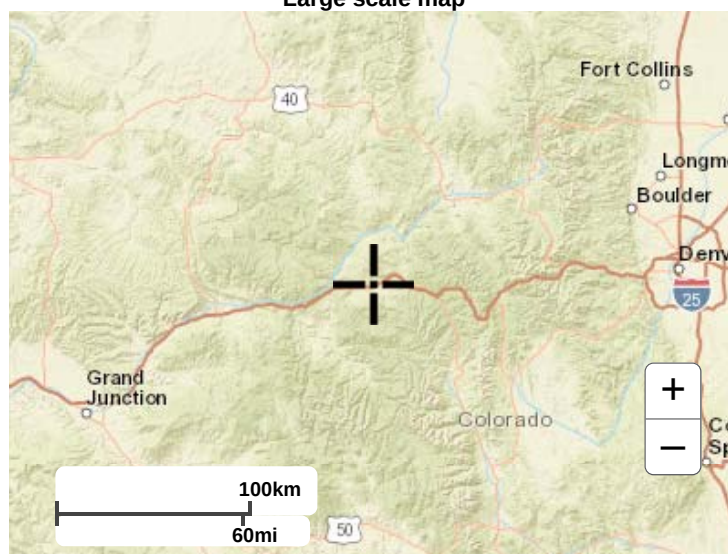
Small scale terrain



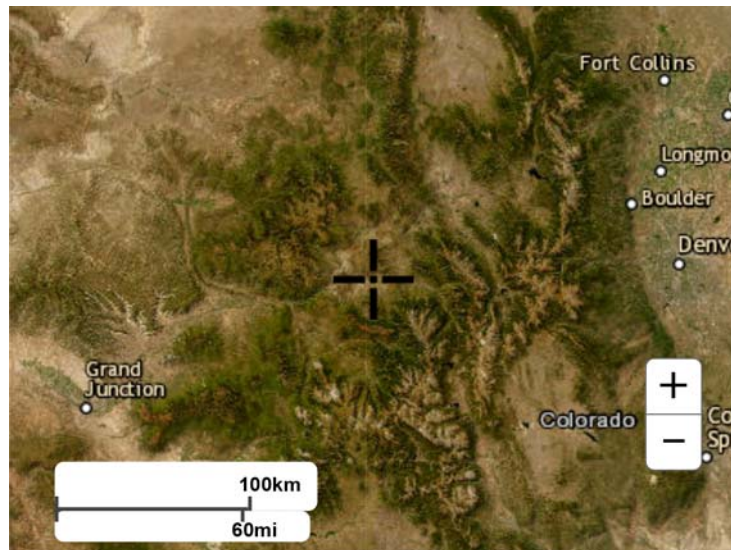
Large scale terrain



Large scale map



Large scale aerial



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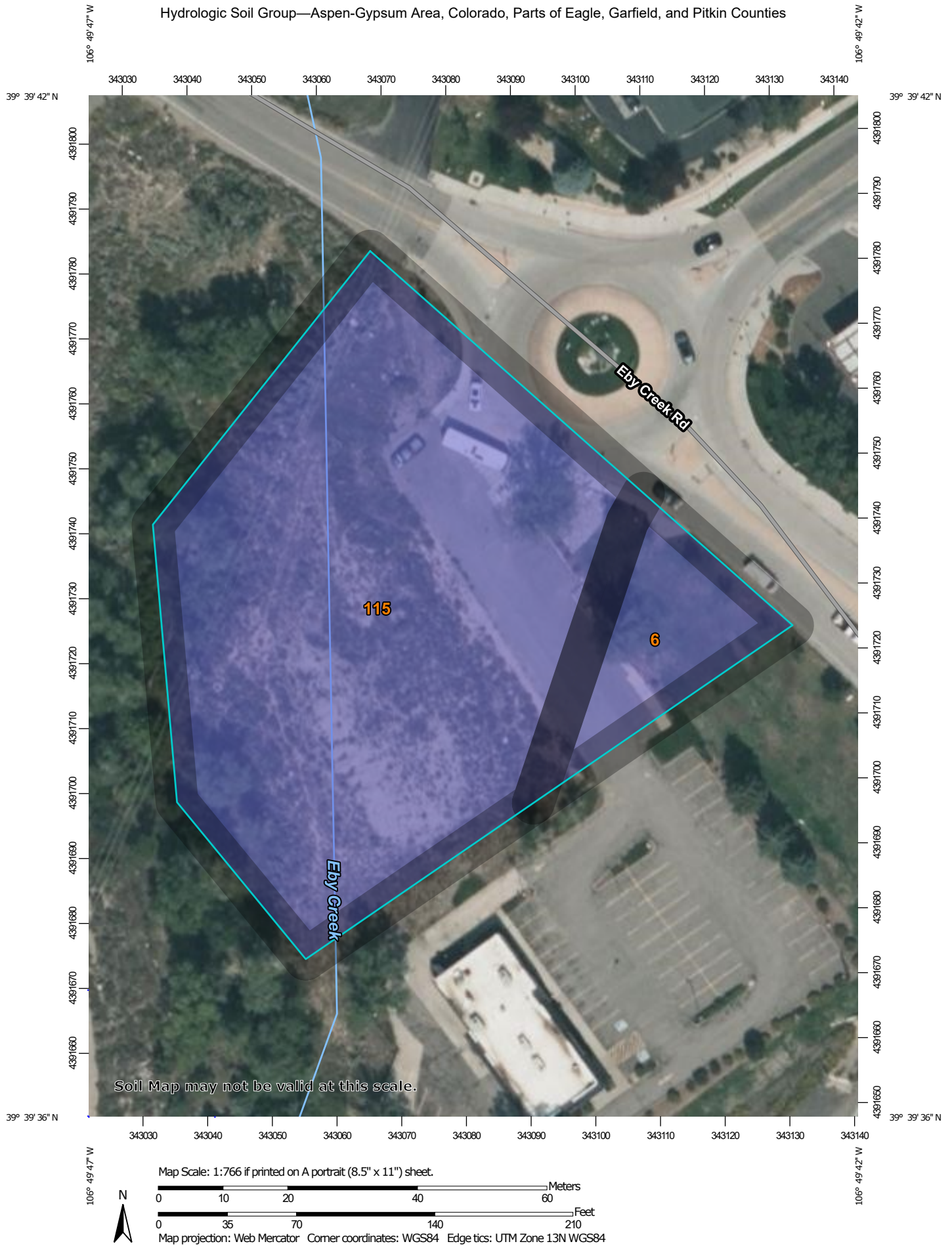
[US Department of Commerce](#)
[National Oceanic and Atmospheric Administration](#)
[National Weather Service](#)
[National Water Center](#)
1325 East West Highway
Silver Spring, MD 20910
Questions?: HDSC.Questions@noaa.gov

[Disclaimer](#)

APPENDIX B

Soils Summary

Hydrologic Soil Group—Aspen-Gypsum Area, Colorado, Parts of Eagle, Garfield, and Pitkin Counties



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Lines

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Points

 A
 A/D
 B
 B/D

 C
 C/D
 D
 Not rated or not available

Water Features

 Streams and Canals

Transportation

 Rails
 Interstate Highways
 US Routes
 Major Roads
 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Aspen-Gypsum Area, Colorado, Parts of Eagle, Garfield, and Pitkin Counties
 Survey Area Data: Version 15, Aug 29, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Sep 5, 2021—Sep 7, 2021

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
6	Almy loam, 1 to 12 percent slopes	B	0.2	12.7%
115	Yamo loam, 6 to 12 percent slopes	B	1.3	87.3%
Totals for Area of Interest			1.5	100.0%

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

APPENDIX C

Historic and Developed Stormwater Runoff

ANB Bank

Stormwater Runoff

Type II rain, Type B soils

Basins	Area	Area (Acre)	Area Roof/hardscape	Area Grass	RCN	TC	Q-2	Q-10	Q-25	Q-100
A1	5,663	0.13	0.13	0.00	98	0.10	0.16	0.23	0.28	0.36
A2	16,553	0.38	0.33	0.05	93	0.10	0.29	0.50	0.65	0.89
DEVELOPED		0.51					0.45	0.73	0.93	1.25
HISTORIC	grass- FAIR									
H		0.93		0.28	69	0.12	0.00	0.00	0.12	0.36

APPENDIX D

Historic Flowrate Calculations TR55

WinTR-55 Current Data Description

--- Identification Data ---

User: MW Date: 12/20/2024
 Project: ANB Bank Eagle Units: English
 SubTitle: Historic Areal Units: Acres
 State: Colorado
 County: Eagle
 Filename: <new file>

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
Historic		Outlet	0.93	69	.116

Total area: .93 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	5-Yr (in)	10-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.06	1.3	1.5	1.8	2.03	2.27	.0

Storm Data Source: User-provided custom storm data
 Rainfall Distribution Type: Type II
 Dimensionless Unit Hydrograph: <standard>

=====

MW ANB Bank Eagle
 Historic
 Eagle County, Colorado

Storm Data

Rainfall Depth by Rainfall Return Period

2-Yr (in)	5-Yr (in)	10-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.06	1.3	1.5	1.8	2.03	2.27	.0

Storm Data Source: User-provided custom storm data
 Rainfall Distribution Type: Type II
 Dimensionless Unit Hydrograph: <standard>

=====

MW ANB Bank Eagle
 Historic
 Eagle County, Colorado

Watershed Peak Table

Sub-Area Peak Flow by Rainfall Return Period

WinTR-55, Version 1.00.10

Page 1

12/20/2024

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or Reach Identifier	2-Yr (cfs)	10-Yr (cfs)	25-Yr (cfs)	100-Yr (cfs)
SUBAREAS				
Historic	.00	.00	0.12	0.36

REACHES

OUTLET	.00	.00	0.12	0.36
--------	-----	-----	------	------

=====
MW ANB Bank Eagle
Historic
Eagle County, Colorado
Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
Historic	.93	0.116	69	Outlet	
Total Area: .93 (ac)					

=====
MW ANB Bank Eagle
Historic
Eagle County, Colorado
Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
Historic							
SHEET	100	0.2000	0.150				0.113
SHALLOW	110	0.5000	0.050				0.003
Time of Concentration							.116
							=====

=====
MW ANB Bank Eagle
Historic
Eagle County, Colorado
Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
Historic	Open space; grass cover 50% to 75% (fair)	B	.93	69
Total Area / Weighted Curve Number			.93	69
			==	==

APPENDIX E

Developed Flowrate Calculations TR55

WinTR-55 Current Data Description

--- Identification Data ---

User: MW Date: 1/3/2025
 Project: ANB Bank- Eagle Units: English
 SubTitle: Developed Areal Units: Acres
 State: Colorado
 County: Eagle
 Filename: 0:\Eagle\ANB Bank- Eby Creek- 2024\dwg\Drainage\tr55\developed.w55

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
basin A1		Outlet	0.13	98	0.100
basin A2		Outlet	0.38	93	0.100

Total area: .51 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	5-Yr (in)	10-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.06	1.3	1.5	1.8	2.03	2.27	.0

Storm Data Source: User-provided custom storm data
 Rainfall Distribution Type: Type II
 Dimensionless Unit Hydrograph: <standard>

=====

MW ANB Bank- Eagle
 Developed
 Eagle County, Colorado
 Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period			
	2-Yr (cfs)	10-Yr (cfs)	25-Yr (cfs)	100-Yr (cfs)
SUBAREAS				
basin A1	0.16	0.23	0.28	0.36
basin A2	0.29	0.50	0.65	0.89
REACHES				
OUTLET	0.45	0.74	0.94	1.26

=====

MW ANB Bank- Eagle
 Developed
 Eagle County, Colorado

WinTR-55, Version 1.00.10

Page 1

1/3/2025

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Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
basin A1	.13	0.100	98	Outlet	
basin A2	.38	0.100	93	Outlet	
Total Area: .51 (ac)					

MW ANB Bank- Eagle
Developed
Eagle County, Colorado

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
basin A1							
User-provided							0.100
					Time of Concentration		0.100
basin A2							
User-provided							0.100
					Time of Concentration		0.100

MW ANB Bank- Eagle
Developed
Eagle County, Colorado

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
basin A1	Paved parking lots, roofs, driveways	B	.13	98
	Total Area / Weighted Curve Number		.13	98
basin A2	Open space; grass cover > 75% (good)	B	.05	61
	Paved parking lots, roofs, driveways	B	.33	98
	Total Area / Weighted Curve Number		.38	93

APPENDIX F

Detention Hydrograph

Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2021

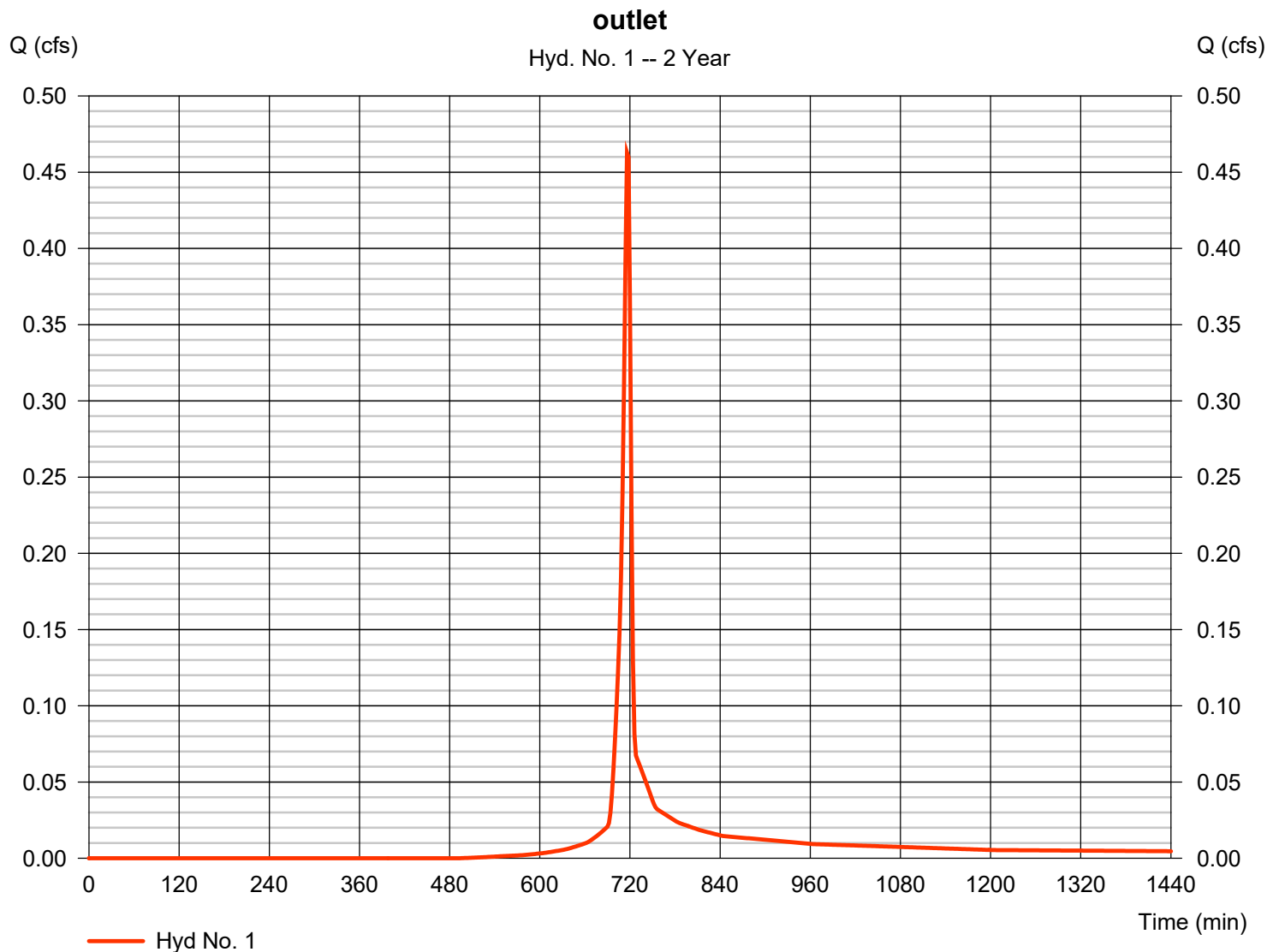
Friday, 01 / 3 / 2025

Hyd. No. 1

outlet

Hydrograph type	= SCS Runoff	Peak discharge	= 0.463 cfs
Storm frequency	= 2 yrs	Time to peak	= 716 min
Time interval	= 2 min	Hyd. volume	= 935 cuft
Drainage area	= 0.510 ac	Curve number	= 94*
Basin Slope	= 2.0 %	Hydraulic length	= 220 ft
Tc method	= User	Time of conc. (Tc)	= 6.00 min
Total precip.	= 1.04 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 486

* Composite (Area/CN) = $[(1.000 \times 96) + (0.380 \times 98) + (0.060 \times 61)] / 0.510$



APPENDIX G

Pond Sizing

TABLE 1

ANB Bank, Eby Creek Rd, Eagle**DETENTION POND - DETENTION STORAGE VOLUME****POND A**

Elevation	Area	Avg. Area	Depth	Volume	Cumulative Volume	Cumulative Volume	Cumulative Volume
	(ft ²)	(ft ²)	(ft)	(ft ³)	(ft ³)	(Ac-ft)	(Gallons)
6612.5	30	30	0	0	0	0.000	0
6613	203	117	0.5	58	58	0.001	436
6614	399	301	1	301	359	0.008	2,687
6615	695	449	2	898	956	0.022	7,153

TOTAL PROVIDED	956
----------------	-----

APPENDIX H

Culvert Calculations (Manning's Equation)

Manning Pipe Calculator

Given Input Data:

Shape	Circular
Solving for	Depth of Flow
Diameter	12.0000 in
Flowrate	1.2600 cfs
Slope	0.0250 ft/ft
Manning's n	0.0090

Computed Results:

Depth	3.1921 in
Area	0.7854 ft2
Wetted Area	0.1676 ft2
Wetted Perimeter	13.0054 in
Perimeter	37.6991 in
Velocity	7.5200 fps
Hydraulic Radius	1.8552 in
Percent Full	26.6008 %
Full flow Flowrate	8.1370 cfs
Full flow velocity	10.3603 fps

APPENDIX I

Riprap Calculations

Trapezoidal Riprap-Lined Waterway Design.xlsm

Landowner ANB bank County Eagle V1.02
 Computed By mcw Date 3/31/2025 2/11/2013
 Checked by Date

Note: Macros must be enabled in this spreadsheet in order for the "Solve" button to work.

Design flow, Q= 1.26 cfs WW horiz. Length= 100.0 ft
 Slope, S= 25% ft/ft = 4.00 :1 U/S WW F.L. elev= 997.0 ft
 Bottom Width, W= 3 ft D/S WW F.L. elev= 972.0 ft
 Side slope, Z= 2 :1 Waterway drop= 25.0 ft
 Safety factor= 1.2 WW length along slope= 103.1 ft
 Rock shape = Angular
 Min. req'd D50= 2.75 in
 D50 used= 6.00 in
 n= 0.050
 Freeboard= 0.25 ft

Spreadsheet formatting key:

XXX =Input cells
 X.XX =Output from "Solve" button
 X.XX =Other computed output

Red text =Instructions, warnings, info

Flow depth, d= 0.10 ft
 Critical depth, d_c = 0.15 ft
 Critical slope, S_c = 0.115 ft/ft

Please click Solve.

$0.7S_c$ = 0.0805 ft/ft

$1.3S_c$ = 0.1495 ft/ft

Design slope OK. Flow is Supercritical.

Design slope, S= 0.2500 ft/ft
 Velocity= 3.74 fps

Est. riprap unit wt= 1.4 Tons/CY

Rock shape = Angular

Rock Gs = 2.65

Riprap thickness:

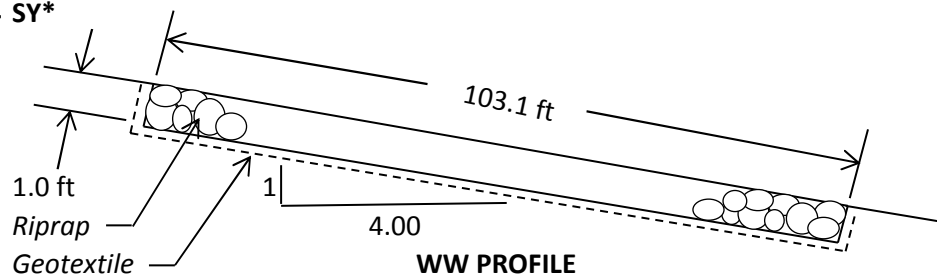
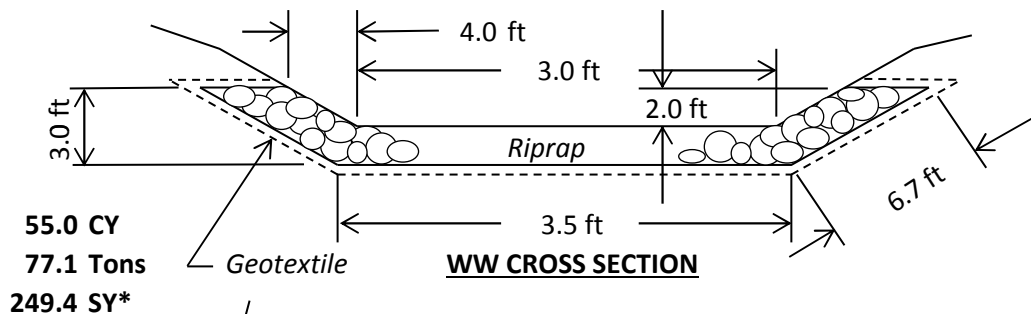
Minimum= 1.00 ft
 Provided= 1.00 ft

Sideslope height:

Minimum= 0.35 ft
 Provided= 2.00 ft

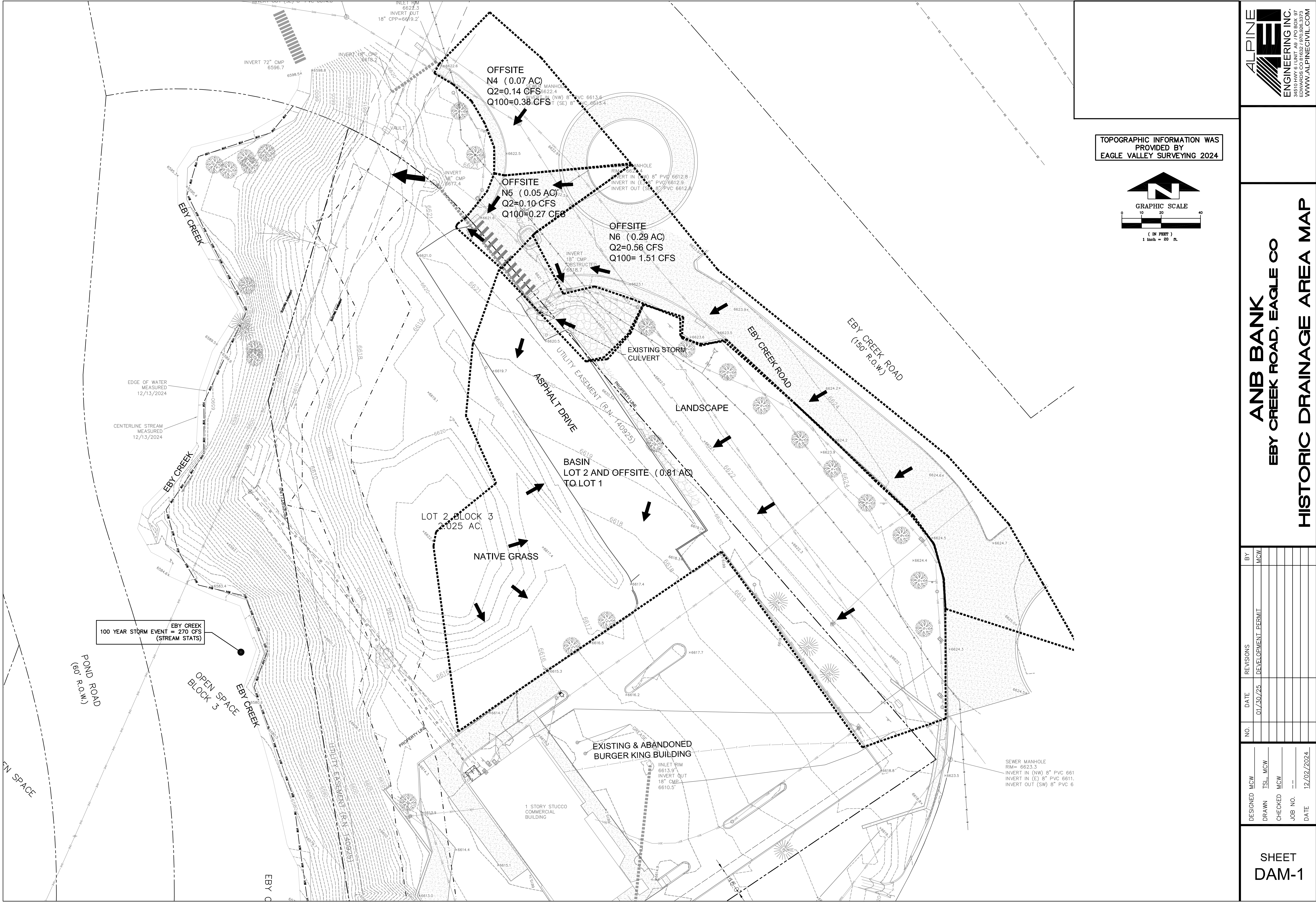
Required riprap gradation for D50 selected				
%	Rock dia., inches		Rock weight, lb	
Smaller	min.	max.	min.	max.
100	9.0	12.0	53	126
85	7.8	10.8	35	92
50	6.0	9.0	16	53
10	4.8	7.8	8	35

Quantities:
 Riprap volume= 55.0 CY
 Approx. weight= 77.1 Tons
 Geotextile area= 249.4 SY*

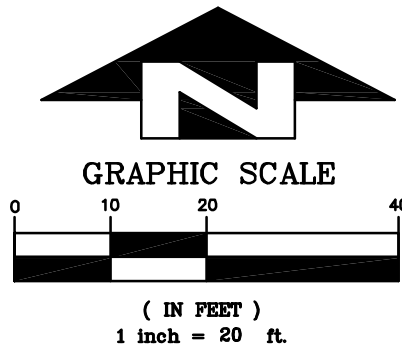


*Geotextile area includes actual covered surfaces only (no extra for laps or anchorage)

MAPS



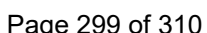
TOPOGRAPHIC INFORMATION WAS
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EAGLE VALLEY SURVEYING 2024

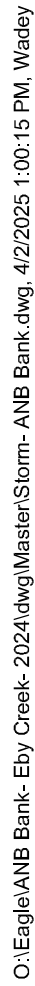


ANB BANK
EBY CREEK ROAD, EAGLE CO
HISTORIC DRAINAGE AREA MAP

DESIGNED	MCW	DATE	REVISIONS	DATE	BY
DRAWN	TSL, MCW	01/30/25	DEVELOPMENT PERMIT		MCW
CHECKED	MCW				
JOB NO.	--				
DATE	12/02/2024				

SHEET
DAM-1







An Employee Owned Company

Office Locations: Denver (HQ), Parker, Colorado Springs, Fort Collins, Glenwood Springs, and Summit County, Colorado

January 10, 2025

ANB Bank
c/o Alder Real Estate
Attn: Will Coffield
3033 East 1st Avenue
Denver, Colorado 80206
wcoffield@aldercos.com

Project No. 24-7-706

Subject: Geologic Hazards Review, Proposed Commercial ANB Bank, Lot 2, Block 3,
Eby Creek Subdivision, 295 Eby Creek Road, Eagle, Colorado

Dear Will:

As requested, Kumar & Associates has reviewed the potential geologic hazards that could impact the site. We performed a site reconnaissance on January 7, 2024 to observe the geologic and site conditions. Our findings are presented in this report. The services were performed supplemental to our proposal for geotechnical engineering services to ANB Bank dated November 5, 2024. We performed geotechnical drilling for a subsoil study for foundation design at the site and will present our findings under a separate cover, Project No. 24-7-706.

Proposed Construction: The proposed development consists of a one-story commercial building and asphalt paved access drives and parking areas covering the northern portion of the 2.025-acre lot. We understand the geologic hazards review is needed for submittal to the Town of Eagle.

Site Conditions: The southern portion of the subject site is currently occupied with a single-story commercial building with paved access and parking areas. Topography at the site is valley bottom with gentle slopes of about 3 to 10 percent grade down to the southwest in the building area with slopes up to about 25 percent to the west and south of the proposed building area. Elevation difference across the lot is about 20 feet. Vegetation consists of landscaped bushes and deciduous and coniferous trees in the developed areas and native grass and weeds in the undeveloped area. A recent photograph of the lot is shown below.

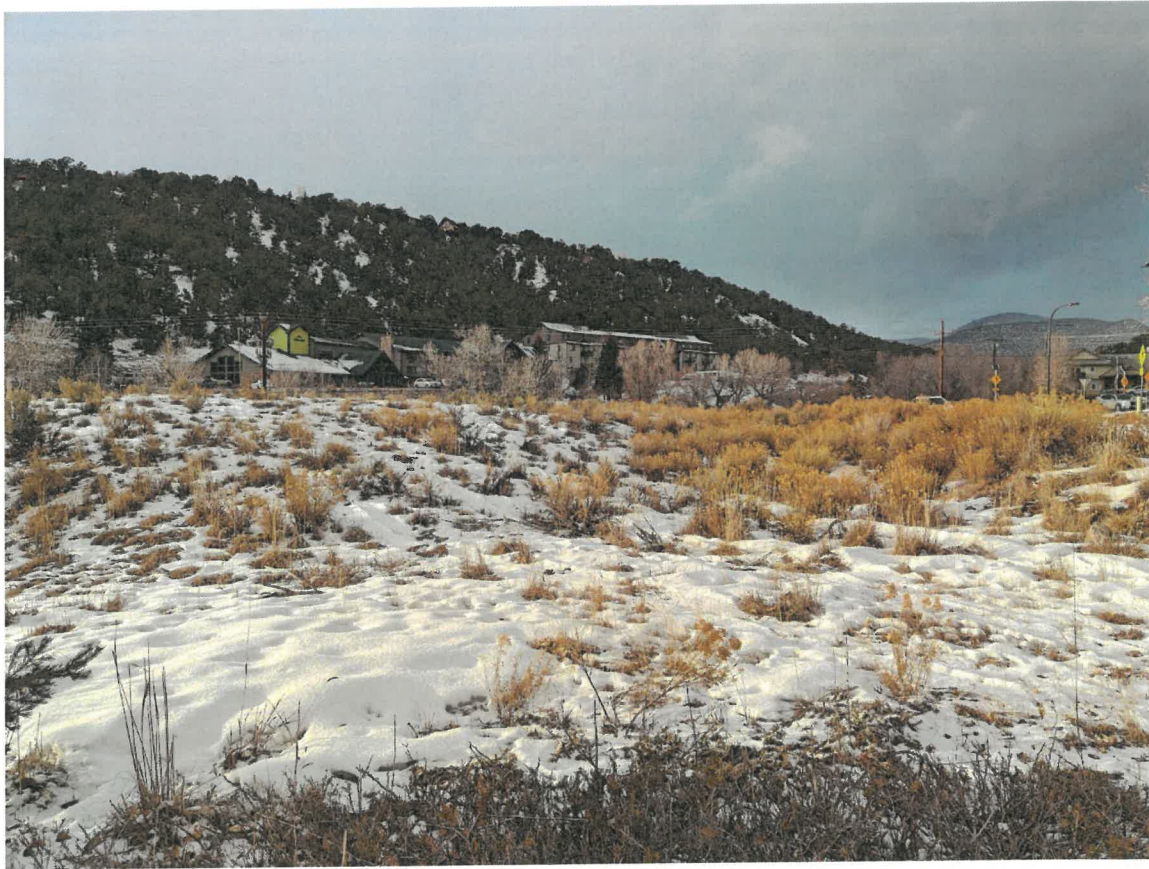


Figure 1. Photograph of the subject lot.

Geologic Hazards Review: Potential major geologic hazards that could impact the site consist of 'debris fan and possible hydrocompaction' according to the Eagle County geologic hazard maps. We generally agree with the mapped hazards for the subject lot as explained in the following paragraph.

The debris fan hazard is due to the drainage channels that outlet to the north of Interstate 70, north of the subject lot. No signs of recent debris flow or hyperconcentrated flow were observed on the subject lot or near the subject lot along Eby Creek. Eby Creek is well channelized at a lower elevation than the site. It is not expected that any debris flow/hyperconcentrated flow originating from the drainage channels north of the subject site will impact the subject lot. It is our opinion that no further debris flow analysis or mitigation is warranted.

The possible hydrocompaction hazard will be evaluated and mitigation measures presented in our subsoil study for foundation design report Project No. 24-7-706. The potential risk for sinkhole development at the site due to possible voids in the underlying Eagle Valley Evaporite bedrock will also be discussed in our report.

In our opinion, the proposed improvements and grading on the subject lot will not increase the potential geologic hazards to other properties or structures including public buildings, roads,

streets, rights-of-way and easements, utilities or facilities, or other properties of any kind. We should review the project grading plans when they become available.

Limitations: This review was conducted according to generally accepted geotechnical engineering principles and practices in this area at this time. We make no warranty either express or implied. The conclusions and recommendations submitted in this report are based upon our field observations and experience in the area, and geologic hazard mapping by others. We are not responsible for technical interpretation of our findings by others. If proposed construction changes from that discussed in this report, we should review our findings.

If you have any questions or need further assistance, please call our office.

Respectfully Submitted,

Kumar & Associates, Inc.

James H. Parsons

James H. Parsons, P.E.

Reviewed by:

Robert L. Duran, P.E.

JHP/kac



TOWN OF EAGLE, COLORADO
PLANNING AND ZONING COMMISSION
RESOLUTION NO. 6
(Series of 2025)

A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE TOWN OF EAGLE, COLORADO RECOMMENDING APPROVAL WITH CONDITIONS OF A MINOR DEVELOPMENT PERMIT TO CONSTRUCT A 3768 SQUARE FOOT COMMERCIAL BUILDING AT 295 EBY CREEK ROAD

WHEREAS, ANB BANK, c/o Alder Real Estate (“the Applicant”) owns the real property at 295 Eby Creek Road, Town of Eagle, Eagle County, Colorado (the “Property”);

WHEREAS, on January 13, 2025, the Applicant submitted with the Town an application for a minor development permit to construct a 3768 square foot commercial building at 295 Eby Creek Road (the “Minor Development Permit Application”); and

WHEREAS, on May 20, 2025, the Planning and Zoning Commission held a properly-noticed public hearing on the Application.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF EAGLE, COLORADO AS FOLLOWS:

Section 1. Findings. The Planning and Zoning Commission finds that the Minor Development Permit Application complies with all applicable provisions of the Eagle Municipal Code and that approval of the Applications are in the best interest of the public health, safety, and welfare.

Section 2. Decision. Based on the foregoing findings, the Planning and Zoning Commission recommends approval of the Application, subject to the following conditions:

1. The applicant shall follow the recommendations of their 1/10/2025 Geologic Hazards review letter at time of building permit application.
2. The minor subdivision needs to be approved, and its associated access easement agreement recorded, in advance of any action on this minor development permit.
3. Applicant shall pay all applicable impact fees prior to building permit issuance.
4. Prior to building permit application, applicant shall modify parking design to meet the EV standards outlined in the Energy Code.
5. The applicant shall add trees to the front yard buffer in the landscape plan to demonstrate compliance with the front yard buffer standards prior to building permit application.
6. The applicant shall demonstrate that their short-term and long-term bicycle parking meets the intent of the Association of Pedestrian and Bicycle Professionals (APBP) Essentials of Bike Parking guidelines through secure and weather protected measures.

INTRODUCED, READ, PASSED AND ADOPTED ON MAY 20, 2025.

TOWN OF EAGLE, COLORADO

Matthew Hood, Chair

ATTEST:

Administrative Technician



To: Planning & Zoning Commission
From: Community Development Department
Date: May 20, 2025
Agenda Item: Community Development Department Update

LONG RANGE PLANNING

ReCode Eagle – The Land Use and Development Code (LUDC) – [link to code](#)

- Staff is working with legal to update Chapter 4.17 of the LUDC to streamline processes and procedures for land use applications.
- Staff is working on other updates including clarifying density limits in specific zone districts in response to HB25-1092.

WUI Code

- Staff are actively engaged in the County-wide Wildland Urban Interface (WUI) Code update process, led by the Eagle County Wildfire Collaborative. This initiative involves collaboration with jurisdictions throughout the Valley to create a WUI Code that caters to our local needs.
- The WUI Code, formally known as the State Resilience Code, will support increasing the community's resiliency to wildfires by regulating exterior building materials to ensure they are fire resistant, enacting landscaping guidelines such as the Fire Free 5 that ensure there is not flammable material within 5 feet of the structure, and by ensuring landscaping standards support water-wise, native vegetation that is not highly flammable.
- Recent state legislation has impacted the timeline for adoption and implementation of this Code. Staff will provide updates on this as it becomes available.

EVTA 10 Year Transit Plan

- Staff are actively engaged in the Technical Advisory Committee (TAC) for EVTA's 10 Year Transit Plan. The TAC is made up of local community staff representatives and their primary role is to provide technical guidance to the plan, make recommendations to the EVTA Board, communicate with Town Managers and other key influencers in each community.
- The consultant group is working to finalize routes for each area of the Valley, based on feedback from stakeholder groups and the TAC.

Long Range Planning Work Session

- On May 6th, the Town Council and Planning Commission held a joint work session to provide directions on the Town's long range planning priorities for the next 1 to 5 years.
- The 2nd half of the June 3rd Town Council work session will be spent discussing density limits for the Broadway and CMU1 zone districts in response to HB25-1092 ([LINK](#)), which prevents local governments from limiting growth through density caps and similar land use policies.



Administrative Manual

- Staff has been continuing to work on an administrative manual to clearly communicate land use processes to the public. Staff will be posting resources as they're completed, e.g. how the use permit process works, on the Town's website. As this project continues staff will be engaging stakeholder groups like the EVC for feedback to ensure this manual is user friendly and is meeting the community need.
- Staff shared information and collected feedback about the draft How to Start a Business process at the April 10 Chamber Mixer to hear from community members about their initial thoughts. Staff has met with representatives from the EVC and the Chamber's Business Advocacy Committee regarding this process draft and discussed this process at the April 10 EVC meeting. Staff will continue to refine this process draft accordingly. Here's a link: [How-to-Start-a-Business-Overview-v2-032825](#).

LAND USE APPLICATIONS IN PROGRESS

For more information and to access project documents, visit the Town's [Active Land Use Applications Page](#).

- Eagle Meadows Annexation No. 1 and No.2
 - An application to annex and zone parcel no. 193927300040 (Parcel A) to Resource (R) and parcel no. 193927400041 (Parcel F) to Rural Residential 2 (RR2).
- Red Mountain Ranch, Parcel 1
 - Has submitted Preliminary Plan Review and Major Development Plan applications; developer's team reviewing referral comments, applicant resubmittal TBD.
- ANB Bank
 - An application for a minor development permit to construct an ANB Bank facility on the currently vacant north side of the old Burger King site has been submitted. This application will be presented at the May 20th PZ public hearing.
- 446 Broadway
 - A minor development application for a new mixed-use development has been submitted. Currently out for referral and review, with first round of comments due from staff May 23, 2025.
- 1215 Chambers Avenue
 - Applications for a lot line adjustment and a Major Development Permit have been submitted, but are not yet complete.
- Henry Annexation
 - Annexation, rezoning, and minor subdivision submitted for 220 E. Sixth St. Public Works needs additional information related to water rights, still deemed incomplete.
- North Broadway – Annexation and Zoning/Rezoning
 - The Applicant withdrew their annexation and zone/rezone request to CMU2.



- A new annexation and zone/rezoning request is anticipated. The timing of the formal resubmittal from the applicant is unknown.

Administrative Approvals (Encroachment Permits, Sign Permits, Use Approvals)

- Currently reviewing 1 Sign Permit.
 - 1 Sign Permit has been approved and issued so far this year.
 - 0 encroachment permits have been approved and issued this year.
- Employee Dwelling Unit on Marmot Lane
 - Application to approve an existing and previously approved (SU11-07) Employee Dwelling Unit as a permitted use for 245 Marmot Lane, Unit #1. Application approved on April 16, 2025 with Notice of Land Use Decision delivered on April 17, 2025.
- Haymeadow Amendment to Approved Development Plan for RMF-2
 - An application to amend an approved development plan, file #DR22-01. Modifications include 1) architectural features: end unit garages rotated from side facing to front facing and changes to location of entry doors as well as some roof lines. 2) Grading: removal of retaining walls at edge of end unit side entry doors, retaining walls replaced with graded slope. 3) Landscaping: plant beds at end unit side entry doors removed with sidewalks, replaced with native grasses and planting beds at front walkways and where retaining walls were removed and replaced native grasses. Application was submitted on March 3, 2025 and a Notice of Decision was issued on April 21, 2025.
- Motosource Use Review
 - Application to include motorcycle sales at the existing Motosource location on Chambers. Application was approved on April 22, 2025 and a Notice of Decision was issued on April 28, 2025
- ANB Bank Minor Subdivision
 - Application to subdivide the property at 295 Eby Creek Road into two lots, staff has reviewed this and will approve this application on the condition that the access easement needs to be recorded before the minor subdivision with the County.
- Capitol Theater Condo Map (application has been submitted but has not been reviewed for completeness)
- Haymeadow Minor PUD Amendment (application has been submitted but has not been reviewed for completeness)
- Reviewing an encroachment permit for outdoor seating for Slope and Hatch.
- Pal Antojo Mobile Vending Permit currently on referral, proposing a mobile food truck in front of the structure at 332 Grand Avenue.

NOTABLE UPDATES



- Jeff Nichols started May 5th as the Town’s new Building Inspector II. Gram Dick will be starting as the new Administrative Technician II on May 19th. We are so excited to welcome them both to our team!
- The Town will continue to work with Shrums Coda for third party building permit inspections 5 days a week for the next few weeks to allow time for Jeff to train.
- Joe Oakman recently submitted his notice of resignation from the Planning Commission. He is leaving for a new job opportunity that requires him to relocate out of Eagle County. We are sad to see him go and wish him the very best.
- DOLA has asked if the Town is interested in participating in an AI Pilot program to reduce permit review timelines. Staff is coordinating meetings with DOLA to gather more information and will participate in demos to better understand the potential benefits to the Town. Staff will be back with more information.
- Staff has met with members of the community on development proposals ranging from small administrative permits to larger development, subdivision, and annexation applications. Pre-application meetings in 2025:
 - January - 2
 - February – 3
 - March- 3
 - April- 2
- The Town was awarded a \$212,000 grant that will support software setup and data migration! This grant is funded through DOLA’s Local Planning Capacity grant (same funding source as the AHAP project). Staff has started demoing software solutions and are working closely with IT to move forward on this project.

UPCOMING ANTICIPATED APPLICATIONS

- Haymeadow - Minor PUD Amendment
- Mountain Tots Preschool – Major Development Permit

P&Z and Council Meeting Schedule

May 2025	
May 13th (Town Council)	
• Public Hearing: Capitol Flats Subdivision Sketch Plan • Public Hearing: Haymeadow 5th Amendment to Filing 1 Final Plat, Neighborhood A1 Preliminary Plan Update, and Filing 2 Final Plat • Haymeadow 7th ADA Amendment • Subdivision Improvement Agreement for Haymeadow Filing 2 Final Plat	
May 20th (Planning Commission)	
• ANB Bank Minor Development Permit	



May 27 th (Town Council)
June 2025
June 3 rd (Work Session) • Regional Net-Zero Roadmap • Density Cap Discussion
June 3 rd (Planning Commission) •
June 10 th (Town Council) •
June 17 th (Planning Commission) •
June 24 th (Town Council) •