



**Garden  
Spot of  
Colorado**

**BOARD OF TRUSTEES REGULAR MEETING  
807 Mountain Avenue  
Town Board Meeting Room  
Berthoud, Colorado 80513  
Tuesday, August 26, 2025 at 6:30 PM**

**This meeting will be streamed live on YouTube. The live stream is accessible by visiting [www.berthoud.org/stream](http://www.berthoud.org/stream)**

The Town Board may take action on any of the following agenda items as presented or modified prior to or during the meeting and items necessary or convenient to effectuate the agenda items.

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL**
- 4. CITIZEN PARTICIPATION**
- 5. SCHEDULED ITEMS AND ESTIMATED TIME FOR DISCUSSION**

**5.I. Consent Agenda**

**Consent Agenda items are considered to be routine by the Town Board and will be enacted with a single vote. There will be no separate discussion of these items. If discussion is deemed necessary, an item may be removed from the Consent Agenda and considered separately.**

**Documents:**

[MEMO RE CONSENT AGENDA.PDF](#)  
[A. AUGUST 26, 2025 MEETING AGENDA.PDF](#)  
[B. AUGUST 12, 2025, MEETING MINUTES.PDF](#)  
[C. BUILDING PERMIT FEE WAIVER - HABITAT FOR HUMANITY.PDF](#)  
[D. SUSTAINABILITY ACTION PLAN UPDATE.PDF](#)  
[E. AUGUST 2025 BOARD REPORT.PDF](#)

**5.II. PUBLIC HEARING: Mid-Year 2025 Supplemental Budget Appropriation**

**Documents:**

[MEMO RE SUPPLEMENTAL BUDGET APPROPRIATION.PDF](#)

SUMMARY OF 2025 BUDGET SUPPLEMENT-ROLLOVER.PDF  
2025 BUDGET SUPPLEMENT-ROLLOVER.PDF  
2025 BUDGET-WITH SUPPLEMENTAL.PDF  
RESOLUTION 2025-20 SUPPLEMENTAL AND ROLLOVER 2025.PDF

### **5.III. PUBLIC HEARING: Farmstead Acres Preliminary Plat**

#### **Documents:**

00 TBT INFORMATION FORM PRELIMINARY PLAT.PDF  
01 TBT STAFF REPORT PRELIMINARY PLAT.PDF  
01.1 TBT COMBINED STAFF REPORT ATTACHMENTS.PDF  
02 DRAFT PC MINUTES.PDF  
03 RESOLUTION 19\_2025 PRELIMINARY PLAT.PDF

### **5.IV. PUBLIC HEARING: River Trails Annexation, Zoning, And Neighborhood Master Plan**

#### **Documents:**

MEMO RE RIVER TRAILS ANNEXATION.PDF  
01 STAFF REPORT ANNEXATION NMP COZ.PDF  
02 ANNEXATION PETITIONS.PDF  
03 ANNEXATION IMPACT REPORT.PDF  
04A ANNEXATION AGREEMENT.PDF  
04D EXHIBIT TO ANNEXATION AGREEMENT.PDF  
05 ANNEXATION MAP.PDF  
06 RIVER TRAILS NMP NARRATIVE.PDF  
07 RIVER TRAILS NMP SHEETS.PDF  
08 TIS.PDF  
09 ECS.PDF  
10 REZONE NARRATIVE.PDF  
11 RIVER TRAILS ZONING MAP.PDF  
12 NOTICE MAILING LIST.PDF  
12A SPO PRIOR 2025 07 31.PDF  
12B CPW TO STONER SPO COMMENT 2024 11 25.PDF  
12C CPW RE APPLICATION 2025 01 31.PDF  
12D US FWS COMMENTS 2025 07 29.PDF  
13 RESOLUTION 12 2024.PDF  
14 PC MINUTES 2025 06 12.PDF  
15 RESOLUTION 17 (25) FINDINGS OF FACT ANNEXATION.PDF  
16 ORDINANCE 1360 ANNEXATION.PDF  
17 RESOLUTION 18 (25) NMP.PDF  
18 ORDINANCE 1361 ZONING.PDF  
19 MINERAL NOTIFICATION.PDF  
20 NOTICE MAILING PUBLICATION.PDF  
21 PUBLICATION.PDF

## **6. ELECTED OFFICIAL REPORTS**

- 1. Town Board – Tim Hardy, May Albrecht, Sean Murphy, Karl Ayers, Brett Wing, and Mark Brodie**
- 2. Establish Interview Committees for the purpose of filling vacancies on the volunteer committees and commissions.**
- 3. Mayor – William Karspeck**
- 4. Staff – Town Administrator, Attorney**

## **7. EXECUTIVE SESSION**



**Pursuant to C.R.S. § 24-6-402(4)(e)(I) to determine positions relative to matters that may be subject to negotiations, developing a strategy for negotiations, and instructing negotiators. The purpose of this executive session is to discuss:**

- **Oil & Gas Lease**

#### **8. ADJOURN**

The order of agenda items listed above is approximate and intended as a guideline for the Town Board. Individuals needing special accommodation may request assistance by contacting the Town Clerk 807 Mountain Avenue, Berthoud, Colorado 80513, 970-532-2643 at least 24 hours in advance.

# BOARD OF TRUSTEES INFORMATION



## ADMINISTRATION DEPARTMENT

|                              |                                                                                                          |
|------------------------------|----------------------------------------------------------------------------------------------------------|
| <b>Meeting Date:</b>         | <b>August 26, 2025</b>                                                                                   |
| <b>Agenda Title/Subject:</b> | <b>Consent Agenda</b>                                                                                    |
| <b>Type of Item:</b>         | <b>Regular Item</b>                                                                                      |
| <b>Purpose:</b>              | <b>The Consent Agenda contains routine items that can be approved with a single action by the Board.</b> |
| <b>Presented by:</b>         | <b>Christian Samora</b>                                                                                  |

### ATTACHMENTS:

- a) August 26, 2025, Meeting Agenda
- b) August 12, 2025, Meeting Minutes
- c) Building Permit Fee Waiver – Habitat for Humanity
- d) Sustainability Action Plan Update
- e) August 2025 Board Report

### BACKGROUND:

The Consent Agenda is a group of routine matters to be acted on with a single motion and vote. The mayor will ask if any Board Member wishes to remove an item for separate discussion. Items removed from the consent agenda should be considered immediately following adoption of the amended Consent Agenda.

### UPDATE/NEXT STEPS:

Any updates or next steps for the items on the Consent Agenda will be articulated in the information sheet provided for each item on the Consent Agenda.

### FISCAL IMPACT AND FUND SOURCE:

Any fiscal information for the items on the Consent Agenda will be articulated in the information sheet provided for each item on the Consent Agenda.

### COMMUNITY TOUCHSTONES:

Any Community Touchstones for the items on the Consent Agenda will be articulated in the information sheet provided for each item on the Consent Agenda.

### RECOMMENDED ACTION(S):

**“Move to combine and approve the items on the Consent Agenda.”**

**Followed by a second and a vote.**



## **BOARD OF TRUSTEES REGULAR MEETING**

**807 Mountain Avenue  
Town Board Meeting Room  
Berthoud, Colorado 80513  
Tuesday, August 26, 2025, at 6:30 PM**

This meeting will be streamed live on YouTube. The live stream is accessible by visiting [www.berthoud.org/stream](http://www.berthoud.org/stream)

The Town Board may act on any of the following agenda items as presented or modified prior to or during the meeting and items necessary or convenient to effectuate the agenda items.

- I. CALL TO ORDER**
- II. PLEDGE OF ALLEGIANCE**
- III. ROLL CALL**
- IV. CITIZEN PARTICIPATION**
- V. SCHEDULED ITEMS and ESTIMATED TIMES FOR DISCUSSION**

- 1. Consent Agenda (5 Min)**  
Consent Agenda items are considered to be routine by the Town Board and will be enacted with a single vote. There will be no separate discussion of these items. If discussion is deemed necessary, an item may be removed from the Consent Agenda and considered separately.
  - a) August 26, 2025, Meeting Agenda
  - b) August 12, 2025, Meeting Minutes
  - c) Building Permit Fee Waiver – Habitat for Humanity
  - d) Sustainability Action Plan Update
  - e) August 2025 Board Report
- 2. PUBLIC HEARING: Mid-Year 2025 Supplemental Budget Appropriation (30 Min)**
  - a. RESOLUTION 2025-20 – A RESOLUTION MAKING A SUPPLEMENTAL APPROPRIATION OF FUNDS AND ADOPTING BUDGET AMENDMENTS TO ACCOUNT FOR ROLL OVER AND SUPPLEMENTAL ITEMS AND MAKING A SUPPLEMENTAL APPROPRIATION.
- 3. PUBLIC HEARING: Farmstead Acres Preliminary Plat (30 Min)**
  - a. RESOLUTION 2025-19 - A RESOLUTION OF THE TOWN OF BERTHOUD BOARD OF TRUSTEES APPROVING A PRELIMINARY PLAT FOR A DEVELOPMENT KNOWN AS THE “FARMSTEAD ACRES DEVELOPMENT” IN THE TOWN OF BERTHOUD.
- 4. PUBLIC HEARING: River Trails Annexation, Zoning, and Neighborhood Master Plan (60 Min)**
  - a. RESOLUTION 2025-17 - A RESOLUTION OF THE TOWN OF BERTHOUD BOARD OF TRUSTEES SETTING FORTH FINDINGS OF FACT AND DETERMINATIONS REGARDING THE ELIGIBILITY FOR ANNEXATION OF THE RIVER TRAILS ANNEXATION PURSUANT TO C.R.S. 31-12-110.

August 26, 2025, Meeting Agenda

The order of agenda items listed above is approximate and intended as a guideline for the Town Board. Individuals needing special accommodation may request assistance by contacting the Town Clerk 807 Mountain Avenue, Berthoud, Colorado 80513, 970-532-2643 at least 24 hours in advance.

- b. ORDINANCE 1360 - AN ORDINANCE OF THE BOARD OF TRUSTEES OF THE TOWN OF BERTHOUD ANNEXING AND ACCEPTING THE ANNEXATION AGREEMENT FOR PROPERTY KNOWN AS RIVER TRAILS TO THE TOWN OF BERTHOUD.
- c. RESOLUTION 2025-18 - A RESOLUTION OF THE TOWN OF BERTHOUD BOARD OF TRUSTEES APPROVING A NEIGHBORHOOD MASTER PLAN FOR A DEVELOPMENT KNOWN AS RIVER TRAILS IN THE TOWN OF BERTHOUD.
- d. ORDINANCE 1361 - AN ORDINANCE AMENDING THE ZONING MAP OF THE TOWN OF BERTHOUD TO ESTABLISH THE ZONING OF PROPERTY KNOWN AS THE “RIVER TRAILS ANNEXATION” NEWLY ANNEXED TO THE TOWN OF BERTHOUD

## **VI. ELECTED OFFICIAL REPORTS**

**(20 Min)**

- 1. Town Board – Tim Hardy, May Albrecht, Sean Murphy, Karl Ayers, Brett Wing, and Mark Brodie
  - a) **Establish Interview Committees for the purpose of filling vacancies on the volunteer committees and commissions.**
- 2. Mayor – William Karspeck
- 3. Staff – Town Administrator, Attorney

## **VII. EXECUTIVE SESSION**

Pursuant to C.R.S. § 24-6-402(4)(e)(I) to determine positions relative to matters that may be subject to negotiations, developing a strategy for negotiations, and instructing negotiators. The purpose of this executive session is to discuss:

- Oil & Gas Lease

## **VIII. ADJOURN**

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Town Clerk or Deputy Town Clerk

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William Karspeck, Mayor

August 26, 2024, Meeting Agenda

The order of agenda items listed above is approximate and intended as a guideline for the Town Board. Individuals needing special accommodation may request assistance by contacting the Town Clerk 807 Mountain Avenue, Berthoud, Colorado 80513, 970-532-2643 at least 24 hours in advance.



## **MEETING MINUTES OF THE TOWN BOARD**

**Town Board Room  
807 Mountain Avenue  
Town of Berthoud, Colorado  
Tuesday, August 12, 2025, 6:30 p.m.**

8/12/2025 - Minutes

1. Meeting Called To Order - Mayor William Karspeck

Mayor Karspeck called the meeting to order at 6:30 pm.

2. Pledge Of Allegiance - Mayor William Karspeck

Mayor Karspeck led the Pledge of Allegiance.

3. Roll Call - Mayor William Karspeck

The following Board members were present:

May Albrecht, Trustee  
Karl Ayers, Trustee  
Tim Hardy, Trustee  
Brett Wing, Trustee  
Sean Murphy, Mayor Pro-Tem  
Will Karspeck, Mayor

The following Board members were absent:

Mark Brodie, Trustee

The following staff members were present:

Erin Smith, Town Attorney  
Chris Kirk, Town Administrator  
Christian Samora, Town Clerk  
Lexi Dovel, Deputy Town Clerk  
Sergeant Justin Williamson, Larimer County Sheriff  
Keith Knoll, Public Works Operational Manager  
Tawn Hillenbrand, Planning Manager  
Anne Johnson, Community Development Director  
Jeremy Olinger, Deputy Town Administrator

4. Citizen Participation

No one spoke during Citizen Participation.

5. Scheduled Items And Estimated Time For Discussion

5.1. Consent Agenda

Items:

- a) August 12, 2025, Meeting Agenda
- b) July 29, 2025, Meeting Minutes

**Trustee Hardy moved to combine and approve the items on the Consent Agenda. Trustee Wing seconded the motion. In a 6-0 roll call vote, THE MOTION CARRIED.**

5.II. National Women's Equality Day Proclamation

Mayor Karspeck read the National Women's Equality Day Proclamation aloud.

5.III. Xcel Energy Update Presentation

Hans Rodvik with Xcel Energy gave a presentation.

5.IV. Newell Farm Park Concept Update

Public Works Operational Manager, Keith Knoll, gave a presentation on the Newell Farm Park concept.

Mayor Karspeck opened the item to public comment.

Sarah Lincoln, Butch Hause, Casey Grace, Michael Stein, Deanne Mulvihill, Steve Mulvihill, Vance Bunker, Jane Vielehr, and Mark French spoke during public comment.

Mayor Karspeck closed the public comment.

**The Board was supportive of moving forward with concept plans and having an update on the Newell Farm Park within 6 months.**

5.V. Short Term Rental Regulation Change - Public Hearing

Planning Manager, Tawn Hillenbrand, gave a presentation on the Short Term Rental Regulation change.

Mayor Karspeck opened the Public Hearing.

Mindy Cruse, Jon Evans, and Matt Gawin spoke during the Public Hearing.

Mayor Karspeck closed the Public Hearing.

**No action was taken on Ordinance 1356.**

5.VI. Habitat For Humanity - Old Town Hall Concept

Administrator Kirk gave an introduction on the Old Town Hall Concept.

Tiffany Brodie with Habitat for Humanity, and David Stranathan and Josh McCarn with Asher Architects, gave a presentation.

Mayor Karspeck opened the item to public comment.

Brian Laak spoke on the item.

**The Board was supportive of staff working with Habitat for Humanity to discuss redevelopment of the Old Town Hall site.**

Mayor Karspeck called for a 5-minute break.

5.VII. Jaskowski Concept Update

Public Works Operational Manager, Keith Knoll, gave a presentation on the Jaskowski concept.

Mayor Karspeck opened the item to public comment.

Joe Soucek, Wes Dillon, Jeff Miller, and Chris Huber spoke during public comment.

**Trustee Ayers moved to extend the meeting to 10:30 pm. Mayor Pro-Tem Murphy seconded the motion. With all in favor, THE MOTION CARRIED.**

The Board provided feedback on the Jaskowski concept.

## 5.VIII. Parks Master Plan Update

Deputy Town Administrator, Jeremy Olinger, gave a presentation on the Parks Master Plan.

Mayor Karspeck opened the item to public comment.

Carolyn Hobson, Laura Schoenfeld, Jeff Hindman, Lauren Roth, and Alex Hoime spoke during public comment.

The Board was supportive of having a Study Session to further discuss parks projects.

## 6. Elected Official Reports

Trustee Albrecht:

Albrecht requested an update on a citizen concern regarding payment at the rec center.

Trustee Hardy:

Hardy reported on a potential presentation for the Town Board regarding the Downtown Business Collaborative and Berthoud Main Street.

Mayor Pro-Tem Murphy:

Murphy reported on a recent CDOT meeting and updates to the crossing at 9th Street and Mountain Avenue.

Mayor Karspeck:

Karspeck reported on an upcoming transportation meeting and the recent National Night Out event.

Administrator Kirk:

Kirk inquired about rescheduling the November 11th meeting due to Veterans Day. The meeting will be tentatively rescheduled to Monday, November 10th.

## 7. Executive Session

**Trustee Wing moved to go into Executive Session pursuant to C.R.S. 24-6-402(e)(I) to determine positions relative to matters that may be subject to negotiations, developing a strategy for negotiations, and instructing negotiators. And the following details are provided: Bacon Lake Interceptor Easement, Oil and Gas Lease, and 290 Mountain Ave. Trustee Ayers seconded the motion. In a 6-0 roll call vote, THE MOTION CARRIED.**

## 8. Adjourn

The meeting was adjourned at 11:55 pm.

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Town Clerk or Deputy Town Clerk

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William Karspeck, Mayor

# BOARD OF TRUSTEES INFORMATION



## COMMUNITY DEVELOPMENT DEPARTMENT

|                              |                                                                                                                                                               |
|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Meeting Date:</b>         | <b>August 26, 2025</b>                                                                                                                                        |
| <b>Agenda Title/Subject:</b> | <b>Request to waive certain building permit fees in accordance with Ordinance 1355</b>                                                                        |
| <b>Type of Item:</b>         | <b>Consent Agenda</b>                                                                                                                                         |
| <b>Purpose:</b>              | <b>Request made by Berthoud Habitat for Humanity to waive certain building permit fees for one home to be constructed at 1778 North 4<sup>th</sup> Street</b> |
| <b>Presented by:</b>         | <b>Anne Johnson, Community Development Director</b>                                                                                                           |

### ATTACHMENTS:

- Letter of request from Berthoud Habitat for Humanity dated August 15, 2025
- Estimated Fees
- Ordinance 1355

### BACKGROUND:

Habitat for Humanity, has provided a letter of request to waive certain building permit fees associated with the building permits at 1778 North 4<sup>th</sup> Street.

On July 8, 2025, the Town Board of Trustees adopted Ordinance No. 1355 which expanded Ordinance No. 847 to promote home ownership for persons of lower income. This Ordinance gives the Board of Trustees the authority to waive any or all fees for a maximum of ten houses per year. Per Ordinance 1355, Berthoud Habitat for Humanity, or other non-profit tax exempt organizations comparable to Habitat for Humanity, may make application to the Board of Trustees for the waiver of a portion of, or all capital investment fees, raw water dedication fees, building permit fees, park development fees, park acquisition fees and other related fees collected by the Town. This is the only request received in 2025.

The home itself is being built by students in partnership with Cherry Creek Innovation Campus in Centennial, Colorado. It will be moved to 1778 4<sup>th</sup> Street during the fall, 2025.

Past requests from Berthoud Habitat for Humanity have resulted in the Town Board waiving fees except for the water tap/plant investment fee (\$6,900), ALFA Line Agreement fee (\$550), and wastewater tap/plant investment fee (\$5,995). Both water and wastewater enterprise funds have a substantial amount of debt, and any waiver of those charges would need to be backfilled by the general fund.

The estimated building permit fee was \$31,280.76 before the \$17,835.76 Town and SAFEBuilt fee reduction. The resulting building permit fee will be \$13,445.00. An additional \$25,000.00 for SFE Tap fee will be waived.



**UPDATE/NEXT STEPS:**

If approved, the building permit can be issued after full review.

**FISCAL IMPACT AND FUND SOURCE:**

The estimated building permit fee was \$31,280.76 before the \$17,835.76 Town and SAFEBuilt fee reduction. The resulting building permit fee will be \$13,445.00. An additional \$25,000.00 for SFE Tap fee will be waived.

The positive impact to the community is the inclusion of a new residential home being occupied in Berthoud.

**COMMUNITY TOUCHSTONES:**

Consideration of this request does support the Touchstones of Resilience, Sustainability and Community Identity. Availability of housing for residents is an important component of a balanced, resilient and sustainable local economy. All residents contribute to the identity a community attains and should represent a broad cross-section of the population.

**RECOMMENDED ACTION(S):**

Suggested Motion for Approval:

*I move to approve the request of the Berthoud Habitat for Humanity to waive fees for the a home at 1778 North 4<sup>th</sup> Street except for the water tap/plant investment fee (\$6,330), the wastewater tap/plant investment fee (\$5,500) and the ALFA Line Agreement fee (\$550).*

August 15, 2025

Dear Town of Berthoud Mayor & Board of Trustees ~

On behalf of Berthoud Habitat for Humanity, we are respectfully requesting your consideration of waiving the fees associated with the building and construction of our next Habitat home, to be built within town limits per Ordinance #1355.

The addresses for said homes are as follows:

- 1778 N 4<sup>th</sup> St. – being built in partnership with the Infrastructure Engineering Pathway program at the Cherry Creek Innovation Campus in Centennial, CO.

Our request to you is founded on the concept that the Town of Berthoud made the decision in 2003 to support affordable housing for low-income families by developing and passing Ordinance 847 which was expanded via the passing of Ordinance 1355 in July of 2025, which grants Berthoud Habitat for Humanity a waiver for building fees for up to ten (10) homes per year respectively.

The support that Berthoud Habitat for Humanity has received from the Mayor and Trustees to promote homeownership for low-income families in our community has made a significant difference in building 23 completed homes to date, with the 24<sup>th</sup> home currently under construction with an anticipated completion the end of September 2025. Furthermore, we will be selling the DURA House, located at 1776 N 4<sup>th</sup> St, to a homeowner by the end of October 2025 and we anticipate completing our 26<sup>th</sup> and final home within the 4<sup>th</sup> Street subdivision by the end of June 2026!

Given the high cost of home building, the fee waiver support that the town provides is a critical component of our success in helping our low-income partner families purchase affordable homes with zero-interest mortgages.

We understand that per Berthoud's Ordinance #1355, the recipient's income must remain below the designated threshold. Accordingly, our current homeowners' gross income must fall within the 40% - 80% AMI range for Larimer County. We are committed to remaining diligent in adhering to this restriction and understand the importance of this requirement.

We are hopeful the Town of Berthoud will waive the requested fees for this home.

We appreciate your consideration of this request. Should you have any questions or concerns, please don't hesitate to contact me at (303) 818-0203.

Sincerely,



Tiffany D. Brodie  
Executive Director

Town of Berthoud

807 Mountain Avenue P.O. Box 1229, Berthoud, CO 80513

| Fee Item                                                                                                             | Estimated Fee |
|----------------------------------------------------------------------------------------------------------------------|---------------|
| Plan Review - 50% (Valuation)                                                                                        | 1336.88       |
| Main_Floor_SqFt: 803.00<br>M__2nd_Floor_Sf: 1.00<br>M__3rd_Floor_Sf: 1.00<br>Basement_Finished_SqFt: 100.00          |               |
| Residential Electrical - Fee SF Based                                                                                | 100.00        |
| Park Development Impact Fee                                                                                          | 2718.00       |
| Main_Floor_SqFt: 803.00<br>M__2nd_Floor_Sf: 1.00<br>M__3rd_Floor_Sf: 1.00<br>Basement_Finished_SqFt: 100.00          |               |
| Public Facilities Fee (Residential)                                                                                  | 581.00        |
| Main_Floor_SqFt: 803.00<br>Garage_SqFt: 240.00<br>M__Covered_Patio_Sf: 62.00<br>Deck_SqFt: 1.00<br>M__Porch_Sf: 1.00 |               |
| Park Dedication Impact Fee                                                                                           | 679.60        |
| Main_Floor_SqFt: 803.00<br>M__2nd_Floor_Sf: 1.00<br>M__3rd_Floor_Sf: 1.00<br>Basement_Finished_SqFt: 100.00          |               |
| Storm Drainage Fee                                                                                                   | 929.88        |
| Main_Floor_SqFt: 803.00<br>M__2nd_Floor_Sf: 1.00<br>M__3rd_Floor_Sf: 1.00<br>Basement_Finished_SqFt: 100.00          |               |
| Admin Fee                                                                                                            | 50.00         |
| Technology Fee                                                                                                       | 50.00         |
| Main_Floor_SqFt: 803.00<br>M__2nd_Floor_Sf: 1.00<br>M__3rd_Floor_Sf: 1.00<br>Basement_Finished_SqFt: 100.00          |               |
| Residential Road Impact Fee                                                                                          | 2083.00       |
| M__Material_Cost: 120000.00                                                                                          |               |
| 1% Sales Tax 1998 - Materials                                                                                        | 1200.00       |
| M__Material_Cost: 120000.00                                                                                          |               |
| 1% Sales Tax 2019 - Materials                                                                                        | 1200.00       |
| M__Material_Cost: 120000.00                                                                                          |               |
| 2% Sales/Use Tax - Material                                                                                          | 2400.00       |
| M__Material_Cost: 120000.00                                                                                          |               |
| Larimer County Tax .8% - Material                                                                                    | 960.00        |
| Per Unit: 1.00                                                                                                       |               |
| ALFA Line Fee (per unit)                                                                                             | 550.00        |

This is just an estimate. Actual permit fees may vary.

Town of Berthoud

807 Mountain Avenue P.O. Box 1229, Berthoud, CO 80513

|                                                    |             |
|----------------------------------------------------|-------------|
| Construction Water                                 | 25.00       |
| Raw Water System Investment                        | 245.00      |
| Waste Water Plant Investment - Tap Size - 3/4 inch | 5995.00     |
| Water Plant Investment - Tap Size - 3/4 inch       | 6900.00     |
| Building Residential - Valuation Permit Fee        | 2673.75     |
| Estimated_Valuation: 400000.00                     |             |
| Residential Temp Electrical Meter                  | 85.00       |
| MS4 Permit-Berthoud Erosion Control Permit         | 50.00       |
| Meter Assembly Fee 3/4"                            | 468.65      |
|                                                    |             |
| Total Estimate                                     | \$31,280.76 |

Total Fee Estimate - \$31,280.76  
Adjusted Fee - \$13,445  
Amount Waived - \$17,835.76 (Town and SAFEbuilt)  
  
Waived by SAFEbuilt (50% of fee) - \$2,097.82  
Waived by Town - \$15,737.94

**TOWN OF BERTHOUD**

**ORDINANCE NO. 1355**

**AN ORDINANCE TO PROMOTE HOME OWNERSHIP FOR PERSONS OF LOWER  
INCOME IN THE TOWN OF BERTHOUD, LARIMER AND WELD COUNTIES BY  
EXPANDING ORDINANCE 847**

**WHEREAS**, the Board of Trustees determined through the passage of Ordinance 847 on March 28, 2000 that it is necessary to preserve the economic diversity of the Berthoud community; and

**WHEREAS**, the Board of Trustees approved the Housing Diversity Plan through the passage of Resolution 07 (Series 2025) on April 22, 2025 which identified a short – term goal of amending Ordinance 847 to increase the number of permit waiver requests that can be considered each year; and

**WHEREAS**, the Board of Trustees discussed the financial impact to the Town by increasing the quantity of fee waivers to be considered each year at their meeting on June 10, 2025; and

**WHEREAS**, the Board of Trustees has determined that it is appropriate to consider the waiver of a portion of all of the fees collected by the Town of Berthoud for those non-profit and tax-exempt organizations which encourage or provide opportunities for home ownership to persons with lower incomes; and

**WHEREAS**, the Board of Trustees has determined that it is appropriate to consider the waiver of a portion of all fees collected by the Town of Berthoud for up to ten (10) residential dwelling units each year.

**NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF TRUSTEES OF THE  
TOWN OF BERTHOUD, COLORADO:**

Section 1. Berthoud Habitat for Humanity, or other non-profit tax-exempt organizations comparable to Habitat for Humanity, may make application to the Board of Trustees for the waiver of a portion of, or all capital investment fees, raw water dedication fees, building permit fees, park development fees, park acquisition fees and other capital-related fees collected by the Town.

As a condition of the Town's waiver of these fees, the non-profit tax-exempt organization must contractually agree that, for a period of ten (10) years, the property will be owned and occupied by an individual or family which would be classified economically as low income. If, during this period, there is a transfer of the property or occupancy of the property to a person or persons who do not qualify as low income, according to the Larimer County income guidelines, then the Town will be entitled to payment of the then current fees for a comparable dwelling unit.

The Town Board of Trustees will consider waiving these fees for a maximum of ten (10) dwelling units per year.

Section 2. Effective Date: The effective date of this ordinance shall be thirty (30) days after publication of this ordinance.

PASSED, ADOPTED, SIGNED, AND APPROVED this the 8<sup>th</sup> day of July, 2025.

TOWN OF BERTHOUD

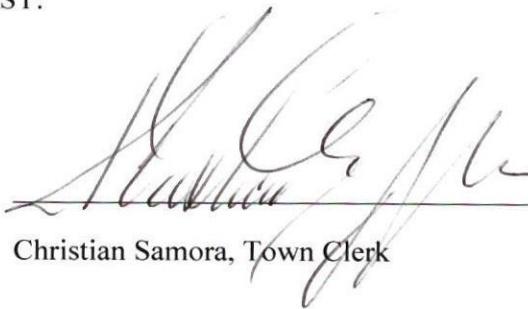
By



William Karspeck, Mayor

ATTEST:

By:



Christian Samora, Town Clerk



# BOARD OF TRUSTEES INFORMATION

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## BUSINESS DEVELOPMENT DEPARTMENT

|                              |                                    |
|------------------------------|------------------------------------|
| <b>Meeting Date:</b>         | <b>August 26, 2025</b>             |
| <b>Agenda Title/Subject:</b> | <b>Sustainability Action Plan</b>  |
| <b>Type of Item:</b>         | <b>Consent Agenda</b>              |
| <b>Purpose:</b>              | <b>Update on the Status of SAP</b> |
| <b>Presented by:</b>         | <b>Brian Dubois</b>                |

### ATTACHMENTS:

- Memo from Cumming Group

### BACKGROUND:

This is an update provided by the consultant, Cumming Group, to identify the steps that have been completed and those that are upcoming.

### UPDATE/NEXT STEPS:

- Provided in memo

### FISCAL IMPACT AND FUND SOURCE:

General Professional Fees, 11-01-5020

### COMMUNITY TOUCHSTONES:

Community Identity and Sustainability

### RECOMMENDED ACTION(S):

**No Action Required**

## Town of Berthoud Sustainability Action Plan

**To: Berthoud Board of Trustees**  
**From: Katya Balakhovsky / Cumming Group**  
**Date: 8/26/25**  
**Subject: Summary of Berthoud Sustainability Action Meeting Results and Next Steps**

### 1. Introduction

#### Project Overview

Cumming Group was tasked by the Town of Berthoud to develop a Sustainability Action Plan. The purpose of this plan was to provide a framework that could advance the town's broader sustainability goals, enhance economic prosperity, improve quality of life while also engaging town stakeholders and community members.

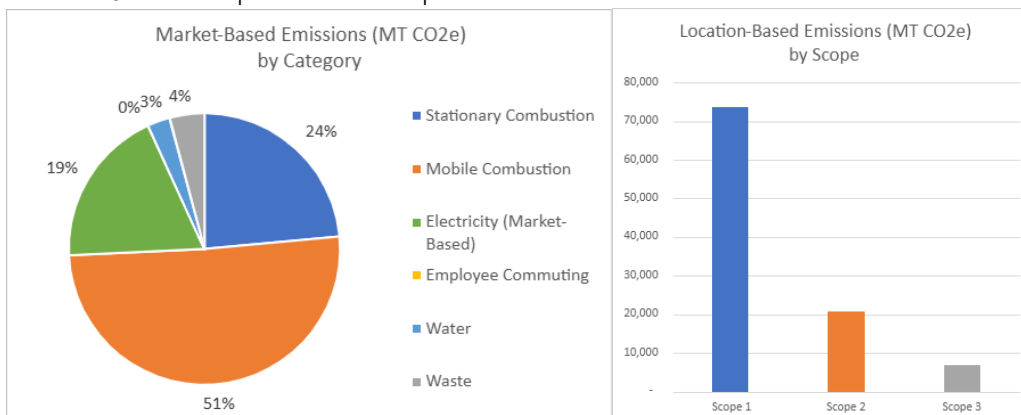
#### Planning Process

Over the past several months, we have worked alongside Berthoud staff gathering information about the town, analyzing federal, state, and regional laws to anticipate the regulatory environment the Sustainability Action Plan will be implemented in. Additionally, we have gathered data to understand the town's operations and worked with relevant utility providers to create a baseline assessment that will be used to inform the sustainability measures and formal development of Berthoud's Sustainability Action Plan.

### 2. Summary of GHG baseline results

#### Community

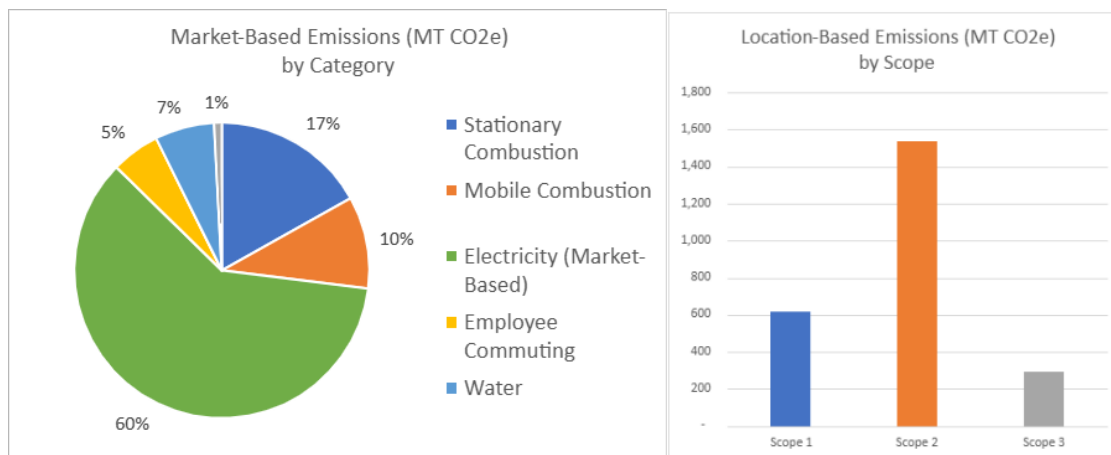
- Town facility natural gas and electricity consumption
- Emissions from town fleet vehicles and gas consumption
- Town water treatment emissions
- Town building yearly water usage
- Municipal Gas consumption





## Municipal

- Residential and business natural gas consumption
- Purchased electricity emissions
- Community Water Consumption
- Community Waste Production



## 3. Stakeholder Engagement Meeting Purpose/ Recap

The purpose of this meeting was to gain feedback and buy in from town staff about the feasibility of and priorities of the Sustainability Action Plan. We were joined by the following members of Berthoud's Town Staff:

- Amanda Gustafson: Recreation Director
- Tawn Hillenbrand: Planning Manager
- Lakin Dickson: Planning Intern
- Christian Samora: Town Clerk
- Jeremy Olinger: Deputy Town Administrator
- Keith Knoll: PW Operations Manager
- Savana Dumler: PE for Water Utilities
- Brian Dubois: Economic Sustainability Manager
- Anne Johnson: Community Development Director
- Chris Kirk: Town Administrator

The discussion began with identifying what town staff felt what they saw was a priority for the SAP

- Incorporating life cycle assessments
- Corraling community support and engagement

- Increasing resilience and improving quality of life
- Incorporating lifecycle analyses
- Identifying low effort, high impact strategies to make an immediate impact

The group then spoke about the potential challenges for the plan

- Data gaps and incomplete asset inventories
- Potential costs of larger projects
- Long term viability
- Explaining the benefits of the plan to the community in a digestible fashion

We also discussed the sustainability success stories of the Town

- Efficient building systems at the Rec Center
- Installation of EV chargers in the community
- Replacing older HVAC systems with newer efficient models
- Transition to Hybrid vehicles

The group also laid out their goals and expectations for the plan

- Protect and enhance the local environment
- Identify and install multi-functional solar opportunities
- Educating community on sustainable practices
- Updating Town code to incentivize sustainable practices in new developments
- Installing LED Lighting in all Town Facilities

Our last discussion was to craft a vision statement that staff used to explain the direction of the plan

- Create a community focused plan that creates a sustainable and viable future for residents and visitors
- Utilizing smart infrastructure investments to improve efficiency
- Prioritizing sustainability efforts that can continue to provide high levels of service to the community
- Creating attainable short and long term goals that can lead the community to conserve and

## 4. Sustainability Measure Development

Following our engagement meeting with Berthoud Town staff, we will begin to draft a menu of sustainability measures that address the vision that town staff voiced as priorities. Furthermore, we will

assess the impact of these measures based on their level of sustainable impact and the level of estimated costs. The areas Berthoud staff had mentioned to be a priority:

- Equipment efficiency (HVAC and Specialized Equipment)
- Energy Management Systems
- Departmental Collaboration
- Leadership of the Town
- Improvements in data quality

The consultant team may re-engage with certain staff for additional discussions after the initial measures are formulated to gain further insight into feasibility.

Additionally, we will conduct a two-hour in person Community engagement workshop that will cover the current state assessment, accept sustainability measures, and educate the community on the potential strategies that will be implemented.

#### **4. SAP Development Next Steps**

After our meeting with Berthoud Town Staff, our consultant team will begin the development of the Sustainability Action Plan itself. The immediate next steps are listed below:

- **Create draft of initial measures list**
- **Town staff will review and provide feedback on feasibility and impact of suggested measures**
- **After these measures are finalized, a formal draft will be written and sent to Berthoud Staff for review**
- **Engage with Berthoud Community to gain feedback and community priorities in the development of the plan**
- **Following feedback and comments from Berthoud staff, CG will begin to finalize the Sustainable Action Plan and implementation strategies.**

# Berthoud Board Update

August 2025



## SEPTEMBER EVENTS

### SEPTEMBER 13: TREE WALK

**Fickel Park**

**10:00 - 11:00 AM**

Community members of all ages are invited to join the final Tree Walk of the season, led by ISA-certified arborist Brandon Koons. This engaging, educational series takes participants on a walk through Fickel Park to explore the trees that help fill its canopy.

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### SEPTEMBER 13: BERTHOUD ART WALK / WILDFIRE STREET FEST

**Various Locations**

**11:00 AM - 5:00 PM Art Walk**

**5:00 PM - 9:00 PM Wildfire Street Fest**

Local artists will be displaying, selling, and demonstrating their work outside downtown businesses, followed by food trucks, beer & wine, live music, dancing, and interactive art for all ages at the Wildfire Community Art Center Street Festival.

Visit [DowntownBerthoud.org](https://DowntownBerthoud.org) for more information.

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### BERTHOUD MARKET

**EVERY SATURDAY THROUGH SEPTEMBER**

**Berthoud Town Park**

**9:00 AM - 1:00 PM**

This outdoor market featuring local vendors will be held at Berthoud Town Park every Saturday from June 14 until September 27.



# FORESTRY / OPEN SPACE

Submitted By Paul Furnas, Town Forester

The Forestry and Open Space departments are working hard to keep the town's trees and open spaces looking great this summer. The Forestry Department finished its large summer pruning project on all of the town-owned trees, while keeping its unirrigated trees watered. Forestry staff have also been dedicating spare time to prepping planting spots for the fall tree planting season. Open Space staff have been making significant progress on keeping weeds under control at many open spaces in town. Open Space had a large irrigation fix that needed immediate attention at Waggener, and got the repair in place within a couple of days. Open Space has also been preparing areas for fall overseeding.

Both departments have also been diligently documenting the towns' irrigation systems in ArcGIS as they move to digitize the town's records.



Forestry – Pruning park trees for clearance  
Forestry staff wrapped up their summer clearance pruning project. A large cracked (and hollow) branch was removed from an Ash tree at the Cemetery. And a group of overgrown willows at Hillsdale were trimmed back and cleaned up.



Forestry Staff remove fallen tree at Water/Public Works building



Open Space: Waggener irrigation repair – A sudden break in the main line running through one of the native areas at the Waggener Rec center needed to be addressed as soon as possible to get the system up and running again.







- 1) Removals in preparation for fall planting.
- 2) Plastic collars were retrofitted from a drainage pipe to protect the base of young trees from equipment.
- 3) Weed mitigation efforts around town to keep the weeds mowed or whipped down.
- 4) Open Space staff did some clearance pruning of overgrown branches reaching over a trail.



Pressure washing the Roberts Pond dock

Forestry attends the Colorado Front Range Urban Forestry Council (FRUFC) at Regis University in Denver in a walkthrough of the Regis University Arboretum. In anticipation of the Berthoud Arboretum, Forestry staff visited a very well known Colorado collection of trees to find ideas for unique tree varieties and insight into the care needed for taking care of an Arboretum. The Regis Arboretum has more than 1280 trees, 85 genuses, and over 290 species and cultivars of trees, and hosts multiple Colorado Champion Trees.



### 3rd of July prep and work

Forestry and Open Space staff helped prepare the Waggenger Rec Center property the week of July 3rd in anticipation for the event. Forestry assisted parks staff to clean up the event after the show.

After the official event, a very private, late-night firework display was set off in the Hillsdale bathroom. Our staff cleaned that up.





# STREETS DEPARTMENT

Submitted By Brandon Keegan, Streets Supervisor

July was a busy month, with extensive asphalt patching completed throughout town. We also focused on repairing thermoplastic crosswalks and stop bars near schools to ensure they were ready for the upcoming school year. Additional culvert pipes were installed on County Road 7, and we cleaned beneath the Nielson box culverts. Other tasks included mowing and weed trimming, setting up for the July 3rd event, and restriping parking stalls.



1 & 2) 1st Street- Goltz Asphalt Company is repairing sections of roadway that were failing. 3 & 4) 4<sup>th</sup> Street- Goltz Asphalt Company is patching a section of roadway that was sinking

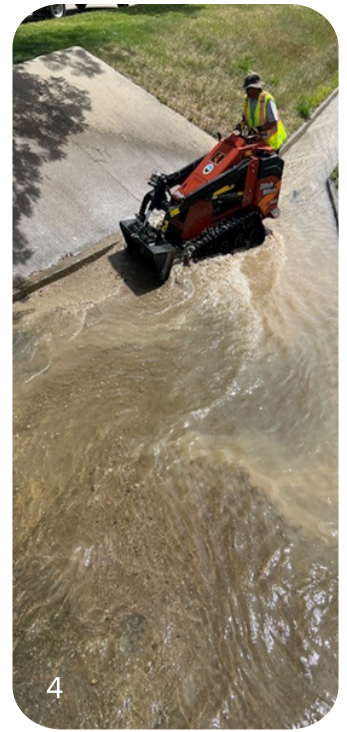
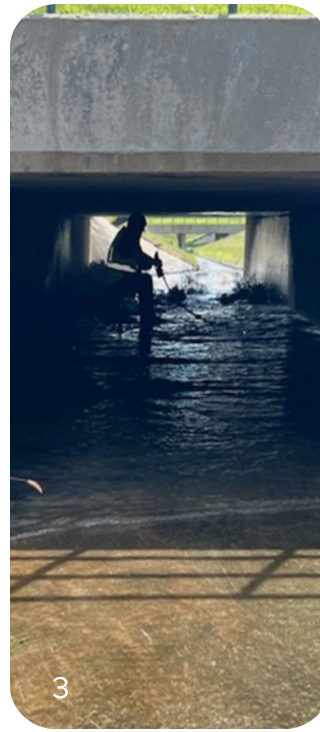
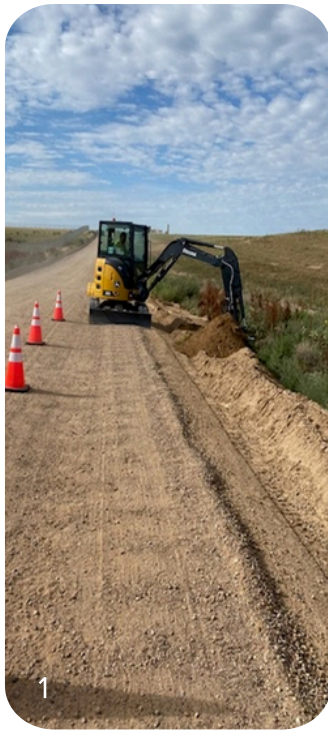


Berthoud Parkway & Grand Market- Streets crew came in early to repair crosswalk thermoplastics

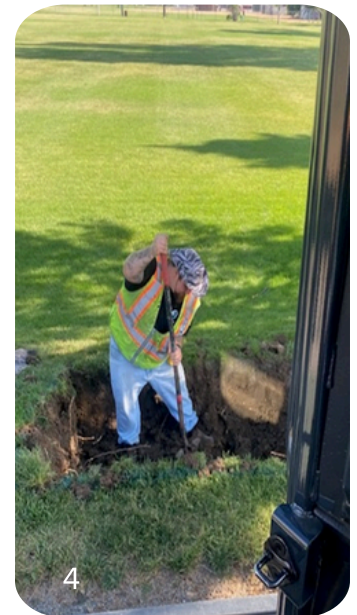
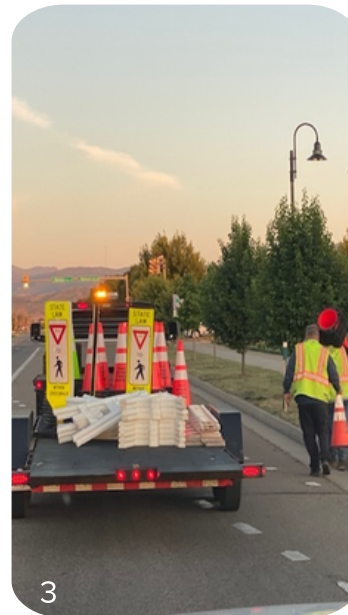
1st Street & Indiana- Streets crew replaced the crosswalk that was faded







1 & 2) County Road 7- Streets crew cleaned out ditches and installed additional culvert pipes to divert water away from the roadway to help prevent erosion 3 & 4) Nielson drainage ditch- Streets crew jetting underneath box culverts to remove mud and debris



1 & 2) 3rd Street- Streets Department restriping parking stalls 3) Mountain Avenue- Streets Department setting out cones and barricades for the July 3<sup>rd</sup> event 4) Bein Park -Streets crew helped the parks department dig around the irrigation lines so they could make repairs.





# RECREATION

Submitted By Amanda Gustafson, Director of Recreation | Cultural Services

## Operations, Memberships & Marketing

Throughout July, our team stayed highly productive across all divisions. We hosted ADA and CPR training, and continued onboarding and training for the new Fitness Coordinator. June had 124 new memberships and 14,449 total check-in visits. This month, marketing focused on launching the fall activity guide campaign and promoting early bird registration. The July community newsletter was distributed, and sponsor recognition was enhanced with new signage for SouthState Bank. A detailed webpage for the annual maintenance closure was created to inform visitors and support staff.

## Sports & Programs

July marked the conclusion of our exciting summer programming. Activities including baseball, track, tennis, t-ball, little slingers, summer & sports camp, adult pickleball, and adult cornhole wrapped up with some record-breaking participants numbers. With summer programs officially ending and fall programming yet to begin, the sports division took this opportunity to complete a full inventory and location audit of all equipment and storage sheds. Now that all items have been accounted for and organized by location, we're focusing on aligning equipment with their respective programs to ensure a smooth transition into the upcoming season.



Recreation is also pleased to announce the promotion of Jacquelyn Cuba as the Recreation – Sports & Programs. Jacquelyn has been with the Town of Berthoud since 2021 and has continually worked her way up, starting out as a personal trainer and group fitness instructor, promoted to fitness coordinator, and now taken the role of Supervisor. Jacquelyn brings a bachelors in sociology and has been a Berthoud resident for over 15 years.



## Aquatics

July was a bustling and successful month for the aquatics team, as the pool reached peak capacities as open swimming drew hundreds of participants daily, and swim lesson classes were consistently at or beyond capacity. Despite the high volume, the team maintained a strong focus on safety and created a fun, positive environment for all swimmers. The month began with a full schedule of swim lessons, none of which were canceled. The CARA swim team continued to perform well, hosting a successful intra-squad meet.

Facility maintenance remained a top priority. The splash pad, known for being unpredictable after weather events or periods of inactivity, required daily attention to stay operational. The Rec Center pools saw continued collaboration with the heater company to maintain optimal temperature, and two aging chlorine and acid pumps were replaced. Overall, July was a month full of momentum, progress, and strong team effort across all areas of aquatics.



## Maintenance

Facility maintenance and project coordination remained a priority this month. We completed preventative hoop maintenance, cleaned vents and the Water Monster, **stained exterior fencing**, and repaired gym equipment. We troubleshooted ongoing HVAC, exhaust fan, and lighting issues in coordination with our contractors. The PA system in the aerobics room was finalized, allowing announcements to be heard during emergencies. We also developed a comprehensive maintenance and gym setup plan for the upcoming facility shutdown to minimize member disruption and address delayed infrastructure repairs.



# COMMUNITY DEVELOPMENT

Submitted By Anne Johnson, Planning Director

## Building Division data for July 2025



### # New Residential

14 - July 2025

83- Year to Date



### # New Commercial

3 - July 2025

11 - Year to Date



### Total Number of Permits

83 - July 2025



### Total Valuation

\$12,069,871 -July



## Engineering

Construction Site Inspections: 30

MS4 Inspections: 4

ROW Permits Processed: 53

## Planning

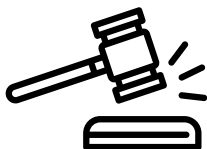


### Public Assistance

Emails : 6,355

Phone calls : 59

Site Visits : 6



# Pre-Application meetings : 6

# Public Hearings/Applications presented: 8

# Codes/Comp Plan Action Items in-process: 4

# Applications in Process: 34





# PARKS / CEMETERY

Submitted By Sami Kouns, Parks Supervisor

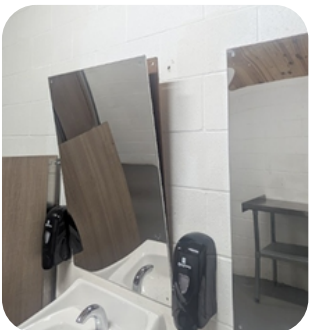
## Parks/Cemetery

The month of July was full of variety for the Parks and Cemetery Departments. With everything from standard irrigation repairs and mowing to facility and playground repairs, to leveling turf and installing meter tags before inspection, everyone was busy with tasks that each new day brought. With each of the five parks technicians working in one of the following areas every week: facility/ maintenance, Toro mowing, ballfields, mow crew, and irrigation, we get a fresh new set of eyes on all of the Town of Berthoud Parks each week. This allows both the Parks and Cemetery crews to learn varying tasks and also helps us to address problems/issues as they surface rather than when the public makes us aware. Some of these include replacing the backflow covers at Cedar to make them nicer and easier to replace should they be damaged, and installing an emergency stop button cover at Town Park. All of these jobs, both planned and unplanned, help to keep all of the Town of Berthoud properties both beautiful and safe for continual public use.



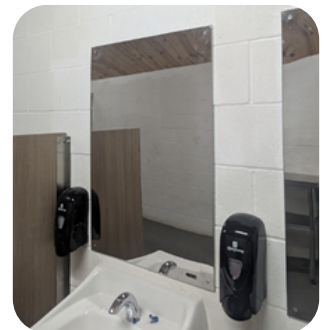
### Parks/Streets – Irrigation Repairs

The largest irrigation repairs in July were the six mainline repairs at Bein Park. Each of these repairs was made at a bellend that started leaking and had to be replaced with a four-inch coupler and slip. With the help of the streets department, all six holes were dug, and all six repairs were made within a week.



### Parks – Facility Repairs

Some facility repairs that were made during the month of July included rehanging the mirror in the Waggener men's restroom, replacing the weekly reservation holder at Waggener, removing screws from the Town East pavilion, reattaching a downspout at the Pioneer north pavilion, and removing a split rail fence rail from the Waggener men's bathroom toilet, just to name a few. These repairs also include scheduled weed spraying and pavilion washing to keep all the pavilions in top shape.



### Parks – Playground Checks and Maintenance

Each week, the six playgrounds that fall under the responsibility of the Parks Department are checked for damage. Each week, these repairs are made, weeds are pulled, and the mulch is raked into the low areas surrounding the equipment.





### Parks – Miscellaneous

Differing situations within the parks this month led to a shift in priorities from the Parks Department. In order to keep the grass at Railroad Park green, a meter tag with the correct address for the park had to be added, so we can get a new electric meter for the park to keep the irrigation clock running. An emergency button cover was installed at the Town Park splash pad to reduce the number of times this button is used to stop certain features from running and reduce the amount of time it takes to get the splash pad back up and running after the button is pushed.



### Cemetery/Parks – Leveling Graves

Irrigating at the Green Lawn Cemetery leads to a natural sinking of gravesites. These sites had the turf removed, fill dirt brought in and leveled, and then were resodded to keep the grounds up to the standard that has been set by the Town of Berthoud.



### Cemetery – Burials, Mowing and Irrigation

The month of July featured three ceremonies for loved ones who had passed. Burials aside, our staff did routine mowing and irrigation repairs to keep Green Lawn Cemetery a clean, safe, and serene place to mourn those who have passed.

### Parks – 3<sup>rd</sup> Of July

3rd of July event set-up and take down



Coleton Chrad taught a drip irrigation course for Berthoud Local at the Pioneer Park Community Garden



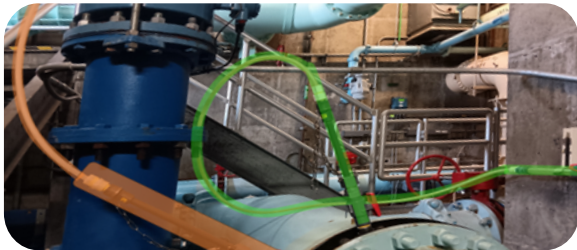
# WATER / WASTEWATER

Submitted By Marie Mitchell, Administrative Tech Water

## Town of Berthoud Water Treatment Plant (WTP) – July 2025 Highlights

Provided by Ramey Environmental Compliance (REC)

- **System Maintenance:** Completed preventative maintenance on all chemical dosing pumps to ensure optimal performance.
- **State Compliance:** Conducted monthly Total Coliform sampling at required locations per state regulations.
- **Reservoir Monitoring:** Performed regular rounds of the East and West Cells of the Berthoud Reservoir. Notably, pelicans were spotted wading through the West Cell—backdropped by the stunning Rocky Mountains (see photo 1).
- **Vendor Collaboration:** Hosted Justin Williams from Hach, along with two interns and a new project manager. Their facility tour included a productive discussion on alternative DPD reagent applications.
- **Community Engagement:** Continued our support of the Berthoud Student Mentee Program.
- **System Optimization:** Completed the biannual chlorine line flushing to prevent scaling and ensure consistent disinfection—a critical task for water safety.
- **Lead & Copper Sampling:** Delivered sample bottles on July 30th and collected nearly two-thirds of them the next day—a great milestone toward regulatory compliance.



Chlorine dosing of system flushed and cleaned during biannual maintenance

Lead & Copper Sampling Kit delivered to a participating Berthoud Water customer residence



Town of Berthoud Board members and staff tour WWTP facility.





## Town of Berthoud Wastewater Treatment Plant (WWTP) – July 2025 Highlights

Provided by Ramey Environmental Compliance (REC)

- Major Milestone: Successfully commissioned Phase 1AA Large Bubble Mixers and Temporary Anaerobic (ANA) Basins—key infrastructure upgrades now online.
- BNR Project Kickoff: Issued Notice to Proceed to Moltz Construction for Phase 1A Biological Nutrient Removal (BNR) Improvements.
- Leadership Engagement: Hosted a guided tour of the WWTP for Town Board Members to showcase progress and future plans.
- Cybersecurity Initiative: Completed staff interviews with ACE as part of the Cybersecurity & SCADA Master Plan development.



Scenic backdrop during  
Reservoir Monitoring

Large Bubble Mixers and  
Temporary Anaerobic (ANA) Basins



### Utility Locates:

- Completed 33 emergency locates and 700 routine locates.
- High ticket volume (~500 past due) reflects the intensity and complexity of current construction activity.

### New Construction:

- 13 new water service installations completed.
- 18 inspections passed, supporting ongoing development.

### Customer Service & Billing:

- Responded to 8 BRAC calls, 3 billing-related service calls, and 8 general service calls.

### Ongoing Projects:

- Performed 3 service line repairs, including 2 poly-to-copper replacements to the main.
- Began utility locating for the upcoming LCRR potholing project.
- Continued the summer valve exercising program to maintain system reliability.



# Welcome



The recreation department has welcomed Nate Schaefer as the new Recreation Coordinator for fitness. Nate brings a bachelors in exercise science and nutrition, he will complete his masters in parks administration in July of 2026. Outside of learning his position, he has focused on getting to know his staff by conducting, stay meetings with the fitness staff. These meetings gather valuable insight into the strengths, motivations, concerns, and ideas of each trainer and group fitness instructor. Fitness has also attended the Berthoud Market and offered chair yoga the 2nd Saturday and received a consistent attendance of 20+ people.

The Public Works department has welcomed Danny Buendia as the new Public Works Project Engineer.

He will oversee many of the Town's improvement projects. Danny and his wife moved to Berthoud with their dog in 2024 and never want to leave. He loves to explore the hiking and cross-country trails, go for a bike ride, or get greasy working on one of his various old Volvo wagons.





# BOARD OF TRUSTEES INFORMATION

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## SELECT DEPARTMENT

|                              |                                                  |
|------------------------------|--------------------------------------------------|
| <b>Meeting Date:</b>         | <b>August 26, 2025</b>                           |
| <b>Agenda Title/Subject:</b> | <b>Supplemental Appropriation to 2025 Budget</b> |
| <b>Type of Item:</b>         | <b>Presentation</b>                              |
| <b>Purpose:</b>              | <b>To present supplements to the 2025 Budget</b> |
| <b>Presented by:</b>         | <b>Chris Kirk and Cindy Leach</b>                |

### ATTACHMENTS:

- 2025 Budget with Supplemental Appropriations
- Itemized list of Supplemental Appropriations with Summary

**BACKGROUND:** The 2025 Budget was adopted on December 10, 2024. The 2025 budget was prepared using estimated totals for 2024. Since that time, the annual audit of the 2024 financials has been completed and actual totals for 2024 have been realized. One purpose of the Budget Supplement is to correct fund balances based on actual numbers versus the estimates that were originally used. A second purpose of the Budget Supplement is to rollover any 2024 budgeted items that were not completed in 2024 and re-appropriate them for 2025. The third purpose of the Budget Supplement is to add or adjust items that have been realized and deemed necessary for 2025 adding supplemental appropriations and adopting an amended budget for 2025. These 3 categories of changes are explained and reflected on the attached documents.

**UPDATE/NEXT STEPS:** Staff will use the updated fund balances and budgeted items to begin preparation of the 2026 Budget which will be presented in draft form in October 2025.

**FISCAL IMPACT AND FUND SOURCE:** All funds, revenues, and expenditures are reviewed for this project.

**COMMUNITY TOUCHSTONES:** Sustainability and Resiliency are most pertinent to this project.

**RECOMMENDED ACTION(S):** Move to approve Resolution \_\_\_\_\_ making a supplemental appropriation of funds and adopting budget amendments to account for rollovers and supplemental items and making a supplemental appropriation.

| 2025 BUDGET                      | Original Ending Fund Balance | 2024 Actuals Adjustment | Subtotal   | Rollover   | Subtotal   | Supplemental | Subtotal   | Emergency Reserves Adjustment (3% Revenues) | Ending Fund Balance | Ending Fund Balance Difference From Original Budget |
|----------------------------------|------------------------------|-------------------------|------------|------------|------------|--------------|------------|---------------------------------------------|---------------------|-----------------------------------------------------|
| General Fund                     | 17,323,164                   | 2,719,395               | 20,042,559 | -334,100   | 19,708,459 | -282,000     | 19,426,459 | 0                                           | 19,426,459          | 2,103,295                                           |
| Water Source of Supply           | 12,473,745                   | 5,082,903               | 17,556,648 | -489,000   | 17,067,648 | 0            | 17,067,648 | 0                                           | 17,067,648          | 4,593,903                                           |
| Water Operations                 | 3,738,620                    | 1,649,508               | 5,388,128  | 0          | 5,388,128  | 0            | 5,388,128  | 0                                           | 5,388,128           | 1,649,508                                           |
| Water Capital Improvements       | 15,942,975                   | 914,975                 | 16,857,950 | -176,000   | 16,681,950 | 0            | 16,681,950 | 0                                           | 16,681,950          | 738,975                                             |
| Wastewater Operations            | 2,840,288                    | 1,192,735               | 4,033,023  | 0          | 4,033,023  | 0            | 4,033,023  | 0                                           | 4,033,023           | 1,192,735                                           |
| Wastewater Capital Improvements  | 11,347,043                   | 519,910                 | 11,866,953 | 0          | 11,866,953 | 0            | 11,866,953 | 0                                           | 11,866,953          | 519,910                                             |
| Storm Water Operations           | 3,364,985                    | 357,437                 | 3,722,422  | 0          | 3,722,422  | -180,000     | 3,542,422  | 0                                           | 3,542,422           | 177,437                                             |
| Storm Water Capital Improvements | 2,040,138                    | 1,822,031               | 3,862,169  | -6,000     | 3,856,169  | 0            | 3,856,169  | 0                                           | 3,856,169           | 1,816,031                                           |
| Park Development                 | 1,270,845                    | 270,782                 | 1,541,627  | -150,000   | 1,391,627  | -260,000     | 1,131,627  | 0                                           | 1,131,627           | -139,218                                            |
| Park Land Dedication             | 398,773                      | -4,662                  | 394,111    | -2,930     | 391,181    | -28,000      | 363,181    | -2,390                                      | 360,791             | -37,982                                             |
| Public Facilities                | 997,984                      | 388,567                 | 1,386,551  | -311,000   | 1,075,551  | 0            | 1,075,551  | 0                                           | 1,075,551           | 77,567                                              |
| Conservation Trust               | 58,977                       | 428,499                 | 487,476    | -310,000   | 177,476    | 0            | 177,476    | 0                                           | 177,476             | 118,499                                             |
| Larimer County Open Space        | 1,364,604                    | 158,991                 | 1,523,595  | -14,000    | 1,509,595  | -1,248,000   | 261,595    | 0                                           | 261,595             | -1,103,009                                          |
| Cemetery                         | 72,905                       | 42,517                  | 115,422    | 0          | 115,422    | 0            | 115,422    | 0                                           | 115,422             | 42,517                                              |
| BATS                             | 14,047                       | 35,539                  | 49,586     | 0          | 49,586     | 0            | 49,586     | 0                                           | 49,586              | 35,539                                              |
| Road Impact                      | 1,700,645                    | 590,393                 | 2,291,038  | 0          | 2,291,038  | 0            | 2,291,038  | 0                                           | 2,291,038           | 590,393                                             |
| MMJ Excise Tax                   | 852,659                      | 316,467                 | 1,169,126  | 0          | 1,169,126  | 0            | 1,169,126  | 0                                           | 1,169,126           | 316,467                                             |
| 1998 1% Sales Tax                | 1,085,492                    | 702,052                 | 1,787,544  | -383,700   | 1,403,844  | 0            | 1,403,844  | 0                                           | 1,403,844           | 318,352                                             |
| 2019 1% Sales Tax                | 3,785,448                    | 937,335                 | 4,722,783  | -97,000    | 4,625,783  | -18,000      | 4,607,783  | 0                                           | 4,607,783           | 822,335                                             |
|                                  |                              |                         |            |            |            |              |            |                                             |                     |                                                     |
|                                  | 80,673,337                   | 18,125,374              | 98,798,711 | -2,273,730 | 96,524,981 | -2,016,000   | 94,508,981 | -2,390                                      | 94,506,591          | 13,833,254                                          |

Appropriation

2,273,730 Rollover  
2,095,650 Supplement expenditure  
4,369,380

79,650 Supplement revenue  
4,289,730

| ATTACHMENT A            |                                                            | Approved Budget | Adjust 2024 Estimate with Actuals | Roll-Over | Supplemental |
|-------------------------|------------------------------------------------------------|-----------------|-----------------------------------|-----------|--------------|
| General Fund            | 2025 Original Budget Beginning Balance (based on estimate) | 23,675,051      |                                   |           |              |
|                         | 2025 Revenue Budget                                        | 13,213,488      |                                   |           |              |
|                         | 2025 Expenditure Budget                                    | -19,168,969     |                                   |           |              |
|                         | emergency reserve                                          | -396,405        |                                   |           |              |
|                         | 2025 Original Budget Ending Balance                        | 17,323,165      |                                   |           |              |
|                         | 2024 Actuals vs Estimate Adj-Revenues                      |                 | 859,622                           |           |              |
|                         | 2024 Actuals vs Estimate Adj-Expense                       |                 | 1,859,773                         |           |              |
|                         | Adjusted Ending Fund Balance for 2025                      |                 | 20,042,560                        |           |              |
|                         |                                                            |                 |                                   |           |              |
|                         |                                                            |                 |                                   |           |              |
| Rollover Expenditures   | 11-03-5012-07 CR14/Bthd Pkwy light repairs                 |                 |                                   | -25,000   |              |
|                         | 11-06-5120-06 Grants for signs and façade improvements     |                 |                                   | -32,000   |              |
|                         | 11-15-5154-00 HNS Utility Assistance                       |                 |                                   | -3,600    |              |
|                         |                                                            |                 |                                   |           |              |
|                         | 11-10-5102-00 Town Hall signage                            |                 |                                   | -25,000   |              |
|                         | 11-10-5123-00 Wayfinding signs                             |                 |                                   | -47,500   |              |
|                         | 11-10-5151-00 Crosswalk lights                             |                 |                                   | -50,000   |              |
|                         | 11-10-5708-00 Town Park Reconstruction                     |                 |                                   | -116,000  |              |
|                         | 11-10-5710-00 Security Systems                             |                 |                                   | -35,000   |              |
|                         |                                                            |                 |                                   | -334,100  |              |
| Supplement Expenditures |                                                            |                 |                                   |           |              |
|                         | 11-03-5012-07 CR14/Bthd Pkwy light repairs                 |                 |                                   |           | -30,000      |
|                         | 11-06-5001-06 Employee retirement payout                   |                 |                                   |           | -22,000      |
|                         | 11-12-5020-01 Property tax - Sonoco building               |                 |                                   |           | -35,000      |
|                         | 11-15-5154-00 HNS Utility Assistance                       |                 |                                   |           | -15,000      |
|                         | 11-15-5168-00 A Little Help contribution                   |                 |                                   |           | -15,000      |
|                         |                                                            |                 |                                   |           |              |
|                         | 11-10-5708-00 Town Park                                    |                 |                                   |           | -165,000     |
|                         |                                                            |                 |                                   |           | -282,000     |
|                         |                                                            |                 |                                   |           |              |
| NEW ENDING FUND BALANCE |                                                            |                 |                                   |           | 19,426,460   |

[illegible]



|                            |                                                            | Approved Budget                      | Adjust 2024 Estimate with Actuals | Roll-Over | Supplemental |  |  |
|----------------------------|------------------------------------------------------------|--------------------------------------|-----------------------------------|-----------|--------------|--|--|
| Water Operations           | 2025 Original Budget Beginning Balance (based on estimate) | 6,965,031                            |                                   |           |              |  |  |
|                            | 2025 Revenue Budget                                        | 4,388,000                            |                                   |           |              |  |  |
|                            | 2025 Expenditure Budget                                    | -7,614,411                           |                                   |           |              |  |  |
|                            | 2025 Original Budget Ending Balance                        | 3,738,620                            |                                   |           |              |  |  |
|                            | 2024 Actuals vs Estimate Adj-Revenues                      | 801,584                              |                                   |           |              |  |  |
|                            | 2024 Actuals vs Estimate Adj-Expense                       | 847,924                              |                                   |           |              |  |  |
|                            | Adjusted Ending Fund Balance for 2025                      |                                      | 5,388,128                         |           |              |  |  |
|                            | NEW ENDING FUND BALANCE                                    |                                      |                                   |           |              |  |  |
|                            |                                                            |                                      |                                   |           |              |  |  |
|                            |                                                            |                                      |                                   |           |              |  |  |
|                            |                                                            | Approved Budget                      | Adjust 2024 Estimate with Actuals | Roll-Over | Supplemental |  |  |
| Water Capital Improvements | 2025 Original Budget Beginning Balance (based on estimate) | 15,491,071                           |                                   |           |              |  |  |
|                            | 2025 Revenue Budget                                        | 2,351,904                            |                                   |           |              |  |  |
|                            | 2025 Expenditure Budget                                    | -1,900,000                           |                                   |           |              |  |  |
|                            | 2025 Original Budget Ending Balance                        | 15,942,975                           |                                   |           |              |  |  |
|                            | 2024 Actuals vs Estimate Adj-Revenues                      | 212,968                              |                                   |           |              |  |  |
|                            | 2024 Actuals vs Estimate Adj-Expense                       | 702,007                              |                                   |           |              |  |  |
|                            | Adjusted Ending Fund Balance for 2025                      |                                      | 16,857,950                        |           |              |  |  |
|                            | Rollover Expenditures                                      | 22-00-5021-00 Impact Fee Study (1/7) |                                   |           |              |  |  |
|                            |                                                            | 22-00-5140-01 Alfa Water Line        |                                   |           |              |  |  |
|                            |                                                            | 22-00-5276-00 Master Plan Update     |                                   |           |              |  |  |
|                            |                                                            |                                      |                                   |           |              |  |  |
|                            |                                                            |                                      |                                   | -176,000  |              |  |  |
|                            | NEW ENDING FUND BALANCE                                    |                                      |                                   |           |              |  |  |
|                            |                                                            |                                      |                                   |           |              |  |  |
|                            |                                                            |                                      |                                   |           |              |  |  |

|                                    |                                                            | Approved Budget | Adjust 2024 Estimate<br>with Actuals | Roll-Over | Supplemental |  |  |
|------------------------------------|------------------------------------------------------------|-----------------|--------------------------------------|-----------|--------------|--|--|
| Wastewater Operations              | 2025 Original Budget Beginning Balance (based on estimate) | 7,216,416       |                                      |           |              |  |  |
|                                    | 2025 Revenue Budget                                        | 3,829,500       |                                      |           |              |  |  |
|                                    | 2025 Expenditure Budget                                    | -8,205,628      |                                      |           |              |  |  |
|                                    | 2025 Original Budget Ending Balance                        | 2,840,288       |                                      |           |              |  |  |
|                                    | 2024 Actuals vs Estimate Adj-Revenues                      | 633,838         |                                      |           |              |  |  |
|                                    | 2024 Actuals vs Estimate Adj-Expense                       | 558,897         |                                      |           |              |  |  |
|                                    | Adjusted Ending Fund Balance for 2025                      | 4,033,023       |                                      |           |              |  |  |
|                                    |                                                            |                 |                                      |           |              |  |  |
|                                    | NEW ENDING FUND BALANCE                                    |                 | 4,033,023                            |           |              |  |  |
|                                    |                                                            |                 |                                      |           |              |  |  |
|                                    |                                                            | Approved Budget | Adjust 2024 Estimate<br>with Actuals | Roll-Over | Supplemental |  |  |
| Wastewater<br>Capital Improvements | 2025 Original Budget Beginning Balance (based on estimate) | 18,478,013      |                                      |           |              |  |  |
|                                    | 2025 Revenue Budget                                        | 2,095,030       |                                      |           |              |  |  |
|                                    | 2025 Expenditure Budget                                    | -9,226,000      |                                      |           |              |  |  |
|                                    | 2025 Original Budget Ending Balance                        | 11,347,043      |                                      |           |              |  |  |
|                                    | 2024 Actuals vs Estimate Adj-Revenues                      | 40,156          |                                      |           |              |  |  |
|                                    | 2024 Actuals vs Estimate Adj-Expense                       | 479,754         |                                      |           |              |  |  |
|                                    | Adjusted Ending Fund Balance for 2025                      | 11,866,953      |                                      |           |              |  |  |
|                                    |                                                            |                 |                                      |           |              |  |  |
|                                    | NEW ENDING FUND BALANCE                                    |                 | 11,866,953                           |           |              |  |  |
|                                    |                                                            |                 |                                      |           |              |  |  |

|                                     |                                                            | Approved Budget                                | Adjust 2024 Estimate<br>with Actuals | Roll-Over | Supplemental |
|-------------------------------------|------------------------------------------------------------|------------------------------------------------|--------------------------------------|-----------|--------------|
| Storm Water Operations              | 2025 Original Budget Beginning Balance (based on estimate) | 2,911,235                                      |                                      |           |              |
|                                     | 2025 Revenue Budget                                        | 620,000                                        |                                      |           |              |
|                                     | 2025 Expenditure Budget                                    | -166,250                                       |                                      |           |              |
|                                     | 2025 Original Budget Ending Balance                        | 3,364,985                                      |                                      |           |              |
|                                     | 2024 Actuals vs Estimate Adj-Revenues                      |                                                | 175,734                              |           |              |
|                                     | 2024 Actuals vs Estimate Adj-Expense                       |                                                | 181,703                              |           |              |
|                                     | Adjusted Ending Fund Balance for 2025                      |                                                | 3,722,422                            |           |              |
|                                     | Supplement Expenditures                                    | 29-00-5202-00 Heron Pointe Ditch/Waggener Pond |                                      |           | -180,000     |
|                                     |                                                            |                                                |                                      |           |              |
|                                     | NEW ENDING FUND BALANCE                                    |                                                |                                      |           | 3,542,422    |
|                                     |                                                            | Approved Budget                                | Adjust 2024 Estimate<br>with Actuals | Roll-Over | Supplemental |
| Storm Water<br>Capital Improvements | 2025 Original Budget Beginning Balance (based on estimate) | 3,707,138                                      |                                      |           |              |
|                                     | 2025 Revenue Budget                                        | 598,000                                        |                                      |           |              |
|                                     | 2025 Expenditure Budget                                    | -2,265,000                                     |                                      |           |              |
|                                     | 2025 Original Budget Ending Balance                        | 2,040,138                                      |                                      |           |              |
|                                     | 2024 Actuals vs Estimate Adj-Revenues                      |                                                | 115,501                              |           |              |
|                                     | 2024 Actuals vs Estimate Adj-Expense                       |                                                | 1,706,530                            |           |              |
|                                     | Adjusted Ending Fund Balance for 2025                      |                                                | 3,862,169                            |           |              |
|                                     | Rollover Expenditures                                      | 28-00-5021-00 Impact Fee Study (1/7)           |                                      | -6,000    |              |
|                                     |                                                            |                                                |                                      | -6,000    |              |
|                                     | NEW ENDING FUND BALANCE                                    |                                                |                                      |           | 3,856,169    |

|                                |                                                            | Approved Budget                                  | Adjust 2024 Estimate<br>with Actuals | Roll-Over | Supplemental     |
|--------------------------------|------------------------------------------------------------|--------------------------------------------------|--------------------------------------|-----------|------------------|
| <b>Park Development</b>        | 2025 Original Budget Beginning Balance (based on estimate) | 2,070,175                                        |                                      |           |                  |
|                                | 2025 Revenue Budget                                        | 1,511,000                                        |                                      |           |                  |
|                                | 2025 Expenditure Budget                                    | -2,265,000                                       |                                      |           |                  |
|                                | emergency reserve                                          | -45,330                                          |                                      |           |                  |
|                                | 2025 Original Budget Ending Balance                        | <b>1,270,845</b>                                 |                                      |           |                  |
|                                | 2024 Actuals vs Estimate Adj-Revenues                      |                                                  | -22,699                              |           |                  |
|                                | 2024 Actuals vs Estimate Adj-Expense                       |                                                  | 293,481                              |           |                  |
|                                | <b>Adjusted Ending Fund Balance for 2025</b>               |                                                  | <b>1,541,627</b>                     |           |                  |
|                                | Rollover Expenditures                                      | 31-00-5207-01 Pioneer Park Improvements          |                                      | -150,000  |                  |
|                                |                                                            |                                                  |                                      | -150,000  |                  |
|                                | Supplement Expenditures                                    | 31-00-5250-00 North Berthoud Parkway Trail       |                                      |           | -260,000         |
|                                |                                                            |                                                  |                                      |           | -260,000         |
| <b>NEW ENDING FUND BALANCE</b> |                                                            |                                                  |                                      |           | <b>1,131,627</b> |
|                                |                                                            |                                                  |                                      |           |                  |
|                                |                                                            | Approved Budget                                  | Adjust 2024 Estimate<br>with Actuals | Roll-Over | Supplemental     |
| <b>Park Land Dedication</b>    | 2025 Original Budget Beginning Balance (based on estimate) | 891,481                                          |                                      |           |                  |
|                                | 2025 Revenue Budget                                        | 265,250                                          |                                      |           |                  |
|                                | 2025 Expenditure Budget                                    | -750,000                                         |                                      |           |                  |
|                                | emergency reserve                                          | -7,958                                           |                                      |           |                  |
|                                | 2025 Original Budget Ending Balance                        | <b>398,773</b>                                   |                                      |           |                  |
|                                | 2024 Actuals vs Estimate Adj-Revenues                      |                                                  | -7,592                               |           |                  |
|                                | 2024 Actuals vs Estimate Adj-Expense                       |                                                  | 2,930                                |           |                  |
|                                | <b>Adjusted Ending Fund Balance for 2025</b>               |                                                  | <b>394,111</b>                       |           |                  |
|                                | Supplement Revenue                                         | 32-00-4705-00 Colo Water Cons Grant              |                                      |           | 79,650           |
|                                |                                                            |                                                  |                                      |           | -2,390           |
|                                |                                                            |                                                  |                                      |           | 77,260           |
|                                | Rollover Expenditures                                      | 32-00-5021-00 Impact Fee Study (1/7)             |                                      | -2,930    |                  |
|                                |                                                            |                                                  |                                      | -2,930    |                  |
|                                | Supplement Expenditures                                    | 32-00-5042-00 Little Thompson Corridor Inventory |                                      |           | -107,650         |
|                                |                                                            |                                                  |                                      |           | -107,650         |
| <b>NEW ENDING FUND BALANCE</b> |                                                            |                                                  |                                      |           | <b>360,791</b>   |



|                    |                                                            | Approved Budget                                         | Adjust 2024 Estimate<br>with Actuals | Roll-Over | Supplemental |
|--------------------|------------------------------------------------------------|---------------------------------------------------------|--------------------------------------|-----------|--------------|
| Public Facilities  | 2025 Original Budget Beginning Balance (based on estimate) | 2,991,649                                               |                                      |           |              |
|                    | 2025 Revenue Budget                                        | 305,500                                                 |                                      |           |              |
|                    | 2025 Expenditure Budget                                    | -2,290,000                                              |                                      |           |              |
|                    | emergency reserve                                          | -9,165                                                  |                                      |           |              |
|                    | 2025 Original Budget Ending Balance                        | 997,984                                                 |                                      |           |              |
|                    | 2024 Actuals vs Estimate Adj-Revenues                      |                                                         | 30,050                               |           |              |
|                    | 2024 Actuals vs Estimate Adj-Expense                       |                                                         | 358,517                              |           |              |
|                    | Adjusted Ending Fund Balance for 2025                      |                                                         | 1,386,551                            |           |              |
|                    | Rollover Expenditures                                      | 31-00-5020-01 Professional Fees-Town Hall, Public Works |                                      | -290,000  |              |
|                    |                                                            | 31-00-5021-00 Impact Fee Study (1/7)                    |                                      | -6,000    |              |
|                    |                                                            | 31-00-5152-00 Town Hall office construct                |                                      | -15,000   |              |
|                    |                                                            |                                                         |                                      | -311,000  |              |
|                    |                                                            |                                                         |                                      |           |              |
|                    |                                                            |                                                         |                                      |           |              |
|                    |                                                            |                                                         |                                      |           |              |
|                    |                                                            |                                                         |                                      |           |              |
|                    |                                                            |                                                         |                                      |           |              |
|                    |                                                            |                                                         |                                      |           |              |
|                    |                                                            |                                                         |                                      |           |              |
|                    |                                                            |                                                         |                                      |           |              |
|                    | NEW ENDING FUND BALANCE                                    |                                                         |                                      |           | 1,075,551    |
|                    |                                                            | Approved Budget                                         | Adjust 2024 Estimate<br>with Actuals | Roll-Over | Supplemental |
| Conservation Trust | 2025 Original Budget Beginning Balance (based on estimate) | 132,766                                                 |                                      |           |              |
|                    | 2025 Revenue Budget                                        | 665,000                                                 |                                      |           |              |
|                    | 2025 Expenditure Budget                                    | -718,839                                                |                                      |           |              |
|                    | emergency reserve                                          | -19,950                                                 |                                      |           |              |
|                    | 2025 Original Budget Ending Balance                        | 58,977                                                  |                                      |           |              |
|                    | 2024 Actuals vs Estimate Adj-Revenues                      |                                                         | 27,638                               |           |              |
|                    | 2024 Actuals vs Estimate Adj-Expense                       |                                                         | 400,861                              |           |              |
|                    | Adjusted Ending Fund Balance for 2025                      |                                                         | 487,476                              |           |              |
|                    | Rollover Expenditures                                      | 34-00-5141-01 Roberts Park Nursery                      |                                      | -35,000   |              |
|                    |                                                            | 34-00-5266-00 Arboretum                                 |                                      | -275,000  |              |
|                    |                                                            |                                                         |                                      | -310,000  |              |
|                    |                                                            |                                                         |                                      |           |              |
|                    |                                                            |                                                         |                                      |           |              |
|                    |                                                            |                                                         |                                      |           |              |
|                    |                                                            |                                                         |                                      |           |              |
|                    |                                                            |                                                         |                                      |           |              |
|                    |                                                            |                                                         |                                      |           |              |
|                    |                                                            |                                                         |                                      |           |              |
|                    |                                                            |                                                         |                                      |           |              |
|                    |                                                            |                                                         |                                      |           |              |
|                    | NEW ENDING FUND BALANCE                                    |                                                         |                                      |           | 177,476      |

|                                  |                                                            | Approved Budget                                    | Adjust 2024 Estimate<br>with Actuals | Roll-Over | Supplemental |
|----------------------------------|------------------------------------------------------------|----------------------------------------------------|--------------------------------------|-----------|--------------|
| Larimer County<br>Open Space Tax | 2025 Original Budget Beginning Balance (based on estimate) | 658,654                                            |                                      |           |              |
|                                  | 2025 Revenue Budget                                        | 3,635,000                                          |                                      |           |              |
|                                  | 2025 Expenditure Budget                                    | -2,820,000                                         |                                      |           |              |
|                                  | emergency reserve                                          | -109,050                                           |                                      |           |              |
|                                  | 2025 Original Budget Ending Balance                        | 1,364,604                                          |                                      |           |              |
|                                  | 2024 Actuals vs Estimate Adj-Revenues                      |                                                    | 126,123                              |           |              |
|                                  | 2024 Actuals vs Estimate Adj-Expense                       |                                                    | 32,868                               |           |              |
|                                  | Adjusted Ending Fund Balance for 2025                      |                                                    | 1,523,595                            |           |              |
|                                  | Rollover Expenditures                                      | 36-00-5020-00 Jaskowski Concept Plan               |                                      | -14,000   |              |
|                                  |                                                            |                                                    |                                      | -14,000   |              |
|                                  | Supplement Expenditures                                    | 36-00-5171-00 Open Space Acquisition (Wilson Farm) |                                      |           | -1,248,000   |
|                                  |                                                            |                                                    |                                      |           | -1,248,000   |
|                                  |                                                            |                                                    |                                      |           |              |
|                                  | NEW ENDING FUND BALANCE                                    |                                                    |                                      |           | 261,595      |
|                                  |                                                            |                                                    |                                      |           |              |
|                                  |                                                            | Approved Budget                                    | Adjust 2024 Estimate<br>with Actuals | Roll-Over | Supplemental |
| Cemetery                         | 2025 Original Budget Beginning Balance (based on estimate) | 145,546                                            |                                      |           |              |
|                                  | 2025 Revenue Budget                                        | 72,500                                             |                                      |           |              |
|                                  | 2025 Expenditure Budget                                    | -142,966                                           |                                      |           |              |
|                                  | emergency reserve                                          | -2,175                                             |                                      |           |              |
|                                  | 2025 Original Budget Ending Balance                        | 72,905                                             |                                      |           |              |
|                                  | 2024 Actuals vs Estimate Adj-Revenues                      |                                                    | 8,401                                |           |              |
|                                  | 2024 Actuals vs Estimate Adj-Expense                       |                                                    | 34,116                               |           |              |
|                                  | Adjusted Ending Fund Balance for 2025                      |                                                    | 115,422                              |           |              |
|                                  | NEW ENDING FUND BALANCE                                    |                                                    |                                      |           | 115,422      |
|                                  |                                                            |                                                    |                                      |           |              |

|                |                                                            | Approved Budget | Adjust 2024 Estimate<br>with Actuals | Roll-Over | Supplemental |
|----------------|------------------------------------------------------------|-----------------|--------------------------------------|-----------|--------------|
| BATS           | 2025 Original Budget Beginning Balance (based on estimate) | 174,832         |                                      |           |              |
|                | 2025 Revenue Budget                                        | 1,017,500       |                                      |           |              |
|                | 2025 Expenditure Budget                                    | -1,147,760      |                                      |           |              |
|                | emergency reserve                                          | -30,525         |                                      |           |              |
|                | 2025 Original Budget Ending Balance                        | 14,047          |                                      |           |              |
|                | 2024 Actuals vs Estimate Adj-Revenues                      |                 |                                      |           |              |
|                | 2024 Actuals vs Estimate Adj-Expense                       |                 |                                      |           |              |
|                | Adjusted Ending Fund Balance for 2025                      |                 |                                      |           |              |
|                |                                                            |                 |                                      |           |              |
|                | NEW ENDING FUND BALANCE                                    |                 |                                      |           | 49,586       |
|                |                                                            |                 |                                      |           |              |
|                |                                                            | Approved Budget | Adjust 2024 Estimate<br>with Actuals | Roll-Over | Supplemental |
| Road Impact    | 2025 Original Budget Beginning Balance (based on estimate) | 6,106,491       |                                      |           |              |
|                | 2025 Revenue Budget                                        | 893,250         |                                      |           |              |
|                | 2025 Expenditure Budget                                    | -5,272,298      |                                      |           |              |
|                | emergency reserve                                          | -26,798         |                                      |           |              |
|                | 2025 Original Budget Ending Balance                        | 1,700,645       |                                      |           |              |
|                | 2024 Actuals vs Estimate Adj-Revenues                      |                 |                                      |           |              |
|                | 2024 Actuals vs Estimate Adj-Expense                       |                 |                                      |           |              |
|                | Adjusted Ending Fund Balance for 2025                      |                 |                                      |           |              |
|                |                                                            |                 |                                      |           |              |
|                | NEW ENDING FUND BALANCE                                    |                 |                                      |           | 2,291,038    |
|                |                                                            |                 |                                      |           |              |
|                |                                                            | Approved Budget | Adjust 2024 Estimate<br>with Actuals | Roll-Over | Supplemental |
| MMJ Excise Tax | 2025 Original Budget Beginning Balance (based on estimate) | 1,047,159       |                                      |           |              |
|                | 2025 Revenue Budget                                        | 650,000         |                                      |           |              |
|                | 2025 Expenditure Budget                                    | -825,000        |                                      |           |              |
|                | emergency reserve                                          | -19,500         |                                      |           |              |
|                | 2025 Original Budget Ending Balance                        | 852,659         |                                      |           |              |
|                | 2024 Actuals vs Estimate Adj-Revenues                      |                 |                                      |           |              |
|                | 2024 Actuals vs Estimate Adj-Expense                       |                 |                                      |           |              |
|                | Adjusted Ending Fund Balance for 2025                      |                 |                                      |           |              |
|                |                                                            |                 |                                      |           |              |
|                | NEW ENDING FUND BALANCE                                    |                 |                                      |           | 1,169,126    |
|                |                                                            |                 |                                      |           |              |

|                           |                                                              | Approved Budget                                            | Adjust 2024 Estimate<br>with Actuals | Roll-Over | Supplemental |
|---------------------------|--------------------------------------------------------------|------------------------------------------------------------|--------------------------------------|-----------|--------------|
| 1998 1% Sales Tax         | 2025 Original Budget Beginning Balance (based on estimate)   | 3,898,786                                                  |                                      |           |              |
|                           | 2025 Revenue Budget                                          | 3,090,625                                                  |                                      |           |              |
|                           | 2025 Expenditure Budget                                      | -5,811,200                                                 |                                      |           |              |
|                           | emergency reserve                                            | -92,719                                                    |                                      |           |              |
|                           | 2025 Original Budget Ending Balance                          | 1,085,492                                                  |                                      |           |              |
|                           | 2024 Actuals vs Estimate Adj-Revenues                        |                                                            | 209,468                              |           |              |
|                           | 2024 Actuals vs Estimate Adj-Expense (street paving project) |                                                            | 492,584                              |           |              |
|                           | Adjusted Ending Fund Balance for 2025                        |                                                            | 1,787,544                            |           |              |
|                           | Rollover Expenditures                                        | 51-00-5239-00 Street Improvements - complete 2024 projects |                                      | -383,700  |              |
|                           |                                                              |                                                            |                                      | -383,700  |              |
| NEW ENDING FUND BALANCE   |                                                              |                                                            |                                      |           | 1,403,844    |
|                           |                                                              | Approved Budget                                            | Adjust 2024 Estimate<br>with Actuals | Roll-Over | Supplemental |
| 2019 1% Sales Tax         | 2025 Original Budget Beginning Balance (based on estimate)   | 6,674,533                                                  |                                      |           |              |
|                           | 2025 Revenue Budget                                          | 5,033,475                                                  |                                      |           |              |
|                           | 2025 Expenditure Budget                                      | -7,771,556                                                 |                                      |           |              |
|                           | emergency reserve                                            | -151,004                                                   |                                      |           |              |
|                           | 2025 Original Budget Ending Balance                          | 3,785,448                                                  |                                      |           |              |
|                           | 2024 Actuals vs Estimate Adj-Revenues                        |                                                            | 551,460                              |           |              |
|                           | 2024 Actuals vs Estimate Adj-Expense                         |                                                            | 385,875                              |           |              |
|                           | Adjusted Ending Fund Balance for 2025                        |                                                            | 4,722,783                            |           |              |
|                           | Rollover Expenditures                                        | 52-30-5601-00 Fitness Equipment                            |                                      | -17,000   |              |
|                           |                                                              | 52-30-5602-00 Fitness Equipment Replacement                |                                      | -80,000   |              |
|                           |                                                              |                                                            |                                      | -97,000   |              |
| Supplemental Expenditures |                                                              | 52-05-5057-01 Equipment Maintenance -slide & floor repairs |                                      |           | -18,000      |
|                           |                                                              |                                                            |                                      |           | -18,000      |
| NEW ENDING FUND BALANCE   |                                                              |                                                            |                                      |           | 4,607,783    |

**TOWN OF BERTHOUD**  
**BUDGET YEAR ENDING DECEMBER 31, 2025**

| GENERAL FUND TOTALS |  |                                               |            |            |            |            |           |            |               |
|---------------------|--|-----------------------------------------------|------------|------------|------------|------------|-----------|------------|---------------|
|                     |  |                                               | BUDGET     | ESTIMATE   | ACTUALS    | BUDGET     | ROLLOVER  | SUPPLEMENT | UPDATED TOTAL |
|                     |  | DESCRIPTION                                   | 2024       | 2024       | 2024       | 2025       | 2025      | 2025       | 2025          |
|                     |  |                                               |            |            |            |            |           |            |               |
|                     |  | BEGINNING FUND BALANCE                        | 24,481,483 | 24,481,483 | 24,481,483 | 26,394,446 |           |            | 26,394,446    |
|                     |  |                                               |            |            |            |            |           |            |               |
|                     |  | REVENUES                                      |            |            |            |            |           |            |               |
|                     |  |                                               |            |            |            |            |           |            |               |
| 1                   |  | Total Taxes                                   | 8,860,350  | 9,623,800  | 10,020,894 | 9,348,314  | -         | -          | 9,348,314     |
| 2                   |  | Total Licenses and Permits                    | 239,700    | 224,800    | 234,612    | 219,540    | -         | -          | 219,540       |
| 3                   |  | Total Intergovernmental Revenue               | 516,084    | 575,784    | 620,705    | 559,584    | -         | -          | 559,584       |
| 4                   |  | Total Charges for Services(Recreation, Parks) | 173,100    | 200,860    | 193,299    | 193,950    | -         | -          | 193,950       |
| 5                   |  | Total Fines and Forfeits                      | 21,000     | 33,500     | 37,360     | 34,075     | -         | -          | 34,075        |
| 6                   |  | Total Interest & Fee Revenue                  | 1,100,000  | 1,529,000  | 1,803,990  | 1,130,000  | -         | -          | 1,130,000     |
| 7                   |  | Total Transfers In                            | 4,858,298  | 4,858,298  | 4,857,590  | 562,798    | -         | -          | 562,798       |
| 8                   |  | Total Building Fees                           | 1,450,000  | 1,200,000  | 1,310,902  | 800,000    | -         | -          | 800,000       |
| 9                   |  | Total Miscellaneous Revenue                   | -          | 26,900     | 29,043     | -          | -         | -          | -             |
| 11                  |  | Total Planning Fees                           | 24,000     | 74,000     | 90,751     | 235,700    | -         | -          | 235,700       |
| 12                  |  | Total Town Hall Lease Income                  | 68,450     | 98,400     | 100,869    | 99,528     | -         | -          | 99,528        |
|                     |  |                                               |            |            |            |            |           |            |               |
|                     |  | TOTAL OPERATING REVENUES                      | 17,310,982 | 18,445,342 | 19,300,015 | 13,183,488 | -         | -          | 13,183,488    |
|                     |  |                                               |            |            |            |            |           |            |               |
| 13                  |  | OIL and GAS                                   | 0          | 40,000     | 44,949     | 30,000     |           |            | 30,000        |
|                     |  |                                               |            |            |            |            |           |            |               |
|                     |  | TOTAL REVENUES                                | 17,310,982 | 18,485,342 | 19,344,964 | 13,213,488 | 0         | 0          | 13,213,488    |
|                     |  |                                               |            |            |            |            |           |            |               |
|                     |  |                                               | BUDGET     | BUDGET     | ACTUALS    | BUDGET     | ROLLOVER  | SUPPLEMENT | UPDATED TOTAL |
|                     |  | EXPENSES                                      | 2024       | 2024       | 2024       | 2025       | 2025      | 2025       | 2025          |
|                     |  |                                               |            |            |            |            |           |            |               |
| 100                 |  | Total General Government                      | 2,824,105  | 2,805,705  | 2,632,897  | 3,087,842  | -         | -          | 3,087,842     |
| 200                 |  | Total Public Safety                           | 2,758,373  | 2,729,395  | 2,645,709  | 3,169,095  | -         | -          | 3,169,095     |
| 300                 |  | Total Streets                                 | 1,243,713  | 1,276,413  | 976,339    | 1,368,547  | 25,000    | 30,000     | 1,423,547     |
| 400                 |  | Total Recreation                              | 458,057    | 466,907    | 415,237    | 498,152    | -         | -          | 498,152       |
| 600                 |  | Total Economic Development                    | 373,271    | 373,581    | 295,894    | 309,647    | 32,000    | 22,000     | 363,647       |
| 700                 |  | Total Parks                                   | 1,665,783  | 1,677,283  | 1,411,028  | 1,729,845  | -         | -          | 1,729,845     |
| 800                 |  | Total Building Department                     | 1,174,010  | 1,174,710  | 960,601    | 762,819    | -         | -          | 762,819       |
| 1100                |  | Total Planning                                | 696,203    | 696,203    | 582,795    | 758,435    | -         | -          | 758,435       |
| 1200                |  | Total Town Hall Lease Expense                 | 98,600     | 110,600    | 93,701     | 114,990    | -         | 35,000     | 149,990       |
| 1300                |  | Total Community Outreach                      | 156,087    | 156,087    | 110,079    | 190,681    | -         | -          | 190,681       |
| 1400                |  | Total Engineering                             | 299,861    | 109,890    | 25,429     | 733,516    | -         | -          | 733,516       |
| 1500                |  | Contributions                                 | 122,700    | 122,700    | 111,933    | 15,400     | 3,600     | 30,000     | 49,000        |
|                     |  |                                               |            |            |            |            |           |            |               |
|                     |  | TOTAL OPERATING EXPENSES                      | 11,870,762 | 11,699,474 | 10,261,642 | 12,738,969 | 60,600    | 117,000    | 12,916,569    |
|                     |  |                                               |            |            |            |            |           |            |               |
| 1000                |  | TOTAL CAPITAL PROJECTS                        | 11,566,800 | 7,592,300  | 7,170,359  | 6,430,000  | 273,500   | 165,000    | 6,868,500     |
|                     |  |                                               |            |            |            |            |           |            |               |
|                     |  | TOTAL EXPENSES                                | 23,437,562 | 19,291,774 | 17,432,001 | 19,168,969 | 334,100   | 282,000    | 19,785,069    |
|                     |  |                                               |            |            |            |            |           |            |               |
|                     |  | EMERGENCY RESERVES                            | -          | -          | -          | 396,405    | -         | -          | 396,405       |
|                     |  |                                               |            |            |            |            |           |            |               |
|                     |  | ENDING FUND BALANCE                           | 18,354,902 | 23,675,051 | 26,394,446 | 20,042,559 | (334,100) | (282,000)  | 19,426,459    |
|                     |  | MINIMUM EFB                                   |            |            |            | 1,910,845  | 9,090     | 17,550     | 1,937,485     |



| GENERAL FUND REVENUES |    |                                         |           |           |            |           |          |            |               |
|-----------------------|----|-----------------------------------------|-----------|-----------|------------|-----------|----------|------------|---------------|
| 11-00                 |    |                                         | BUDGET    | ESTIMATE  | ACTUALS    | BUDGET    | ROLLOVER | SUPPLEMENT | UPDATED TOTAL |
|                       |    |                                         | 2024      | 2024      | 2024       | 2025      | 2025     | 2025       | 2025          |
|                       |    | Taxes                                   |           |           |            |           |          |            |               |
| 4101                  | 0  | Property Tax - General                  | 1,750,000 | 1,805,000 | 1,828,781  | 1,886,867 |          |            | 1,886,867     |
| 4102                  | 0  | Specific Ownership                      | 380,000   | 290,000   | 309,938    | 304,500   |          |            | 304,500       |
| 4103                  | 0  | Sales Tax - General                     | 4,650,000 | 5,070,000 | 5,169,524  | 5,200,000 |          |            | 5,200,000     |
| 4103                  | 1  | Sales Tax - Permits                     | 857,500   | 1,300,000 | 1,504,053  | 821,250   |          |            | 821,250       |
| 4103                  | 2  | Colorado Excise Tax                     | 140,000   | 110,000   | 125,306    | 115,500   |          |            | 115,500       |
| 4104                  | 0  | Cigarette                               | 12,000    | 10,000    | 13,080     | 10,500    |          |            | 10,500        |
| 4105                  | 0  | Franchise Taxes                         | 90,000    | 90,000    | 109,829    | 94,500    |          |            | 94,500        |
| 4106                  | 0  | Severance Tax                           | 70,000    | 48,400    | 48,428     | 50,820    |          |            | 50,820        |
| 4107                  | 0  | Property Tax - Police                   | 900,000   | 890,000   | 903,557    | 853,014   |          |            | 853,014       |
| 4108                  | 0  | Occupation Tax                          | 10,000    | 10,000    | 7,952      | 10,500    |          |            | 10,500        |
| 4109                  | 0  | Lodging Tax                             | 600       | 150       | 167        | 600       |          |            | 600           |
| 4110                  | 0  | Disposable Bag Fee                      | 250       | 250       | 279        | 263       |          |            | 263           |
|                       |    |                                         |           |           |            |           |          |            |               |
| 4100                  |    | Total Taxes                             | 8,860,350 | 9,623,800 | 10,020,894 | 9,348,314 | -        | -          | 9,348,314     |
|                       |    |                                         |           |           |            |           |          |            |               |
|                       |    | Licenses & Permits                      |           |           |            |           |          |            |               |
| 4201                  | 0  | Business License/Liquor/MMJ             | 100,000   | 100,000   | 103,083    | 105,000   |          |            | 105,000       |
| 4201                  | 1  | MMJ Transaction Fee                     | 12,000    | 12,000    | 13,912     | 12,600    |          |            | 12,600        |
| 4202                  | 0  | Animal Licenses                         | 1,800     | 1,800     | 1,870      | 1,890     |          |            | 1,890         |
| 4203                  | 0  | Passports                               | 70,000    | 55,000    | 49,077     | 57,750    |          |            | 57,750        |
| 4206                  | 0  | Farm Leases                             | 30,000    | 30,000    | 40,164     | 15,000    |          |            | 15,000        |
| 4207                  | 0  | Rental Property                         | 24,900    | 24,900    | 25,261     | 26,145    |          |            | 26,145        |
| 4208                  | 0  | Records Requests                        | 1,000     | 1,100     | 1,245      | 1,155     |          |            | 1,155         |
|                       |    |                                         |           |           |            |           |          |            |               |
| 4200                  |    | Total Licenses & Permits                | 239,700   | 224,800   | 234,612    | 219,540   | -        | -          | 219,540       |
|                       |    |                                         |           |           |            |           |          |            |               |
|                       |    | Intergovernmental Revenue               |           |           |            |           |          |            |               |
| 4265                  | 0  | CRVF Coronavirus Relief Funds (DOLA)    | -         | -         | -          | -         |          |            | -             |
| 4265                  | 1  | DOLA-Non Entitlement Units              | -         | -         | -          | -         |          |            | -             |
| 4303                  | 0  | Highway User Tax Fund                   | 380,000   | 430,000   | 479,375    | 451,500   |          |            | 451,500       |
| 4304                  | 0  | Road & Bridge                           | 70,000    | 80,000    | 67,762     | 84,000    |          |            | 84,000        |
| 4305                  | 0  | Utility Road Cut Permit                 | 15,000    | 18,000    | 21,626     | 18,000    |          |            | 18,000        |
| 4307                  | 2  | DOLA Grant for CR 7 project             | -         | -         | -          | -         |          |            | -             |
| 4307                  | 3  | State of Colorado-Grant                 | -         | -         | -          | -         |          |            | -             |
| 4307                  | 5  | CDOT Grant for Parklets                 | -         | -         | -          | -         |          |            | -             |
| 4307                  | 6  | Grant-Misc (Electric Mower)             | 45,000    | 41,700    | 41,755     | -         |          |            | -             |
| 4311                  | 0  | GOCO Grant for Roberts Dock             | -         | -         | -          | -         |          |            | -             |
| 4314                  | 0  | CDOT Snow Removal                       | 6,084     | 6,084     | 6,084      | 6,084     |          |            | 6,084         |
| 4316                  | 0  | DOLA Grant for Berthoud Market Analysis | -         | -         | -          | -         |          |            | -             |
| 4320                  | 0  | Right of Way-Hilltop Broadband          | -         | -         | 4,103      | -         |          |            | -             |
|                       |    |                                         |           |           |            |           |          |            |               |
| 4300                  |    | Total Intergovernmental                 | 516,084   | 575,784   | 620,705    | 559,584   | -        | -          | 559,584       |
|                       |    |                                         |           |           |            |           |          |            |               |
|                       |    | Charges For Services                    |           |           |            |           |          |            |               |
| 4401                  | 0  | Recreation (see 11-04)                  | 165,400   | 183,600   | 175,586    | 180,350   |          |            | 180,350       |
| 4401                  | 52 | 3rd July Sponsorships                   | -         | 4,000     | 4,000      | 4,000     |          |            | 4,000         |
| 4402                  | 0  | Swimming Pool Fees (see 11-05)          | -         | -         | -          | -         |          |            | -             |
| 4404                  | 0  | Park Fees (see 11-07)                   | 7,700     | 13,260    | 13,713     | 9,600     |          |            | 9,600         |
|                       |    |                                         |           |           |            |           |          |            |               |
| 4400                  |    | Total Charges for Services              | 173,100   | 200,860   | 193,299    | 193,950   | -        | -          | 193,950       |
|                       |    |                                         |           |           |            |           |          |            |               |

| GENERAL FUND REVENUES CONT |   |                                                             |           |           |           |           |          |            |
|----------------------------|---|-------------------------------------------------------------|-----------|-----------|-----------|-----------|----------|------------|
| 11-00                      |   |                                                             |           |           |           |           |          |            |
|                            |   |                                                             | BUDGET    | ESTIMATE  | ACTUALS   | BUDGET    | ROLLOVER | SUPPLEMENT |
|                            |   |                                                             | 2024      | 2024      | 2024      | 2025      | 2025     | 2025       |
|                            |   | Fines                                                       |           |           |           |           |          |            |
| 4500                       | 0 | Fines & Forfeitures                                         | 8,000     | 22,000    | 24,310    | 22,000    |          | 22,000     |
| 4501                       | 0 | Court Fees                                                  | 12,000    | 10,000    | 11,220    | 10,500    |          | 10,500     |
| 4502                       | 0 | Surcharges                                                  | 1,000     | 1,500     | 1,830     | 1,575     |          | 1,575      |
|                            |   |                                                             |           |           |           |           |          |            |
| 4500                       |   | Total Fines & Forfeits                                      | 21,000    | 33,500    | 37,360    | 34,075    | -        | -          |
|                            |   |                                                             |           |           |           |           |          |            |
|                            |   | Interest & Fees                                             |           |           |           |           |          |            |
| 4601                       | 0 | Interest                                                    | 500,000   | 900,000   | 1,170,701 | 500,000   |          | 500,000    |
| 4603                       | 0 | Municipal Fees                                              | 600,000   | 629,000   | 633,289   | 630,000   |          | 630,000    |
|                            |   |                                                             |           |           |           |           |          |            |
| 4600                       |   | Total Interest & Fees                                       | 1,100,000 | 1,529,000 | 1,803,990 | 1,130,000 | -        | -          |
|                            |   |                                                             |           |           |           |           |          |            |
|                            |   | Building Department                                         |           |           |           |           |          |            |
| 4620                       | 0 | Building and Planning Fees                                  | 1,450,000 | 1,200,000 | 1,310,902 | 800,000   |          | 800,000    |
|                            |   |                                                             |           |           |           |           |          |            |
| 4600                       |   | Total Building Department                                   | 1,450,000 | 1,200,000 | 1,310,902 | 800,000   | -        | -          |
|                            |   |                                                             |           |           |           |           |          |            |
|                            |   | Planning Department                                         |           |           |           |           |          |            |
| 4651                       | 0 | Application Fees                                            | 20,000    | 28,000    | 35,150    | 29,400    |          | 29,400     |
| 4653                       | 0 | Electric Charging Vehicle Fees                              | 4,000     | 6,000     | 8,378     | 6,300     |          | 6,300      |
| 4654                       | 0 | Development Review Fees                                     | -         | 40,000    | 47,426    | 200,000   |          | 200,000    |
| 4655                       | 0 | Sign Deposit                                                | -         | -         | (203)     | -         |          |            |
|                            |   |                                                             |           |           |           |           |          |            |
| 4600                       |   | Total Planning Department                                   | 24,000    | 74,000    | 90,751    | 235,700   | -        | -          |
|                            |   |                                                             |           |           |           |           |          |            |
|                            |   | Transfers                                                   |           |           |           |           |          |            |
| 4701                       | 0 | Water                                                       | 220,500   | 220,500   | 220,500   | 290,000   |          | 290,000    |
| 4702                       | 0 | Wastewater                                                  | 105,000   | 105,000   | 105,000   | 240,000   |          | 240,000    |
| 4705                       | 0 | Road Impact Fees                                            | 22,298    | 22,298    | 21,590    | 22,298    |          | 22,298     |
| 4706                       | 0 | Transfer from 1998 and 2019 1% for Town Park reconstruction | 4,500,000 | 4,500,000 | 4,500,000 | -         |          |            |
| 4709                       | 0 | BATS                                                        | -         | -         | -         | -         |          |            |
| 4711                       | 0 | Storm Water                                                 | 10,500    | 10,500    | 10,500    | 10,500    |          | 10,500     |
|                            |   |                                                             |           |           |           |           |          |            |
| 4700                       |   | Total Transfers                                             | 4,858,298 | 4,858,298 | 4,857,590 | 562,798   | -        | -          |
|                            |   |                                                             |           |           |           |           |          |            |
|                            |   | Miscellaneous Revenues                                      |           |           |           |           |          |            |
| 4209                       | 0 | Restitution                                                 | -         | -         | -         | -         |          | -          |
| 4310                       | 0 | Loss Control Rebate/Insurance Claims                        | -         | 24,400    | 29,043    | -         |          | -          |
| 4607                       | 0 | Donations                                                   | -         | -         | -         | -         |          | -          |
| 4901                       | 0 | Sale of Equipment                                           | -         | 2,500     | -         | -         |          | -          |
|                            |   |                                                             |           |           |           |           |          |            |
|                            |   | Total Miscellaneous Revenues                                | -         | 26,900    | 29,043    | -         |          | -          |
|                            |   |                                                             |           |           |           |           |          |            |
|                            |   | Oil and Gas                                                 |           |           |           |           |          |            |
| 4610                       | 0 | Oil and Gas                                                 | -         | 40,000    | 44,949    | 30,000    |          | 30,000     |
|                            |   |                                                             |           |           |           |           |          |            |
|                            |   | Total Oil and Gas                                           | -         | 40,000    | 44,949    | 30,000    | -        | -          |
|                            |   |                                                             |           |           |           |           |          |            |

| GENERAL FUND REVENUES (CHARGES FOR SERVICES) |    |                                       |            |            |            |            |          |            |               |
|----------------------------------------------|----|---------------------------------------|------------|------------|------------|------------|----------|------------|---------------|
| 11-04                                        |    |                                       |            |            |            |            |          |            |               |
|                                              |    |                                       | BUDGET     | ESTIMATE   | ACTUALS    | BUDGET     | ROLLOVER | SUPPLEMENT | UPDATED TOTAL |
|                                              |    |                                       | 2024       | 2024       | 2024       | 2025       | 2025     | 2025       | 2025          |
|                                              |    | <u>RECREATION</u>                     |            |            |            |            |          |            |               |
| 4450                                         | 1  | Tennis                                | 7,700      | 7,700      | 4,820      | 6,000      |          |            | 6,000         |
| 4450                                         | 2  | Active Net Credit                     | -          | -          | -          | -          |          |            | -             |
| 4450                                         | 3  | British Soccer                        | 850        | 850        | 930        | 950        |          |            | 950           |
| 4450                                         | 5  | Concession Stand Receipts             | 500        | 500        | -          | 500        |          |            | 500           |
| 4450                                         | 8  | Flag Football                         | 19,500     | 24,000     | 26,164     | 22,800     |          |            | 22,800        |
| 4450                                         | 9  | Track Fees/Cross Country              | 7,350      | 7,350      | 5,119      | 6,500      |          |            | 6,500         |
| 4450                                         | 11 | Adult Basketball                      | -          | -          | -          | -          |          |            | -             |
| 4450                                         | 12 | Youth Basketball                      | -          | -          | -          | -          |          |            | -             |
| 4450                                         | 21 | Adult Softball                        | 5,600      | 5,600      | -          | 2,700      |          |            | 2,700         |
| 4450                                         | 22 | Youth Baseball                        | 23,000     | 23,000     | 23,808     | 23,300     |          |            | 23,300        |
| 4450                                         | 23 | Youth Softball                        | 15,000     | 15,000     | 14,444     | 15,100     |          |            | 15,100        |
| 4450                                         | 31 | Adult Volleyball                      | -          | -          | -          | -          |          |            | -             |
| 4450                                         | 32 | Youth Volleyball                      | -          | -          | -          | -          |          |            | -             |
| 4450                                         | 34 | Youth Sponsorships                    | 12,000     | 12,000     | 4,875      | 12,000     |          |            | 12,000        |
| 4450                                         | 35 | Field Fees                            | 4,000      | 4,000      | 11,413     | 9,200      |          |            | 9,200         |
| 4450                                         | 45 | Adult Kickball                        | 4,000      | 4,000      | 1,240      | 3,000      |          |            | 3,000         |
| 4450                                         | 49 | Adult Soccer                          | 5,600      | 5,600      | 6,600      | 5,600      |          |            | 5,600         |
| 4450                                         | 50 | Youth Soccer                          | 39,000     | 46,000     | 50,969     | 44,600     |          |            | 44,600        |
| 4450                                         | 51 | Sport Camps                           | 15,300     | 22,000     | 22,637     | 19,000     |          |            | 19,000        |
| 4450                                         | 52 | Tournaments                           | -          | -          | 585        | 600        |          |            | 600           |
| 4450                                         | 55 | Additional Programs Fees              | 6,000      | 6,000      | 1,982      | 8,500      |          |            | 8,500         |
| 4450                                         |    | Total Recreation Revenue              | 165,400    | 183,600    | 175,586    | 180,350    | -        | -          | 180,350       |
| 11-05                                        |    |                                       |            |            |            |            |          |            |               |
|                                              |    | <u>SWIMMING POOL</u>                  |            |            |            |            |          |            |               |
| 4451                                         | 0  | Lessons                               | -          | -          | -          | -          |          |            | -             |
| 4463                                         | 0  | Daily Admissions                      | -          | -          | -          | -          |          |            | -             |
| 4467                                         | 0  | Swim Team                             | -          | -          | -          | -          |          |            | -             |
| 4460                                         |    | Total Swimming Pool Revenue           | -          | -          | -          | -          |          |            | -             |
| 11-07                                        |    |                                       |            |            |            |            |          |            |               |
|                                              |    | <u>PARKS</u>                          |            |            |            |            |          |            |               |
| 4468                                         | 0  | Shooting Range                        | 200        | 60         | 260        | 100        |          |            | 100           |
| 4469                                         | 0  | Park Reservations                     | 7,000      | 12,000     | 12,078     | 9,000      |          |            | 9,000         |
| 4470                                         | 0  | Banners                               | 500        | 1,200      | 1,375      | 500        |          |            | 500           |
|                                              |    | Total Parks Revenue                   | 7,700      | 13,260     | 13,713     | 9,600      | -        | -          | 9,600         |
|                                              |    | TOTAL GENERAL FUND OPERATING REVENUES | 17,242,532 | 18,346,942 | 19,199,146 | 13,083,960 | -        | -          | 13,083,960    |
|                                              |    | Total Miscellaneous Revenue           | -          | 40,000     | 44,949     | 30,000     | -        | -          | 30,000        |
|                                              |    | TOTAL GENERAL FUND REVENUES           | 17,242,532 | 18,386,942 | 19,244,095 | 13,113,960 | -        | -          | 13,113,960    |

| GENERAL GOVERNMENT EXPENSE |    |                                                       |           |           |           |           |          |            |               |
|----------------------------|----|-------------------------------------------------------|-----------|-----------|-----------|-----------|----------|------------|---------------|
| 11-01                      |    |                                                       |           |           |           |           |          |            |               |
|                            |    |                                                       | BUDGET    | ESTIMATE  | ACTUALS   | BUDGET    | ROLLOVER | SUPPLEMENT | UPDATED TOTAL |
|                            |    |                                                       | 2024      | 2024      | 2024      | 2025      | 2025     | 2025       | 2025          |
|                            |    |                                                       |           |           |           |           |          |            |               |
| 5001                       |    | Salaries                                              | 1,226,272 | 1,226,272 | 1,282,827 | 1,418,969 |          |            | 1,418,969     |
| 5002                       |    | Employer Contributions                                | 306,864   | 306,864   | 278,621   | 380,170   |          |            | 380,170       |
| 5003                       |    | Pension                                               | 61,314    | 61,314    | 58,729    | 70,948    |          |            | 70,948        |
| 5009                       | 5  | Travel-Trans-Educ-Finance                             | 10,000    | 5,000     | 1,773     | 6,000     |          |            | 6,000         |
| 5009                       | 12 | Travel-Clerk/Deputy Clerk                             | 10,000    | 10,000    | 6,930     | 10,000    |          |            | 10,000        |
| 5009                       | 14 | Travel-Trans-Educ-Administration                      | 15,000    | 10,000    | 3,059     | 15,000    |          |            | 15,000        |
| 5009                       | 41 | Travel-Trans-Educ Board                               | 17,500    | 10,000    | 6,940     | 10,000    |          |            | 10,000        |
| 5010                       | 1  | Office Supplies-admin                                 | 65,000    | 59,000    | 45,351    | 62,000    |          |            | 62,000        |
| 5010                       | 3  | Office Supplies-court                                 | 2,500     | 1,500     | 399       | 2,500     |          |            | 2,500         |
| 5010                       | 4  | Office Supplies-board                                 | 2,500     | 1,500     | 442       | 2,500     |          |            | 2,500         |
| 5011                       | 1  | Telephone                                             | 11,000    | 12,000    | 11,560    | 12,500    |          |            | 12,500        |
| 5012                       | 1  | Utilities                                             | 36,000    | 35,000    | 30,502    | 36,000    |          |            | 36,000        |
| 5013                       | 1  | Vehicle Maintenance                                   | 3,000     | 3,000     | 38        | 3,000     |          |            | 3,000         |
| 5014                       | 1  | Gasoline                                              | 1,000     | 1,000     | 187       | 1,000     |          |            | 1,000         |
| 5015                       | 1  | Insurance                                             | 225,000   | 225,000   | 213,750   | 225,000   |          |            | 225,000       |
| 5017                       | 7  | Town Hall Building Maintenance                        | 35,000    | 30,000    | 22,258    | 35,000    |          |            | 35,000        |
| 5018                       | 4  | Publications/Legal Notices                            | 5,000     | 6,000     | 5,091     | 7,000     |          |            | 7,000         |
| 5019                       | 4  | Recording Fees                                        | 100       | 100       | 66        | 100       |          |            | 100           |
| 5020                       | 1  | Professional Fees                                     | 50,000    | 40,000    | 13,615    | 60,000    |          |            | 60,000        |
| 5021                       | 3  | Municipal Judge                                       | 18,000    | 18,000    | 10,737    | 18,000    |          |            | 18,000        |
| 5022                       | 2  | Election Judge                                        | 2,500     | 2,600     | 2,604     | 2,600     |          |            | 2,600         |
| 5023                       | 2  | Election Supplies                                     | 60,000    | 60,000    | 42,528    | 30,000    |          |            | 30,000        |
| 5024                       | 2  | Election Publications                                 | -         | -         | -         | -         |          |            | -             |
| 5027                       | 1  | Codification                                          | -         | -         | -         | -         |          |            | -             |
| 5028                       | 1  | Records Management                                    | 25,000    | 40,000    | 30,449    | 40,000    |          |            | 40,000        |
| 5036                       | 1  | Regional Meetings                                     | -         | -         | 48        | -         |          |            | -             |
| 5038                       | 0  | Administrative Expense                                | 36,000    | 25,000    | 27,405    | 30,000    |          |            | 30,000        |
| 5038                       | 1  | Passport Expense                                      | 10,000    | 10,000    | 8,140     | 10,000    |          |            | 10,000        |
| 5039                       | 1  | Dues and Subscriptions                                | 24,000    | 27,000    | 25,659    | 27,000    |          |            | 27,000        |
| 5040                       | 1  | Attorney-admin                                        | 82,000    | 70,000    | 64,250    | 70,000    |          |            | 70,000        |
| 5040                       | 2  | Attorney-elections                                    | 3,000     | 3,000     | 1,490     | 4,000     |          |            | 4,000         |
| 5040                       | 3  | Attorney-court                                        | 30,000    | 30,000    | 32,013    | 30,000    |          |            | 30,000        |
| 5040                       | 4  | Attorney-board                                        | 60,000    | 65,000    | 69,095    | 65,000    |          |            | 65,000        |
| 5041                       | 3  | Court Expense                                         | 5,000     | 5,000     | 2,054     | 5,000     |          |            | 5,000         |
| 5045                       | 1  | Safety Committee (CPR)                                | 7,500     | 7,500     | 1,841     | 7,500     |          |            | 7,500         |
| 5046                       | 1  | Uniforms                                              | 4,655     | 4,655     | 1,829     | 4,655     |          |            | 4,655         |
| 5048                       | 1  | Wellness Committee                                    | 34,000    | 40,000    | 41,153    | 40,000    |          |            | 40,000        |
| 5050                       | 1  | Employee Recognition                                  | 12,000    | 12,000    | 1,786     | 12,000    |          |            | 12,000        |
| 5089                       | 7  | Janitorial Service & Supplies                         | 35,000    | 35,000    | 24,525    | 35,000    |          |            | 35,000        |
| 5090                       | 5  | Auditing (1/3)                                        | 10,000    | 10,000    | 9,722     | 10,000    |          |            | 10,000        |
| 5091                       | 1  | Parking Lot Lease                                     | 100       | 100       | 100       | 100       |          |            | 100           |
| 5095                       | 1  | Computer Equipment Maintenance/Replacement            | 60,000    | 70,000    | 63,463    | 80,000    |          |            | 80,000        |
| 5096                       | 1  | Internet                                              | 4,000     | 4,000     | 3,398     | 4,000     |          |            | 4,000         |
| 5097                       | 1  | Webpage (redesign)                                    | 8,000     | 12,000    | 11,063    | 12,000    |          |            | 12,000        |
| 5246                       | 4  | Audio/visual Equipment                                | 30,000    | 30,000    | 21,385    | 10,000    |          |            | 10,000        |
| 5247                       | 1  | Software (Caselle)                                    | 22,000    | 22,000    | 16,913    | 22,000    |          |            | 22,000        |
| 5247                       | 3  | Software (Caselle)-Court                              | 1,300     | 1,300     | 1,317     | 1,300     |          |            | 1,300         |
| 5249                       | 1  | Public Outreach                                       | -         | -         | -         | -         |          |            | -             |
| 5252                       | 1  | Community Events                                      | 90,000    | 90,000    | 68,057    | 90,000    |          |            | 90,000        |
| 5256                       | 7  | Clean-Up Day                                          | 10,000    | 10,000    | 5,914     | 10,000    |          |            | 10,000        |
| 5257                       | 7  | Spring/Fall Clean Up-Branches                         | 2,000     | 2,000     | -         | 2,000     |          |            | 2,000         |
| 5265                       | 1  | CRVF Coronavirus Relief Funds (DOLA) Related Expenses | -         | -         | -         | -         |          |            | -             |
| 5265                       | 6  | COVID 19 Berthoud Recovery Programs                   | -         | -         | -         | -         |          |            | -             |
| 5280                       | 0  | Transfer to Cemetery Fund                             | 20,000    | 20,000    | 20,000    | 20,000    |          |            | 20,000        |
| 5300                       | 1  | Bank Fees                                             | 35,000    | 36,000    | 41,821    | 38,000    |          |            | 38,000        |
|                            |    |                                                       |           |           |           |           |          |            |               |
|                            |    |                                                       |           |           |           |           |          |            |               |
|                            |    | TOTAL GENERAL GOVERNMENT                              | 2,824,105 | 2,805,705 | 2,632,897 | 3,087,842 | -        | -          | 3,087,842     |

| PUBLIC SAFETY EXPENSE |   |                                                          |           |           |           |           |          |            |
|-----------------------|---|----------------------------------------------------------|-----------|-----------|-----------|-----------|----------|------------|
| 11-02                 |   |                                                          |           |           |           |           |          |            |
|                       |   |                                                          | BUDGET    | ESTIMATE  | ACTUALS   | BUDGET    | ROLLOVER | SUPPLEMENT |
|                       |   |                                                          | 2024      | 2024      | 2024      | 2025      | 2025     | 2025       |
|                       |   |                                                          |           |           |           |           |          |            |
| 5001                  | 4 | Salaries-Code Enforcement                                | 129,235   | 109,000   | 86,393    | 137,185   |          | 137,185    |
| 5002                  | 4 | Employer Contributions-Code Enforcement                  | 40,731    | 25,000    | 14,336    | 45,178    |          | 45,178     |
| 5003                  | 4 | Pension-Code Enforcement                                 | 6,462     | 5,450     | 3,337     | 6,859     |          | 6,859      |
| 5009                  | 4 | Training-Code Enforcement                                | 2,000     | 2,000     | 515       | 4,000     |          | 4,000      |
| 5010                  | 1 | Office Supplies-LCSO                                     | 1,500     | 1,500     | 90        | 1,500     |          | 1,500      |
| 5010                  | 4 | Office Supplies-Code Enforcement                         | 2,000     | 6,000     | 5,539     | 6,000     |          | 6,000      |
| 5011                  | 4 | Telephone/Mobile-Code Enforcement                        | 800       | 1,200     | 1,258     | 1,600     |          | 1,600      |
| 5013                  | 4 | Vehicle Maintenance-Code Enforcement                     | 2,000     | 2,500     | 2,418     | 3,000     |          | 3,000      |
| 5014                  | 4 | Gasoline-Code Enforcement                                | 1,000     | 1,000     | 729       | 2,000     |          | 2,000      |
| 5018                  | 1 | Public Events (LETA, Holiday light contest)              | 18,000    | 13,000    | 1,469     | 13,000    |          | 13,000     |
| 5034                  | 4 | Animal Control                                           | 58,000    | 58,000    | 52,587    | 39,000    |          | 39,000     |
| 5039                  | 1 | Dues & Memberships                                       | 200       | 200       | 45        | 400       |          | 400        |
| 5046                  | 4 | Uniforms-Code Enforcement                                | 1,445     | 1,445     | 1,388     | 3,000     |          | 3,000      |
| 5095                  | 4 | Computer-Code Enforcement                                | -         | 5,100     | 5,030     | -         |          | -          |
| 5218                  | 0 | Traffic Control                                          | 1,000     | 1,000     | -         | 6,000     |          | 6,000      |
| 5221                  | 4 | Abatement of Property                                    | -         | 3,000     | 1,318     | -         |          | -          |
| 5222                  | 7 | School Safety/Education                                  | 24,000    | 24,000    | 685       | 25,200    |          | 25,200     |
| 5228                  | 1 | LARIMER COUNTY SHERIFF'S DEPT                            | 2,470,000 | 2,470,000 | 2,468,572 | 2,875,173 |          | 2,875,173  |
|                       |   | Fund 41 Retail MJ participation                          | -         | -         | -         | -         |          | -          |
|                       |   | Fund 33 Public Facilities participation for LSCO vehicle | 0         | 0         | 0         | 0         |          | -          |
|                       |   |                                                          |           |           |           |           |          |            |
|                       |   | TOTAL PUBLIC SAFETY DEPARTMENT                           | 2,758,373 | 2,729,395 | 2,645,709 | 3,169,095 | -        | 3,169,095  |
|                       |   |                                                          |           |           |           |           |          |            |



| STREETS EXPENSE |   |                                                  |           |           |         |           |          |            |
|-----------------|---|--------------------------------------------------|-----------|-----------|---------|-----------|----------|------------|
| 11-03           |   |                                                  |           |           |         |           |          |            |
|                 |   |                                                  | BUDGET    | ESTIMATE  | ACTUALS | BUDGET    | ROLLOVER | SUPPLEMENT |
|                 |   |                                                  | 2024      | 2024      | 2024    | 2025      | 2025     | 2025       |
|                 |   |                                                  |           |           |         |           |          |            |
| 5001            |   | Salaries                                         | 457,803   | 457,803   | 396,018 | 498,861   |          | 498,861    |
| 5002            |   | Employer Contributions                           | 173,120   | 173,120   | 139,676 | 202,843   |          | 202,843    |
| 5003            |   | Pension                                          | 22,890    | 22,890    | 17,669  | 24,943    |          | 24,943     |
| 5008            | 1 | Employee Physicals-Background                    | 800       | 800       | 774     | 800       |          | 800        |
| 5009            | 1 | Training                                         | 6,500     | 6,500     | 6,135   | 8,500     |          | 8,500      |
| 5010            | 1 | Office Supplies                                  | 6,000     | 6,000     | 1,421   | 6,000     |          | 6,000      |
| 5011            | 1 | Telephone                                        | 5,500     | 6,500     | 5,631   | 6,500     |          | 6,500      |
| 5012            | 2 | Street Lighting-utilities only                   | 165,000   | 165,000   | 151,468 | 180,000   |          | 180,000    |
| 5012            | 6 | Utilities-Shop                                   | 3,000     | 4,700     | 2,731   | 5,000     |          | 5,000      |
| 5012            | 7 | Street Light Repairs                             | 15,000    | 45,000    | 19,021  | 15,000    | 25,000   | 30,000     |
| 5014            | 6 | Gasoline                                         | 35,000    | 35,000    | 28,056  | 35,000    |          | 35,000     |
| 5018            | 1 | Publications                                     | 500       | 500       | -       | 500       |          | 500        |
| 5020            | 1 | Professional Fees (ROW inspections)              | 30,000    | 30,000    | 26,043  | 30,000    |          | 30,000     |
| 5021            | 6 | Vehicle and Equipment Maintenance - Light Duty   | 20,000    | 20,000    | 9,316   | 20,000    |          | 20,000     |
| 5036            | 2 | Vehicle and Equipment Maintenance - Heavy Duty   | 40,000    | 40,000    | 33,313  | 40,000    |          | 40,000     |
| 5037            | 2 | Material for Maintenance                         | 50,000    | 50,000    | 20,147  | 50,000    |          | 50,000     |
| 5039            | 1 | Dues                                             | 600       | 600       | 238     | 600       |          | 600        |
| 5040            | 7 | Contracting(weed applications, dust suppressant) | 50,000    | 50,000    | 25,784  | 50,000    |          | 50,000     |
| 5041            | 2 | Equipment Rental                                 | 10,000    | 10,000    | 1,932   | 10,000    |          | 10,000     |
| 5042            | 5 | Snow & Ice Removal                               | 65,000    | 65,000    | 13,183  | 65,000    |          | 65,000     |
| 5044            | 3 | Weed Control Chemicals and Supplies              | -         | -         | -       | -         |          | -          |
| 5045            | 6 | Shop Operations                                  | 22,000    | 22,000    | 20,375  | 22,000    |          | 22,000     |
| 5046            | 1 | Uniforms                                         | 6,000     | 6,000     | 4,317   | 6,000     |          | 6,000      |
| 5047            | 4 | Signs & Signage                                  | 40,000    | 40,000    | 39,603  | 40,000    |          | 40,000     |
| 5048            | 2 | Safety Equipment                                 | 10,000    | 10,000    | 9,173   | 15,000    |          | 15,000     |
| 5049            | 5 | Storm Costs                                      | -         | -         | -       | -         |          | -          |
| 5095            | 1 | Computer Maintenance/Replacement                 | -         | -         | -       | 2,000     |          | 2,000      |
| 5247            | 1 | Software                                         | 3,000     | 3,000     | -       | 3,000     |          | 3,000      |
| 5251            | 6 | Tools                                            | 6,000     | 6,000     | 4,315   | 6,000     |          | 6,000      |
| 5255            | 0 | Removal of old streets building                  | -         | -         |         | 25,000    |          | 25,000     |
|                 |   |                                                  |           |           |         |           |          |            |
|                 |   |                                                  |           |           |         |           |          |            |
|                 |   | TOTAL STREETS DEPARTMENT                         | 1,243,713 | 1,276,413 | 976,339 | 1,368,547 | 25,000   | 30,000     |
|                 |   |                                                  |           |           |         |           |          |            |

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[illegible]

[illegible]

[illegible]



[illegible]

| BUILDING DEPARTMENT EXPENSE |   |                                                    |           |           |         |         |          |            |
|-----------------------------|---|----------------------------------------------------|-----------|-----------|---------|---------|----------|------------|
| 11-08                       |   |                                                    | BUDGET    | ESTIMATE  | ACTUALS | BUDGET  | ROLLOVER | SUPPLEMENT |
|                             |   |                                                    | 2024      | 2024      | 2024    | 2025    | 2025     | 2025       |
| 5001                        | 1 | Salaries                                           | 174,646   | 174,646   | 154,749 | 193,090 |          | 193,090    |
| 5002                        | 1 | Employer Contributions                             | 67,697    | 67,697    | 22,352  | 59,474  |          | 59,474     |
| 5003                        | 1 | Pension                                            | 8,732     | 8,732     | 3,301   | 9,655   |          | 9,655      |
| 5009                        | 3 | Travel-Trans-Educ                                  | 6,000     | 6,000     | 1,230   | 6,300   |          | 6,300      |
| 5010                        | 3 | Office Supplies                                    | 10,000    | 10,000    | 1,309   | 10,500  |          | 10,500     |
| 5011                        | 3 | Telephone                                          | 1,800     | 2,500     | 2,441   | 2,500   |          | 2,500      |
| 5046                        | 3 | Uniforms                                           | 735       | 735       | 195     | 500     |          | 500        |
| 5095                        | 3 | Computer Equipment Maintenance/Replacement         | 3,600     | 3,600     | 395     | -       |          | -          |
| 5185                        | 3 | Internet Access                                    | 800       | 800       | 565     | 800     |          | 800        |
| 5215                        | 2 | Contract Inspections                               | 900,000   | 900,000   | 774,064 | 480,000 |          | 480,000    |
|                             |   |                                                    |           |           |         |         |          |            |
|                             |   |                                                    |           |           |         |         |          |            |
|                             |   | TOTAL BUILDING DEPARTMENT                          | 1,174,010 | 1,174,710 | 960,601 | 762,819 | -        | -          |
|                             |   |                                                    |           |           |         |         |          |            |
|                             |   |                                                    |           |           |         |         |          |            |
| PLANNING DEPARTMENT EXPENSE |   |                                                    |           |           |         |         |          |            |
| 11-11                       |   |                                                    | BUDGET    | ESTIMATE  | ACTUALS | BUDGET  | ROLLOVER | SUPPLEMENT |
|                             |   |                                                    | 2024      | 2024      | 2024    | 2025    | 2025     | 2025       |
| 5001                        | 1 | Salaries                                           | 249,694   | 249,694   | 281,028 | 403,860 |          | 403,860    |
| 5002                        | 1 | Employer Contributions                             | 36,689    | 36,689    | 36,157  | 84,632  |          | 84,632     |
| 5003                        | 1 | Pension                                            | 12,485    | 12,485    | 8,540   | 20,193  |          | 20,193     |
| 5009                        | 6 | Travel-Trans-Educ                                  | 8,000     | 8,000     | 7,019   | 8,000   |          | 8,000      |
| 5010                        | 6 | Office Supplies                                    | 6,000     | 6,000     | 2,710   | 10,000  |          | 10,000     |
| 5011                        | 6 | Telephone                                          | 2,300     | 2,300     | 2,441   | 2,300   |          | 2,300      |
| 5018                        | 3 | Legal Notices/Recording Fees                       | 1,500     | 1,500     | 68      | 1,500   |          | 1,500      |
| 5022                        | 1 | Planning Commission Support                        | 1,500     | 1,500     | 335     | 6,000   |          | 6,000      |
| 5023                        | 1 | Historical Preservation Support                    | 5,000     | 5,000     | 3,960   | 6,000   |          | 6,000      |
| 5024                        | 1 | Youth Advisory                                     | 2,000     | 2,000     | 728     | 3,000   |          | 3,000      |
| 5025                        | 1 | PORT Committee                                     | 1,500     | 1,500     | -       | 2,500   |          | 2,500      |
| 5026                        | 1 | Tree Committee                                     | 1,500     | 1,500     | 994     | 2,500   |          | 2,500      |
| 5036                        | 3 | Mapping Updates                                    | -         | -         | -       | -       |          | -          |
| 5039                        | 6 | Dues & Subscriptions                               | 4,000     | 4,000     | 803     | 6,750   |          | 6,750      |
| 5040                        | 3 | Attorney                                           | 60,000    | 60,000    | 26,737  | 55,000  |          | 55,000     |
| 5046                        | 6 | Uniforms                                           | 735       | 735       | 718     | 1,500   |          | 1,500      |
| 5095                        | 6 | Computer Equipment Maintenance/Replacement         | 1,800     | 1,800     | 1,032   | 3,000   |          | 3,000      |
| 5184                        | 6 | Regional Fees and Support                          | 5,500     | 5,500     | 5,065   | 5,500   |          | 5,500      |
| 5185                        | 6 | Internet Access                                    | 1,000     | 1,000     | 565     | 1,200   |          | 1,200      |
| 5186                        | 3 | Development Code Update (Housing Needs Assessment) | 175,000   | 175,000   | 135,476 | 75,000  |          | 75,000     |
| 5188                        | 3 | Comp Plan                                          | -         | -         | -       | -       |          | -          |
| 5189                        | 2 | Development Review                                 | 120,000   | 120,000   | 68,419  | 60,000  |          | 60,000     |
|                             |   |                                                    |           |           |         |         |          |            |
|                             |   |                                                    |           |           |         |         |          |            |
|                             |   | TOTAL PLANNING DEPARTMENT                          | 696,203   | 696,203   | 582,795 | 758,435 | -        | -          |
|                             |   |                                                    |           |           |         |         |          |            |

| LEASE |   |                                         |              |          |         |          |          |            |               |
|-------|---|-----------------------------------------|--------------|----------|---------|----------|----------|------------|---------------|
| 11-12 |   |                                         |              |          |         |          |          |            |               |
|       |   |                                         | BUDGET       | ESTIMATE | ACTUALS | BUDGET   | ROLLOVER | SUPPLEMENT | UPDATED TOTAL |
|       |   |                                         | 2024         | 2024     | 2024    | 2025     | 2025     | 2025       | 2025          |
|       |   |                                         | REVENUES     |          |         |          |          |            |               |
| 4401  | 0 | Lease-Guaranty Bank                     | 65,100       | 65,100   | 67,058  | 66,728   |          |            | 66,728        |
| 4402  | 0 | Lease-Edward Jones                      | 3,350        | 20,000   | 20,428  | 20,500   |          |            | 20,500        |
| 4501  | 0 | Lease-Triton                            | -            | -        | (1,231) | -        |          |            | -             |
| 4503  | 0 | Lease-Tax Credit Connection             | -            | -        | -       | -        |          |            | -             |
| 4504  | 0 | Lease-United Waste                      | -            | 5,000    | 5,400   | 5,400    |          |            | 5,400         |
| 4505  | 0 | Lease-Archinger                         | -            | -        | -       | -        |          |            | -             |
| 4506  | 0 | Lease-A Little Help                     | -            | 4,000    | 4,200   | 4,200    |          |            | 4,200         |
| 4507  | 0 | Lease-Berthoud Feed                     | -            | -        | -       | -        |          |            | -             |
| 4508  | 0 | Lease-ProClean                          | -            | 2,700    | 2,860   | 2,700    |          |            | 2,700         |
| 4509  | 0 | Lease-RAFT                              | -            | -        | -       | -        |          |            | -             |
| 4510  | 0 | Lease-Month to Month                    | -            | 1,600    | 2,154   | -        |          |            | -             |
|       |   |                                         |              |          |         |          |          |            |               |
|       |   | TOTAL REVENUES                          | 68,450       | 98,400   | 100,869 | 99,528   | -        | -          | 99,528        |
|       |   |                                         |              |          |         |          |          |            |               |
|       |   |                                         | EXPENDITURES |          |         |          |          |            |               |
| 5012  | 1 | Utilities (XCEL)                        | 7,200        | 7,300    | 8,533   | 7,665    |          |            | 7,665         |
| 5013  | 1 | Trash                                   | 1,400        | 1,800    | 1,620   | 1,800    |          |            | 1,800         |
| 5017  | 1 | Building Maintenance-Janitor            | 500          | 3,000    | 2,860   | 3,150    |          |            | 3,150         |
| 5017  | 2 | Building Maintenance-Maintenance        | -            | 1,000    | 972     | 1,050    |          |            | 1,050         |
| 5017  | 3 | Building Maintenance-Repairs            | -            | 500      | 282     | 525      |          |            | 525           |
| 5019  | 1 | Elevator Maintenance                    | 4,500        | 5,500    | 3,619   | 5,775    |          |            | 5,775         |
| 5020  | 1 | Property Tax                            | 37,000       | 37,000   | 21,634  | 38,850   |          | 35,000     | 73,850        |
| 5021  | 1 | Purchase Expense (Berthoud Feed Supply) | -            | -        | -       | -        |          |            | -             |
| 5025  | 1 | Design Redevelopment                    | -            | -        | 943     | -        |          |            | -             |
| 5039  | 1 | HOA Fees                                | 48,000       | 53,500   | 53,238  | 56,175   |          |            | 56,175        |
| 5112  | 1 | Lease Expense                           | -            | 1,000    | -       | -        |          |            | -             |
|       |   |                                         |              |          |         |          |          |            |               |
|       |   |                                         |              |          |         |          |          |            |               |
|       |   | TOTAL EXPENDITURES                      | 98,600       | 110,600  | 93,701  | 114,990  | -        | 35,000     | 149,990       |
|       |   |                                         |              |          |         |          |          |            |               |
|       |   |                                         |              |          |         |          |          |            |               |
|       |   | TOTAL NEW TOWN HALL DEPARTMENT          | (30,150)     | (12,200) | 7,168   | (15,463) | -        | (35,000)   | (50,463)      |

| COMMUNITY OUTREACH |   |                                |         |          |         |         |          |            |               |
|--------------------|---|--------------------------------|---------|----------|---------|---------|----------|------------|---------------|
| 11-13              |   |                                |         |          |         |         |          |            |               |
|                    |   |                                | BUDGET  | ESTIMATE | ACTUALS | BUDGET  | ROLLOVER | SUPPLEMENT | UPDATED TOTAL |
|                    |   |                                | 2024    | 2024     | 2024    | 2025    | 2025     | 2025       | 2025          |
| 5001               | 1 | Salaries                       | 73,267  | 73,267   | 76,914  | 78,864  |          |            | 78,864        |
| 5002               | 1 | Employer Contributions         | 18,712  | 18,712   | 17,434  | 20,429  |          |            | 20,429        |
| 5003               | 1 | Pension                        | 3,663   | 3,663    | 3,846   | 3,943   |          |            | 3,943         |
| 5009               | 1 | Education/Travel               | 2,500   | 2,500    | 456     | 2,500   |          |            | 2,500         |
| 5010               | 1 | Office Supplies                | 2,000   | 2,000    | 191     | 2,000   |          |            | 2,000         |
| 5011               | 1 | Telephone                      | 1,200   | 1,200    | 664     | 1,200   |          |            | 1,200         |
| 5018               | 1 | Advertising/Promotional        | 7,500   | 7,500    | 3,259   | 7,500   |          |            | 7,500         |
| 5020               | 1 | Professional Services          | 40,000  | 40,000   | 6,179   | 67,000  |          |            | 67,000        |
| 5039               | 1 | Memberships/Dues/Subscriptions | 3,000   | 3,000    | 574     | 3,000   |          |            | 3,000         |
| 5046               | 1 | Uniforms                       | 245     | 245      | 112     | 245     |          |            | 245           |
| 5103               | 1 | Printing                       | 3,000   | 3,000    | 270     | 3,000   |          |            | 3,000         |
| 5247               | 1 | Software                       | 1,000   | 1,000    | 180     | 1,000   |          |            | 1,000         |
|                    |   |                                |         |          |         |         |          |            |               |
|                    |   |                                |         |          |         |         |          |            |               |
|                    |   |                                |         |          |         |         |          |            |               |
|                    |   |                                |         |          |         |         |          |            |               |
|                    |   |                                |         |          |         |         |          |            |               |
|                    |   |                                |         |          |         |         |          |            |               |
|                    |   |                                |         |          |         |         |          |            |               |
|                    |   | TOTAL COMMUNITY OUTREACH       | 156,087 | 156,087  | 110,079 | 190,681 | -        | -          | 190,681       |

| ENGINEERING |   |                                            |         |          |         |         |          |               |
|-------------|---|--------------------------------------------|---------|----------|---------|---------|----------|---------------|
| 11-14       |   |                                            | BUDGET  | ESTIMATE | ACTUALS | BUDGET  | ROLLOVER | SUPPLEMENT    |
|             |   |                                            | 2024    | 2024     | 2024    | 2025    | 2025     | UPDATED TOTAL |
|             |   |                                            |         |          |         |         |          | 2025          |
| 5001        | 1 | Salaries                                   | 211,406 | 70,000   | 14,287  | 393,748 |          | 393,748       |
| 5002        | 1 | Employer Contributions                     | 76,065  | 24,000   | 5,916   | 144,668 |          | 144,668       |
| 5003        | 1 | Pension                                    | -       | -        | 58      | 6,000   |          | 6,000         |
| 5009        | 1 | Education/Travel                           | 2,500   | 2,500    | -       | 8,000   |          | 8,000         |
| 5010        | 1 | Office Supplies                            | 2,000   | 2,500    | 1,933   | 6,000   |          | 6,000         |
| 5011        | 1 | Telephone                                  | 1,200   | 1,200    | -       | 1,200   |          | 1,200         |
| 5013        | 1 | Vehicle Maintenance                        | 1,000   | 1,000    | -       | 1,000   |          | 1,000         |
| 5014        | 1 | Gasoline                                   | 1,200   | 1,200    | -       | 2,400   |          | 2,400         |
| 5020        | 1 | Professional Services                      | -       | -        | -       | 125,000 |          | 125,000       |
| 5022        | 1 | GIS Mapping                                | -       | -        | -       | 30,000  |          | 30,000        |
| 5039        | 1 | Memberships/Dues/Subscriptions             | 3,000   | 3,000    | -       | 5,000   |          | 5,000         |
| 5046        | 1 | Uniforms                                   | 490     | 490      | -       | 1,000   |          | 1,000         |
| 5095        | 1 | Computer Equipment Maintenance/Replacement | -       | 3,000    | 1,205   | 7,500   |          | 7,500         |
| 5247        | 1 | Software                                   | 1,000   | 1,000    | 2,030   | 2,000   |          | 2,000         |
|             |   |                                            |         |          |         |         |          |               |
|             |   |                                            |         |          |         |         |          |               |
|             |   |                                            |         |          |         |         |          |               |
|             |   |                                            |         |          |         |         |          |               |
|             |   | TOTAL ENGINEERING                          | 299,861 | 109,890  | 25,429  | 733,516 | -        | 733,516       |
|             |   |                                            |         |          |         |         |          |               |

| GENERAL FUND-CAPITAL IMPROVEMENT EXPENSE |   |                                                          |            |           |           |           |          |            |               |
|------------------------------------------|---|----------------------------------------------------------|------------|-----------|-----------|-----------|----------|------------|---------------|
| 11-10                                    |   |                                                          | BUDGET     | ESTIMATE  | ACTUALS   | BUDGET    | ROLLOVER | SUPPLEMENT | UPDATED TOTAL |
|                                          |   |                                                          | 2024       | 2024      | 2024      | 2025      | 2025     | 2025       | 2025          |
|                                          |   | ADMIN                                                    |            |           |           |           |          |            |               |
| 5085                                     | 0 | Town Hall roof                                           |            |           |           |           |          |            | -             |
| 5086                                     | 0 | Vehicle Replacement Admin                                | 40,000     | 40,000    | 32,761    |           |          |            | -             |
| 5102                                     | 0 | Town Signage Improvements (replace front sign)           | 32,000     | 32,000    | 6,692     |           | 25,000   |            | 25,000        |
| 5104                                     | 0 | I-25 Interchange Aesthetics Project                      | 630,000    | 630,000   | 620,000   |           |          |            | -             |
| 5105                                     | 0 | HVAC Roof Units at Town Hall and Server Room (2023)      |            |           |           |           |          |            | -             |
| 5106                                     | 0 | Parking Lot overlay (45%)                                |            |           |           |           |          |            | -             |
| 5120                                     | 0 | Carpet 2nd floor Town Hall                               |            |           |           |           |          |            | -             |
| 5123                                     | 0 | Monument-Wayfinding Signs                                | 59,000     | 59,000    | 11,035    |           | 47,500   |            | 47,500        |
| 5250                                     | 0 | Town Hall Copy Machine - Folding Machine                 |            |           |           |           |          |            | -             |
| 5251                                     | 0 | Audio/Visual Equipment                                   |            |           |           |           |          |            | -             |
| 5252                                     | 0 | Electric Vehicle Charging Station                        |            |           |           |           |          |            | -             |
|                                          |   | SAFETY                                                   |            |           |           |           |          |            | -             |
| 5151                                     | 0 | Crosswalk lights                                         | 100,000    | 100,000   | 47,666    | 60,000    | 50,000   |            | 110,000       |
| 5153                                     | 0 | Radar speed trailer                                      | 13,300     | 13,300    | 13,221    |           |          |            | -             |
|                                          |   | CODE ENFORCMENT                                          |            |           |           |           |          |            | -             |
| 5800                                     | 0 | New Vehicle                                              |            |           |           |           |          |            | -             |
|                                          |   | STREETS                                                  |            |           |           |           |          |            | -             |
| 5058                                     | 0 | New Street Sweeper (drainage 60% & Streets 40%) \$250000 |            |           |           |           |          |            | -             |
| 5099                                     | 0 | New Vehicle                                              |            |           |           | 60,000    |          |            | 60,000        |
| 5127                                     | 0 | Street Light replacement / retrofit for dark sky         |            |           |           |           |          |            | -             |
| 5283                                     | 0 | Mini Skid mower attachments                              |            |           |           |           |          |            | -             |
| 5302                                     | 0 | Packer/roller for grader                                 |            |           |           |           |          |            | -             |
| 5302                                     | 0 | Skid Steer grader attachment                             |            |           |           |           |          |            | -             |
| 5303                                     | 0 | Dingo with attachments                                   |            |           |           |           |          |            | -             |
| 5304                                     | 0 | Tilt Trailer                                             |            |           |           |           |          |            | -             |
| 5305                                     | 0 | Warning light system for sign truck                      |            |           |           |           |          |            | -             |
| 5307                                     | 0 | Roadway Message Boards (2)                               |            |           |           |           |          |            | -             |
| 5309                                     | 0 | Grinder Vacuum                                           | 15,000     | 15,000    | 13,025    |           |          |            | -             |
| 5310                                     | 0 | Mini Excavator                                           |            |           |           | 72,000    |          |            | 72,000        |
|                                          |   |                                                          |            |           |           |           |          |            | -             |
|                                          |   | PARKS & REC                                              |            |           |           |           |          |            | -             |
| 5083                                     | 0 | Walker Mower                                             |            |           |           |           |          |            | -             |
| 5084                                     | 0 | ATV Plow                                                 |            |           |           |           |          |            | -             |
| 5101                                     | 0 | New Vehicle (Parks)                                      | 121,000    | 170,000   | 169,456   |           |          |            | -             |
| 5129                                     | 0 | Richardson Park Construction Drawings                    | 1,297,000  | 1,297,000 | 1,318,932 |           |          |            | -             |
| 5401                                     | 0 | New Vehicle (Recreation) (2 in 2020)                     |            |           |           |           |          |            | -             |
| 5403                                     | 0 | Batting Cages at Bein (60% in park dev)                  |            |           |           |           |          |            | -             |
| 5406                                     | 0 | Soccer Goals - Waggener Farm Park                        |            |           |           |           |          |            | -             |
| 5407                                     | 0 | Pitching mounds, batter boxes, batting cages             |            |           |           |           |          |            | -             |
| 5701                                     | 0 | Trailer                                                  |            |           |           |           |          |            | -             |
| 5708                                     | 0 | Town Park Phase I                                        | 4,710,000  | 4,710,000 | 4,594,531 |           | 116,000  | 165,000    | 281,000       |
| 5710                                     | 0 | Security System-Bein, Town Park, Pioneer Park, BUILDINGS | 41,000     | 41,000    | 4,522     | 30,000    | 35,000   |            | 65,000        |
| 5714                                     | 0 | ToolCat                                                  |            |           |           |           |          |            | -             |
| 5715                                     | 0 | Irrigation Improvements Project                          | 43,000     | 43,000    | 34,481    | 25,000    |          |            | 25,000        |
| 5722                                     | 0 | Robot field liner                                        |            |           |           |           |          |            | -             |
| 5723                                     | 0 | Electric mowers                                          | 50,000     | 50,000    | 42,556    |           |          |            | -             |
| 5725                                     | 0 | Parking lot pavement design                              | 42,000     | 42,000    | 46,542    |           |          |            | -             |
| 5726                                     | 0 | Articulator                                              |            |           |           | 8,000     |          |            | 8,000         |
| 5727                                     | 0 | Walker pickup deck, 2 mulching decks                     |            |           |           | 12,000    |          |            | 12,000        |
| 5728                                     | 0 | Small trailer                                            |            |           |           | 8,000     |          |            | 8,000         |
| 5729                                     | 0 | Gaga pit construction at Pioneer Park                    |            |           |           | 5,000     |          |            | 5,000         |
|                                          |   |                                                          |            |           |           |           |          |            | -             |
|                                          |   |                                                          |            |           |           |           |          |            | -             |
|                                          |   | GENERAL                                                  |            |           |           |           |          |            | -             |
| 5128                                     | 0 | 3rd Street and Massachusetts                             | 4,373,500  | 350,000   | 136,036   | 1,500,000 |          |            | 1,500,000     |
| 5130                                     | 0 | Downtown Building Renovation                             |            |           | 78,903    | 4,500,000 |          |            | 4,500,000     |
| 5131                                     | 0 | Public Arts Projects                                     |            |           |           | 150,000   |          |            | 150,000       |
|                                          |   |                                                          |            |           |           |           |          |            | -             |
|                                          |   | TOTAL CAPITAL IMPROVEMENT                                | 11,566,800 | 7,592,300 | 7,170,359 | 6,430,000 | 273,500  | 165,000    | 6,868,500     |

| CONTRIBUTION EXPENSE |   |                                                |            |            |            |            |          |            |               |
|----------------------|---|------------------------------------------------|------------|------------|------------|------------|----------|------------|---------------|
| 11-15                |   |                                                |            |            |            |            |          |            |               |
|                      |   |                                                | BUDGET     | ESTIMATE   | ACTUALS    | BUDGET     | ROLLOVER | SUPPLEMENT | UPDATED TOTAL |
|                      |   |                                                | 2024       | 2024       | 2024       | 2025       | 2025     | 2025       | 2025          |
|                      |   |                                                |            |            |            |            |          |            |               |
| 5150                 | 0 | Shop Local                                     | 15,000     | 15,000     | 8,252      | 15,000     |          |            | 15,000        |
| 5154                 | 0 | House of Neighborly Service utility assistance | 18,300     | 18,300     | 14,681     | -          | 3,600    | 15,000     | 18,600        |
| 5155                 | 0 | VFW                                            | 12,000     | 12,000     | 12,000     |            |          |            | -             |
| 5165                 | 0 | American Legion                                | 32,000     | 32,000     | 32,000     | -          |          |            | -             |
| 5166                 | 0 | Historical Society                             | 45,000     | 45,000     | 45,000     | -          |          |            | -             |
| 5168                 | 0 | Contributions-Other (RAQC)                     | 400        | 400        | -          | 400        |          | 15,000     | 15,400        |
| 5169                 | 0 | Municipal Shareback                            | -          | -          | -          | -          |          |            | -             |
|                      |   |                                                |            |            |            |            |          |            |               |
|                      |   |                                                |            |            |            |            |          |            |               |
|                      |   | TOTAL CONTRIBUTIONS                            | 122,700    | 122,700    | 111,933    | 15,400     | 3,600    | 30,000     | 49,000        |
|                      |   |                                                |            |            |            |            |          |            |               |
|                      |   |                                                |            |            |            |            |          |            |               |
|                      |   |                                                |            |            |            |            |          |            |               |
|                      |   |                                                |            |            |            |            |          |            |               |
|                      |   |                                                |            |            |            |            |          |            |               |
|                      |   |                                                |            |            |            |            |          |            |               |
|                      |   | TOTAL GENERAL FUND OPERATING EXPENSES          | 11,870,762 | 11,699,474 | 10,261,642 | 12,738,969 | 60,600   | 117,000    | 12,916,569    |
|                      |   |                                                |            |            |            |            |          |            |               |
|                      |   | Total Capital Projects Expense                 | 11,566,800 | 7,592,300  | 7,170,359  | 6,430,000  | 273,500  | 165,000    | 6,868,500     |
|                      |   |                                                |            |            |            |            |          |            |               |
|                      |   | TOTAL GENERAL FUND EXPENSES                    | 23,437,562 | 19,291,774 | 17,432,001 | 19,168,969 | 334,100  | 282,000    | 19,785,069    |



| WATER FUND-SOURCE OF SUPPLY |   |                                                |            |            |            |            |           |            |
|-----------------------------|---|------------------------------------------------|------------|------------|------------|------------|-----------|------------|
| 20-00                       |   |                                                |            |            |            |            |           |            |
|                             |   |                                                | BUDGET     | ESTIMATE   | ACTUALS    | BUDGET     | ROLLOVER  | SUPPLEMENT |
|                             |   |                                                | 2024       | 2024       | 2024       | 2025       | 2025      | 2025       |
|                             |   | BEGINNING FUND BALANCE                         | 25,146,825 | 25,146,825 | 25,146,825 | 22,386,188 |           | 22,386,188 |
|                             |   |                                                |            |            |            |            |           |            |
|                             |   | REVENUES                                       |            |            |            |            |           |            |
| 4450                        | 2 | Cash in Lieu-Water Dedication                  | 2,500,000  | 2,100,000  | 2,640,040  | 2,000,000  |           | 2,000,000  |
| 4451                        | 2 | Raw Water System Fee                           | 61,250     | 61,250     | 55,860     | 61,250     |           | 61,250     |
| 4452                        | 1 | Transfer from Water Fund                       | -          | -          | -          | -          |           | -          |
| 4601                        | 2 | Interest                                       | 500,000    | 1,050,000  | 1,161,204  | 500,000    |           | 500,000    |
|                             |   |                                                |            |            |            |            |           |            |
|                             |   | TOTAL REVENUE                                  | 3,061,250  | 3,211,250  | 3,857,104  | 2,561,250  | -         | 2,561,250  |
|                             |   |                                                |            |            |            |            |           |            |
|                             |   |                                                |            |            |            |            |           |            |
|                             |   | EXPENSES                                       |            |            |            |            |           |            |
| 5040                        | 2 | Attorney Fees                                  | 230,000    | 230,000    | 179,240    | 241,500    |           | 241,500    |
| 5080                        | 2 | Payments Richardson Property (til 2028)        | 67,640     | 67,640     | 67,456     | 67,640     |           | 67,640     |
| 5101                        | 2 | Reservoir Design and Construction              | 50,000     | 50,000     | -          | 52,500     |           | 52,500     |
| 5101                        | 3 | Reservoir Management/Maintenance               | 85,000     | 85,000     | 13,053     | 30,000     |           | 30,000     |
| 5101                        | 4 | Reservoir Aeration Maintenance                 | -          | -          | -          | -          |           | -          |
| 5103                        | 2 | Consultant Fees                                | 120,000    | 120,000    | 106,517    | 126,000    |           | 126,000    |
| 5104                        | 2 | Water Resource Management Plan                 | 20,000     | 20,000     | 38,533     | 21,000     |           | 21,000     |
| 5104                        | 2 | Non-Pot Master Plan                            | 100,000    | 100,000    | -          | 120,000    |           | 120,000    |
| 5106                        | 2 | Ditchwide Study                                | 120,000    | 120,000    | 36,906     | 126,000    |           | 126,000    |
| 5107                        | 0 | New Water Storage Reservoir (design)           | 500,000    | 500,000    | -          | 525,000    |           | 525,000    |
| 5108                        | 0 | Water Conservation Program                     | 60,000     | 60,000     | 37,192     | 30,000     | 22,000    | 52,000     |
| 5123                        | 2 | Water Purchases                                | 9,000,000  | 9,000,000  | 5,905,985  | 6,000,000  |           | 6,000,000  |
| 5208                        | 2 | Raw Line Maintenance and Improvements (design) | 700,000    | 700,000    | 232,260    | 50,000     | 467,000   | 517,000    |
| 5209                        | 2 | Boat/Tractor Maintenance                       | 2,000      | 2,000      | 556        | 1,000      |           | 1,000      |
| 5278                        | 2 | Southern Water Supply Pipeline (SWSP2)         | -          | -          | -          | -          |           | -          |
| 5300                        | 2 | Bank Fees                                      | 150        | 150        | 43         | 150        |           | 150        |
|                             |   |                                                |            |            |            |            |           |            |
|                             |   | TOTAL EXPENSES                                 | 11,054,790 | 11,054,790 | 6,617,741  | 7,390,790  | 489,000   | 7,879,790  |
|                             |   |                                                |            |            |            |            |           |            |
|                             |   |                                                |            |            |            |            |           |            |
|                             |   | SOURCE OF SUPPLY FUND BALANCE                  | 17,153,285 | 17,303,285 | 22,386,188 | 17,556,648 | (489,000) | 17,067,648 |
|                             |   |                                                |            |            |            |            |           |            |

| WATER FUND-OPERATIONS & MAINTENANCE |   |                                    |           |           |           |           |          |            |               |
|-------------------------------------|---|------------------------------------|-----------|-----------|-----------|-----------|----------|------------|---------------|
| 21-00                               |   |                                    |           |           |           |           |          |            |               |
|                                     |   |                                    | BUDGET    | ESTIMATE  | ACTUALS   | BUDGET    | ROLLOVER | SUPPLEMENT | UPDATED TOTAL |
|                                     |   |                                    | 2024      | 2024      | 2024      | 2025      | 2025     | 2025       | 2025          |
|                                     |   |                                    |           |           |           |           |          |            |               |
|                                     |   | BEGINNING FUND BALANCE             | 7,375,324 | 7,375,324 | 7,375,324 | 8,614,539 |          |            | 8,652,762     |
|                                     |   |                                    |           |           |           |           |          |            |               |
|                                     |   | REVENUES                           |           |           |           |           |          |            |               |
| 4410                                | 0 | Sale of Water                      | 3,800,000 | 3,800,000 | 4,441,031 | 4,100,000 |          |            | 4,100,000     |
| 4411                                | 0 | Water Meters                       | 88,000    | 88,000    | 104,740   | 88,000    |          |            | 88,000        |
| 4412                                | 0 | Berth. Lake Ranchettes Pump Fee    | -         | 49,500    | 65,868    | -         |          |            | -             |
| 4416                                | 0 | Water Share Rental                 | -         | 5,890     | 5,891     | -         |          |            | -             |
| 4420                                | 0 | Property Rental                    | -         | -         | -         | -         |          |            | -             |
| 4601                                | 0 | Interest                           | 200,000   | 260,000   | 387,444   | 200,000   |          |            | 200,000       |
|                                     |   |                                    |           |           |           |           |          |            |               |
|                                     |   |                                    |           |           |           |           |          |            |               |
|                                     |   | TOTAL REVENUES                     | 4,088,000 | 4,203,390 | 5,004,974 | 4,388,000 | -        | -          | 4,388,000     |
|                                     |   |                                    |           |           |           |           |          |            |               |
|                                     |   |                                    |           |           |           |           |          |            |               |
|                                     |   | EXPENSES                           |           |           |           |           |          |            |               |
| 5001                                |   | Salaries                           | 579,269   | 579,269   | 484,918   | 694,334   |          |            | 694,334       |
| 5002                                |   | Employer Contributions             | 297,617   | 297,617   | 140,465   | 254,876   |          |            | 254,876       |
| 5003                                |   | Pension                            | 28,963    | 28,963    | 17,761    | 34,717    |          |            | 34,717        |
| 5007                                | 1 | License and Examinations           | 600       | 600       | 812       | 900       |          |            | 900           |
| 5008                                | 1 | Employee Physicals-Background      | 100       | 100       | 62        | 500       |          |            | 500           |
| 5009                                | 1 | Travel, Trans. & Education         | 5,000     | 7,000     | 6,878     | 5,250     |          |            | 5,250         |
| 5010                                | 1 | Office Supplies-admin              | 35,000    | 30,000    | 14,215    | 25,000    |          |            | 25,000        |
| 5010                                | 5 | Office Supplies-billing            | 6,600     | 25,000    | 17,568    | 25,000    |          |            | 25,000        |
| 5011                                | 1 | Telephone/pager                    | 8,500     | 8,500     | 8,523     | 8,700     |          |            | 8,700         |
| 5012                                | 3 | Utilities                          | 150,000   | 150,000   | 134,120   | 136,500   |          |            | 136,500       |
| 5013                                | 1 | Vehicle Maintenance                | 4,500     | 4,500     | 5,160     | 4,200     |          |            | 4,200         |
| 5014                                | 1 | Gasoline                           | 8,000     | 8,000     | 7,642     | 8,400     |          |            | 8,400         |
| 5015                                | 1 | Insurance                          | 120,000   | 120,000   | 102,851   | 126,000   |          |            | 126,000       |
| 5018                                | 1 | Publications/Legal Notices         | 5,000     | 5,000     | 1,420     | 5,250     |          |            | 5,250         |
| 5020                                | 4 | Professional Fees                  | 575,000   | 575,000   | 504,316   | 575,000   |          |            | 575,000       |
| 5021                                | 4 | Prof Fees: Engineer                | 20,000    | 20,000    | -         | 21,000    |          |            | 21,000        |
| 5022                                | 4 | GIS Data Mapping                   | 10,500    | 10,500    | 3,919     | 3,000     |          |            | 3,000         |
| 5039                                | 1 | Dues                               | 5,000     | 5,000     | 1,690     | 5,250     |          |            | 5,250         |
| 5040                                | 4 | Attorney                           | 35,000    | 35,000    | 15,576    | 36,750    |          |            | 36,750        |
| 5041                                | 2 | Equipment Rental                   | 1,000     | 1,000     | -         | 1,050     |          |            | 1,050         |
| 5044                                | 2 | Weed Spray                         | -         | -         | -         | 2,500     |          |            | 2,500         |
| 5046                                | 1 | Uniforms                           | 8,250     | 8,250     | 1,953     | 4,200     |          |            | 4,200         |
| 5047                                | 1 | Rental of Office Space             | 34,000    | 44,000    | 42,150    | 44,000    |          |            | 44,000        |
| 5048                                | 2 | Safety Equipment                   | 2,500     | 3,000     | 2,883     | 3,000     |          |            | 3,000         |
| 5054                                | 1 | Trash                              | 2,000     | 2,300     | 2,345     | 2,100     |          |            | 2,100         |
| 5056                                | 1 | Facility Maintenance               | 4,000     | 4,000     | 2,142     | 4,200     |          |            | 4,200         |
| 5057                                | 2 | Repair/Maint/Supplies-distribution | 82,500    | 82,500    | 67,599    | 84,000    |          |            | 84,000        |
| 5057                                | 3 | Repair/Maint/Supplies-treatment    | 90,000    | 140,000   | 121,309   | 130,000   |          |            | 130,000       |
| 5060                                | 3 | Chemicals                          | 365,000   | 500,000   | 494,379   | 525,000   |          |            | 525,000       |
| 5081                                | 3 | SCADA/Software                     | 42,000    | 42,000    | 15,978    | 50,000    |          |            | 50,000        |
| 5082                                | 2 | Lab Software                       | 15,000    | 15,000    | -         | 15,000    |          |            | 15,000        |
| 5090                                | 4 | Auditing (1/3)                     | 10,000    | 10,000    | 9,714     | 10,000    |          |            | 10,000        |



|                                 |   |                                                         |            |            |            |            |            |               |
|---------------------------------|---|---------------------------------------------------------|------------|------------|------------|------------|------------|---------------|
| WATER FUND-CAPITAL IMPROVEMENTS |   |                                                         |            |            |            |            |            |               |
| 22-00                           |   |                                                         |            |            |            |            |            |               |
|                                 |   | BUDGET                                                  | ESTIMATE   | ACTUALS    | BUDGET     | ROLLOVER   | SUPPLEMENT | UPDATED TOTAL |
|                                 |   | 2024                                                    | 2024       | 2024       | 2025       | 2025       | 2025       | 2025          |
|                                 |   | BEGINNING FUND BALANCE                                  | 13,579,167 | 13,579,167 | 13,579,167 | 16,406,046 |            | 16,367,823    |
|                                 |   |                                                         |            |            |            |            |            |               |
|                                 |   | WATER CAPITAL REVENUES                                  |            |            |            |            |            |               |
| 4412                            | 1 | System Investment Fees                                  | 1,582,500  | 1,582,500  | 1,657,155  | 1,582,500  |            | 1,582,500     |
| 4414                            | 0 | Wilson Ranch for I-25                                   | 20         | 20         | -          | 20         |            | 20            |
| 4422                            | 1 | Sale of Assets                                          | -          | -          | 2,573      | -          |            | -             |
| 4425                            | 1 | Grant (Larimer County - ultrasonic bouy)                | -          | -          | -          | -          |            | -             |
| 4601                            | 1 | Interest-System Investment Fees                         | 300,000    | 550,000    | 662,184    | 300,000    |            | 300,000       |
| 4601                            | 3 | Interest-Rate Stability                                 | 35,000     | 50,000     | 73,576     | 30,000     |            | 30,000        |
| 4602                            | 1 | Transfer from Water Fund                                | 439,384    | 439,384    | 439,384    | 439,384    |            | 439,384       |
|                                 |   |                                                         |            |            |            |            |            |               |
|                                 |   | TOTAL CAPITAL REVENUE                                   | 2,356,904  | 2,621,904  | 2,834,872  | 2,351,904  | -          | 2,351,904     |
|                                 |   |                                                         |            |            |            |            |            |               |
|                                 |   | WATER CAPITAL EXPENSES                                  |            |            |            |            |            |               |
| 5020                            | 1 | Professional Fees                                       |            |            |            |            |            | 0             |
| 5021                            | 0 | Impact Fee Study (1/7)                                  | 6,000      | 6,000      | 0          | 6,000      |            | 6,000         |
| 5140                            | 1 | AFLA Water Line                                         | 125,000    | 125,000    | 0          | 125,000    |            | 125,000       |
| 5151                            | 1 | Meter Reading Equipment                                 | 40,000     | 40,000     | 3,700      | 250,000    |            | 250,000       |
| 5152                            | 1 | Town Hall Building                                      |            |            |            |            |            | 0             |
| 5204                            | 0 | Treatment Plant Transmission Line/Storage Tank Pipeline | 450,000    | 450,000    | 0          | 1,500,000  |            | 1,500,000     |
| 5207                            | 0 | Loveland Reservoir Ditch pump                           |            |            |            |            |            | 0             |
| 5276                            | 0 | Master Plan Update                                      | 50,000     | 50,000     | 4,293      | 45,000     |            | 45,000        |
| 5277                            | 1 | Plant Improvements for capacity                         | 200,000    | 20,000     | 0          | 150,000    |            | 150,000       |
| 5300                            | 1 | Bank Fees                                               |            |            |            |            |            | 0             |
| 5410                            | 0 | Treatment Plant Backwash Improvements (1/2)             | 19,000     | 19,000     | 0          |            |            | 0             |
|                                 |   |                                                         |            |            |            |            |            |               |
|                                 |   | CAPITAL EXPENSES                                        | 890,000    | 710,000    | 7,993      | 1,900,000  | 176,000    | 2,076,000     |
|                                 |   |                                                         |            |            |            |            |            |               |
|                                 |   | ENDING CAPITAL FUND BALANCE                             | 15,046,071 | 15,491,071 | 16,406,046 | 16,857,950 | (176,000)  | 16,681,950    |
|                                 |   |                                                         |            |            |            |            |            |               |

| WASTEWATER FUND-OPERATIONS & MAINTENANCE |   |                                          |           |           |           |           |          |            |               |
|------------------------------------------|---|------------------------------------------|-----------|-----------|-----------|-----------|----------|------------|---------------|
| 23-00                                    |   |                                          |           |           |           |           |          |            |               |
|                                          |   |                                          | BUDGET    | ESTIMATE  | ACTUALS   | BUDGET    | ROLLOVER | SUPPLEMENT | UPDATED TOTAL |
|                                          |   |                                          | 2024      | 2024      | 2024      | 2025      | 2025     | 2025       | 2025          |
|                                          |   |                                          |           |           |           |           |          |            |               |
|                                          |   | BEGINNING FUND BALANCE                   | 7,203,232 | 7,203,232 | 7,203,232 | 8,409,151 |          |            | 8,409,151     |
|                                          |   |                                          |           |           |           |           |          |            |               |
|                                          |   | REVENUES                                 |           |           |           |           |          |            |               |
| 4410                                     | 0 | Wastewater Charges                       | 3,000,000 | 3,500,000 | 4,043,944 | 3,600,000 |          |            | 3,600,000     |
| 4410                                     | 3 | Mary's Farm Lift Station Fees            | -         | -         | -         | -         |          |            | -             |
| 4433                                     | 0 | Bomar Lift Station Maint.                | 2,000     | 2,000     | 2,301     | 2,000     |          |            | 2,000         |
| 4433                                     | 1 | Campion Lift Station Maint               | 15,000    | 15,000    | 16,018    | 15,000    |          |            | 15,000        |
| 4434                                     | 0 | Riverglen Lift Station Maint.            | 3,500     | 3,500     | 4,424     | 3,500     |          |            | 3,500         |
| 4435                                     | 0 | Heron Lakes Lift Station Maint           | -         | 9,000     | 15,151    | 9,000     |          |            | 9,000         |
| 4601                                     | 0 | Interest                                 | 200,000   | 300,000   | 381,500   | 200,000   |          |            | 200,000       |
|                                          |   |                                          |           |           |           |           |          |            |               |
|                                          |   | TOTAL WASTEWATER REVENUES                | 3,220,500 | 3,829,500 | 4,463,338 | 3,829,500 | -        | -          | 3,829,500     |
|                                          |   |                                          |           |           |           |           |          |            |               |
|                                          |   |                                          |           |           |           |           |          |            |               |
|                                          |   | EXPENSES                                 |           |           |           |           |          |            |               |
| 5001                                     |   | Salaries                                 | 218,468   | 218,468   | 183,933   | 272,017   |          |            | 272,017       |
| 5002                                     |   | Employer Contributions                   | 90,757    | 90,757    | 43,701    | 82,900    |          |            | 82,900        |
| 5003                                     |   | Pension                                  | 10,923    | 10,923    | 6,377     | 13,601    |          |            | 13,601        |
| 5007                                     | 4 | License and Examinations                 | 500       | 500       | -         | 525       |          |            | 525           |
| 5008                                     | 4 | Employee Physicals-Background            | 500       | 500       | -         | 525       |          |            | 525           |
| 5009                                     | 4 | Travel, Trans. & Education               | 1,650     | 1,650     | 564       | 2,500     |          |            | 2,500         |
| 5010                                     | 4 | Office Supplies-admin                    | 14,000    | 8,000     | 4,884     | 14,000    |          |            | 14,000        |
| 5010                                     | 5 | Office Supplies-billing                  | 6,600     | 25,000    | 22,773    | 25,000    |          |            | 25,000        |
| 5011                                     | 1 | Telephone/pager-main plant               | 2,500     | 2,500     | 3,142     | 2,625     |          |            | 2,625         |
| 5011                                     | 2 | Telephone/pager-regional plant           | 2,500     | 2,500     | 1,234     | 2,625     |          |            | 2,625         |
| 5012                                     | 1 | Utilities-main plant                     | 235,000   | 235,000   | 208,501   | 246,750   |          |            | 246,750       |
| 5012                                     | 2 | Utilities-regional plant                 | 20,000    | 20,000    | 17,136    | 21,000    |          |            | 21,000        |
| 5012                                     | 3 | Utilities-lift stations                  | 5,000     | 3,000     | 1,616     | 5,250     |          |            | 5,250         |
| 5013                                     | 3 | Vehicle Maintenance                      | 1,500     | 1,500     | 940       | 1,575     |          |            | 1,575         |
| 5014                                     | 3 | Gasoline                                 | 1,000     | 1,000     | 35        | 1,050     |          |            | 1,050         |
| 5015                                     | 4 | Insurance                                | 120,000   | 140,000   | 102,851   | 140,000   |          |            | 140,000       |
| 5018                                     | 4 | Publications                             | 1,000     | 1,000     | -         | 1,050     |          |            | 1,050         |
| 5020                                     | 4 | Professional Fees                        | 620,000   | 740,000   | 715,116   | 772,500   |          |            | 772,500       |
| 5022                                     | 4 | GIS Data Mapping                         | 16,000    | 16,000    | 2,860     | 3,000     |          |            | 3,000         |
| 5039                                     | 4 | Dues                                     | 2,000     | 4,000     | 3,308     | 4,000     |          |            | 4,000         |
| 5040                                     | 4 | Attorney                                 | 22,000    | 22,000    | 11,467    | 23,100    |          |            | 23,100        |
| 5041                                     | 1 | Equipment Rental                         | 1,500     | 1,500     | -         | 1,575     |          |            | 1,575         |
| 5046                                     | 4 | Uniforms                                 | 3,750     | 3,750     | -         | 1,260     |          |            | 1,260         |
| 5048                                     | 4 | Safety                                   | 500       | 1,200     | 2,752     | 525       |          |            | 525           |
| 5054                                     | 1 | Trash                                    | 3,500     | 5,300     | 4,553     | 5,500     |          |            | 5,500         |
| 5057                                     | 1 | Repair, Maint. & Supplies-main plant     | 125,000   | 125,000   | 126,635   | 145,000   |          |            | 145,000       |
| 5057                                     | 2 | Repair, Maint. & Supplies-regional plant | 41,000    | 41,000    | 56,545    | 70,000    |          |            | 70,000        |
| 5057                                     | 3 | Repair, Maint. & Supplies-lift stations  | 47,500    | 40,000    | 22,347    | 49,875    |          |            | 49,875        |
| 5060                                     | 1 | Chemicals-main plant                     | 80,000    | 108,000   | 101,946   | 90,000    |          |            | 90,000        |
| 5060                                     | 2 | Chemicals-regional plant                 | 40,000    | 55,000    | 63,048    | 45,000    |          |            | 45,000        |
| 5081                                     | 1 | Plant SCADA                              | 30,000    | 30,000    | 3,536     | 50,000    |          |            | 50,000        |
| 5090                                     | 4 | Auditing (1/3)                           | 10,000    | 10,000    | 9,714     | 10,000    |          |            | 10,000        |
| 5107                                     | 4 | Transfer to General Fund                 | 105,000   | 105,000   | 105,000   | 240,000   |          |            | 240,000       |
| 5108                                     | 1 | Lab Tests-main plant                     | 31,500    | 45,000    | 42,691    | 40,000    |          |            | 40,000        |
| 5108                                     | 2 | Lab Tests-regional plant                 | 11,000    | 11,000    | 3,105     | 11,550    |          |            | 11,550        |
| 5109                                     | 3 | Generator Maintenance                    | 16,000    | 16,000    | 316       | 16,800    |          |            | 16,800        |
| 5110                                     | 4 | Plant Permit                             | 12,000    | 12,000    | 10,744    | 12,600    |          |            | 12,600        |
| 5111                                     | 3 | Sewer Incidents                          | 10,000    | 15,000    | 16,926    | 15,000    |          |            | 15,000        |
| 5114                                     | 1 | Sludge Hauling-main plant                | 105,000   | 105,000   | 101,554   | 125,000   |          |            | 125,000       |
| 5114                                     | 2 | Sludge Hauling-regional plant            | 20,000    | 20,000    | 19,461    | 32,000    |          |            | 32,000        |
| 5114                                     | 3 | Sludge Hauling-lift stations             | -         | -         | 2,972     | -         |          |            | -             |
| 5116                                     | 1 | Lab Equipment                            | 4,600     | 15,000    | 12,725    | 6,000     |          |            | 6,000         |
| 5119                                     | 5 | Meter Replacements                       | -         | -         | -         | -         |          |            | -             |
| 5129                                     | 3 | Lift Station Maint                       | 40,000    | 40,000    | 6,667     | 47,250    |          |            | 47,250        |
| 5138                                     | 3 | T.V. Lines/Line Cleaning                 | 87,000    | 87,000    | 97,974    | 91,350    |          |            | 91,350        |
| 5182                                     | 1 | Repair & Calibration-Lab Equip.          | 1,000     | 1,000     | -         | 1,050     |          |            | 1,050         |





| WASTEWATER CAPITAL FUND |   |                                           |            |            |            |            |            |               |
|-------------------------|---|-------------------------------------------|------------|------------|------------|------------|------------|---------------|
| 24-00                   |   |                                           |            |            |            |            |            |               |
|                         |   | BUDGET                                    | ESTIMATE   | ACTUALS    | BUDGET     | ROLLOVER   | SUPPLEMENT | UPDATED TOTAL |
|                         |   | 2024                                      | 2024       | 2024       | 2025       | 2025       | 2025       | 2025          |
|                         |   | BEGINNING FUND BALANCE                    | 17,808,983 | 17,808,983 | 17,808,983 | 18,997,923 |            | 18,997,923    |
|                         |   |                                           |            |            |            |            |            |               |
|                         |   | CAPITAL FACILITY REVENUES                 |            |            |            |            |            |               |
| 4412                    | 0 | System Investment Fees                    | 1,375,000  | 1,375,000  | 1,418,831  | 1,375,000  |            | 1,375,000     |
| 4414                    | 0 | Wilson Ranch for I-25                     | 30         | 30         | -          | 30         |            | 30            |
| 4419                    | 0 | ALFA Line                                 | 220,000    | 220,000    | 104,932    | 220,000    |            | 220,000       |
| 4601                    | 0 | Interest                                  | 500,000    | 800,000    | 911,423    | 500,000    |            | 500,000       |
|                         |   |                                           |            |            |            |            |            |               |
|                         |   | TOTAL CAPITAL FACILITY REVENUE            | 2,095,030  | 2,395,030  | 2,435,186  | 2,095,030  | -          | 2,095,030     |
|                         |   |                                           |            |            |            |            |            |               |
|                         |   |                                           |            |            |            |            |            |               |
|                         |   | CAPITAL FACILITY EXPENSES                 |            |            |            |            |            |               |
| 5014                    | 0 | Regional Wastewater Plant                 |            |            |            |            |            | -             |
| 5015                    | 0 | Heron Lakes Lift Station                  |            |            |            |            |            | -             |
| 5019                    | 0 | ALFA Line Reimbursement                   | 220,000    | 220,000    | 104,932    | 220,000    |            | 220,000       |
| 5021                    | 0 | Impact Fee Study (1/7)                    | 6,000      | 6,000      | -          | 6,000      |            | 6,000         |
| 5134                    | 0 | UV System                                 |            |            |            |            |            | -             |
| 5148                    | 0 | CR 17 Sewer project                       |            |            |            |            |            | -             |
| 5271                    | 0 | Bacon Lake Interceptor (1st Street Sewer) | 1,500,000  | 1,500,000  | 1,086,541  | 5,000,000  |            | 5,000,000     |
| 5273                    | 0 | WW Master Plan Update                     |            |            | 4,310      |            |            | -             |
| 5278                    | 4 | WW System Improvements for Capacity       |            |            |            | 500,000    |            | 500,000       |
| 5278                    | 4 | Plant Improvements                        |            |            | 50,463     | 3,500,000  |            | 3,500,000     |
| 5300                    | 0 | Bank Fees                                 |            |            |            |            |            | -             |
|                         |   |                                           |            |            |            |            |            |               |
|                         |   |                                           |            |            |            |            |            |               |
|                         |   |                                           |            |            |            |            |            |               |
|                         |   |                                           |            |            |            |            |            |               |
|                         |   |                                           |            |            |            |            |            |               |
|                         |   | TOTAL CAP FACILITY EXPENSES               | 1,726,000  | 1,726,000  | 1,246,246  | 9,226,000  | -          | 9,226,000     |
|                         |   |                                           |            |            |            |            |            |               |
|                         |   |                                           |            |            |            |            |            |               |
|                         |   | ENDING CAP FAC FUND BALANCE               | 18,178,013 | 18,478,013 | 18,997,923 | 11,866,953 | -          | 11,866,953    |
|                         |   |                                           |            |            |            |            |            |               |

[illegible]

| STORM WATER OPERATIONS FUND |   |                                                   |           |           |           |           |          |            |               |
|-----------------------------|---|---------------------------------------------------|-----------|-----------|-----------|-----------|----------|------------|---------------|
| 29-00                       |   |                                                   |           |           |           |           |          |            |               |
|                             |   |                                                   | BUDGET    | ESTIMATE  | ACTUALS   | BUDGET    | ROLLOVER | SUPPLEMENT | UPDATED TOTAL |
|                             |   |                                                   | 2024      | 2024      | 2024      | 2025      | 2025     | 2025       | 2025          |
| 4999                        |   | BEGINNING FUND BALANCE                            | 2,510,285 | 2,510,285 | 2,510,285 | 3,268,672 |          |            | 3,268,672     |
|                             |   | REVENUES                                          |           |           |           |           |          |            |               |
| 4410                        | 0 | Storm Water Fees                                  | 480,000   | 550,000   | 685,440   | 550,000   |          |            | 550,000       |
| 4601                        | 0 | Interest                                          | 70,000    | 100,000   | 140,294   | 70,000    |          |            | 70,000        |
|                             |   | TOTAL REVENUE                                     | 550,000   | 650,000   | 825,734   | 620,000   | -        | -          | 620,000       |
|                             |   | EXPENSES                                          |           |           |           |           |          |            |               |
| 5001                        |   | Salaries                                          | -         | 900       | 3,351     | -         |          |            | -             |
| 5002                        |   | Employer Contributions                            | -         | 850       | 746       | -         |          |            | -             |
| 5003                        |   | Pension                                           | -         | 50        | 42        | -         |          |            | -             |
| 5009                        | 5 | Travel, Training                                  | 750       | 750       | -         | 750       |          |            | 750           |
| 5020                        | 4 | Professional Fees                                 | 25,000    | 20,000    | 9,909     | 25,000    |          |            | 25,000        |
| 5022                        | 4 | GIS Data Mapping                                  | 5,000     | 5,000     | -         | 5,000     |          |            | 5,000         |
| 5042                        | 1 | Snow & Ice Removal                                | 25,000    | 25,000    | -         | 25,000    |          |            | 25,000        |
| 5057                        | 3 | Repair & Maint: culverts, drain pans, gutters     | 50,000    | 50,000    | 440       | 50,000    |          |            | 50,000        |
| 5059                        | 5 | Computer Maint/Replacement/Caselle                | 2,000     | 2,000     | -         | 2,000     |          |            | 2,000         |
| 5060                        | 3 | Drainage Parts                                    | 2,000     | 2,000     | -         | 2,000     |          |            | 2,000         |
| 5107                        | 5 | Transfer to General Fund                          | 10,500    | 10,500    | 10,500    | 10,500    |          |            | 10,500        |
| 5110                        | 4 | Permit                                            | 10,000    | 10,000    | 1,097     | 10,000    |          |            | 10,000        |
| 5190                        | 0 | Master Drainage Plan                              | 50,000    | 50,000    | -         | -         |          |            | -             |
| 5261                        | 2 | Sweeper Parts                                     | 32,000    | 32,000    | 27,219    | 36,000    |          |            | 36,000        |
| 5269                        | 0 | Rate Study                                        | -         | -         | -         | -         |          |            | -             |
| 5300                        | 5 | Bank Fees                                         | 60        | -         | -         | -         |          |            | -             |
|                             |   | TOTAL EXPENSES                                    | 212,310   | 209,050   | 53,304    | 166,250   | -        | -          | 166,250       |
|                             |   | STORM WATER CAPITAL EXPENSES                      |           |           |           |           |          |            |               |
| 5058                        | 0 | Street Sweeper (40% GF & 60% Drainage)            |           |           |           |           |          |            |               |
| 5084                        | 0 | Skid Steer                                        |           |           |           |           |          |            |               |
| 5125                        | 0 | Crackfilling machine-roadside mower (50% streets) |           |           |           |           |          |            |               |
| 5172                        | 0 | Excavator (50% streets, 50% storm water)          |           |           |           |           |          |            |               |
| 5201                        | 0 | Harben Trailer and inspection camera              |           |           |           |           |          |            |               |
| 5202                        | 0 | Heron Pointe Ditch and Waggener Pond              | 40,000    | 40,000    | 14,043    |           |          | 180,000    | 180,000       |
| 5285                        | 0 | New Equipment (Vac Trailer 1/3)                   |           |           |           |           |          |            |               |
| 5401                        | 6 | Culverts-drain pans-gutters                       |           |           |           |           |          |            |               |
|                             |   | TOTAL CAPITAL EXPENSES                            | 40,000    | 40,000    | 14,043    | -         | -        | 180,000    | 180,000       |
|                             |   | TOTAL STORM WATER OPERATION EXPENSES              | 252,310   | 249,050   | 67,347    | 166,250   | -        | 180,000    | 346,250       |
| 5999                        |   | ENDING STORM WATER FUND BALANCE                   | 2,807,975 | 2,911,235 | 3,268,672 | 3,722,422 | -        | (180,000)  | 3,542,422     |

| PARK DEVELOPMENT |   |                                               |           |           |           |           |           |            |               |
|------------------|---|-----------------------------------------------|-----------|-----------|-----------|-----------|-----------|------------|---------------|
| 31-00            |   |                                               | BUDGET    | ESTIMATE  | ACTUALS   | BUDGET    | ROLLOVER  | SUPPLEMENT | UPDATED TOTAL |
|                  |   |                                               | 2024      | 2024      | 2024      | 2025      | 2025      | 2025       | 2025          |
| 4999             |   | BEGINNING FUND BALANCE                        | 2,089,175 | 2,089,175 | 2,089,175 | 2,340,957 |           |            | 2,340,957     |
|                  |   | REVENUES                                      |           |           |           |           |           |            |               |
| 4601             | 0 | Interest                                      | 5,250     | 80,000    | 109,127   | 50,000    |           |            | 50,000        |
| 4607             | 0 | Grant Revenue                                 | -         | -         | -         | 500,000   |           |            | 500,000       |
| 4607             | 0 | CDOT Funding for Berthoud Parkway Trail       | -         | -         | -         | -         |           |            | -             |
| 4700             | 0 | Park Development                              | 961,000   | 961,000   | 909,174   | 961,000   |           |            | 961,000       |
|                  |   |                                               |           |           |           |           |           |            |               |
|                  |   | TOTAL REVENUES                                | 966,250   | 1,041,000 | 1,018,301 | 1,511,000 | -         | -          | 1,511,000     |
|                  |   |                                               |           |           |           |           |           |            |               |
|                  |   |                                               |           |           |           |           |           |            |               |
|                  |   | EXPENSES                                      |           |           |           |           |           |            |               |
| 5020             | 1 | Professional Fees                             | 30,000    | -         | -         | 30,000    |           |            | 30,000        |
| 5021             | 0 | Impact Fee Study (1/7)                        | 6,000     | 6,000     | 6,000     |           |           |            | -             |
| 5022             | 0 | Park Development Master Plan                  |           |           |           |           |           |            | -             |
| 5022             | 1 | Skate Park at Waggener Plan                   |           |           |           |           |           |            | -             |
| 5022             | 2 | Bike Park at Richardson                       | 150,000   | 150,000   | 7,676     | 30,000    |           |            | 30,000        |
| 5203             | 0 | Batting Cages at Bein (40% in GF)             |           |           |           |           |           |            | -             |
| 5204             | 0 | Town Park                                     |           |           |           | 30,000    |           |            | 30,000        |
| 5207             | 1 | Pioneer Park                                  | 164,000   | 164,000   | 13,940    |           | 150,000   |            | 150,000       |
| 5207             | 2 | Pioneer Park Community Garden                 |           |           | 45,654    |           |           |            | -             |
| 5210             | 0 | Dog Park                                      |           |           |           |           |           |            | -             |
| 5220             | 0 | Waggener Farm Park Construction               |           |           |           | 1,500,000 |           |            | 1,500,000     |
| 5221             | 0 | Farmstead Playground contribution             | 650,000   | 650,000   | 650,000   |           |           |            | -             |
| 5246             | 1 | Heron Lakes (shelter, parking lot, bathrooms) |           |           |           |           |           |            | -             |
| 5247             | 1 | Hillsdale                                     |           |           |           |           |           |            | -             |
| 5248             | 1 | Berthoud Reservoir (trails)                   |           |           |           |           |           |            | -             |
| 5249             | 0 | Roberts Lake east field development (design)  |           |           |           |           |           |            | -             |
| 5250             | 0 | North Berthoud Parkway trail                  | 575,000   | 90,000    | 43,249    | 675,000   |           | 260,000    | 935,000       |
| 5251             | 0 | Richardson Park (design)                      |           |           |           |           |           |            | -             |
| 5300             | 1 | Bank Fees                                     | -         | -         |           | -         |           |            | -             |
|                  |   |                                               |           |           |           |           |           |            |               |
|                  |   | TOTAL EXPENSES                                | 1,575,000 | 1,060,000 | 766,519   | 2,265,000 | 150,000   | 260,000    | 2,675,000     |
|                  |   |                                               |           |           |           |           |           |            |               |
| 5998             |   | EMERGENCY RESERVES                            | -         | -         | -         | 45,330    | -         | -          | 45,330        |
|                  |   |                                               |           |           |           |           |           |            |               |
| 5999             |   | ENDING PARK FUND BALANCE                      | 1,480,425 | 2,070,175 | 2,340,957 | 1,541,627 | (150,000) | (260,000)  | 1,131,627     |



| CONSERVATION TRUST FUND |   |                                                            |           |           |         |         |           |            |               |
|-------------------------|---|------------------------------------------------------------|-----------|-----------|---------|---------|-----------|------------|---------------|
| 34-00                   |   |                                                            | BUDGET    | ESTIMATE  | ACTUALS | BUDGET  | ROLLOVER  | SUPPLEMENT | UPDATED TOTAL |
|                         |   |                                                            | 2024      | 2024      | 2024    | 2025    | 2025      | 2025       | 2025          |
|                         |   |                                                            |           |           |         |         |           |            |               |
| 4999                    |   | BEGINNING FUND BALANCE                                     | 586,313   | 586,313   | 586,313 | 561,265 |           |            | 561,265       |
|                         |   |                                                            |           |           |         |         |           |            |               |
|                         |   | REVENUES                                                   |           |           |         |         |           |            |               |
| 4301                    | 0 | Conservation Trust Distribution                            | 120,000   | 120,000   | 142,087 | 150,000 |           |            | 150,000       |
| 4305                    | 0 | Other Contributions                                        | -         | 1,240     | 1,240   | -       |           |            | -             |
| 4364                    | 0 | Transfer from General Fund                                 | 500,000   | 500,000   | 500,000 | 500,000 |           |            | 500,000       |
| 4601                    | 0 | Interest                                                   | 15,000    | 25,000    | 30,551  | 15,000  |           |            | 15,000        |
|                         |   |                                                            |           |           |         |         |           |            |               |
|                         |   | TOTAL REVENUES                                             | 635,000   | 646,240   | 673,878 | 665,000 | -         | -          | 665,000       |
|                         |   |                                                            |           |           |         |         |           |            |               |
|                         |   |                                                            |           |           |         |         |           |            |               |
|                         |   | GENERAL PARK                                               |           |           |         |         |           |            |               |
| 5140                    | 1 | Park Building - Grounds - Sprinklers                       | 3,000     | 3,000     | 2,789   | 3,000   |           |            | 3,000         |
| 5141                    | 1 | Roberts Park (concrete entry and pavillion)(nursery)       | 35,000    | 35,000    | -       | -       | 35,000    |            | 35,000        |
| 5142                    | 0 | Picnic tables and benches                                  | -         | -         | -       | 8,000   |           |            | 8,000         |
| 5143                    | 0 | Trail Signage                                              | 10,000    | 10,000    | -       | 10,000  |           |            | 10,000        |
| 5270                    | 1 | Tennis Court Repair                                        | 9,900     | 9,900     | -       | -       |           |            | -             |
|                         |   |                                                            |           |           |         |         |           |            |               |
|                         |   | GENERAL EXPENSE SUBTOTAL                                   | 57,900    | 57,900    | 2,789   | 21,000  | 35,000    | -          | 56,000        |
|                         |   |                                                            |           |           |         |         |           |            |               |
|                         |   |                                                            |           |           |         |         |           |            |               |
|                         |   | FORESTRY and OPEN SPACE                                    |           |           |         |         |           |            |               |
| 5001                    |   | Salaries                                                   | 319,717   | 319,717   | 317,828 | 399,472 |           |            | 399,472       |
| 5002                    |   | Employer Contributions                                     | 93,934    | 93,934    | 69,365  | 121,443 |           |            | 121,443       |
| 5003                    |   | Pension                                                    | 15,986    | 15,986    | 13,471  | 19,974  |           |            | 19,974        |
| 5009                    | 1 | Travel, Education                                          | 4,500     | 4,500     | 4,814   | 8,000   |           |            | 8,000         |
| 5010                    | 1 | Office Supplies                                            | 1,000     | 1,000     | 830     | 1,000   |           |            | 1,000         |
| 5011                    | 1 | Telephone                                                  | 750       | 750       | 518     | 750     |           |            | 750           |
| 5013                    | 1 | Vehicle Maintenance                                        | 6,000     | 6,000     | 6,045   | 6,000   |           |            | 6,000         |
| 5014                    | 1 | Gasoline                                                   | 7,000     | 7,000     | 7,198   | 8,000   |           |            | 8,000         |
| 5046                    | 1 | Uniforms                                                   | 4,500     | 4,500     | 3,768   | 4,500   |           |            | 4,500         |
| 5058                    | 1 | Equipment Maintenance                                      | 29,000    | 29,000    | 28,661  | 6,000   |           |            | 6,000         |
| 5072                    | 2 | Tree Maintenance                                           | 40,000    | 35,000    | 13,047  | 40,000  |           |            | 40,000        |
| 5076                    | 2 | Educational Materials                                      | 2,500     | 2,500     | 2,376   | 2,500   |           |            | 2,500         |
| 5077                    | 3 | Tree Replacement                                           | 20,000    | 20,000    | 10,350  | 20,000  |           |            | 20,000        |
| 5079                    | 2 | Supplies                                                   | 7,000     | 7,000     | 9,596   | 9,000   |           |            | 9,000         |
| 5080                    | 4 | EAB Response-Treatment                                     | 45,000    | 45,000    | 32,816  | 45,000  |           |            | 45,000        |
| 5095                    | 1 | Computer Equipment Maintenance/Replacement                 | -         | -         | -       | 1,200   |           |            | 1,200         |
| 5247                    | 1 | Software                                                   | -         | -         | -       | 5,000   |           |            | 5,000         |
| 5263                    | 0 | New Vehicle and water tank                                 | -         | -         | -       | -       |           |            | -             |
| 5266                    | 0 | Arboretum at Waggener Farm Park Master Plan - concept plan | 450,000   | 450,000   | 175,454 | -       | 275,000   |            | 275,000       |
| 5300                    | 1 | Bank Fees                                                  | 60        | -         | -       | -       |           |            | -             |
|                         |   |                                                            |           |           |         |         |           |            |               |
|                         |   | FORESTRY EXPENSE SUBTOTAL                                  | 1,046,947 | 1,041,887 | 696,137 | 697,839 | 275,000   | -          | 972,839       |
|                         |   |                                                            |           |           |         |         |           |            |               |
|                         |   | TOTAL EXPENSES                                             | 1,104,847 | 1,099,787 | 698,926 | 718,839 | 310,000   | -          | 1,028,839     |
|                         |   |                                                            |           |           |         |         |           |            |               |
| 5998                    |   | EMERGENCY RESERVES                                         | -         | -         | -       | 19,950  | -         | -          | 19,950        |
|                         |   |                                                            |           |           |         |         |           |            |               |
| 5999                    |   | ENDING CONSERV FUND BALANCE                                | 116,466   | 132,766   | 561,265 | 487,476 | (310,000) | -          | 177,476       |

| LARIMER COUNTY OPEN SPACE TAX FUND |   |                                                              |         |          |         |           |          |             |               |
|------------------------------------|---|--------------------------------------------------------------|---------|----------|---------|-----------|----------|-------------|---------------|
| 36-00                              |   |                                                              |         |          |         |           |          |             |               |
|                                    |   |                                                              | BUDGET  | ESTIMATE | ACTUALS | BUDGET    | ROLLOVER | SUPPLEMENT  | UPDATED TOTAL |
|                                    |   |                                                              | 2024    | 2024     | 2024    | 2025      | 2025     | 2025        | 2025          |
| 4999                               |   | BEGINNING FUND BALANCE                                       | 752,404 | 752,404  | 752,404 | 817,645   |          |             | 817,645       |
|                                    |   | REVENUES                                                     |         |          |         |           |          |             |               |
| 4302                               | 1 | Grant for Schaal purchase                                    | -       | -        | -       | 1,000,000 |          |             | 1,000,000     |
| 4306                               | 0 | Revenues                                                     | 220,000 | 300,000  | 428,859 | 300,000   |          |             | 300,000       |
| 4307                               | 0 | CDOT Funding for Berthoud Parkway Trail / MPO Funding B Pkwy | -       | -        | -       | -         |          |             | -             |
| 4310                               | 1 | Transfer from Park Dedication Fund                           | 150,000 | 150,000  | 150,000 | 750,000   |          |             | 750,000       |
| 4310                               | 2 | Transfer from 1998 1% Fund                                   | 150,000 | 150,000  | 150,000 | 1,560,000 |          |             | 1,560,000     |
| 4601                               | 0 | Interest                                                     | 45,000  | 30,000   | 27,264  | 25,000    |          |             | 25,000        |
|                                    |   | TOTAL REVENUES                                               | 565,000 | 630,000  | 756,123 | 3,635,000 | -        | -           | 3,635,000     |
|                                    |   | EXPENSES                                                     |         |          |         |           |          |             |               |
| 5020                               | 0 | Professional Fees                                            | 40,000  | 40,000   | 25,936  |           | 14,000   |             | 14,000        |
| 5220                               | 0 | Waggener Farm Construction (Pickleball courts)               | 160,000 | 140,000  | 113,310 |           |          |             | -             |
| 5257                               | 0 | Trail System & Improvements- HERON LAKES                     |         |          |         |           |          |             | -             |
| 5257                               | 0 | Trail System & Improvements- Master Plan                     |         |          |         |           |          |             | -             |
| 5257                               | 1 | Trail System & Improvements- South Berthoud Parkway Trail    |         |          | 20,148  |           |          |             | -             |
| 5259                               | 0 | Hillsdale-regular maintenance                                | 19,000  | 19,000   | 5,871   | 22,000    |          |             | 22,000        |
| 5260                               | 0 | Pioneer Park-lake bank seed, trail around lake,pavillion     |         |          |         |           |          |             | -             |
| 5265                               | 0 | Jaskowski property maintenance                               | 10,000  | 10,000   | 9,990   | 10,000    |          |             | 10,000        |
| 5265                               | 1 | Jaskowski trail connection                                   |         |          |         |           |          |             | -             |
| 5266                               | 0 | Richardson property maintenance                              | 3,000   | 3,000    | 1,359   | 3,000     |          |             | 3,000         |
| 5268                               | 0 | Berthoud Reservoir Park/Trail maintenance                    | 10,000  | 10,000   | 10,227  | 13,000    |          |             | 13,000        |
| 5280                               | 0 | Aerovator for seeding                                        |         |          |         | 12,000    |          |             | 12,000        |
| 5300                               | 0 | Bank Fees                                                    | 60      | -        |         | -         |          |             | -             |
|                                    |   | EXPENSES                                                     | 242,060 | 222,000  | 186,841 | 60,000    | 14,000   | -           | 74,000        |
| 5171                               | 0 | Open Space Acquisition                                       | 402,000 | 501,750  | 504,041 | 2,760,000 |          | 1,248,000   | 4,008,000     |
|                                    |   | LAND ACQUISITION EXPENSES                                    | 402,000 | 501,750  | 504,041 | 2,760,000 | -        | 1,248,000   | 4,008,000     |
|                                    |   | TOTAL EXPENSES                                               | 644,060 | 723,750  | 690,882 | 2,820,000 | 14,000   | 1,248,000   | 4,082,000     |
| 5998                               |   | EMERGENCY RESERVES                                           | -       | -        | -       | 109,050   | -        | -           | 109,050       |
| 5999                               |   | ENDING LARIMER FUND BALANCE                                  | 673,344 | 658,654  | 817,645 | 1,523,595 | (14,000) | (1,248,000) | 261,595       |



| CEMETERY ENDOWMENT FUND |   |                                                            |         |          |         |         |          |            |
|-------------------------|---|------------------------------------------------------------|---------|----------|---------|---------|----------|------------|
| <div>37-00</div>        |   |                                                            | BUDGET  | ESTIMATE | ACTUALS | BUDGET  | ROLLOVER | SUPPLEMENT |
|                         |   |                                                            | 2024    | 2024     | 2024    | 2025    | 2025     | 2025       |
|                         |   |                                                            |         |          |         |         |          |            |
| 4999                    |   | BEGINNING FUND BALANCE                                     | 205,530 | 205,530  | 205,530 | 188,063 |          | 188,063    |
|                         |   |                                                            |         |          |         |         |          |            |
|                         |   | REVENUES                                                   |         |          |         |         |          |            |
| 4280                    | 0 | Transfer from General Fund                                 | 20,000  | 20,000   | 20,000  | 20,000  |          | 20,000     |
| 4601                    | 0 | Interest                                                   | 7,000   | 7,000    | 9,673   | 5,000   |          | 5,000      |
| 4710                    | 0 | Lot Sales                                                  | 25,000  | 27,000   | 27,415  | 27,000  |          | 27,000     |
| 4711                    | 0 | Opening & Closing                                          | 25,000  | 20,000   | 23,170  | 20,000  |          | 20,000     |
| 4713                    | 0 | Marker Sales                                               | -       | 200      | 2,343   | 500     |          | 500        |
|                         |   |                                                            |         |          |         |         |          |            |
|                         |   | TOTAL REVENUES                                             | 77,000  | 74,200   | 82,601  | 72,500  | -        | -          |
|                         |   |                                                            |         |          |         |         |          |            |
|                         |   |                                                            |         |          |         |         |          |            |
|                         |   | EXPENSES                                                   |         |          |         |         |          |            |
| 5001                    |   | Salaries                                                   | 58,512  | 58,512   | 50,315  | 66,271  |          | 66,271     |
| 5002                    |   | Employer Contributions                                     | 6,196   | 6,196    | 5,267   | 6,831   |          | 6,831      |
| 5003                    |   | Pension                                                    | 2,926   | 2,926    | 2,487   | 3,314   |          | 3,314      |
| 5012                    | 2 | Utilities                                                  | 8,000   | 8,000    | 644     | 8,000   |          | 8,000      |
| 5014                    | 2 | Gasoline                                                   | 2,200   | 2,200    | 144     | 2,200   |          | 2,200      |
| 5020                    | 1 | Professional Fees (funerals)                               | 3,000   | 3,000    | 537     | 3,000   |          | 3,000      |
| 5020                    | 0 | Professional Fees - concept plan for Cemetery improvements | 35,000  | 35,000   | 23,773  | 35,000  |          | 35,000     |
| 5046                    | 2 | Uniforms                                                   | 850     | 850      | 648     | 850     |          | 850        |
| 5057                    | 2 | Repair & Maintenance                                       | 15,000  | 15,000   | 14,111  | 15,000  |          | 15,000     |
| 5059                    | 2 | Marker Sales                                               | 2,500   | 2,500    | 2,142   | 2,500   |          | 2,500      |
| 5082                    | 0 | Maint Shop & Storage Building (gutters, roof)              | -       | -        | -       | -       |          | -          |
| 5083                    | 0 | Columbarium                                                | -       | -        | -       | -       |          | -          |
| 5083                    | 1 | Cremains Vaults                                            | -       | -        | -       | -       |          | -          |
| 5300                    | 2 | Bank Fees                                                  | 60      | -        | -       | -       |          | -          |
|                         |   |                                                            |         |          |         |         |          |            |
|                         |   | TOTAL EXPENSES                                             | 134,244 | 134,184  | 100,068 | 142,966 | -        | -          |
|                         |   |                                                            |         |          |         |         |          |            |
| 5998                    |   | EMERGENCY RESERVES                                         | -       | -        | -       | 2,175   | -        | 2,175      |
|                         |   |                                                            |         |          |         |         |          |            |
| 5999                    |   | ENDING CEMETERY FUND BALANCE                               | 148,286 | 145,546  | 188,063 | 115,422 | -        | 115,422    |
|                         |   |                                                            |         |          |         |         |          |            |

| BERTHOUD AREA TRANSPORTATION FUND |   |                                            |         |          |         |           |          |            |               |
|-----------------------------------|---|--------------------------------------------|---------|----------|---------|-----------|----------|------------|---------------|
| 39-00                             |   |                                            | BUDGET  | ESTIMATE | ACTUALS | BUDGET    | ROLLOVER | SUPPLEMENT | UPDATED TOTAL |
|                                   |   |                                            | 2024    | 2024     | 2024    | 2025      | 2025     | 2025       | 2025          |
| 4999                              |   | BEGINNING FUND BALANCE                     | 329,249 | 329,249  | 329,249 | 210,371   |          |            | 210,371       |
|                                   |   | REVENUES                                   |         |          |         |           |          |            |               |
| 4101                              | 0 | Donations / Microtransit grant             | -       | -        | -       | 850,000   |          |            | 850,000       |
| 4106                              | 0 | OOA                                        | -       | -        | -       | -         |          |            | -             |
| 4107                              | 0 | Client Contributions                       | 2,500   | 2,500    | 3,602   | 2,500     |          |            | 2,500         |
| 4108                              | 0 | Transfer from 1% Fund                      | 50,000  | 50,000   | 50,000  | 100,000   |          |            | 100,000       |
| 4109                              | 0 | City of Ft. Collins                        | 15,000  | 73,000   | 73,919  | 50,000    |          |            | 50,000        |
| 4601                              | 0 | Interest                                   | 15,000  | 15,000   | 12,277  | 15,000    |          |            | 15,000        |
|                                   |   | TOTAL REVENUE                              | 82,500  | 140,500  | 139,798 | 1,017,500 | -        | -          | 1,017,500     |
|                                   |   | EXPENSES                                   |         |          |         |           |          |            |               |
| 5001                              |   | Salaries                                   | 97,419  | 97,419   | 97,841  | 107,897   |          |            | 107,897       |
| 5002                              |   | Employer Contributions                     | 21,127  | 21,127   | 18,773  | 23,468    |          |            | 23,468        |
| 5003                              |   | Pension                                    | 4,871   | 4,871    | 3,942   | 5,395     |          |            | 5,395         |
| 5008                              | 2 | Employee Physicals-Background              | 500     | 500      | 93      | 500       |          |            | 500           |
| 5009                              | 1 | Travel, Training, Education                | 1,000   | 1,000    | -       | 1,000     |          |            | 1,000         |
| 5010                              | 1 | Office Supplies                            | 800     | 800      | -       | 800       |          |            | 800           |
| 5011                              | 2 | Telephone                                  | 1,300   | 1,300    | 1,302   | 1,300     |          |            | 1,300         |
| 5013                              | 2 | Vehicle Maintenance                        | 15,000  | 15,000   | 12,809  | 15,000    |          |            | 15,000        |
| 5017                              | 2 | Insurance Deductibles                      | 5,000   | 5,000    | -       | 5,000     |          |            | 5,000         |
| 5020                              | 0 | Consultant - Transit Study                 | 14,000  | 14,000   | 13,746  | 850,000   |          |            | 850,000       |
| 5021                              | 1 | Admin. Expenses                            | 100     | 100      | 67      | 100       |          |            | 100           |
| 5022                              | 1 | Flex Bus Service                           | 45,000  | 45,000   | 28,125  | 45,000    |          |            | 45,000        |
| 5023                              | 1 | RAFT Contribution                          | 75,000  | 75,000   | 75,000  | 75,000    |          |            | 75,000        |
| 5039                              | 1 | CASTA Dues                                 | 350     | 500      | 431     | 500       |          |            | 500           |
| 5040                              | 1 | Attorney                                   | 500     | 500      | -       | 500       |          |            | 500           |
| 5044                              | 1 | Advertising                                | 1,500   | 1,500    | -       | 1,500     |          |            | 1,500         |
| 5045                              | 2 | Driver Drug Testing                        | 1,000   | 1,000    | 392     | 1,000     |          |            | 1,000         |
| 5046                              | 1 | Uniforms                                   | 1,500   | 1,000    | 36      | 1,500     |          |            | 1,500         |
| 5095                              | 1 | Computer Equipment Maintenance/Replacement | -       | -        | -       | 3,000     |          |            | 3,000         |
| 5107                              | 1 | Transfer to General Fund                   | -       | -        | -       | -         |          |            | -             |
| 5114                              | 2 | Gasoline                                   | 7,800   | 7,800    | 6,119   | 7,800     |          |            | 7,800         |
| 5247                              | 1 | Software                                   | 1,500   | 1,500    | -       | 1,500     |          |            | 1,500         |
| 5300                              | 1 | Bank Fees                                  | 60      | -        | -       | -         |          |            | -             |
|                                   |   | TOTAL EXPENSES                             | 295,327 | 294,917  | 258,676 | 1,147,760 | -        | -          | 1,147,760     |
| 5998                              |   | EMERGENCY RESERVES                         | -       | -        | -       | 30,525    | -        | -          | 30,525        |
| 5999                              |   | ENDING BATS FUND BALANCE                   | 116,422 | 174,832  | 210,371 | 49,586    | -        | -          | 49,586        |

| ROAD IMPACT FEES |   |                                                                        |           |           |           |           |          |            |
|------------------|---|------------------------------------------------------------------------|-----------|-----------|-----------|-----------|----------|------------|
| 40-00            |   |                                                                        |           |           |           |           |          |            |
|                  |   |                                                                        | BUDGET    | ESTIMATE  | ACTUALS   | BUDGET    | ROLLOVER | SUPPLEMENT |
|                  |   |                                                                        | 2024      | 2024      | 2024      | 2025      | 2025     | 2025       |
|                  |   |                                                                        |           |           |           |           |          |            |
|                  |   | BEGINNING FUND BALANCE                                                 | 6,071,538 | 6,071,538 | 6,071,538 | 6,696,883 |          | 6,696,883  |
|                  |   |                                                                        |           |           |           |           |          |            |
|                  |   | REVENUES                                                               |           |           |           |           |          |            |
| 4401             | 0 | Road Impact Fees                                                       | 743,250   | 743,250   | 719,660   | 743,250   |          | 743,250    |
| 4405             | 0 | Heron Pointe Bridge Funds (transferred to 28-00-4420-00 2024)          | -         | (350,000) | (350,000) | -         |          | -          |
| 4601             | 0 | Interest                                                               | 150,000   | 225,000   | 320,705   | 150,000   |          | 150,000    |
|                  |   |                                                                        |           |           |           |           |          |            |
|                  |   | TOTAL REVENUES                                                         | 893,250   | 618,250   | 690,365   | 893,250   | -        | -          |
|                  |   |                                                                        |           |           |           |           |          |            |
|                  |   |                                                                        |           |           |           |           |          |            |
|                  |   | EXPENSES                                                               |           |           |           |           |          |            |
| 5016             | 0 | Refunds                                                                |           |           |           |           |          | -          |
| 5020             | 0 | Professional Fees                                                      |           |           |           |           |          | -          |
| 5021             | 0 | Impact Fee Study (1/7)                                                 | 6,000     | 6,000     | -         |           |          | -          |
| 5087             | 0 | Plow Truck/Steel V box                                                 |           |           |           |           |          | -          |
| 5101             | 0 | Transfer to General Fund (3%)                                          | 22,298    | 22,298    | 21,590    | 22,298    |          | 22,298     |
| 5106             | 0 | Transportation Master Plan Update                                      |           |           |           |           |          | -          |
| 5108             | 0 | Van Metre Purchase and Demo                                            |           |           |           |           |          | -          |
| 5110             | 0 | Berthoud Parkway widening                                              | 250,000   | 250,000   | -         |           |          | -          |
| 5111             | 0 | CR 7 Project (30% for widening)                                        |           |           |           |           |          | -          |
| 5113             | 0 | LCR 10E Bridge Widening                                                |           |           |           |           |          | -          |
| 5114             | 0 | Spartan Design and Crossing                                            | 4,500,000 | 250,000   | 43,430    | 5,250,000 |          | 5,250,000  |
| 5116             | 0 | Highway 287 & 10E Ramps                                                |           |           | -         |           |          | -          |
| 5117             | 0 | Intersection Improvements at Hwy 14 & Berthoud Pkwy - crosswalk lights | 55,000    | 55,000    | -         |           |          | -          |
| 5220             | 0 | Waggener Farm Construction                                             |           |           |           |           |          | -          |
| 5300             | 0 | Bank Fees                                                              | -         | -         | -         | -         |          | -          |
|                  |   |                                                                        |           |           |           |           |          |            |
|                  |   | TOTAL EXPENSES                                                         | 4,833,298 | 583,298   | 65,020    | 5,272,298 | -        | -          |
|                  |   |                                                                        |           |           |           |           |          |            |
|                  |   | EMERGENCY RESERVES                                                     | -         | -         | -         | 26,798    | -        | 26,798     |
|                  |   |                                                                        |           |           |           |           |          |            |
|                  |   | ENDING ROAD IMPACT FUND BALANCE                                        | 2,131,491 | 6,106,491 | 6,696,883 | 2,291,038 | -        | 2,291,038  |

| RECREATIONAL MJ TAX 7% |   |                                             |           |           |           |           |          |            |               |
|------------------------|---|---------------------------------------------|-----------|-----------|-----------|-----------|----------|------------|---------------|
| 41-00                  |   |                                             | BUDGET    | ESTIMATE  | ACTUALS   | BUDGET    | ROLLOVER | SUPPLEMENT | UPDATED TOTAL |
|                        |   |                                             | 2024      | 2024      | 2024      | 2025      | 2025     | 2025       | 2025          |
|                        |   | BEGINNING FUND BALANCE                      | 1,112,159 | 1,112,159 | 1,112,159 | 1,363,626 |          |            | 1,363,626     |
|                        |   | REVENUES                                    |           |           |           |           |          |            |               |
| 4601                   | 0 | Interest                                    | 50,000    | 50,000    | 58,795    | 50,000    |          |            | 50,000        |
| 4604                   | 0 | Sales Tax                                   | 500,000   | 550,000   | 631,127   | 600,000   |          |            | 600,000       |
| 4606                   | 0 | Quick Win Grant (MPO)                       | -         | -         | -         | -         |          |            | -             |
|                        |   | TOTAL REVENUES                              | 550,000   | 600,000   | 689,922   | 650,000   | -        | -          | 650,000       |
|                        |   | EXPENSES                                    |           |           |           |           |          |            |               |
| 5200                   | 0 | Street Projects                             |           |           |           |           |          |            | -             |
| 5201                   | 0 | Bike Lane Striping                          |           |           |           |           |          |            | -             |
| 5210                   | 0 | Youth Projects                              |           |           |           |           |          |            | -             |
| 5211                   | 0 | Carnival                                    | 30,000    | 15,000    | -         |           |          |            | -             |
| 5212                   | 0 | Washington DC                               |           |           |           | 15,000    |          |            | 15,000        |
| 5213                   | 0 | YAC Conference                              |           |           |           | 15,000    |          |            | 15,000        |
| 5220                   | 0 | Sidewalk Projects                           |           |           |           |           |          |            | -             |
| 5221                   | 0 | Downtown Sidewalk Replacement               | 455,000   | 455,000   | 360,955   | 350,000   |          |            | 350,000       |
| 5222                   | 0 | Quick Win Pedestrian Crosswalk at Welch/3rd |           |           |           |           |          |            | -             |
| 5223                   | 0 | Sidewalk Maintenance Plan                   | 50,000    | 50,000    | -         |           |          |            | -             |
| 5240                   | 0 | Law Enforcement Projects                    |           |           |           |           |          |            | -             |
| 5241                   | 0 | Flock Camera System                         | 25,000    | 25,000    | -         | 25,000    |          |            | 25,000        |
| 5242                   | 0 | LCSO Equipment                              | 10,000    | 10,000    | -         | 105,000   |          |            | 105,000       |
| 5260                   | 0 | Park Projects                               |           |           |           |           |          |            | -             |
| 5261                   | 0 | Bike Park Scope expansion                   |           |           |           | 150,000   |          |            | 150,000       |
| 5280                   | 0 | Recreation Projects                         |           |           |           |           |          |            | -             |
| 5281                   | 0 | Wildfire arts provider                      | 70,000    | 70,000    | 70,000    | 70,000    |          |            | 70,000        |
| 5282                   | 0 | Other Recreation Service Providers          | 25,000    | 40,000    | 7,500     | 95,000    |          |            | 95,000        |
| 5300                   | 0 | Bank Fees                                   |           |           |           |           |          |            | -             |
|                        |   | TOTAL EXPENSES                              | 665,000   | 665,000   | 438,455   | 825,000   | -        | -          | 825,000       |
|                        |   | EMERGENCY RESERVES                          | -         | -         | -         | 19,500    | -        | -          | 19,500        |
|                        |   | ENDING SALES TAX FUND BALANCE               | 997,159   | 1,047,159 | 1,363,626 | 1,169,126 | -        | -          | 1,169,126     |

Use of collected Tax Revenues: The designated revenues shall be segregated to a fund which is to be used solely for youth activities and services, streets and sidewalk improvements, law enforcement, and parks and recreation.

| 1998 1% SALES TAX FUND* |   |                                          |           |           |           |           |           |            |               |
|-------------------------|---|------------------------------------------|-----------|-----------|-----------|-----------|-----------|------------|---------------|
| 51-00                   |   |                                          |           |           |           |           |           |            |               |
|                         |   |                                          | BUDGET    | ESTIMATE  | ACTUALS   | BUDGET    | ROLLOVER  | SUPPLEMENT | UPDATED TOTAL |
|                         |   |                                          | 2024      | 2024      | 2024      | 2025      | 2025      | 2025       | 2025          |
|                         |   | BEGINNING FUND BALANCE                   | 5,278,786 | 5,278,786 | 5,278,786 | 4,600,838 |           |            | 4,600,838     |
|                         |   | REVENUES                                 |           |           |           |           |           |            |               |
| 4234                    | 0 | Transfer from General Fund 11-10-5104-00 | 620,000   | 620,000   | 620,000   | -         |           |            | -             |
| 4235                    | 0 | Safe Routes to School Grant              | -         | -         | -         | -         |           |            | -             |
| 4610                    | 0 | Sales Tax                                | 2,325,000 | 2,535,000 | 2,584,762 | 2,600,000 |           |            | 2,600,000     |
| 4610                    | 1 | Sales Tax-building permits               | 428,750   | 650,000   | 752,026   | 410,625   |           |            | 410,625       |
| 4601                    | 0 | Interest                                 | 8,400     | 190,000   | 247,680   | 80,000    |           |            | 80,000        |
|                         |   | TOTAL REVENUES                           | 3,382,150 | 3,995,000 | 4,204,468 | 3,090,625 | -         | -          | 3,090,625     |
|                         |   |                                          |           |           |           |           |           |            |               |
|                         |   | EXPENSES                                 |           |           |           |           |           |            |               |
| 5012                    | 1 | Utilities - I-25                         |           |           | 724       | 1,200     |           |            | 1,200         |
| 5038                    | 0 | Sidewalks/ADA                            |           |           | 26,256    | 350,000   |           |            | 350,000       |
| 5233                    | 0 | Pavement Maintenance Plan                |           |           |           |           |           |            | -             |
| 5235                    | 0 | Safe Routes to School                    |           |           |           |           |           |            | -             |
| 5237                    | 0 | Transportation (BATS)-Transfer           | 50,000    | 50,000    | 50,000    | 100,000   |           |            | 100,000       |
| 5239                    | 0 | Street Improvements                      | 2,300,000 | 2,300,000 | 1,916,287 | 1,300,000 | 383,700   |            | 1,683,700     |
| 5240                    | 0 | Waggener Farm Park                       | 5,000     | 5,000     | -         |           |           |            | -             |
| 5241                    | 0 | Round-a-bout Reconstruction              |           |           |           |           |           |            | -             |
| 5242                    | 0 | Open Space/Trail Acquisition transfer    | 150,000   | 150,000   | 150,000   | 1,560,000 |           |            | 1,560,000     |
| 5244                    | 0 | I-25 Design, Art and Landscaping         | 1,370,000 | 1,370,000 | 1,239,149 |           |           |            | -             |
| 5245                    | 0 | Town Park                                | 1,500,000 | 1,500,000 | 1,500,000 |           |           |            | -             |
| 5266                    | 0 | Arboretum                                |           |           |           | 2,500,000 |           |            | 2,500,000     |
| 5300                    | 0 | Bank Fees                                |           |           |           |           |           |            | -             |
|                         |   | TOTAL EXPENSES                           | 5,375,000 | 5,375,000 | 4,882,416 | 5,811,200 | 383,700   | -          | 6,194,900     |
|                         |   | EMERGENCY RESERVES                       | -         | -         | -         | 92,719    | -         | -          | 92,719        |
|                         |   | ENDING SALES TAX FUND BALANCE            | 3,285,936 | 3,898,786 | 4,600,838 | 1,787,544 | (383,700) | -          | 1,403,844     |
|                         |   |                                          |           |           |           |           |           |            |               |

There is established a special fund of the Town to be known as the Town of Berthoud Sales and Use Tax Special Fund ("fund").

The 1% increase in each of the sales and use taxes shall be used exclusively for: Maintenance, improvements, paving, overlaying and repairing of streets; for the purchase of land and construction of a building for a municipal recreation center; for the purchase of land to be used as open space and as buffer areas; operation, maintenance, repairs and improvements to the Berthoud Public Library; and for the operation, maintenance, repair and improvements of the Berthoud Area Transportation System.

Effective 1/1/2019: Revenues from the tax increase approved on November 4, 1997, by the qualified electors of the Town of Berthoud may be utilized exclusively for uses presently allowed and for the construction, operation, and maintenance of capital improvements to parks, open spaces, recreation facilities, and trails.

| 2019 1% SALES TAX FUND |    |                                         |           |           |           |           |          |            |               |
|------------------------|----|-----------------------------------------|-----------|-----------|-----------|-----------|----------|------------|---------------|
| 52-                    |    |                                         | BUDGET    | ESTIMATE  | ACTUALS   | BUDGET    | ROLLOVER | SUPPLEMENT | UPDATED TOTAL |
|                        |    |                                         | 2024      | 2024      | 2024      | 2025      | 2025     | 2025       | 2025          |
|                        |    | BEGINNING FUND BALANCE                  | 8,378,171 | 8,378,171 | 8,378,171 | 7,611,868 |          |            | 7,611,868     |
|                        |    |                                         |           |           |           |           |          |            |               |
| 00                     |    | REVENUES                                |           |           |           |           |          |            |               |
|                        |    |                                         |           |           |           |           |          |            |               |
| 4400                   | 0  | Sales Tax                               | 2,325,000 | 2,535,000 | 2,613,135 | 2,600,000 |          |            | 2,600,000     |
| 4400                   | 1  | Sales Tax-building permits              | 428,750   | 650,000   | 752,026   | 410,625   |          |            | 410,625       |
| 4450                   | 52 | COP Advance-GRANT                       | -         | -         | -         | -         |          |            | -             |
|                        |    |                                         |           |           |           |           |          |            |               |
| 4500                   | 1  | Recreation Center Memberships           | 900,400   | 900,400   | 1,104,729 | 1,025,000 |          |            | 1,025,000     |
| 4500                   | 70 | Recreation Center Memberships-Corporate | 2,500     | 2,500     | 2,235     | 1,800     |          |            | 1,800         |
| 4500                   | 2  | Recreation Center Daily Fees            | 325,000   | 325,000   | 328,999   | 314,500   |          |            | 314,500       |
| 4500                   | 3  | Recreation Center Rentals               | 53,900    | 53,900    | 61,891    | 54,000    |          |            | 54,000        |
| 4500                   | 60 | Recreation Center Sponsorships          | 30,000    | 30,000    | 20,125    | 30,000    |          |            | 30,000        |
|                        |    |                                         |           |           |           |           |          |            |               |
| 4500                   | 4  | Activity Fee-Senior Activities          | 1,000     | 1,000     | 382       | 1,000     |          |            | 1,000         |
| 4500                   | 5  | Activity Fee-Aquatics                   | 64,800    | 80,000    | 95,717    | 72,200    |          |            | 72,200        |
| 4500                   | 6  | Activity Fee-Fitness                    | 68,200    | 75,000    | 97,223    | 86,000    |          |            | 86,000        |
| 4500                   | 7  | Activity Fee-Contracted Programs        | 15,000    | 25,000    | 26,944    | 13,500    |          |            | 13,500        |
| 4500                   | 8  | Activity Fee-Youth Futsal               | 2,700     | 2,700     | 1,372     | 1,700     |          |            | 1,700         |
| 4500                   | 11 | Activity Fee-Adult Basketball           | 5,600     | 5,600     | 10,505    | 5,600     |          |            | 5,600         |
| 4500                   | 12 | Activity Fee-Youth Basketball           | 18,900    | 18,900    | 31,760    | 23,500    |          |            | 23,500        |
| 4500                   | 15 | Activity Fee-Senior Pickleball          | 600       | 600       | 1,660     | 1,600     |          |            | 1,600         |
| 4500                   | 16 | Activity Fee-Classes/Programs           | 1,800     | 1,800     | 410       | 1,000     |          |            | 1,000         |
| 4500                   | 31 | Activity Fee-Adult Volleyball           | 11,700    | 11,700    | 18,099    | 12,500    |          |            | 12,500        |
| 4500                   | 32 | Activity Fee-Youth Volleyball           | 12,700    | 17,000    | 18,275    | 17,200    |          |            | 17,200        |
| 4500                   | 40 | Activity Fee-Senior Volleyball          | 1,500     | 1,500     | -         | 1,300     |          |            | 1,300         |
| 4500                   | 45 | Activity Fee-Senior Travel              | 4,000     | 4,000     | 2,894     | 3,200     |          |            | 3,200         |
| 4500                   | 52 | Activity Fee-Adult Clinics/Tournaments  | -         | -         | -         | 1,000     |          |            | 1,000         |
| 4500                   | 53 | Activity Fee-Youth Clinics/Tournaments  | -         | -         | -         | 1,000     |          |            | 1,000         |
| 4500                   | 54 | Activity Fee-Adult Additional Sports    | 750       | 750       | 1,946     | 1,500     |          |            | 1,500         |
| 4500                   | 55 | Activity Fee-Youth Additional Sports    | 750       | 750       | 63        | 750       |          |            | 750           |
|                        |    |                                         |           |           |           |           |          |            |               |
| 4500                   | 75 | Special Events Fee                      | 9,000     | 28,000    | 30,797    | 24,500    |          |            | 24,500        |
|                        |    |                                         |           |           |           |           |          |            |               |
| 4563                   | 0  | Vending/Inventory Sales                 | 8,500     | 10,000    | 12,950    | 8,500     |          |            | 8,500         |
| 4564                   | 0  | Contract Arts Activities                | 20,000    | 20,000    | 18,242    | 20,000    |          |            | 20,000        |
|                        |    |                                         |           |           |           |           |          |            |               |
| 4550                   | 31 | Transfer from Park Development          | -         | -         | -         | -         |          |            | -             |
| 4550                   | 36 | Transfer from Larimer Open Space        | -         | -         | -         | -         |          |            | -             |
| 4550                   | 40 | Transfer from Road Impact               | -         | -         | -         | -         |          |            | -             |
| 4550                   | 51 | Transfer from 1998 1%                   | -         | -         | -         | -         |          |            | -             |
| 4601                   | 0  | Interest                                | 50,000    | 320,000   | 420,181   | 300,000   |          |            | 300,000       |
|                        |    |                                         |           |           |           |           |          |            |               |
|                        |    | TOTAL REVENUES                          | 4,363,050 | 5,121,100 | 5,672,560 | 5,033,475 | -        | -          | 5,033,475     |
|                        |    |                                         |           |           |           |           |          |            |               |

|      |   |                                             |         |         |         |           |   |   |           |
|------|---|---------------------------------------------|---------|---------|---------|-----------|---|---|-----------|
|      |   |                                             |         |         |         |           |   |   |           |
|      |   | RECREATION CENTER OPERATING EXPENSES        |         |         |         |           |   |   |           |
|      |   |                                             |         |         |         |           |   |   |           |
| 01   |   | Recreation Center Administration/Operations |         |         |         |           |   |   |           |
| 5001 | 1 | Salaries                                    | 284,933 | 284,933 | 294,058 | 322,971   |   |   | 322,971   |
| 5002 | 1 | Employer Contributions                      | 97,950  | 97,950  | 95,864  | 112,946   |   |   | 112,946   |
| 5003 | 1 | Pension                                     | 14,247  | 14,247  | 14,638  | 16,149    |   |   | 16,149    |
| 5001 | 2 | Salaries-PART TIME/SEASONAL                 | 181,400 | 181,400 | 166,711 | 181,000   |   |   | 181,000   |
| 5002 | 2 | Employer Contributions-PART TIME/SEASONAL   | 18,140  | 18,140  | 13,087  | 18,000    |   |   | 18,000    |
| 5007 | 1 | Employee license/certifications/recognition | 1,500   | 1,500   | -       | 1,500     |   |   | 1,500     |
| 5008 | 1 | Background/Physicals                        | 1,000   | 1,000   | 380     | 1,000     |   |   | 1,000     |
| 5009 | 1 | Training/Education/Travel                   | 4,000   | 4,000   | 2,796   | 4,000     |   |   | 4,000     |
| 5010 | 1 | Office Supplies                             | 4,000   | 4,000   | 3,800   | 4,000     |   |   | 4,000     |
| 5011 | 1 | Telephone/Internet                          | 5,500   | 5,500   | 5,509   | 6,500     |   |   | 6,500     |
| 5012 | 1 | Utilities                                   | 170,000 | 170,000 | 151,752 | 166,000   |   |   | 166,000   |
| 5013 | 1 | Vehicle Maintenance                         | -       | -       | -       | 500       |   |   | 500       |
| 5014 | 1 | Gasoline                                    | -       | -       | -       | 300       |   |   | 300       |
| 5015 | 1 | Insurance                                   | 48,000  | 48,000  | 48,000  | 48,000    |   |   | 48,000    |
| 5018 | 1 | Publications/Subscriptions/Job Postings     | 1,000   | 1,000   | 25      | 1,000     |   |   | 1,000     |
| 5020 | 4 | Purchased Services                          | 8,000   | 8,000   | 8,181   | 7,000     |   |   | 7,000     |
| 5039 | 1 | Dues/memberships                            | 1,000   | 1,000   | 1,055   | 1,000     |   |   | 1,000     |
| 5040 | 1 | Attorney                                    | 3,500   | 3,500   | -       | 3,500     |   |   | 3,500     |
| 5046 | 1 | Uniforms                                    | 4,225   | 4,225   | 3,168   | 4,300     |   |   | 4,300     |
| 5048 | 1 | Safety/First Aid                            | 3,700   | 3,700   | 2,569   | 3,700     |   |   | 3,700     |
| 5053 | 1 | Postage                                     | 1,000   | 1,000   | -       | 250       |   |   | 250       |
| 5054 | 4 | Trash Service                               | 3,300   | 3,300   | 3,896   | 4,600     |   |   | 4,600     |
| 5056 | 1 | Brochures/Advertising/Printing              | 13,000  | 13,000  | 7,076   | 10,000    |   |   | 10,000    |
| 5057 | 1 | Equipment Maintenance/Repair                | 1,000   | 1,000   | -       | 250       |   |   | 250       |
| 5063 | 5 | Pro Shop Inventory                          | 6,000   | 6,000   | 4,089   | 6,000     |   |   | 6,000     |
| 5095 | 1 | Computer/Maintenance/Replacement            | 3,600   | 3,600   | 123     | 3,600     |   |   | 3,600     |
| 5102 | 1 | Supplies (non-office)/Equipment (non-dep)   | 9,000   | 9,000   | 5,951   | 7,500     |   |   | 7,500     |
| 5110 | 1 | Permits/building license                    | 1,000   | 1,000   | -       | 1,000     |   |   | 1,000     |
| 5247 | 1 | Computer Software                           | 29,640  | 29,640  | 26,418  | 30,800    |   |   | 30,800    |
| 5300 | 1 | Bank Fees                                   | 54,000  | 54,000  | 67,802  | 70,000    |   |   | 70,000    |
|      |   |                                             |         |         |         |           |   |   |           |
|      |   | 01 SUBTOTAL                                 | 973,635 | 973,635 | 926,948 | 1,037,366 | - | - | 1,037,366 |
|      |   |                                             |         |         |         |           |   |   |           |
|      |   |                                             |         |         |         |           |   |   |           |
| 02   |   | Events                                      |         |         |         |           |   |   |           |
| 5001 | 1 | Salaries                                    | -       | -       | 75      | -         |   |   | -         |
| 5002 | 1 | Employer Contributions                      | -       | -       | 6       | -         |   |   | -         |
| 5003 | 1 | Pension                                     | -       | -       | -       | -         |   |   | -         |
| 5001 | 2 | Salaries-PART TIME/SEASONAL                 | 21,300  | 21,300  | 16,201  | 21,000    |   |   | 21,000    |
| 5002 | 2 | Employer Contributions-PART TIME/SEASONAL   | 2,130   | 2,130   | 1,272   | 2,100     |   |   | 2,100     |
| 5020 | 4 | Purchased Services                          | 5,000   | 5,000   | 2,825   | 5,000     |   |   | 5,000     |
| 5102 | 1 | Supplies (non-office)/Equipment (non-dep)   | 6,500   | 6,500   | 6,044   | 7,000     |   |   | 7,000     |
|      |   |                                             |         |         |         |           |   |   |           |
|      |   | 02 SUBTOTAL                                 | 34,930  | 34,930  | 26,423  | 35,100    | - | - | 35,100    |
|      |   |                                             |         |         |         |           |   |   |           |
|      |   |                                             |         |         |         |           |   |   |           |
| 03   |   | Recreation Center Maintenance               |         |         |         |           |   |   |           |
| 5001 | 1 | Salaries                                    | 48,336  | 48,336  | 49,924  | 51,898    |   |   | 51,898    |
| 5002 | 1 | Employer Contributions                      | 16,219  | 16,219  | 19,651  | 29,869    |   |   | 29,869    |
| 5003 | 1 | Pension                                     | 2,417   | 2,417   | 1,931   | 2,595     |   |   | 2,595     |
| 5001 | 2 | Salaries-PART TIME/SEASONAL                 | 21,900  | 21,900  | 16,816  | 23,000    |   |   | 23,000    |
| 5002 | 2 | Employer Contributions-PART TIME/SEASONAL   | 2,190   | 2,190   | 1,320   | 2,300     |   |   | 2,300     |
| 5014 | 1 | Fuel                                        | 250     | 250     | 12      | 250       |   |   | 250       |
| 5017 | 1 | Building Maintenance/Repair                 | 20,000  | 35,000  | 31,366  | 37,000    |   |   | 37,000    |
| 5020 | 4 | Purchased Services                          | 21,100  | 15,000  | 5,107   | 24,000    |   |   | 24,000    |
| 5041 | 1 | Equipment Rental                            | 5,000   | 5,000   | 847     | 2,500     |   |   | 2,500     |
| 5057 | 1 | Equipment Maintenance/Repair                | 10,000  | 8,000   | 5,179   | 15,000    |   |   | 15,000    |
| 5089 | 4 | Janitorial Service                          | 65,000  | 65,000  | 60,000  | 68,250    |   |   | 68,250    |
| 5102 | 1 | Supplies (non-office)/Equipment (non-dep)   | 23,100  | 23,100  | 20,908  | 24,100    |   |   | 24,100    |
| 5251 | 1 | Tools                                       | 1,200   | 1,200   | 773     | 8,900     |   |   | 8,900     |
|      |   |                                             |         |         |         |           |   |   |           |
|      |   | 03 SUBTOTAL                                 | 236,712 | 243,612 | 213,834 | 289,662   | - | - | 289,662   |



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|           |   |                                                    |                |                |                |                |          |               |
|-----------|---|----------------------------------------------------|----------------|----------------|----------------|----------------|----------|---------------|
| <b>05</b> |   | <b>Recreation Center Aquatics</b>                  |                |                |                |                |          |               |
| 5001      | 1 | Salaries                                           | 141,319        | 135,000        | 140,210        | 146,980        |          | 146,980       |
| 5002      | 1 | Employer Contributions                             | 69,056         | 63,691         | 40,700         | 45,750         |          | 45,750        |
| 5003      | 1 | Pension                                            | 7,066          | 6,750          | 4,274          | 7,349          |          | 7,349         |
| 5001      | 2 | Salaries-PART TIME/SEASONAL                        | 283,000        | 283,000        | 272,097        | 298,000        |          | 298,000       |
| 5002      | 2 | Employer Contributions-PART TIME/SEASONAL          | 28,300         | 28,300         | 21,360         | 29,800         |          | 29,800        |
| 5001      | 3 | Salaries-Programs-PART TIME/SEASONAL               | 36,400         | 36,400         | 30,861         | 39,300         |          | 39,300        |
| 5002      | 3 | Employer Contributions-Programs-PART TIME/SEASONAL | 3,640          | 3,640          | 2,423          | 3,930          |          | 3,930         |
| 5007      | 1 | Employee license/certifications/recognition        | 2,250          | 2,250          | 46             | 2,250          |          | 2,250         |
| 5007      | 3 | Employee license/certifications-programs           | 2,500          | 2,500          | 1,427          | 3,300          |          | 3,300         |
| 5008      | 1 | Background/Physicals                               | 800            | 800            | 352            | 800            |          | 800           |
| 5009      | 1 | Training/Education/Travel                          | 2,000          | 2,000          | 1,658          | 2,400          |          | 2,400         |
| 5010      | 1 | Office Supplies                                    | 500            | 500            | 343            | 500            |          | 500           |
| 5018      | 1 | Publications/Subscriptions/Job Postings            | 1,000          | 1,000          | -              | 1,000          |          | 1,000         |
| 5020      | 4 | Purchased Services                                 | 26,000         | 20,000         | 10,976         | 15,000         |          | 15,000        |
| 5039      | 1 | Dues/memberships                                   | 500            | 500            | -              | 500            |          | 500           |
| 5046      | 1 | Uniforms                                           | 2,990          | 2,990          | 2,592          | 2,990          |          | 2,990         |
| 5048      | 1 | Safety/First Aid                                   | 1,000          | 1,000          | 499            | 1,000          |          | 1,000         |
| 5048      | 3 | Team Fees/Dues                                     | 700            | 700            | 973            | 700            |          | 700           |
| 5057      | 1 | Equipment Maintenance/Repair                       | 52,000         | 50,000         | 47,173         | 15,000         | 18,000   | 33,000        |
| 5057      | 3 | Boiler Equipment Maintenance/Repair                | 3,500          | 3,500          | 2,302          | 3,500          |          | 3,500         |
| 5060      | 1 | Chemicals                                          | 30,000         | 30,000         | 29,556         | 35,000         |          | 35,000        |
| 5102      | 1 | Supplies (non-office)/Equipment (non-dep)          | 3,500          | 3,500          | 3,813          | 3,500          |          | 3,500         |
| 5102      | 3 | Supplies (non-office)/Equipment (non-dep)-programs | 4,800          | 4,800          | 4,257          | 7,900          |          | 7,900         |
| 5110      | 1 | Permits/building license                           | 1,500          | 1,500          | 792            | 1,100          |          | 1,100         |
|           |   |                                                    |                |                |                |                |          |               |
|           |   | <b>05 SUBTOTAL</b>                                 | <b>704,321</b> | <b>684,321</b> | <b>618,684</b> | <b>667,549</b> | <b>-</b> | <b>18,000</b> |
|           |   |                                                    |                |                |                |                |          |               |
|           |   |                                                    |                |                |                |                |          |               |
| <b>06</b> |   | <b>Recreation Center Fitness</b>                   |                |                |                |                |          |               |
| 5001      | 1 | Salaries                                           | 60,674         | 60,674         | 62,774         | 65,254         |          | 65,254        |
| 5002      | 1 | Employer Contributions                             | 33,529         | 33,529         | 32,430         | 37,171         |          | 37,171        |
| 5003      | 1 | Pension                                            | 3,034          | 3,034          | 2,547          | 3,263          |          | 3,263         |
| 5001      | 2 | Salaries-PART TIME/SEASONAL                        | 96,800         | 96,800         | 101,232        | 98,500         |          | 98,500        |
| 5002      | 2 | Employer Contributions-PART TIME/SEASONAL          | 9,680          | 9,680          | 7,947          | 9,860          |          | 9,860         |
| 5020      | 4 | Purchased Services                                 | 5,000          | 5,000          | 3,865          | 5,000          |          | 5,000         |
| 5057      | 1 | Equipment Maintenance/Repair                       | 9,000          | 9,000          | 4,642          | 6,500          |          | 6,500         |
| 5102      | 1 | Supplies (non-office)/Equipment (non-dep)          | 3,000          | 3,000          | 2,619          | 4,000          |          | 4,000         |
|           |   |                                                    |                |                |                |                |          |               |
|           |   | <b>06 SUBTOTAL</b>                                 | <b>220,717</b> | <b>220,717</b> | <b>218,056</b> | <b>229,548</b> | <b>-</b> | <b>-</b>      |
|           |   |                                                    |                |                |                |                |          |               |
|           |   |                                                    |                |                |                |                |          |               |
| <b>07</b> |   | <b>Recreation Center Contracted Programs</b>       |                |                |                |                |          |               |
| 5001      | 1 | Salaries                                           | -              | -              | -              | -              |          | -             |
| 5002      | 1 | Employer Contributions                             | -              | -              | -              | -              |          | -             |
| 5003      | 1 | Pension                                            | -              | -              | -              | -              |          | -             |
| 5001      | 2 | Salaries-PART TIME/SEASONAL                        | 5,350          | 5,350          | -              | -              |          | -             |
| 5002      | 2 | Employer Contributions-PART TIME/SEASONAL          | 535            | 535            | -              | -              |          | -             |
| 5020      | 4 | Purchased Services                                 | 10,000         | 20,000         | 19,449         | 14,000         |          | 14,000        |
| 5021      | 4 | Contract Arts Activities                           | 95,000         | 95,000         | 72,273         | 50,000         |          | 50,000        |
| 5102      | 1 | Supplies (non-office)/Equipment (non-dep)          | 8,000          | 8,000          | -              | -              |          | -             |
|           |   |                                                    |                |                |                |                |          |               |
|           |   | <b>07 SUBTOTAL</b>                                 | <b>118,885</b> | <b>128,885</b> | <b>91,722</b>  | <b>64,000</b>  | <b>-</b> | <b>-</b>      |
|           |   |                                                    |                |                |                |                |          |               |
|           |   |                                                    |                |                |                |                |          |               |

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|           |    |                                                            |                  |                  |                  |                  |               |               |                  |
|-----------|----|------------------------------------------------------------|------------------|------------------|------------------|------------------|---------------|---------------|------------------|
| <b>09</b> |    | <b>Recreation Center Youth Sports</b>                      |                  |                  |                  |                  |               |               |                  |
|           |    | <b>General Administration</b>                              |                  |                  |                  |                  |               |               |                  |
| 5001      | 1  | Salaries                                                   | 11,066           | 11,066           | 17,288           | 20,479           |               |               | 20,479           |
| 5002      | 1  | Employer Contributions                                     | 5,240            | 5,240            | 4,553            | 8,281            |               |               | 8,281            |
| 5003      | 1  | Pension                                                    | 553              | 553              | 562              | 1,024            |               |               | 1,024            |
| 5008      | 1  | Background/Physicals                                       | 900              | 900              | 692              | 900              |               |               | 900              |
| 5009      | 1  | Training/Education/Travel                                  | 900              | 900              | -                | 900              |               |               | 900              |
| 5010      | 1  | Office Supplies                                            | 250              | 250              | -                | 250              |               |               | 250              |
| 5018      | 1  | Publications/Subscriptions/Job Postings                    | 250              | 250              | -                | 250              |               |               | 250              |
| 5048      | 1  | Safety/First Aid                                           | 100              | 100              | -                | 100              |               |               | 100              |
| 5055      | 1  | Clinics/Tournaments                                        | 600              | 600              | -                | 600              |               |               | 600              |
|           |    |                                                            |                  |                  |                  |                  |               |               |                  |
|           |    | <b>Subtotal</b>                                            | <b>19,859</b>    | <b>19,859</b>    | <b>23,095</b>    | <b>32,784</b>    | <b>-</b>      | <b>-</b>      | <b>32,784</b>    |
|           |    | <b>Youth Futsal</b>                                        |                  |                  |                  |                  |               |               |                  |
| 5001      | 8  | Salaries-PART TIME/SEASONAL                                | 400              | 400              | 52               | 400              |               |               | 400              |
| 5002      | 8  | Employer Contributions-PART TIME/SEASONAL                  | 40               | 40               | 4                | 40               |               |               | 40               |
| 5050      | 8  | Equipment/Awards                                           | 300              | 300              | -                | 300              |               |               | 300              |
|           |    |                                                            |                  |                  |                  |                  |               |               |                  |
|           |    | <b>Subtotal</b>                                            | <b>740</b>       | <b>740</b>       | <b>56</b>        | <b>740</b>       | <b>-</b>      | <b>-</b>      | <b>740</b>       |
|           |    | <b>Youth Basketball</b>                                    |                  |                  |                  |                  |               |               |                  |
| 5001      | 12 | Salaries-PART TIME/SEASONAL                                | 3,200            | 3,200            | 2,609            | 4,000            |               |               | 4,000            |
| 5002      | 12 | Employer Contributions-PART TIME/SEASONAL                  | 320              | 320              | 205              | 400              |               |               | 400              |
| 5020      | 12 | Officials                                                  | 4,100            | 5,100            | 6,007            | 5,400            |               |               | 5,400            |
| 5046      | 12 | Uniforms                                                   | 4,800            | 4,800            | 3,910            | 8,200            |               |               | 8,200            |
| 5048      | 12 | Team Fees/Dues                                             | -                | -                | 4,900            | -                |               |               | -                |
| 5050      | 12 | Equipment/Awards                                           | 1,600            | 1,600            | 493              | 1,600            |               |               | 1,600            |
|           |    |                                                            |                  |                  |                  |                  |               |               |                  |
|           |    | <b>Subtotal</b>                                            | <b>14,020</b>    | <b>15,020</b>    | <b>18,124</b>    | <b>19,600</b>    | <b>-</b>      | <b>-</b>      | <b>19,600</b>    |
|           |    | <b>Youth Classes and Programs</b>                          |                  |                  |                  |                  |               |               |                  |
| 5001      | 16 | Salaries-PART TIME/SEASONAL                                | 600              | 600              | -                | 600              |               |               | 600              |
| 5002      | 16 | Employer Contributions-PART TIME/SEASONAL                  | 60               | 60               | -                | 60               |               |               | 60               |
| 5046      | 16 | Uniforms                                                   | -                | -                | -                | -                |               |               | -                |
| 5050      | 16 | Equipment/Awards                                           | 200              | 200              | 27               | 300              |               |               | 300              |
|           |    |                                                            |                  |                  |                  |                  |               |               |                  |
|           |    | <b>Subtotal</b>                                            | <b>860</b>       | <b>860</b>       | <b>27</b>        | <b>960</b>       | <b>-</b>      | <b>-</b>      | <b>960</b>       |
|           |    | <b>Youth Volleyball</b>                                    |                  |                  |                  |                  |               |               |                  |
| 5001      | 32 | Salaries-PART TIME/SEASONAL                                | 2,350            | 2,350            | 1,910            | 2,900            |               |               | 2,900            |
| 5002      | 32 | Employer Contributions-PART TIME/SEASONAL                  | 235              | 235              | 150              | 290              |               |               | 290              |
| 5020      | 32 | Officials                                                  | 4,320            | 4,320            | 3,140            | 2,600            |               |               | 2,600            |
| 5046      | 32 | Uniforms                                                   | 1,575            | 1,575            | 1,046            | 3,100            |               |               | 3,100            |
| 5048      | 32 | Team Fees/Dues                                             | -                | -                | 1,680            | -                |               |               | -                |
| 5050      | 32 | Equipment/Awards                                           | 1,000            | 1,500            | 1,233            | 1,000            |               |               | 1,000            |
|           |    |                                                            |                  |                  |                  |                  |               |               |                  |
|           |    | <b>Subtotal</b>                                            | <b>9,480</b>     | <b>9,980</b>     | <b>9,159</b>     | <b>9,890</b>     | <b>-</b>      | <b>-</b>      | <b>9,890</b>     |
|           |    | <b>Additional Youth Sports</b>                             |                  |                  |                  |                  |               |               |                  |
| 5001      | 55 | Salaries-PART TIME/SEASONAL                                | 1,000            | 1,000            | -                | 500              |               |               | 500              |
| 5002      | 55 | Employer Contributions-PART TIME/SEASONAL                  | 100              | 100              | -                | 50               |               |               | 50               |
| 5050      | 55 | Equipment/Awards                                           | 250              | 250              | -                | 250              |               |               | 250              |
|           |    |                                                            |                  |                  |                  |                  |               |               |                  |
|           |    | <b>Subtotal</b>                                            | <b>1,350</b>     | <b>1,350</b>     | <b>-</b>         | <b>800</b>       | <b>-</b>      | <b>-</b>      | <b>800</b>       |
|           |    |                                                            |                  |                  |                  |                  |               |               |                  |
|           |    | <b>09 SUBTOTAL</b>                                         | <b>46,309</b>    | <b>47,809</b>    | <b>50,461</b>    | <b>64,774</b>    | <b>-</b>      | <b>-</b>      | <b>64,774</b>    |
|           |    |                                                            |                  |                  |                  |                  |               |               |                  |
| <b>30</b> |    | <b>Recreation Center Capital Expenditures/Improvements</b> |                  |                  |                  |                  |               |               |                  |
| 5103      | 0  | Cargo Trailer                                              | -                | -                | -                | 5,000            |               |               | 5,000            |
| 5104      | 0  | 15 Passenger Van (possibly used)                           | -                | -                | -                | -                |               |               | -                |
| 5501      | 0  | Robotic Pool Cleaner                                       | -                | -                | -                | -                |               |               | -                |
| 5502      | 0  | Aquatics Repairs                                           |                  |                  | -                | 10,000           |               |               | 10,000           |
| 5601      | 0  | Fitness Equipment                                          | 40,000           | 40,000           | 22,619           | -                | 17,000        |               | 17,000           |
| 5602      | 0  | Fitness Equipment Replacement                              | 80,000           | 80,000           | -                | 40,000           | 80,000        |               | 120,000          |
| 5801      | 0  | Bleachers                                                  | -                | -                | -                | -                |               |               | -                |
|           |    |                                                            |                  |                  |                  |                  |               |               |                  |
|           |    | <b>30 SUBTOTAL</b>                                         | <b>120,000</b>   | <b>120,000</b>   | <b>22,619</b>    | <b>55,000</b>    | <b>97,000</b> | <b>-</b>      | <b>152,000</b>   |
|           |    |                                                            |                  |                  |                  |                  |               |               |                  |
|           |    | <b>RECREATION CENTER OPERATIONS TOTAL EXPENDITURES</b>     | <b>2,509,488</b> | <b>2,509,338</b> | <b>2,192,938</b> | <b>2,521,106</b> | <b>97,000</b> | <b>18,000</b> | <b>2,636,106</b> |

|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
|------|---|-------------------------------------------------------------|------------------|------------------|------------------|------------------|-----------------|-----------------|------------------|
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
| 35   |   | <b>CERTIFICATES OF PARTICIPATION</b>                        |                  |                  |                  |                  |                 |                 |                  |
| 5201 | 0 | Waggener Farm Park Construction                             |                  |                  |                  |                  |                 |                 |                  |
| 5254 | 0 | COP Payment                                                 | 1,138,000        | 1,138,000        | 1,138,000        | 1,148,200        |                 |                 | 1,148,200        |
| 5255 | 0 | COP Fee                                                     | 2,000            | 2,000            | 2,000            | 2,000            |                 |                 | 2,000            |
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
|      |   | <b>COP TOTAL EXPENDITURES</b>                               | <b>1,140,000</b> | <b>1,140,000</b> | <b>1,140,000</b> | <b>1,150,200</b> | -               | -               | 1,150,200        |
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
|      |   | <b>OTHER EXPENSES</b>                                       |                  |                  |                  |                  |                 |                 |                  |
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
| 40   |   | <b>Park Improvements</b>                                    |                  |                  |                  |                  |                 |                 |                  |
| 5220 | 0 | Arboretum                                                   |                  |                  |                  | 3,500,000        |                 |                 | 3,500,000        |
| 5245 | 0 | Town Park                                                   | 3,000,000        | 3,000,000        | 3,000,000        |                  |                 |                 | -                |
| 5701 | 0 | Waggener Farm Park Maintenance                              | 63,400           | 63,400           | 46,980           | 65,000           |                 |                 | 65,000           |
| 5702 | 0 | Berthoud Bike Park Maintenance                              | 75,000           | 75,000           | 45,273           | 75,000           |                 |                 | 75,000           |
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
| 50   |   | <b>Trail Improvements</b>                                   |                  |                  |                  |                  |                 |                 |                  |
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
| 60   |   | <b>Athletic Fields</b>                                      |                  |                  |                  |                  |                 |                 |                  |
| 5101 | 0 | Athletic Complex Study                                      |                  |                  |                  |                  |                 |                 |                  |
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
| 70   |   | <b>Aquatics Other</b>                                       |                  |                  |                  |                  |                 |                 |                  |
| 5101 | 0 | Outdoor Lap Pool                                            | 37,000           | 37,000           | 13,672           | 450,000          |                 |                 | 450,000          |
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
|      |   | <b>Town Park Splashpad</b>                                  |                  |                  |                  |                  |                 |                 |                  |
| 5001 | 1 | Salaries                                                    | -                | -                | -                | -                |                 |                 | -                |
| 5002 | 1 | Employer Contributions                                      | -                | -                | -                | -                |                 |                 | -                |
| 5003 | 1 | Pension                                                     | -                | -                | -                | -                |                 |                 | -                |
| 5002 | 2 | Salaries-PART TIME/SEASONAL                                 | -                | -                | -                | -                |                 |                 | -                |
| 5002 | 2 | Employer Contributions-PART TIME/SEASONAL                   | -                | -                | -                | -                |                 |                 | -                |
| 5020 | 1 | Purchased Services                                          | -                | -                | -                | 1,500            |                 |                 | 1,500            |
| 5057 | 1 | Maintenance and Repair                                      | -                | -                | -                | 1,500            |                 |                 | 1,500            |
| 5060 | 1 | Chemicals                                                   | -                | -                | -                | 6,000            |                 |                 | 6,000            |
| 5102 | 1 | Supplies                                                    | -                | -                | -                | 750              |                 |                 | 750              |
| 5251 | 1 | Tools                                                       | -                | -                | -                | 500              |                 |                 | 500              |
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
|      |   | <b>TOTAL OTHER EXPENSES</b>                                 | <b>3,175,400</b> | <b>3,175,400</b> | <b>3,105,925</b> | <b>4,100,250</b> | -               | -               | <b>4,100,250</b> |
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
|      |   | <b>TOTAL RECREATION CENTER OPERATING AND OTHER EXPENSES</b> | <b>6,824,888</b> | <b>6,824,738</b> | <b>6,438,863</b> | <b>7,771,556</b> | <b>97,000</b>   | <b>18,000</b>   | <b>7,886,556</b> |
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
|      |   | <b>EMERGENCY RESERVES</b>                                   | -                | -                | -                | 151,004          | -               | -               | 151,004          |
|      |   |                                                             |                  |                  |                  |                  |                 |                 |                  |
|      |   | <b>ENDING SALES TAX FUND BALANCE</b>                        | <b>5,916,333</b> | <b>6,674,533</b> | <b>7,611,868</b> | <b>4,722,783</b> | <b>(97,000)</b> | <b>(18,000)</b> | <b>4,607,783</b> |

1/1/2019: Authorization of new 1% sales tax to finance recreation improvements; for the purpose of funding parks and recreation needs within the town; such tax to consist of a rate increase in the town sales and use tax of 1%; restricted as to use solely for parks and recreation purposes including, but not limited to, expanding and improving the existing town trail system, renovating or replacing existing aquatic facilities, developing constructing and equipping a recreation center and related facilities, and developing constructing and equipping athletic fields; and to the extent that funds are available for the purpose of constructing acquiring equipping and operating park and recreation improvements.

|                             | 2024      | 2024      | 2024      | 2025      | 2025     | 2025       | 2025          |
|-----------------------------|-----------|-----------|-----------|-----------|----------|------------|---------------|
|                             | BUDGET    | ESTIMATE  | ACTUALS   | BUDGET    | ROLLOVER | SUPPLEMENT | UPDATED TOTAL |
| BEGINNING BALANCE           | 131287042 | 131287042 | 131287042 | 138664685 | 0        | 0          | 138664685     |
| REVENUE                     | 45295616  | 49891456  | 54460897  | 46796272  | 0        | 79650      | 46875922      |
| EXPENSE                     | 72863425  | 60639186  | 47083254  | 85751666  | 2273730  | 2095650    | 90121046      |
| EMERGENCY RESERVES          | 0         | 0         | 0         | 910578    | 0        | 2390       | 912967        |
| ENDING BALANCE              | 103719233 | 120539311 | 138664685 | 98798713  | -2273730 | -2018390   | 94506594      |
| ENDING BALANCE VERIFICATION | 103719233 | 120539311 | 138664685 | 98798713  | -2273730 | -2018390   | 94506594      |

|                             | 2024        | 2024        | 2024        | 2025        |
|-----------------------------|-------------|-------------|-------------|-------------|
| Valuation                   | 292,669,224 | 292,692,224 | 292,692,224 | 285,140,847 |
| GENERAL FUND                | 6.058       | 6.058       | 6.058       | 6.636       |
| POLICE SERVICES             | 3.000       | 3.000       | 3.000       | 3.000       |
| REFUND & ABATEMENT          | 0.014       | 0.014       | 0.014       | 0.000       |
| TOTAL MILL LEVY             | 9.072       | 9.072       | 9.072       | 9.636       |
| ACTUALS SF BUILDING PERMITS | 250         | 250         | 238         | 250         |

**TOWN OF BERTHOUD  
RESOLUTION NO. 2025-20**

**A RESOLUTION MAKING A SUPPLEMENTAL APPROPRIATION OF FUNDS  
AND ADOPTING BUDGET AMENDMENTS TO ACCOUNT FOR ROLL OVER  
AND SUPPLEMENTAL ITEMS, AND MAKING A SUPPLEMENTAL  
APPROPRIATION**

**WHEREAS** the Town of Berthoud has previously adopted its Budget for 2025, as required by law;  
and

**WHEREAS** a number of items budgeted for calendar year 2024 were not completed, resulting in  
such items needing to be rolled over into the 2025 budget and amending such Budget as set forth  
on **Attachment A**, attached hereto; and

**WHEREAS** additional expenses necessary to the productivity of the Town and its staff have been  
identified as set forth in Attachment A to this Resolution, which together with roll over items  
require a total supplemental appropriation in the amount of \$4,369,380.

**NOW THEREFORE BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE  
TOWN OF BERTHOUD, COLORADO AS FOLLOWS:**

1. The 2025 budget for The Town of Berthoud, as amended by the roll over items set  
forth on **Attachment A** to this Resolution, is hereby approved;
2. A supplemental appropriation in the amount of \$4,369,380 which includes the roll  
over items, allocated as set forth on **Attachment A** is hereby approved.

PASSED, ADOPTED AND APPROVED THIS 26<sup>th</sup> day of August 2025.

TOWN OF BERTHOUD

BY: \_\_\_\_\_  
William Karspeck, Mayor

ATTEST:

\_\_\_\_\_  
Christian Samora, Town Clerk



# TOWN BOARD INFORMATION



## COMMUNITY DEVELOPMENT DEPARTMENT

|                              |                                                                                                                                                                                                                                 |
|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Meeting Date:</b>         | <b>August 26, 2025</b>                                                                                                                                                                                                          |
| <b>Agenda Title/Subject:</b> | <b>Resolution 19 (Series 2025), a Resolution approving the Preliminary Plat known as Farmstead Acres located approximately 560 feet west of the N. Dorothy Drive and Remuda Road intersection. Continued from May 22, 2025.</b> |
| <b>Type of Item:</b>         | <b>Public Hearing</b>                                                                                                                                                                                                           |
| <b>Purpose:</b>              | <b>Request for approval of a Preliminary Plat to create 32 single-family attached (duplex) lots, 5 single-family detached lots, and multiple outlots to accommodate a pocket park and trail connections.</b>                    |
| <b>Presented by:</b>         | <b>Tawn Hillenbrand, Planning Manager</b>                                                                                                                                                                                       |

### ATTACHMENTS:

- Staff Report with application materials
- Draft Planning Commission Minutes
- Resolution 19 (Series 2025)

### BACKGROUND:

The Farmstead Acres Preliminary Plat application was continued from the Town Board hearing on June 10, 2025 to today's date. The continuance allowed the applicant time to incorporate a new access requested by an adjacent property owner. This was at the direction provided by the Planning Commission at their May 22, 2025 public hearing.

Farmstead Acres received Neighborhood Master Plan and Rezone approval in February 2023. The currently undeveloped property is approximately 5.928 acres and is currently zoned Urban Residential and Suburban Residential. The proposed Preliminary Plat is in substantial compliance with the Neighborhood Master Plan approved in February 2023. The road network, lot configuration, density, and proposed open space areas are aligned with the previously approved plan. The Preliminary Plat includes 32 single-family attached residential (duplex) lots, 5 single-family detached lots, and multiple outlots to accommodate a pocket park and two trail connections.

Preliminary Plat is the next phase of the overall land use approval process for a subdivision following Neighborhood Master Plan and Rezone approval.

### UPDATE/NEXT STEPS:

The applicant will be required to provide documents for recording by Staff if approved by the Town Board of Trustees, and any Conditions of Approval will need to be addressed prior to submitting an application for the final process. The final planning process step would be a

public hearing before the Planning Commission for a Final Plat. The Final Plat phase includes review of the Construction Documents (100%), referral agency review, analysis of the utilities and infrastructure planned for the project, off-site and on-site improvements, for example. The Final Plat can encompass all or a portion of the project. Both the Preliminary and Final platting must adhere to the Neighborhood Master Plan.

Referral agencies such as the school district, fire protection district, utility and infrastructure providers, for example have reviewed the Preliminary Plat applications. Referral agency comments at this phase are incorporated into the Staff Report and are used by the applicant when they are preparing their next land use application materials for review. Sanitary sewer and water main engineering designs, the need for water dedication, and school bus stop locations, if needed, for example are reviewed at the Preliminary Plat and Final Plat stages. The developer has provided Construction Documents with this phase and will be required to with the next or final phase of development, and these will be reviewed by the Town Engineer and supportive agencies.

**FISCAL IMPACT AND FUND SOURCE:**

There is no negative impact to the Town in consideration of this request for Preliminary Plat. Public notice is funded through fees paid by the applicant. Development review is funded through fees paid by the applicant.

**COMMUNITY TOUCHSTONES:**

Consideration of this request does not negatively impact community touchstones and in fact is supportive of the 2021 Comprehensive Plan. The proposed Preliminary Plat is consistent with the previously approved Neighborhood Master Plan which aligns with the vision of the Comprehensive Plan.

**RECOMMENDED ACTION(S):**

Planning Commission recommends approval of the request. See suggested motions in the Staff Report.



## STAFF REPORT: FARMSTEAD ACRES PRELIMINARY PLAT

**DATE: August 26, 2025 continued**  
**from June 10, 2025**

### GENERAL INFORMATION

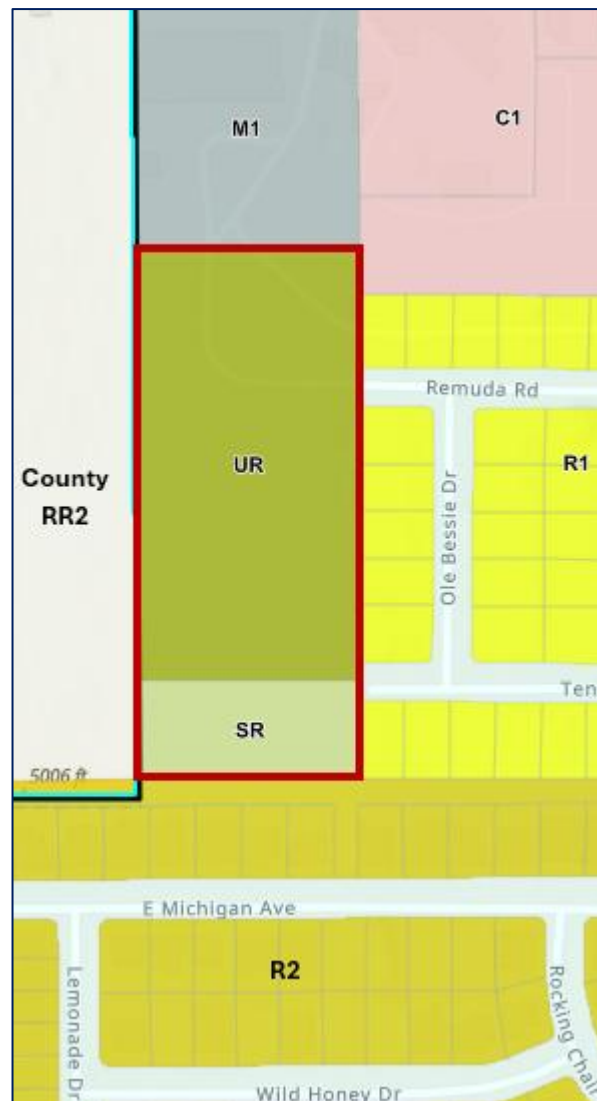
| GENERAL INFORMATION         |                                                                                                                                                                                                                 |                                    |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|
| Applicant:                  | Todd Johnson – Terra Forma Solutions, Inc.                                                                                                                                                                      | Size: 5.928 acres                  |
| Site Location:              | <p>The property is located approximately 560 feet west of the N. Dorothy Drive and Remuda Road intersection.</p>             |                                    |
| Applicant's Request:        | The Applicant is requesting Preliminary Plat approval to create 32 single-family attached (duplex) lots, 5 single-family detached lots, and multiple outlots to accommodate a pocket park and tail connections. |                                    |
| Current Zoning:             | UR – Urban Residential and SR – Suburban Residential                                                                                                                                                            |                                    |
| ZONING DISTRICT INFORMATION |                                                                                                                                                                                                                 |                                    |
|                             | <u>UR (Single-family Attached)</u>                                                                                                                                                                              | <u>SR (Single-family Detached)</u> |

|                      |                                    |                            |
|----------------------|------------------------------------|----------------------------|
| Max Density          | Defined by approved NMP            | Defined by approved NMP    |
| Min. Lot Area        | 2,000sf                            | 2,500 sq. ft/3,500 sq. ft. |
| Front Setback        | 8'-12'                             | 20' front loaded           |
| Side Setback         | 5' / 10' corner side (0' attached) | 5' / 10' corner side       |
| Rear Setback         | 5' rear loaded garage              | 20' front loaded           |
| Max Building Height: | 30'                                | 30'                        |

***SURROUNDING ZONING, LAND USE AND REQUIRED BUFFERS***

|       | <u>Adjacent Zoning</u> | <u>Adjacent Land Uses</u>                           | <u>Setbacks for Adjacent Zoning</u> |
|-------|------------------------|-----------------------------------------------------|-------------------------------------|
| North | M1                     | Storage building                                    | N/A                                 |
| South | R2                     | Single-family Residential                           | N/A                                 |
| East  | C1 / R1                | Commercial Event Center / Single-family Residential | N/A                                 |
| West  | County RR2             | Single-family residential, vacant                   | N/A                                 |

Zoning Map:



Subject property outlined in red.

## Proposal

The applicant proposes to create 32 single-family attached (duplex) lots, 5 single-family detached lots, and multiple outlots to accommodate a pocket park and two trail connections. The proposed Preliminary Plat is in substantial compliance with the approved Neighborhood Master Plan approved in April 2023. The Preliminary Plat, if approved, would allow the applicant to apply for a Final Plat that would formally subdivide the lots.

## Background

The currently undeveloped property is approximately 5.928 acres and is currently zoned Urban Residential and Suburban Residential. Farmstead Acres received Neighborhood Master Plan and Rezone approval in February 2023. The approved Neighborhood Master Plan includes 32 single-family attached and 5 single-family detached residential lots, along with a pocket park and a trail connection.

The proposed Preliminary Plat is consistent with the approved Neighborhood Master Plan with three minor modifications:

1. The first minor modification is a second trail connection located at the southwest corner of the property. This modification was made at the request of Staff and is not substantial in nature; therefore, is considered to be consistent with the approved Neighborhood Master Plan.
2. The second minor modification is the access point located at the northwest corner of the property connecting the adjacent commercial/industrial lot to the north to Remuda Road. This access was made at the request of the adjacent property owner. While the adjacent lot to the north has access to Highway 56, the Applicant was willing to work with the adjacent property owner to create this alternative access.
3. The third minor modification was made to the location of the proposed pocket park. In creating the access point referenced above, the pocket park was shifted to the west, rather than being centered on the block, to create a buffer between the access drive and residential Lot 1. The proposed pocket park reflected in the most recent submittal is slightly larger than the pocket park reflected in the previous submittals and approved Neighborhood Master Plan.

These modifications do not change the overall layout of the development, road network, lot configuration, or density; therefore, are not substantial changes and are considered to be consistent with the approved Neighborhood Master Plan.

## Preliminary Plat Review Criteria

In addition to all provisions of this Code, the Town shall use the following criteria to evaluate the applicant's request:

| 30-6-107(B) Review Criteria                                                                                                                  | Finding | Rationale                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|----------------------------------------------------------------------------------------------------------------------------------------------|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. The preliminary plat represents a functional system of land use and is consistent with the rationale and criteria set forth in this Code. | Yes     | The preliminary plat is a functional system of land use. The road network, lot configuration, density, and proposed open space areas are aligned with the previously approved Neighborhood Master Plan.<br><br>Those residential lots being created with this plat meet the standards of the UR – Urban Residential and SR – Suburban Residential zone district.                                                                                                                                                                                                                                                                               |
| 2. The application is consistent with the approved concept plan and incorporates the Town's recommendations and any conditions of approval.  | Yes     | The plan is consistent with the approved Neighborhood Master Plan (2023) with three minor modifications, as noted earlier.<br><br>The approved Neighborhood Master Plan contains one (1) condition of approval. The condition states that the applicant shall develop a solution for the eastern border of the project, considering screening, aesthetics, and maintenance such as snow removal.<br><br>Staff find that the condition has been addressed. The project is proposing a 6-foot-tall privacy fence, with lattice detail, along the entire eastern property line and a curb head inside the fence on the alley side. The fence will |

|                                                                                                                                                                                           |         | provide privacy and screening, while the curb head will assist in protecting the fence from damage during snow plowing operations or by other vehicles. Snow will be stored on applicants' lots and will not spill over to the eastern lots with the fence being present. Landscaping was considered; however, this was not logical due to site constraints.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 30-6-107(B) Review Criteria                                                                                                                                                               | Finding | Rationale                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 3. The land use mix within the project conforms to Berthoud's Zoning District Map and Preferred Land Use Map and furthers the goals and policies of the Comprehensive Plan and PORT Plan. | Yes     | <p>The creation of single-family residential lots conforms to Berthoud's Development Code for the UR – Urban Residential and SR – Suburban Residential districts.</p> <p>The Future Land Use Map envisions this area as Suburban Residential. The approved Neighborhood Master Plan is consistent with the Future Land Use Map, and the Preliminary Plat is consistent with the approved Neighborhood Master Plan.</p> <p>The project provides adequate public sidewalks, trails, and pedestrian connections to allow walkability within the project area and well beyond. Once developed, the project will be well connected to the neighboring residential areas.</p>                                                                                                                                                                                                                                                                                                                |
| 4. The utility and transportation design is adequate, given existing and planned capacities of those systems.                                                                             | Yes     | <p>As part of the Preliminary Plat application, the applicant provided a Preliminary Traffic Impact Study (TIS) / Analysis, Preliminary Water and Sewer Utility Report, and Preliminary Construction Documents. Additionally, the required dry utility easement locations are included on the Plat. The plans were reviewed by Town Staff as well as outside referral agencies. Staff and referral agencies find that the applicant has provided adequate plans for utilities and transportation designs for Preliminary Plat. Final versions of these reports/plans, at 100% completeness, will be required at Final Plat submittal.</p>                                                                                                                                                                                                                                                                                                                                              |
| 5. Negative impacts on adjacent land uses including, but not limited to: solar access, heat, dust, glare, traffic and noise have been identified and satisfactorily mitigated.            | Yes     | <p>The applicant provided the following required preliminary plans and reports which were reviewed by Town Staff and referral agencies specializing in the specific areas of study:</p> <ul style="list-style-type: none"> <li>- Preliminary Grading and Drainage Plan</li> <li>- Preliminary Water and Sewer Utility Report</li> <li>- Soils Report (Geotechnical Report)</li> <li>- Preliminary Landscape Plan</li> <li>- Preliminary Traffic Impact Study (TIS) / Analysis</li> <li>- Environmental Ecological Resource Survey Report</li> </ul> <p>Staff and referral agencies found that the reports and plans identify and satisfactorily mitigate impacts to adjacent land uses.</p> <p>Additionally, the applicant addressed the one condition of approval placed on the Neighborhood Master Plan regarding impacts to the neighboring properties along the east property line. The inclusion of a 6-foot tall privacy fence and curb head along the east property line is</p> |



|                                                                                                                                                                                           |         | intended to migrate concerns related to privacy and snow removal.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 30-6-107(B) Review Criteria                                                                                                                                                               | Finding | Rationale                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 6. There is a need or desirability within the community for the applicant's development and the development will help achieve a balance of land use and/or housing types within Berthoud. | Yes     | The Comprehensive Plan and Future Land Use Map anticipate the Suburban Residential Character areas to be vibrant places that are made up of lower intensity commercial and lower density residential uses that are in close proximity to each other to encourage walking and bicycling to nearby neighborhood services. Development within the Suburban Residential areas should provide neighborhoods with primarily single-family detached and single-family attached homes. This development reflects desirability within the community as it is defined in the Comprehensive Plan and contributes to a balance of land use and housing types. |
| 7. How the applicant has addressed comments received from the public, during the Public Comment portion of the process.                                                                   | Yes     | Comments received as part of the Public Comment portion of the process have been provided to the applicant and included with this report as an attachment. Comments received to date have been addressed.                                                                                                                                                                                                                                                                                                                                                                                                                                         |

#### **PUBLIC NOTICE AND COMMENT**

Notice of the Planning Commission Public Hearing and Town Board of Trustees hearing has been mailed to property owners within 500 feet of the subject property on May 5, 2025, a legal ad published on May 4, 2025, and the property was posted as required by the Development Code by May 5, 2025. In addition, notice of application was sent out to all property owners within 500 feet upon initial submittal in February 2024 with an invitation to comment on the request within three weeks of receipt.

The Farmstead Acres Preliminary Plat application completed four (4) rounds of referral agency review in the following sequence:

| Submittal Number | Review documents submitted by Applicant on: | Staff and Referral Agency comments provided to Applicant on: |
|------------------|---------------------------------------------|--------------------------------------------------------------|
| 1st              | February 12, 2024                           | March 20, 2024                                               |
| 2nd              | June 3, 2024                                | July 9, 2024                                                 |
| 3rd              | August 29, 2024                             | October 10, 2024                                             |
| 4th              | December 16, 2024                           | January 23, 2025                                             |
| 5th (final)      | May 1 and June 24, 2025                     | --                                                           |

#### **FINDINGS AND RECOMMENDATIONS**

**Planning Commission heard the request for approval of the Farmstead Acres Preliminary Plat at their July 10, 2025 public meeting and provide the following recommendation:**

**Planning Commission voted unanimously to send their recommendation for approval of the Farmstead Acres Preliminary Plat to the Town Board of Trustees.**

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## Attachments

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1. Development Review Application form
2. Preliminary Plat
3. Preliminary Landscape Plan
4. Approved Neighborhood Master Plan (for reference only)
5. Traffic Analysis
6. Combined Public Comments





Town of Berthoud  
807 Mountain Ave.  
P.O. Box 1229  
Berthoud, CO 80513  
970.532.2643

## DEVELOPMENT REVIEW APPLICATION

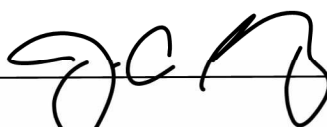
All required information must be provided before submittal will be accepted and deemed complete.  
To be complete, the application must include all items identified on the submittal checklist.  
Please complete both sides of application form.

|                                                                                                                |                                                                  |                                                           |
|----------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|-----------------------------------------------------------|
| <b>Parcel Number(s):</b> 9424267003 and 9424267004                                                             |                                                                  |                                                           |
| <b>Site Address:</b> TBD, West of Farmstead Subdivision, Extension of Remuda Road and Tenderfoot Drive         |                                                                  |                                                           |
| <b>Project Name:</b> Farmstead Acres Subdivision - Second Filing                                               |                                                                  |                                                           |
| <b>Brief description of project:</b><br>Preliminary Plat for residential areas shown on the neighborhood plan. |                                                                  |                                                           |
| <b>APPLICATION TYPE (Check as appropriate):</b>                                                                |                                                                  |                                                           |
| <input type="checkbox"/> Annexation                                                                            | <input checked="" type="checkbox"/> Preliminary Subdivision Plat | <input type="checkbox"/> Final Site Plan                  |
| <input type="checkbox"/> Rezoning                                                                              | <input type="checkbox"/> Final Subdivision Plat                  | <input type="checkbox"/> PUD Amendment                    |
| <input type="checkbox"/> Concept Plan                                                                          | <input type="checkbox"/> Plat Amendment                          | <input type="checkbox"/> PUD Preliminary Development Plan |
| <input type="checkbox"/> Minor Subdivision                                                                     | <input type="checkbox"/> Oil and Gas                             | <input type="checkbox"/> PUD Final Development Plan       |
| <input type="checkbox"/> Special Use Review                                                                    | <input type="checkbox"/> ROW Vacation                            | <input type="checkbox"/> Other _____                      |
| <b>APPLICANT</b>                                                                                               |                                                                  |                                                           |
| Name: Todd Johnson - Terra Forma Solutions, Inc.                                                               |                                                                  |                                                           |
| E-mail: todd@terraformas.com                                                                                   | Mailing Address: 3465 South Gaylord Court, A304                  |                                                           |
| Phone: 303-257-7653                                                                                            | City/State/Zip: Englewood, CO 80113                              |                                                           |
| <b>CONTACT PERSON (will receive correspondence from Town Staff/Referral Agencies)</b>                          |                                                                  |                                                           |
| Name: Same as applicant                                                                                        |                                                                  |                                                           |
| E-mail:                                                                                                        | Mailing Address:                                                 |                                                           |
| Phone:                                                                                                         | City/State/Zip:                                                  |                                                           |
| <b>OWNER(S) (If different than applicant)</b>                                                                  |                                                                  |                                                           |
| Name: 533 E County Road 8 LLC                                                                                  |                                                                  |                                                           |
| E-mail: jguernsey@waypointe.com                                                                                | Mailing Address: 125 South Howes Street, Suite 500               |                                                           |
| Phone: 970-632-5050                                                                                            | City/State/Zip: 125 South Howes Street, Suite 500                |                                                           |
| <b>CONSULTANT (Engineer, Surveyor, or Planner)</b>                                                             |                                                                  |                                                           |
| Name: Same as applicant                                                                                        |                                                                  |                                                           |
| E-mail:                                                                                                        | Mailing Address:                                                 |                                                           |
| Phone:                                                                                                         | City/State/Zip:                                                  |                                                           |

| LAND USE INFORMATION                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                          |  |                                                                                                                                                                      |                                                                            |                       |                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|-----------------------|----------------|
| <b>Existing Use:</b> Farming/Ranching<br><b>Proposed Use:</b> Residential<br><b>Existing Zoning:</b> PUD(Urban/Sub. Resid.)<br><b>Proposed Zoning: (if applicable):</b> PUD (Urban/Suburban Residential)<br><b>Number of acres:</b> 5.928<br><b>Proposed Access:</b> Remuda & Tenderfoot                                                                               | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="background-color: #e6f2ff; text-align: center;">Adjacent zoning / land use:</th> </tr> </thead> <tbody> <tr> <td style="width: 50%;">East Side: C1 &amp; R1</td> <td style="width: 50%;">North Side: Industrial</td> </tr> <tr> <td>West Side: County RR1</td> <td>South Side: R2</td> </tr> </tbody> </table>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Adjacent zoning / land use:              |  | East Side: C1 & R1                                                                                                                                                   | North Side: Industrial                                                     | West Side: County RR1 | South Side: R2 |
| Adjacent zoning / land use:                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                          |  |                                                                                                                                                                      |                                                                            |                       |                |
| East Side: C1 & R1                                                                                                                                                                                                                                                                                                                                                     | North Side: Industrial                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                          |  |                                                                                                                                                                      |                                                                            |                       |                |
| West Side: County RR1                                                                                                                                                                                                                                                                                                                                                  | South Side: R2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                          |  |                                                                                                                                                                      |                                                                            |                       |                |
| UTILITY SERVICE INFORMATION                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                          |  |                                                                                                                                                                      |                                                                            |                       |                |
| Water: Berthoud                                                                                                                                                                                                                                                                                                                                                        | Sewer: Berthoud                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                          |  |                                                                                                                                                                      |                                                                            |                       |                |
| PROJECT INFORMATION                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                          |  |                                                                                                                                                                      |                                                                            |                       |                |
| Number of proposed units: 37<br>Number of phases: 1<br>Number of Units per phase: 100%<br>Number of lots proposed: Same as above<br>Lot size minimum: 3,041 Square Feet<br>Lot size maximum: 6,794 Square Feet<br>Lot size average: 3,936 Square Feet<br>Gross density (units/acre): 6.24<br>Net density (units/acre): 8.14<br>Area and percent open space: 0.547 9.2% | Non-Residential Building Area (Sq. Ft.) Proposed: N/A<br>Non-Residential Construction Floor Area Ratio Proposed: N/A<br>Total Number of Parking Spaces: N/A<br><u>Acreage of Site:</u><br>a. Gross: 5.928 Acres<br>b. Right-of-Way: 1.382 Acres<br>c. Net (a-b) 4.546 Acres<br><table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="background-color: #e6f2ff; text-align: center;">Type of Housing Proposed (please check):</th> </tr> </thead> <tbody> <tr> <td style="width: 50%; vertical-align: top;"> <input checked="" type="checkbox"/> Future Single Family<br/> <input checked="" type="checkbox"/> Duplex<br/> <input type="checkbox"/> Multi-family<br/>           (# of units: 37 )         </td> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> Townhouse<br/> <input type="checkbox"/> Condominium         </td> </tr> </tbody></table> | Type of Housing Proposed (please check): |  | <input checked="" type="checkbox"/> Future Single Family<br><input checked="" type="checkbox"/> Duplex<br><input type="checkbox"/> Multi-family<br>(# of units: 37 ) | <input type="checkbox"/> Townhouse<br><input type="checkbox"/> Condominium |                       |                |
| Type of Housing Proposed (please check):                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                          |  |                                                                                                                                                                      |                                                                            |                       |                |
| <input checked="" type="checkbox"/> Future Single Family<br><input checked="" type="checkbox"/> Duplex<br><input type="checkbox"/> Multi-family<br>(# of units: 37 )                                                                                                                                                                                                   | <input type="checkbox"/> Townhouse<br><input type="checkbox"/> Condominium                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                          |  |                                                                                                                                                                      |                                                                            |                       |                |

### Signatures are required for ALL Property Owners and the Applicant

I hereby certify that I am the lawful owner of the parcel(s) of land that this application concerns and consent to the action. I hereby permit Town of Berthoud staff to enter upon the property for the purposes of inspection relating to the application. Building Permits will not be accepted while this application is in process.

Property Owner(s):  Date: 1/12/23  
 Property Owner(s): \_\_\_\_\_ Date: \_\_\_\_\_

In submitting the application materials and signing this application agreement, I acknowledge and agree that the application is subject to the applicable processing and public hearing requirements set forth in the Development Code.

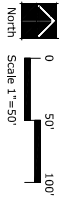
Applicant:  Date: 1/12/23  
Digitally signed by Todd A. Johnson  
 DN: C=US, E=todd@terraformas.com,  
 O="Terra Forma Solutions, Inc.",  
 CN=Todd A. Johnson  
 Reason: I am approving this document  
 Date: 2024.01.12 13:57:51-07'00'

FOR OFFICE USE ONLY

Received By: \_\_\_\_\_

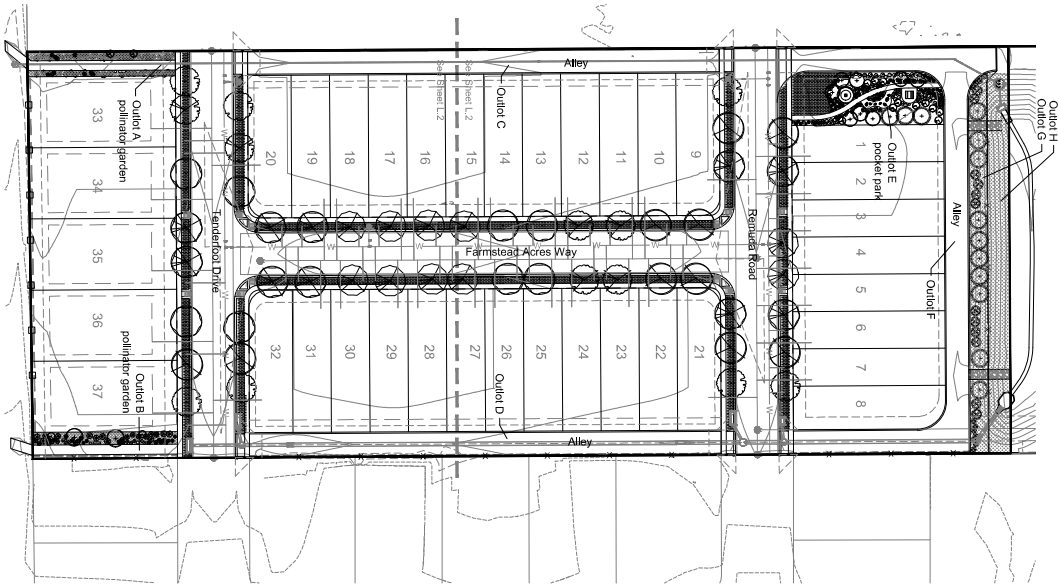
Date: \_\_\_\_\_





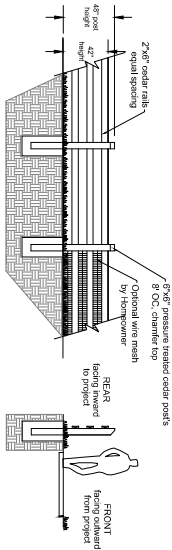
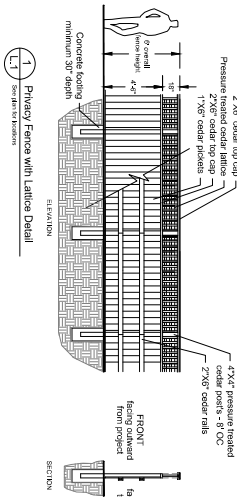
OVERALL LANDSCAPE PLAN

- LEGEND
- 6" PERIMETER FENCE
  - OPEN RAIL FENCE
  - INGRADED PAVEMENT IN BERMADGRASS
  - TEMPORARY INGRADED NATIVE SOIL
  - TEMPORARY INGRADED NATIVE SOIL

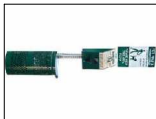


Town of Berthoud Requirements

- Total Site Area - 258,227 sf  
Total Open Space Provided - 20,026 sf
- Outlet A - 2,386 sf of Greenway connection  
Outlet B - 2,386 sf of Greenway connection  
Outlet C - 2,386 sf of Greenway connection  
Outlet D - 2,386 sf of Greenway connection  
Outlet E - 2,386 sf of Greenway connection  
Outlet F - 2,386 sf of Greenway connection  
Total Open Space - 20,026 sf
- Open Space Elements  
Greenway (element 1)  
Greenway trails with 8' walks (2 provided element 2)  
Subdivision Identify Elements & Place Standards  
Required - 4' high loaded garages with HOA maintenance (elements 1 and 2)  
Required - 4' high loaded garages with HOA maintenance (elements 1 and 2)  
Public art in pocket park (element 4)
- Total ingraded native lawn mix area - 10,791 sf  
Total temporary ingraded native area - 6,800 sf  
Total bark mulch bed area - 6,351 sf
- Site open space = 20,026 sf (not including ROW tree lawn)  
1 tree/1,000 sf = 20 trees required, 32 trees provided  
1 shrub/500 sf = 134 shrubs required, 185 shrubs provided  
Shrub tree plantings - 1 tree per 40' in tree lawn



Open Rail Fence Detail



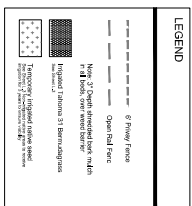
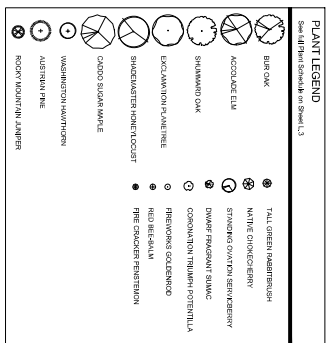
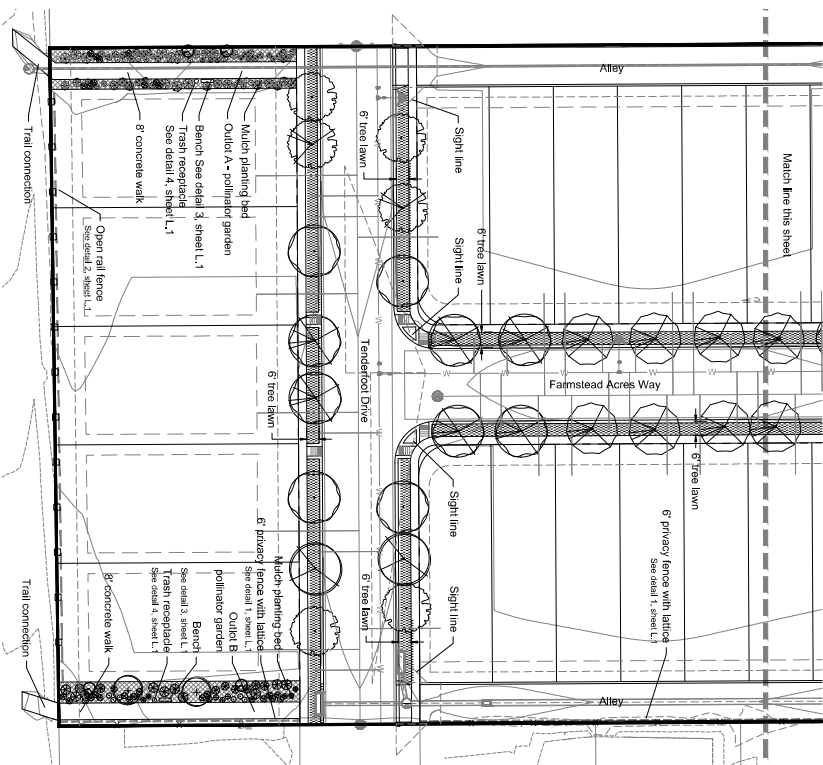
Dumro Bench 34.3 (total)

Dumro Trash Receptacle 41 (3 total)

Dumro Pet Station 1 (total)

| REV. NO. | DESCRIPTION | DATE |
|----------|-------------|------|
|          |             |      |
|          |             |      |
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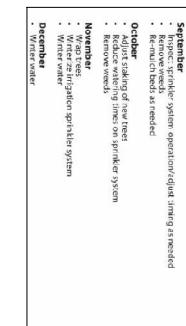
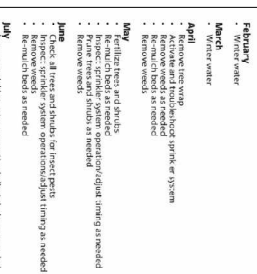


| ST       | AGE (MO) | LANDSCAPE TYPE            | NUMBER OF PLANTS | NUMBER OF SEEDS |
|----------|----------|---------------------------|------------------|-----------------|
| 10/29/01 | 0.25     | RESTORATIVE NATURAL (LOW) | 0.8              | 0.2             |
| 6/30/01  | 0.15     | SHRUB BEDS (MODERATE)     | 1.3              | 2.0             |

## Landscape Maintenance Notes

- [illegible]

| PERENNIALS | ALM | MORNING LIGHT |
|------------|-----|---------------|
| 43         |     |               |



4 Perennial & Grass Planting Detail

## 2 Evergreen Tree Planting Detail

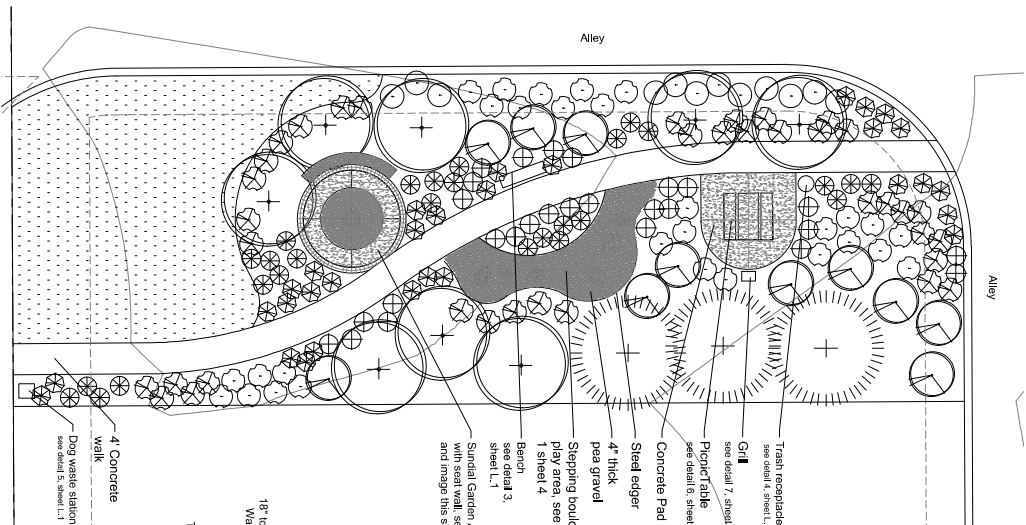
|           |           |                                                                                                                                                  |
|-----------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------|
|           | As needed | Remove items from the shed for good or damaged items.                                                                                            |
| January   |           | • Trash removal                                                                                                                                  |
| February  |           | • Water meter                                                                                                                                    |
| March     |           | • Water meter                                                                                                                                    |
| April     |           | • Remove tree wrap<br>• Activate and test backflow preventer on system<br>• Remove old beds as needed<br>• Remove weeds                          |
| May       |           | • Remove tiller from yard and bins<br>• Remove old beds as needed<br>• Remove old beds as needed<br>• Remove weeds                               |
| June      |           | • Remove old items and bins for future repair<br>• Backflow preventer system operational/liquid testing as needed<br>• Remove old beds as needed |
| July      |           | • Backflow preventer system operational/liquid testing as needed<br>• Remove old beds as needed<br>• Remove old beds as needed                   |
| August    |           | • Backflow preventer system operational/liquid testing as needed<br>• Remove old beds as needed<br>• Remove old beds as needed                   |
| September |           | • Backflow preventer system operational/liquid testing as needed<br>• Remove old beds as needed                                                  |
| October   |           | • Adjust soaking of new trees<br>• Remove weeds<br>• Remove weeds                                                                                |
| November  |           | • Water 2 trees<br>• Water 2 trees<br>• Water meter                                                                                              |
| December  |           | • Water meter                                                                                                                                    |

10

[illegible]

10

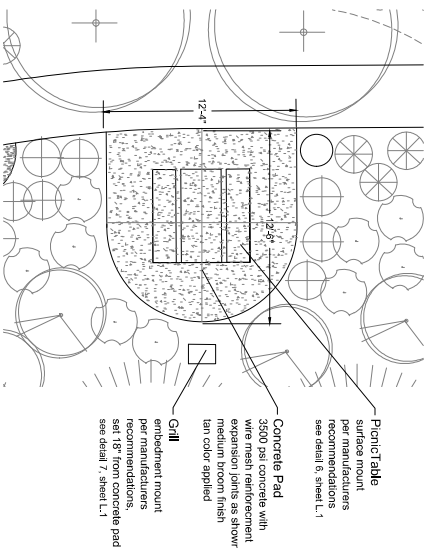
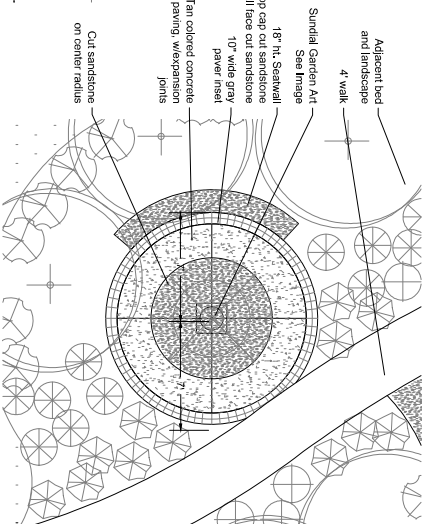
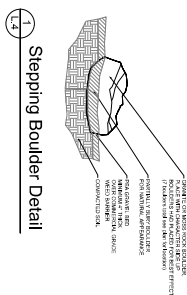
## RESULTS



**Sundial Mounted on Pedestal Image**  
Image shown is to convey design intent, sundial size and type to be determined.



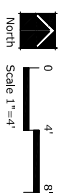
**Accent Paving and Seat Wall Image**  
Image shown is to convey design intent, paving and seat wall materials and final design to be determined.



# POCKET PARK DETAIL



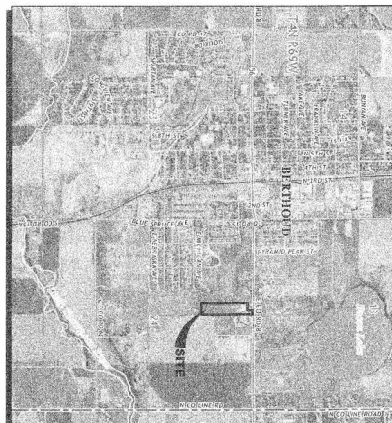
# SUNDIAL / SEATWALL DETAIL



# PICNIC TABLE / GRILL DETAIL



RECEIVED: 6/22/23 4:51 PM  
TOWN OF BERTHOOD, COLORADO



# NEIGHBORHOOD PLAN

## FARMSTEAD ACRES

LOCATED IN THE NORTHWEST QUARTER OF SECTION 24  
TOWNSHIP 9 NORTH, RANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN,  
COUNTY OF LINCOLN, STATE OF COLORADO

VICINITY MAP

T-1-1507



OVERALL THE PROJECT IS MADE UP OF EXISTING RESIDENTIAL AND INDUSTRIAL USES ON THE NORTHERN PARTS OF THE SITE WITH PROPOSED RESIDENTIAL USES ON THE SOUTH. THE EXISTING NORTHERN RESIDENTIAL USE WILL REMAIN UNTIL ITS FUTURE CONVERSION TO COMMERCIAL OFFICE. INDUSTRIAL USES ARE LOCATED IN THE NORTH CENTRAL AREA AND WILL REMAIN AS IS AND CONTINUE TO PROVIDE A BASIS FOR JOBS AND TAX REVENUE. THE PROPOSED RESIDENTIAL USES WILL BE SUBURBAN RESIDENTIAL, AND HAVE SINGLE FAMILY DETACHED HOMES, ADDITIONALLY WE ARE REQUESTING THE ALLOWANCE FOR ACCESSORY DWELLING UNITS/ADU ON ALL LOTS.

### IMPACT OF ACCESS AND TRAFFIC

A MASTER NEIGHBORHOOD PLAN WITH A TRAFFIC IMPACT ANALYSIS IS ALSO PROVIDED WITH THIS APPLICATION. YOU WILL GET THE TRAFFIC PATTERNING AND IMPACT HAVE BEEN IDENTIFIED. IN OUR OPINION TRAFFIC PATTERNS WILL BE ENHANCED AND PRIORITIZED WITH THE REZONING. ANY ADDITIONAL TRAFFIC CAN BE HANDLED ON THE EXISTING AND PROPOSED INFRASTRUCTURE.

### AVAILABILITY OF UTILITIES

WATER, SANITARY SEWER, AND STORM DRAINAGE ARE ALL AT THE BORDER OF THE PROJECT AND EXTENSION AND/OR CONNECTION WITH THE EXISTING SYSTEMS IS NOT PROJECTED TO ADVERSELY IMPACT THOSE FACILITIES.

### PRESENT AND FUTURE IMPACTS TO PUBLIC FACILITIES/ SERVICES

THE PROJECTS IS CURRENTLY WITHIN THE TOWN OF BERTHOOD AND THE PROPOSED USES ARE IN GENERAL CONFORMANCE WITH THE COMPREHENSIVE PLAN AND NEW ZONING CRITERIA. ALL FACILITIES WILL BE DESIGNED PER THE TOWN'S STANDARDS AND ANY FEES REGARDING IMPACTS OR SYSTEMS FEES ARE CONSIDERED TO MATCH THOSE CRITERIA STANDARDS TO ACQUIT FOR THIS PROJECT IMPACTS. ADDITIONALLY, ANY ON-SITE PUBLIC IMPROVEMENTS REQUIRED FOR DEVELOPMENT WILL BE BUILT FOR THIS PROJECT TO CONTRIBUTE TOWARDS ITS IMPACT.

### COMPREHENSIVE PLAN

THE COMPREHENSIVE PLAN PROJECTS THIS AREA TO BE COMMERCIAL/OFFICE/RESIDENTIAL AND THE EXISTING AND PROPOSED USES ARE GENERALLY COMPATIBLE WITH THESE PROJECTIONS AND NEW ZONING CLASSIFICATIONS.

### PUBLIC BENEFITS

THE PROJECT PROVIDES AN EXTREMELY VALUABLE ELEMENT TO THE LIMITED RESIDENTIAL HOUSING NEEDS IN THE REGION. PROVIDES A PORTAL/OPEN BASE TO FURTHER PATRONS/IZZ BERTHOOD BUSINESS AND WILL PAY AS STATED ABOVE THIS PROJECT WILL FURTHER EXTEND PUBLIC INFRASTRUCTURE TO GET THE TOWN CLOSER TO CLOSING CONNECTIONS WITHIN THIS AREA.

### APPROVAL CERTIFICATES

OWNER: 533 BIRCHWAY 26, LLC

BY: *[Signature]*  
RTM BOND MANAGER

STATE OF COLORADO  
COUNTY OF LINCOLN  
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 16th DAY OF MAY, 2023, BY  
RTM BOND MANAGER

NOTARY PUBLIC  
MAY 13, 2023

APPROVED BY THE BOARD OF TRUSTEES OF THE TOWN OF BERTHOOD, COLORADO THIS 30th DAY OF MAY, 2023.

ATTEST: *[Signature]*  
TOWN CLERK

APPROVED BY THE PLANNING COMMISSION OF THE TOWN OF BERTHOOD, COLORADO THIS 25th DAY OF MAY, 2023.

ATTEST: *[Signature]*  
PLANNING COMMISSION

APPROVED BY THE BOARD OF TRUSTEES OF THE TOWN OF BERTHOOD, COLORADO THIS 30th DAY OF MAY, 2023.

ATTEST: *[Signature]*  
TOWN CLERK

APPROVED BY THE PLANNING COMMISSION OF THE TOWN OF BERTHOOD, COLORADO THIS 25th DAY OF MAY, 2023.

ATTEST: *[Signature]*  
PLANNING COMMISSION



THE PLAN / ZONING

| SHEET INDEX  |                                      |
|--------------|--------------------------------------|
| SHEET NUMBER | SHEET TITLE                          |
| 1            | COVER SHEET                          |
| 2            | STREET AND LAND USE PLAN             |
| 3            | PROPOSED MOBILITY PLAN               |
| 4            | PROPOSED OPEN SPACE AND PARKING PLAN |

COVER SHEET

# FARMSTEAD ACRES

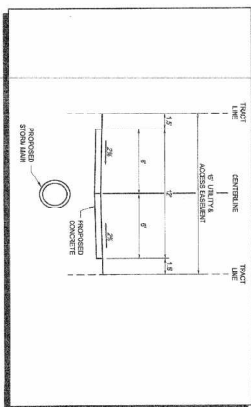


SHEET 1 OF 4  
DATE: APRIL 16, 2023



## FARMSTEAD ACRES

## FARMSTEAD ACRES



- 
- Figure 1 is a schematic diagram of the test specimen. It shows a rectangular specimen with a width of 150 mm and a height of 75 mm. The specimen is divided into three vertical sections by two vertical lines. The central section is labeled 'FIBRE REINFORCED CONCRETE' and the two side sections are labeled 'CONCRETE'. The central section has a width of 150 mm and a height of 75 mm. The side sections have a width of 15 mm each and a height of 75 mm. The central section is further divided into three horizontal sections by two horizontal lines. The top section is labeled 'FIBRE REINFORCED CONCRETE' and the two bottom sections are labeled 'CONCRETE'. The top section has a height of 25 mm and the two bottom sections have a height of 25 mm each. The central section is also labeled 'FIBRE REINFORCED CONCRETE' and the two side sections are labeled 'CONCRETE'. A circular inset shows a cross-section of the specimen, with labels 'FIBRE REINFORCED CONCRETE' and 'CONCRETE' pointing to the respective layers.

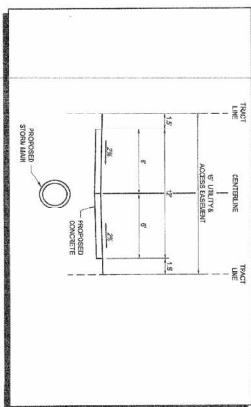
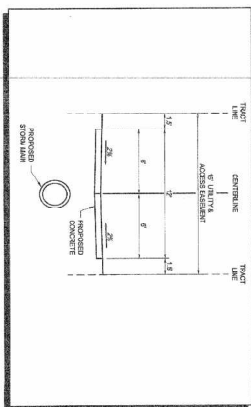


Figure 1 is a schematic diagram of a test specimen. It is a rectangular structure with a total width of 150 mm and a total height of 75 mm. The specimen is divided into three vertical sections: 'INITIAL' (left), 'ACCESSORY' (middle), and 'THICK' (right). The 'INITIAL' section has a width of 150 mm and a height of 75 mm. The 'ACCESSORY' section has a width of 75 mm and a height of 75 mm. The 'THICK' section has a width of 75 mm and a height of 75 mm. The specimen is made of 'CONCRETE' and is reinforced with 'REINFORCED STEEL BAR' (indicated by a circular symbol). The diagram also shows a 'REINFORCED CONCRETE' section at the bottom.

Figure 1 is a schematic diagram of a test specimen. It is a rectangular structure with a total width of 150 mm and a total height of 75 mm. The specimen is divided into three vertical sections: 'INITIAL' (left), 'ACCESSORY' (middle), and 'THICK' (right). The 'INITIAL' section has a width of 150 mm and a height of 75 mm. The 'ACCESSORY' section has a width of 75 mm and a height of 75 mm. The 'THICK' section has a width of 75 mm and a height of 75 mm. The specimen is made of 'CONCRETE' and is reinforced with 'REINFORCED STEEL BAR' (indicated by a circular symbol). The diagram also shows a 'REINFORCED CONCRETE' section at the bottom.

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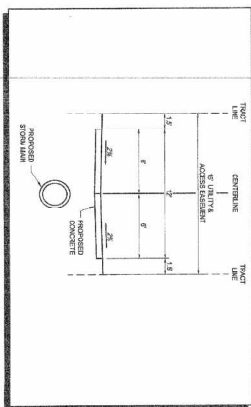
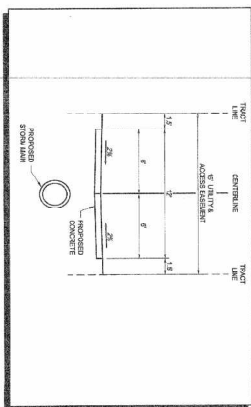
[illegible]

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[illegible][illegible][illegible]

# NEIGHBORHOOD PLAN

## FARMSTEAD ACRES

LOCATED IN THE NORTHWEST QUARTER OF SECTION 24  
TOWNSHIP 9 NORTH, RANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN,  
COUNTY OF LARIMER, STATE OF COLORADO



### HYDROLOGY AND UTILITY PLAN

## FARMSTEAD ACRES



- LEGEND**
- PHASED DRAINAGE
  - CONVEYANCE DIRECTION
  - SANITARY SEWER
  - WATER MAIN
  - STORM SEWER

- NOTES**
1. THE SUBJECT PROPERTY IS IN FLOOD ZONE X, WHICH IS A MAJOR FLOOD HAZARD PER FIRM 17-022 (FLOOD INSURANCE RATE MAP) AND FIRM 17-022 (FLOOD INSURANCE RATE MAP).
  2. THERE ARE NO KNOWN GEOTECHNICAL HAZARDS WITHIN THE PROPERTY BOUNDARY.
  3. THERE ARE NO KNOWN CONVEYANCE HAZARDS WITHIN THE PROPERTY BOUNDARY.
  4. CONTOURS (5' AND 10' ELEVATION) ARE SHOWN ON THE MAP. CONTOURS REPRESENTING A COMBINATION OF LOSS, TYPICALLY AND SHOWN ON THE MAP.
  5. NO UTILITY STATIONS ARE REQUIRED.





January 15, 2024

## RE: Farmstead Acres Subdivision, Second Filing – Traffic Impact Study/Analysis

To Town of Berthoud,

Terra Forma Solutions, Inc, (TFS) is providing the following Traffic Impact Study/analysis for the subject project as part of the Preliminary Plat Application and Process. The study is an analysis of the potential impacts based upon general transportation criteria and standards.

### SITE/USES

The subject property is located west of Farmstead with extensions of Remuda and Tenderfoot, which access of Dorothy Drive, ultimately to Mountain Avenue (County Road 8) to the northeast. The site is currently zoned PUD with proposed residential and uses. The area will be formalized from urban and suburban residential of 37 paired and single family detached homes. Currently the industrial access through the residential area from Remuda, this access will be severed with this project.

### ACCESS

Proposed access points are projected to formalize into the following:

- Remuda Road (Local Residential) continuation of roadway into site for individual access and overall project circulation. Additionally, this roadway is projected to extend to the west and provide additional connections and alternatives in the future by others.
- Tenderfoot Drive (Local Residential) continuation of roadway into site for individual access and overall project circulation. Additionally, this roadway is projected to extend to the west and provide additional connections and alternatives in the future by others.
- North/South (Local Residential) connecting Remuda and Tenderfoot.
- Alley access to join local roadways and private individual accesses.



## PEDESTRIAN/BICYCLES

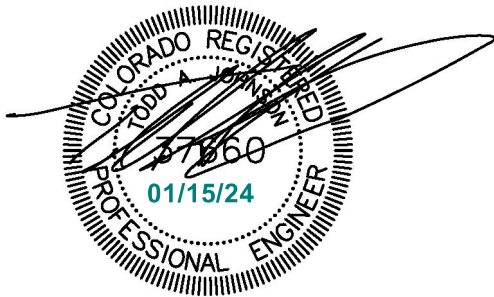
Pedestrians and bicyclists will be able to access internal trail/walk systems within the site on the local residential street network to the local and major transportation networks adjacent to and linked to the site as outlined above. Additionally, a trail connection to the south will provide access to a regional east/west trail system.

## TRIP GENERATION

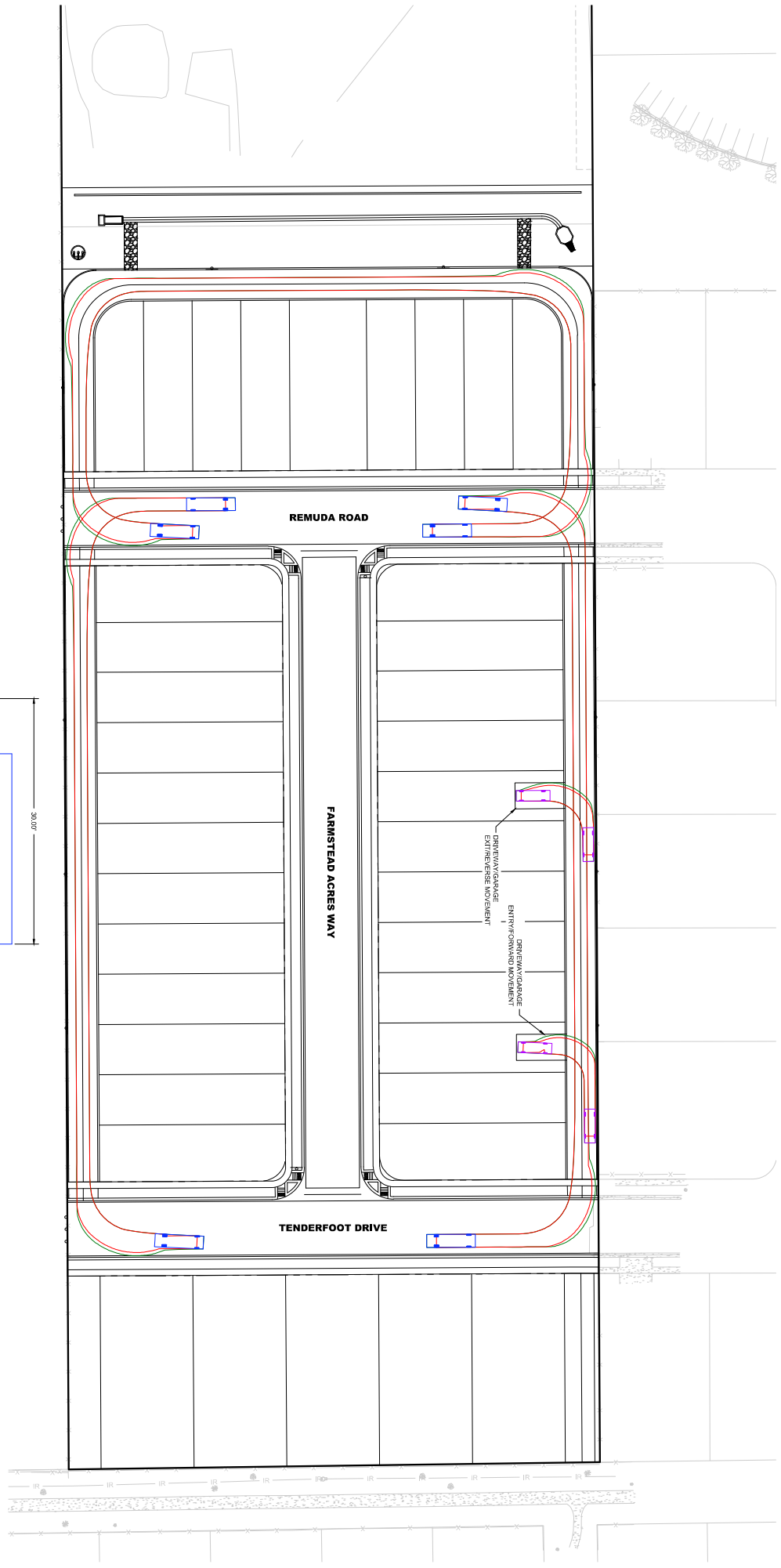
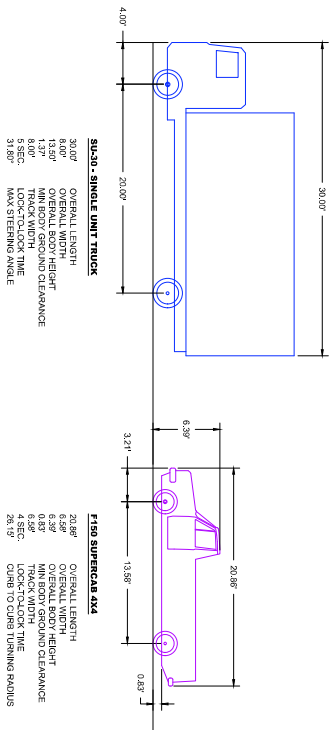
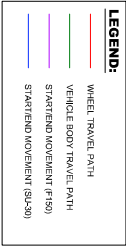
The project is projected to generate 222 average daily trips and 16 AM peak hour trips and 20 PM peak hour trips per the table below. In the interim (prior to offsite western connections) the trips will be directed northeast with a projected split of 60% to Remuda and 40% to Tenderfoot.

| Trip Generation |          |       |       |      |     |               |           |                |           |               |           |                |           |
|-----------------|----------|-------|-------|------|-----|---------------|-----------|----------------|-----------|---------------|-----------|----------------|-----------|
| Use             | ITE Code | Acres | Units | Rate | ADT | AM In<br>Rate | AM<br>ADT | AM Out<br>Rate | AM<br>ADT | PM In<br>Rate | PM<br>ADT | PM Out<br>Rate | PM<br>ADT |
| Residential     | 210      | 5.928 | 5     | 9.44 | 47  | 0.19          | 1         | 0.56           | 3         | 0.62          | 3         | 0.37           | 2         |
| Residential     | 221      |       | 32    | 5.44 | 174 | 0.09          | 3         | 0.27           | 9         | 0.27          | 9         | 0.17           | 5         |
| Total           |          | 5.928 |       |      | 222 |               | 4         |                | 12        |               | 12        |                | 8         |

Based on the findings contained herein, it is my professional opinion that the development of project can function within the existing and proposed transportation network and not have significant impacts to the transportation systems or adjacent developments. Please feel free to contact me at 303-257-7653 or [todd@terraformas.com](mailto:todd@terraformas.com) with any questions or comments related to this document.



Todd A. Johnson, P.E, President  
For and on behalf of:  
**Terra Forma Solutions, Inc.**





## Attachment 6

### Public Comment - 1

---

**From:** Kate Browning <kajuhlke@gmail.com>  
**Sent:** Friday, March 1, 2024 8:25 PM  
**To:** Tawn Hillenbrand  
**Subject:** Farmstead Acres

You don't often get email from kajuhlke@gmail.com. [Learn why this is important](#)

Hello,

My name is Kathryn Browning and I live on Ole Bessie Dr. I have been paying close attention to this project and have attended several meetings since this development will be adjacent to my property. My main issue with the current proposal is that there is no stand off between the alley and my property. At the last in person meeting, I had mentioned this as an issue to the board. A couple of members actually agreed with me. If there is a lot of snow, where will it go? If there are issues with vehicle interaction, my fence is going to get hit. Contrary to what the developer thinks, I built that fence, not our HOA. I request a 2 foot stand off between the alley and the edge of the property as a buffer between what happens in the alley and hitting my fence.

Beyond the issue with the alley, I am a little confused by their verbiage of what type of houses are going where. Their proposal states that the northern and central portion will have duplex units. To me, this would be the section designated north of Tenderfoot Dr. Their proposal also states that they will have single family units south of Remuda. These areas would then overlap each other. Honestly, I would love to have a clear explanation of what is planned to be built west of my property.

Thank you for your time and consideration on this matter.

Kathryn Browning  
219 Ole Bessie Dr. Berthoud

*From their proposal - The urban residential units on the northern and central portion of the site will allow a transition from higher intensity uses of industrial and commercial to a lower residential setting along the southern and eastern edges. The urban residential units are proposed as paired (duplex) units ranging from 1300-1500 square foot, two stories with attached or detached garages loaded from alleys at the rear of the units. The proposed single-family units south of Remuda could range in square footage from 1700-2500 square foot, two stories with proposed vehicle access from the adjacent public roadways. Garages can be located in the front of the units or at the rear of the lots.*



## Public Comment - 2

---

**From:** Jessica Carpenter <irispaints2@gmail.com>  
**Sent:** Sunday, March 3, 2024 5:41 PM  
**To:** Tawn Hillenbrand  
**Subject:** Farmstead Acres Development Project

**Categories:** Neighbor Comment

[You don't often get email from irispaints2@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Good Evening,

We had an opportunity to review the proposed development of Farmstead Acres and we are effected homeowners who live at 201 Ole Bessie Dr in Berthoud. The current plan proposes to have an alley way directly backing to our property with concrete beginning at the fence line. This is unacceptable for many reasons. We have a family home, as do our neighbors and having traffic immediately behind our yards is loud, potentially dangerous for young children, hot and unsightly. People work in their garages and on their cars and we will have people, including renters with less care for personal property, directly behind our fence doing these things, which defeats the purpose of a serene family neighborhood. This is why my husband and I chose to spend our money in Berthoud on our family home. For a peaceful, small town lifestyle. Also, with the large duplex units immediately behind our property, privacy is greatly effected, which is not a safe feeling for the women and children who reside in the family homes directly east of the proposed project. There should at least be a 6-8 foot berm for shrub and tree planting to assist in noise reduction as well as maintain some privacy for the families directly backing the project. Thank you for your attention Jessica and Ryan Carpenter  
201 Ole Bessie Dr.  
Berthoud, CO 80513

Sent from my iPhone

To the Berthoud Town Planning Commission:

**Regarding Farmstead Acres**

I have submitted the information below to Client Services at Advanced HOA. It appears to me from the schematics that the split (open) rail fence is not to be replaced. I think the fencing should match the requirements in The Farmstead Covenants. --

Diana Tasciotti and Ken Edwards, 602 E Michigan, Diana's Cell: (970) 353-5784

To Client Services at Advance HOA (The HOA for The Farmstead):

**REGARDING FARMSTEAD ACRES.**

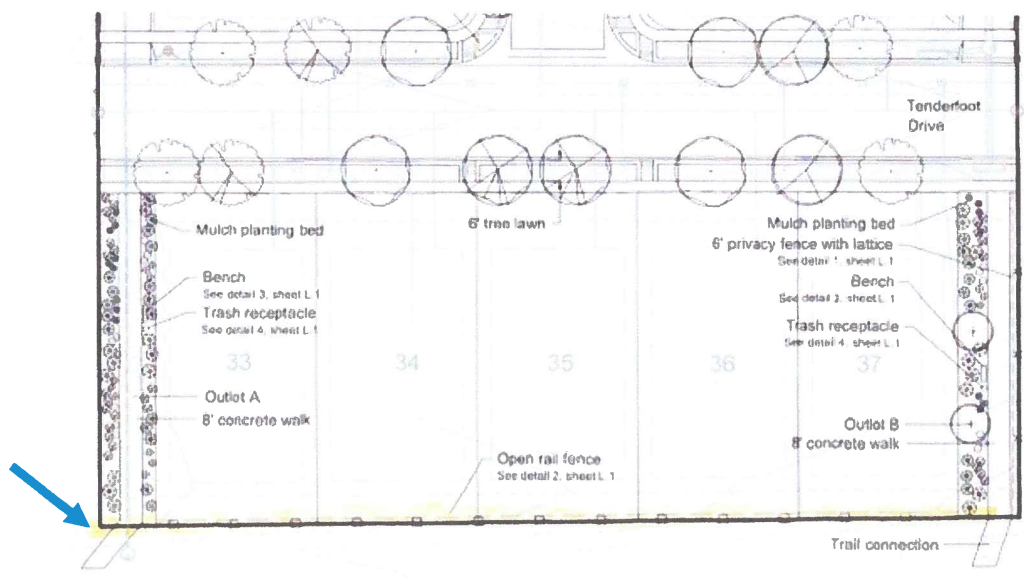
At the south end, along the trail between Tenderfoot and Michigan Ave, it appears there are no plans to replace the current split rail fence with a 6' privacy fence in the back yards of the single family homes.

I feel it is essential that the split rail fence be replaced with a fence that matches the fences on the south side of the trail that Farmstead homeowners have built. The specifications are found in The Farmstead covenants. It is essential to have privacy fences both for privacy and for visual continuity of the trail.

I believe the split rail fence belongs to the Farmstead HOA and was constructed because there was only open space behind it.

The plans for Farmstead Acres at the trail should require privacy fences to match The Farmstead specifications.

I have attached a printout of the area I am referring to. -- Diana Tasciotti



| PLANT LEGEND                         |                               |
|--------------------------------------|-------------------------------|
| See full Plant Schedule on Sheet L-3 |                               |
|                                      | BUR OAK                       |
|                                      | ACCOLADE ELM                  |
|                                      | TALL GREEN RABBIT BRUSH       |
|                                      | NATIVE CHOKECHERRY            |
|                                      | STANDING OVATION SERVICEBERRY |
|                                      | DWARF FRAGRANT SUMAC          |

| LEGEND                                                            |                  |
|-------------------------------------------------------------------|------------------|
|                                                                   | 6' Privacy Fence |
|                                                                   | Open Rail Fence  |
| Note: 3" diameter posts set back 18" in all beds, 48" apart bump. |                  |

| HYDROZONE ANALYSIS TABLE |            |                                   |
|--------------------------|------------|-----------------------------------|
| SP                       | AERIAL IAC | LANDSCAPE TYPE                    |
| NO PFT 4P                | 9.25       | (IRRIGATED) NATIVE LAWN MIX (LOW) |
| 9.25:1 W                 | 9.15       | TRIPLAB 6025                      |



Stacey L. Shea, Esq.  
2725 Rocky Mountain Ave., Suite 300  
Loveland, CO 80538  
970-663-7300  
[sshea@nocoattorneys.com](mailto:sshea@nocoattorneys.com)  
[www.nocoattorneys.com](http://www.nocoattorneys.com)

May 20, 2025

**PLANNING COMMISSION  
Town Board Room  
807 Mountain Avenue  
Town of Berthoud, Colorado**

**VIA Electronic Mail Only  
[thillenbrand@berthoud.org](mailto:thillenbrand@berthoud.org)**

**RE: Request to Recommend for Denial**

533 Highway 56 LLC, a limited liability company organized and in good standing under the laws of the state of Colorado ("533") hereby formally objects to the approval of the Farmstead Acres Preliminary Plat as submitted by Terra Forma Solutions, Inc. on behalf of 533 E County Road 8, LLC (the "Applicant") coming before the Planning Commission on May 22, 2025 and requests that the Planning Commission recommend this application for denial pending an agreement between the Applicant and 533 for the establishment of access to and from the 533 parcel from Remuda Road.

533 is the record title owner of that property that is immediately north of the Applicant's parcel. The 533 parcel is zoned M1, Ligh Industrial District. As stated in Chapter 30 of the Berthoud Development Code, this district is intended to uses ranges from light industrial, research and development offices and related ancillary uses.

Approval of the Farmstead Acers plat as presented could have far reaching negative impact on 533's ability to continue to make beneficial economic use of its property and will perpetuate what is very clearly a mistake on the part of the Town of Berthoud (the "Town") in approving the initial subdivision and rezoning of the parcels at issue without ensure access to all parcels has been secured.

In January of 2022, 533 purchased a parcel of approximately 9 acers from Applicant who had acquired the property from Mark and Jeannine Sommers in 2021. In May of 2023, 533, in conjunction with the Applicant, submitted an application to subdivide 533's parcel into four parcels and rezone the same. The southern two parcels were later conveyed to Applicant and are now the subject of the May 22, 2025, preliminary plat hearing before the Planning Commission.

However, a crucial part of the history was missing and not disclosed by the Town.

In 2008, the property owner, Mark Sommers ("Sommers") pursued a land use application for Brothers Door Supply facility. In order to obtain approval from the Town for this application, Mr. Sommers was required to establish access from what was then known as 6<sup>th</sup> street to the property. Mr. Sommers accomplished this initially by means of a rough Easement for Driveway recorded in Larimer County at Reception

#20080082053 on December 31, 2008 (Exhibit A) and a subsequent, more detailed Easement or Right-of-Way for Access to Property recorded on August 7, 2008, at Reception # 20080050572 (Exhibit B). Each of these easements were drafted to bind and benefit the successors and assigns of the drafting parties. At this time, we have not located any mutually executed documents vacating either easement.

These easements were clearly established to allow for access to Parcel 2 of the Sommers development from what was then known as 6<sup>th</sup> street and now known as Dorthy Drive. At the time, Sommers had no reason to extend these easements to Parcel 1 due to Sommers owning both parcels and not having a need to grant himself an easement over his own parcel. However, it is evidence from the 2008 Sommers Final Development Plan, that the intention was for this access to benefit what is now the 533 parcel (See Exhibit C).

Having not independently surveyed these easements, it would appear that the formal easement may have been built over and users of the easement adjusted their routes to the used of Remuda Road as opposed to raising objections at the time (See GIS Exhibit D).

At no point during what likely amounted to significant communications between 533, the Applicant, and the Town for the application to subdivide and rezone the parcels did the Town disclose the prior applicable documents and direction of the Town in relation to the property. It also appears that the Town chose to refrain from bringing this up during the initial phases of development of the Farmstead when it approved that site plan establishing residential lots over the easement.

It was not until well after the Town approved the subdivision and rezoning of the parcels at issue that the Town raised issue with the historical use of the property and said uses impact of the viability of access from Highway 56 due to the CDOT access control plan that the Town is partly to and very much aware of.

It is evident that all of the parties, 533, the Applicant, and the Town, are at fault for what amounts to a series of mutual mistakes by the parties in 1) allowing development over an established and recorded easement and 2) failing to revive this access issue when the parties ultimately created what could result in a land-locked parcel should the Board recommend the application for approval as submitted.

If these mistakes are allowed to continue to carry forward, the Town and Planning Commission will support violation of the commonly held public policy against the creation of landlocked parcels and inhibiting the rights of a property owner to make full beneficial economic use of one's property.

Not allowing for access to the parcel from Remuda Road is highly likely to result in a landlocked parcel as the access point off of High 56 for the benefit of the separate parcel that is adjacent to Highway 56 is designated for residential use in the CDOT Access Control Plan. Where 533 able to work with CDOT, the Town and Larimer

County to modify the Access Control Plan, this single access would still impede 533's ability to adhere to Town code in relation to access to the parcel by vehicle, pedestrian and bicycle traffic and establishing connections by extending municipal streets and sidewalks. Access from the east is not viable as that adjacent parcel is fully developed, and access from the west is problematic due to said parcel not being within the municipality.

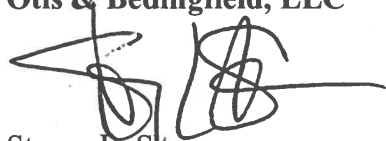
Additionally, the town will be backpedaling from what it originally identified as necessary access for an approved commercial use and eliminating 533's ability to comply with existing code requirements related to site plan applications necessary to continue the existing, or ultimately any commercial use of 533's parcel.

Please understand that 533 in no way claims to have no fault in the issues at hand. 533 admits to purchasing the property seeing a multi-tenant commercial property as an excellent investment and not questioning the validity of said use. Further, 533 saw the access points off of both Remuda Drive and Highway 56 and made an assumption that access was without question. Unfortunately, 533 became so wrapped up in what can be a bit of a cumbersome process in subdividing and rezoning property, that 533 mistakenly did not account for access off of Remuda Road during the application process.

However, the Town's failure to fully disclose the prior access history, the issues stemming from the Access Control Plan, and approving a property subdivision in which one of the four resulting parcels very clearly did not have well established access are mistakes of grave consequence that the Town now has the opportunity to correct.

533 in no way desires to prevent the Farmstead Acers development in its entirety. However, 533 is asking that the Planning Commission recommend the preliminary plat as presented be denied in order to allow 533 and the Town an opportunity to correct the mistakes of the past and establish clear access to the 533 parcel for continued commercial use of the same.

Sincerely,  
**Otis & Bedingfield, LLC**



Stacey L. Shea  
Attorney at Law



EXHIBIT A

Indexing Instructions: \_\_\_\_\_

STATE OF Colorado

COUNTY OF Larimer

**EASEMENT FOR DRIVEWAY**

KNOW ALL MEN BY THESE PRESENTS THAT Lawrence L. Bell his/her heirs, successors and assigns for valuable consideration of One Dollar, in hand paid, and other good and valuable consideration of the receipt and sufficiency of which is hereby acknowledged does hereby put, assign, convey, and warrant unto Mark Sammers & Brian Sammers and its successor and assigns, collectively "Grantee", a non-exclusive easement and servitude for the purpose of entry to the property of Grantee by a driveway, over the following described property located in the County of Larimer, State of Colorado, described as follows, to-wit:

[describe property or driveway] 6th Street access in the Town of Berthoud which also runs across property by Grantor

Grantee shall indemnify and hold Grantor harmless for all claims for injuries and damages caused by the use of said driveway by Grantee.

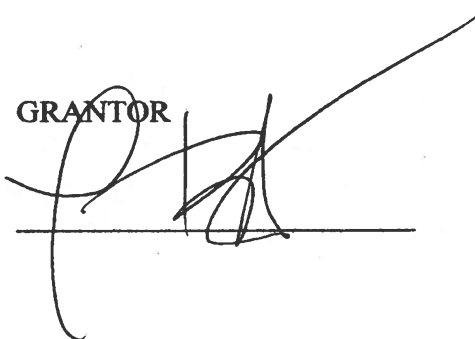
Grantee shall make the following improvements to said driveway and shall maintain said improvements in a reasonable condition, to wit:

[describe improvements]

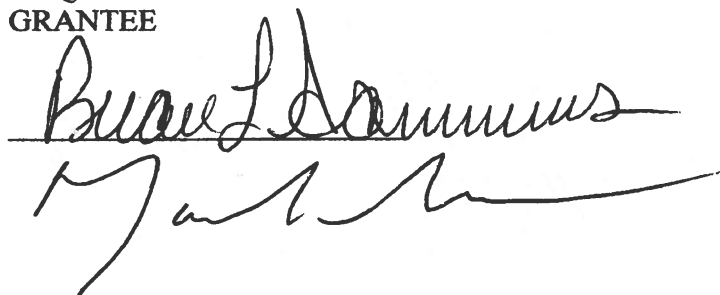
IN WITNESS WHEREOF, Grantor has executed this document on this the \_\_\_\_\_ day of December, 2008.

30th

GRANTOR



GRANTEE



✓ Brothers Door Supply  
533 E. City Rd 8  
Berthoud, CO 80513

2

STATE OF Colorado  
COUNTY OF Larimer

Personally appeared before me, the undersigned authority in and for the said County and State, on this 31 day of December, 2008, within my jurisdiction, the within named Larry Bebo, who acknowledged that he is President of Na, a corporation and that for and on behalf of the said corporation, and as its act and deed, he executed the above and foregoing instrument, after first having been duly authorized by said corporation so to do.



  
NOTARY PUBLIC

My Commission Expires:

**MY COMMISSION EXPIRES**

**03/29/2011**



EXHIBIT B

**EASEMENT OR RIGHT-OF-WAY FOR ACCESS TO PROPERTY**

FOR AN IN CONSIDERATION of the mutual covenants and agreements herein contained, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Larry Bebo ("Grantor") hereby grants and conveys to Mark Sommers, ("Grantee"), its successors and assigns, a perpetual, non-exclusive right of way and easement ("Easement") in, under, upon, about, over and through the property described on the attached Exhibit "A", hereto and incorporated herein by reference ("Property").

1. Grant. The easement granted hereby shall be for ingress and egress to, from, upon and over the Property described to provide access to other property owned by Grantee.

2. Streets. The Grantee may construct a permanent street or road on the Property.

3. Failure to Improve. If the Grantee or its successors or assigns should fail to construct a permanent street or road allowing access to Grantee's property within \_\_\_\_\_ months from the date hereof, all right, title and interest in and to the Easement described herein shall immediately revert to the Grantor, its successors or assigns.

4. No Interference. Grantor shall not interfere with the Grantee's construction of such permanent street or road within the Easement.

5. Termination. This Easement shall be terminated at any time by an instrument executed for such purpose and signed by the parties.

6. Amendment. This Easement shall be amended only by a written and recorded instrument signed by the parties or the then current owner of the Property and the Easement.

7. This Easement shall be binding upon and inure to the benefit of the parties successors and assigns, heirs, beneficiaries and personal representatives.

8. Governing. This Easement shall be governed by and construed and enforced in accordance with the laws of the State of Colorado.

SIGNED on this the 7<sup>th</sup> day of August, 2008.

GRANTOR

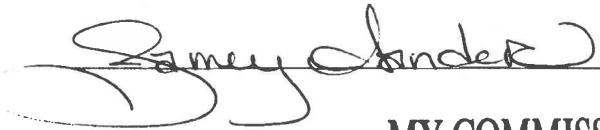
GRANTEE



Brian Sommers  
533 E. County Rd. 8  
Berthoud, CO 80513

STATE OF Colorado  
COUNTY OF Larimer

Personally appeared before me, the undersigned authority in and for the said County and State, on this 8 day of August, 2008, within my jurisdiction, the within named \_\_\_\_\_, Grantor, who acknowledged that he executed, signed and delivered the above and foregoing instrument on the date there provided.



NOTARY PUBLIC

MY COMMISSION EXPIRES

03/29/2011

My Commission Expires:

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

Personally appeared before me, the undersigned authority in and for the said County and State, on this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, within my jurisdiction, the within named \_\_\_\_\_, Grantee, who acknowledged that he executed, signed and delivered the above and foregoing instrument on the date there provided.

NOTARY PUBLIC

My Commission Expires:

## EXHIBIT A

07/30/08

### LEGAL DESCRIPTION:

A 30' ACCESS EASEMENT LOCATED IN THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER AND CONSIDERING THE WESTERLY LINE OF SAID NORTHEAST QUARTER TO BEAR SOUTH 00°57'50" EAST WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO;

THENCE SOUTH 00°57'50" EAST ALONG SAID WESTERLY LINE A DISTANCE OF 34.30 FEET; THENCE CONTINUING ALONG SAID WESTERLY LINE SOUTH 00°57'50" EAST A DISTANCE OF 879.76 FEET TO THE POINT OF BEGINNING;

THENCE NORTH 89°00'29" EAST A DISTANCE OF 557.80 FEET;  
THENCE SOUTH 00°37'01" EAST A DISTANCE OF 30.00 FEET;  
THENCE SOUTH 89°00'29" WEST A DISTANCE OF 557.61 FEET;  
THENCE NORTH 00°57'50" WEST A DISTANCE OF 30.00 FEET TO THE POINT OF BEGINNING;

SAID ACCESS EASEMENT CONTAINING 16,731.15 SQUARE FEET,  
0.34 ACRES MORE OR LESS.



**JP CIVIL** LLC

PROFESSIONAL ENGINEERING SERVICES  
LOVELAND, COLORADO

PH 970.292.8321 FAX 800.573.5316

**SOMMERS**

EXHIBIT A  
30' ACCESS EASEMENT

PREPARED FOR:

**MARK SOMMERS**

DRAWING SCALE:

JOB NUMBER:

DATE:

SHEET NUMBER:

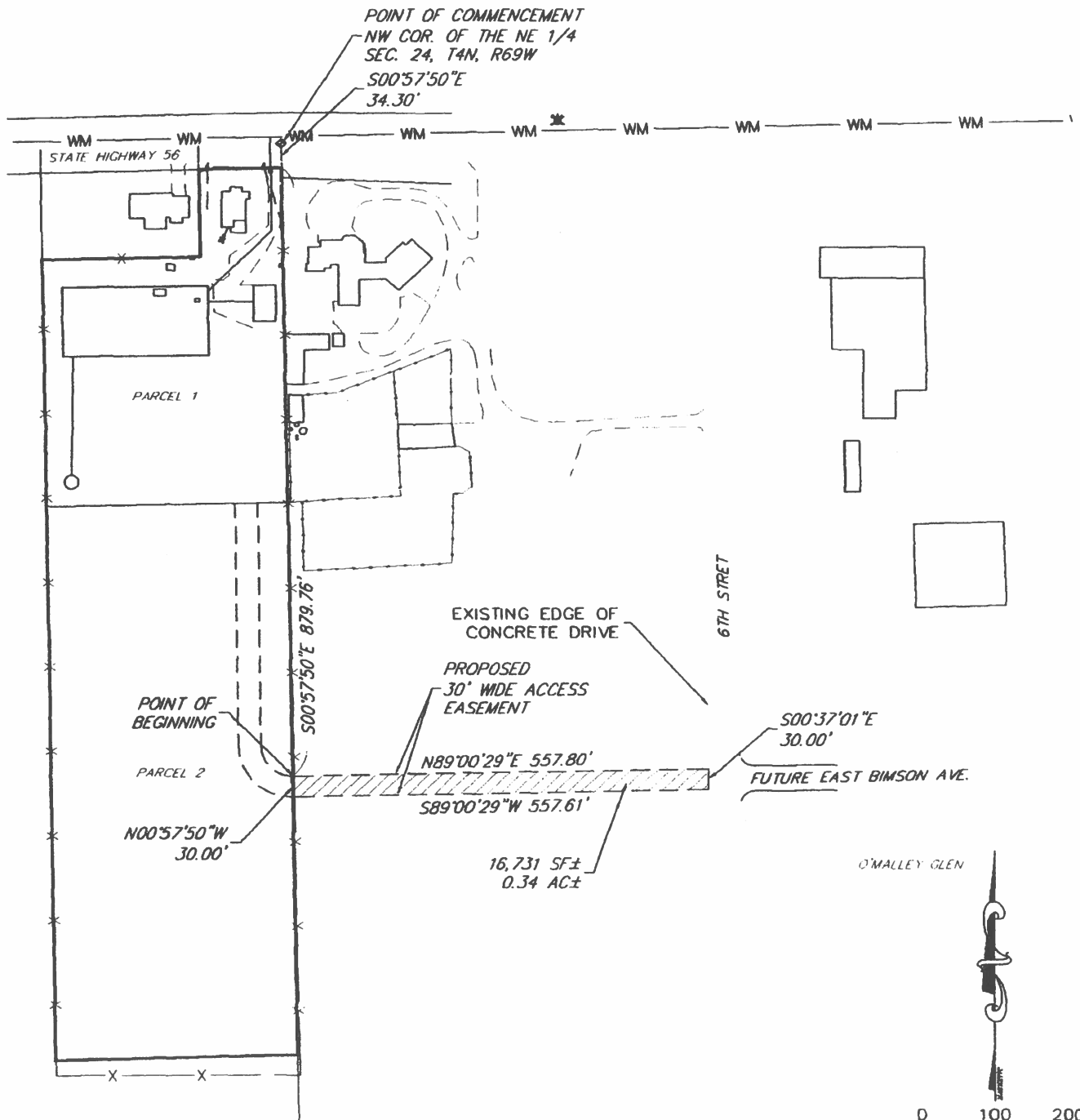
**19809**

**07-30-08**

**1**

4.

# EXHIBIT B



**JP CIVIL LLC**

PROFESSIONAL ENGINEERING SERVICES  
LOVELAND, COLORADO

PI 970.292.8321 FAX 800.573.5316

**SOMMERS**

EXHIBIT B  
30' ACCESS EASEMENT

PREPARED FOR:

**MARK SOMMERS**

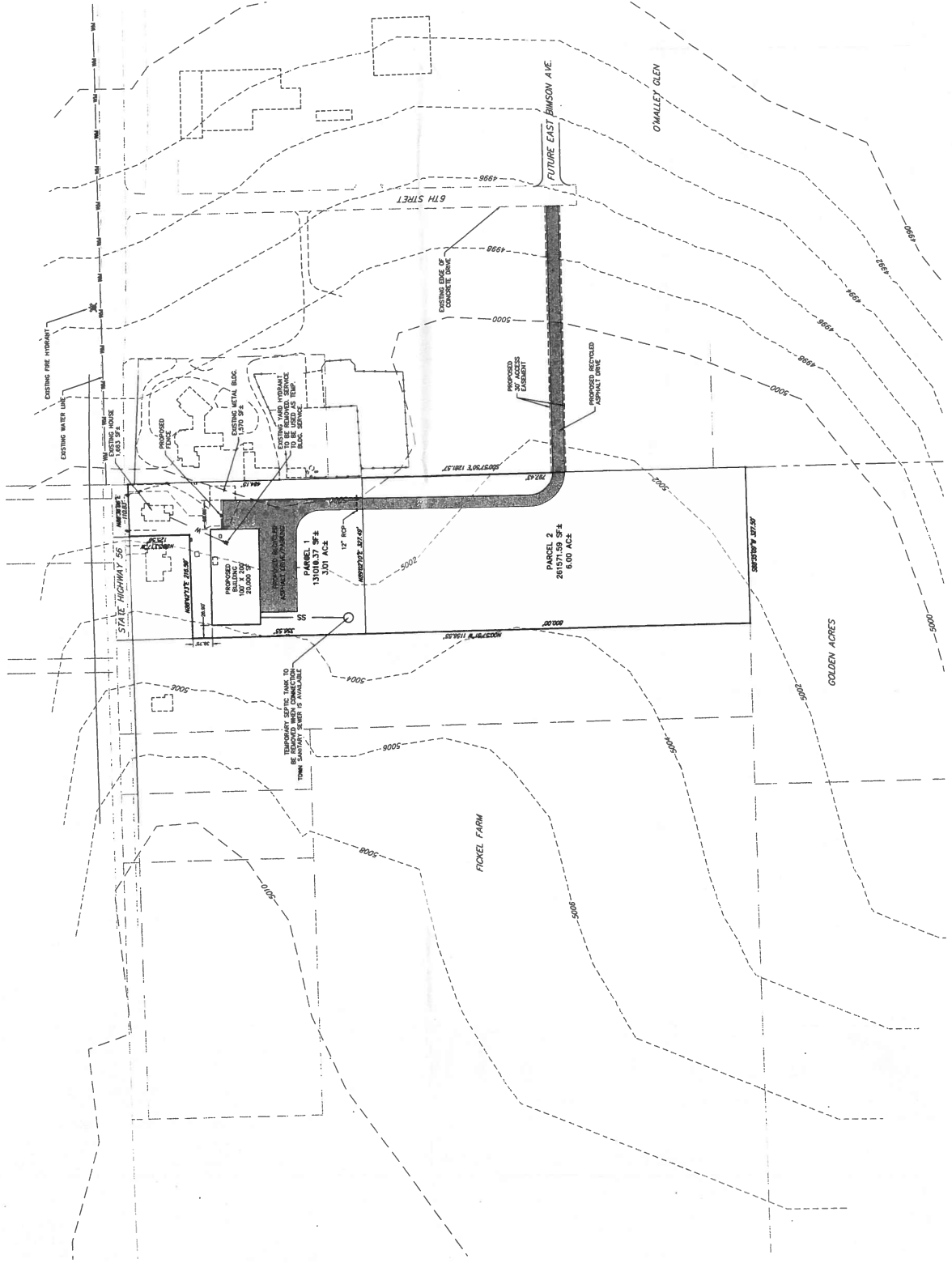
DRAWING SCALE:  
1" = 200'

JOB NUMBER:  
19809

DATE:  
07-30-08

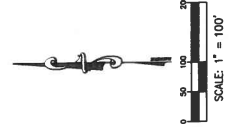
SHEET NUMBER:  
2

# SOMMERS FINAL DEVELOPMENT PLAN SITE & UTILITY PLAN



LAND USE TABLE

| DESCRIPTION      | AREA SF    | %   |
|------------------|------------|-----|
| EXISTING BLDG.   | 3,233      | 3   |
| PROPOSED BLDG.   | 20,000     | 15  |
| DRIVEWAY/PARKING | 25,937     | 20  |
| OPEN SPACE       | 131,010    | 100 |
| TOTAL            | 150,170    | 100 |
| PARCEL 1         | 131,018.37 | 87  |
| PARCEL 2         | 19,151.63  | 13  |
| OPEN SPACE       | 250,000.00 | 100 |
| TOTAL            | 269,169.40 | 100 |



# Exhibit D



## Legend

- Addresses
- Subdivisions
- Tax Parcels
- Recorded Dimensions
- Railroads
- Major Road System
- Road System
- Lakes and Ponds
- Major Rivers and Streams
- Rivers and Streams
- County Boundary
- Rocky Mountain National Park
- Incorporated Areas
- PLSS Township and Range
- PLSS Sections
- PLSS Quarter Sections
- City or Town
- County
- State
- Federal
- Other
- 30969E146467N.sld
- Red: Band\_1
- Green: Band\_2

## Notes

0.1 0 0.03 0.1 Miles

Date Prepared: 5/18/2025 7:47:54 AM 1: 2,400

NAD\_1983\_HARN\_StatePlane\_Colorado\_North\_FIPS\_0501\_Feet

This map was created by Larimer County GIS using data from multiple sources for informal purposes only. This map may not reflect recent updates prior to the date of printing. Larimer County makes no warranty or guarantee concerning the completeness, accuracy, or reliability of this content.





**Garden  
Spot of  
Colorado**

**Town of Berthoud Planning Commission  
Town Hall  
Board Room  
807 Mountain Avenue, Berthoud, CO 80513  
July 10, 2025 at 6:00 p.m.**

1. Meeting called to order – Chairperson Anderson at 6:00 p.m.

2. Pledge of Allegiance

3. Roll Call

The following Planning Commission members were present:

Karen Anderson, Chair  
Abigail Smith, Vice Chair  
Nick Semedallas, Commissioner  
Stacy Sigman, Commissioner  
Marc Hofmans, Commissioner

The following Planning Commission members were absent:

David Pond, Commissioner  
Mark Brodie, Commissioner

The following staff members were present:

Anne Johnson, Community Development Director  
Tawn Hillenbrand, Planning Manager  
Bella Manzo, Planner

4. Approval of Minutes from June 26, 2025 were moved for approval by Commissioner Sigman and a second to the motion was made by Commissioner Hofmans.

5. Public Hearing: A Public Hearing to consider a request for a Preliminary Plat known as Farmstead Acres, continued from May 22, 2025, located approximately 560-feet west of the N. Dorothy Drive and Remuda Road intersection, south of Mountain Avenue.

- a. Planning Manager Tawn Hillenbrand provided a staff presentation at 6:02 p.m.
- b. The applicant was represented by Todd Johnson and they provided a presentation at 6:10 p.m.
- c. Public testimony was opened at 6:22 p.m. and closed at 6:23 p.m. No members of the public provided testimony.
- d. Planning Commissioners deliberated and discussed the Criteria of Approval for the proposed Preliminary Plat. Discussion opened at 6:22 p.m. and closed at 6:27 p.m.
- e. Commissioner Sigman moved to send a recommendation of approval to the Town Trustees of the Farmstead Acres Preliminary Plat request as proposed. A second to this motion was made by Commissioner Semedallas.
- f. The public hearing closed at 6:28 p.m.



6. Public Hearing: A Public Hearing to consider a request for a Minor Subdivision known as Buckardt, located at 806 2nd Street, located on the east side of 2nd Street, approx. 100 feet south of Franklin Avenue.
  - a. Planning Manager Tawn Hillenbrand provided a staff presentation at 6:28 p.m.
  - b. The applicant was represented by Tom Donnelly and they provided a presentation at 6:35 p.m.
  - c. Public testimony was opened at 6:41 p.m. and closed at 6:41 p.m. No members of the public provided testimony.
  - d. Planning Commissioners deliberated and discussed the Criteria of Approval for the proposed Minor Subdivision. Discussion opened at 6:42 p.m. and closed at 6:44 p.m.
  - e. Commissioner Semedalas moved to send a recommendation of approval to the Town Trustees of the Buckardt Minor Subdivision request as proposed. A second to this motion was made by Commissioner Hofmans.
  - f. The public hearing closed at 6:44 p.m.
7. Public Hearing: Proposed Amendments to Chapter 30 of the Berthoud Municipal Code regarding Short-term Rentals were presented by Planning Manager Tawn Hillenbrand.
  - a. Planning Manager Tawn Hillenbrand provided a staff presentation at 6:45 p.m.
  - b. Public testimony was opened at 7:10 p.m. and closed at 7:10 p.m. No members of the public provided testimony.
  - c. Planning Commissioners deliberated and discussed the proposed Amendment. Discussion opened at 7:11 p.m. and closed at 7:17 p.m.
  - d. Commissioner Sigman moved to send a recommendation of denial to the Town Trustees of the Amendment request as proposed. A second to this motion was made by Commissioner Hofmans.
  - e. The public hearing closed at 7:17 p.m.
8. Public Hearing: Proposed Amendments to Chapter 30 of the Berthoud Municipal Code regarding the Mountain Avenue Overlay District were presented by Community Development Director Anne Johnson.
  - a. Community Development Director Anne Johnson provided a staff presentation at 7:18 p.m.
  - b. Public testimony was opened at 7:56 p.m. and closed at 8:01 p.m. The following members of the public provided testimony: Lynn Larsen.
  - c. Planning Commissioners deliberated and discussed the proposed Amendment. Discussion opened at 8:01 p.m. and closed at 8:05 p.m.
  - d. Commissioners accepted Staff's suggestion to withdraw the amendments to the Mountain Avenue Overlay District from the ordinance currently containing both Short-term Rental and Mountain Avenue Overlay amendments. The Planning Commission will meet with staff to discuss options for the two character districts.
  - e. The public hearing closed at 8:06 p.m.
9. Report by Staff:
  - a. There will be no meeting of the Planning Commission on July 24, 2025.
  - b. Commissioner Brodie has been appointed to the Town Board of Trustees, as such there is currently a vacancy on the Planning Commission.
  - c. Land Use Hearings will be upcoming during the Planning Commission meetings on August 14, 2025, August 28, 2025, and September 9, 2025.
  - d. Town Attorney Erin Smith will be present for the Planning Commission meeting on September 25, 2025 to review the e-notebook with commissioners, and for a work session to talk about a range of topics.

10. Adjourn

The meeting was adjourned by Motion of Commissioner Sigman and seconded by Commissioner Hofmans at 8:19 p.m.

---

Chairperson

---

Secretary

RESOLUTION NUMBER 19

(SERIES 2025)

A RESOLUTION OF THE TOWN OF BERTHOUD BOARD OF TRUSTEES APPROVING A PRELIMINARY PLAT FOR A DEVELOPMENT KNOWN AS THE “FARMSTEAD ACRES DEVELOPMENT” IN THE TOWN OF BERTHOUD.

WHEREAS, the property under consideration is known as the “Farmstead Acres” development; and more particularly described in Exhibit A attached hereto; and

WHEREAS, the Town of Berthoud (“Town”) approved on February 28, 2023, a Neighborhood Master Plan; and,

WHEREAS, the Town approved Ordinance No. 1316 on February 28, 2023, amending the zoning map of the Town of Berthoud to Suburban Residential (SR) and Urban Residential (UR); and

WHEREAS, the Preliminary Plat attached herein as Exhibit B has been reviewed by referral agencies to ensure the proposed development does not present a burden on service provision; and

WHEREAS, notice was properly posted in the manner required by law and a public hearing was conducted on August 26, 2025; a legal ad was published on May 4, 2025, and affected property owners within 500 feet of the site were notified by first-class mail before the Berthoud Planning Commission hearing on May 5, 2025; and

WHEREAS, after the public hearing on July 10, 2025, the Berthoud Planning Commission made a unanimous recommendation to the Town Board of Trustees to approve the Preliminary Plat; and

WHEREAS, based on the testimony and evidence presented at the public hearing on August 26, 2025, the Board of Trustees determines and finds that compliance with the Preliminary Plat review criteria as provided in Section 30-6-107(B) of the Berthoud Municipal Code has been demonstrated.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF BERTHOUD, COLORADO:

Section 1. Preliminary Plat Approval: The Preliminary Plat is hereby approved.

Section 2. Interpretation: This Resolution shall be interpreted and construed to effectuate its general purpose.

Section 3. Effective Date: The provisions of this Resolution shall take effect upon adoption.

APPROVED AND ADOPTED this 26<sup>th</sup> day of August 2025.

TOWN OF BERTHOUD

By \_\_\_\_\_

William Karspeck, Mayor

ATTEST:

By: \_\_\_\_\_

Christian Samora, Town Clerk

**Exhibit A: Legal Description**

Lots 3 and 4, Farmstead Acres Subdivision, as recorded June 16, 2023 as Reception No. 20230025109 of the Larimer County Clerk & Recorder, Town of Berthoud, County of Larimer, State of Colorado

**Exhibit B: Preliminary Plat**

(to be inserted)

# TOWN TRUSTEES INFORMATION



## COMMUNITY DEVELOPMENT DEPARTMENT

|                              |                                                                                                                                                                                     |
|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Meeting Date:</b>         | <b>August 26, 2025</b>                                                                                                                                                              |
| <b>Agenda Title/Subject:</b> | <b>Consideration of applications for an Annexation, zoning and a neighborhood master plan along with an Annexation Agreement for property known as River Trails</b>                 |
| <b>Type of Item:</b>         | <b>Public Hearing</b>                                                                                                                                                               |
| <b>Purpose:</b>              | <b>Consider the applicant's request for a public hearing for an annexation with annexation agreement, zoning, and a neighborhood master plan for property known as River Trails</b> |
| <b>Presented by:</b>         | <b>Anne Johnson, Community Development Director</b>                                                                                                                                 |

### ATTACHMENTS:

- Application Materials
  - Petition for Annexation
  - Annexation Impact Report
  - Annexation Agreement
  - Annexation Map
  - Neighborhood Master Plan Narrative
  - Neighborhood Master Plan Map
  - Traffic Impact Study
  - Ecological Characterization Study
  - Zoning Narrative
  - Zoning Map
  - Surrounding Property Owner correspondence
- Resolution 12 (2024)
- Planning Commission Minutes from June 12, 2025
- Ordinance 1360 Annexation of River Trails
- Ordinance 1361 Zoning River Trails
- Resolution 17 (25) Findings of Fact for Annexation
- Resolution 18 (25) Approval of River Trails Neighborhood Master Plan
- Mineral Notice
- Public Notice

### BACKGROUND:

The applicant, River Trails, LLC (Jon Turner) through his representative has submitted a petition to annex 98 +/- acres of land generally located east of and adjacent to 1<sup>st</sup> Street and south of and adjacent to Larimer County Road 6C. This proposed annexation is south of Mary's Farm and southeast of Heritage Ridge residential developments in the Town of Berthoud.

This one memo provides an overview of three application submittals, the Annexation, the requested Zoning, and a Neighborhood Master Plan. An Annexation Agreement will also be presented. There



will be one presentation made. Each of the requests are separate agenda items and require separate motions of approval, approval with conditions, or denial.

Planning Commission heard the requests at their October 24, 2024 public hearing and recommended approval to the Town Board of Trustees. The applicant requested a continuance for the Neighborhood Master Plan at the Town Trustees meeting on November 12, 2024. The continuance was requested to allow time to revise the Neighborhood Master Plan to be reflective of reduced density. The Annexation and Zoning were denied by the Town Trustees at their November 12, 2024 public hearing. Planning Commission heard the revised Neighborhood Master Plan, the Zoning and Annexation requests at their June 12, 2025 public hearing and recommend the Town Trustees approve the request as the applicant has address previous concerns and are in adherence to the Master Plans affecting the property, the Comprehensive Plan and meet the Criteria for Approval.

The applicant is proposing annexation of property from unincorporated Larimer County into the Town of Berthoud. The subject property is currently zoned RR2, Rural Residential in Larimer County. The properties are in the southern portion of the Town's Urban Growth Boundary and the proposed zoning allocations of Suburban Residential and Agriculture align closely with the vision established in the 2021 Comprehensive Plan Future Land Use Map.

- The property being considered for Annexation is in the Town's Future Land Use area as designated on the 2021 Comprehensive Plan Future Land Use Map.
- The 2014 Comprehensive Plan Preferred Land Use Map illustrated the property as suitable for moderate density residential.
- Should the annexation request be approved, the applicant is requesting zoning of Suburban Residential (SR) with a Neighborhood Master Plan illustrating the proposed site configuration, amenities, compliance with the Town's Master Plans and incorporation of regional Master Plans. A small portion of the property is being requested to be zoned Agricultural. Refer to the Zoning maps for clarification.

#### **UPDATE/NEXT STEPS:**

The Planning Commission recommendation will be presented to the Town Board of Trustees at their public hearing on August 26, 2025. Should the Trustees approve the Annexation, the Neighborhood Master Plan and the Zoning requests, the applicant shall fill a Preliminary Plat in substantial conformance with the Neighborhood Master Plan along with Construction drawings/documents.

#### **FISCAL IMPACT AND FUND SOURCE:**

An Annexation Impact Report has been prepared and was presented indicating how public services may be impacted and the applicant's agreement to fund impacts.

#### **COMMUNITY TOUCHSTONES:**

The 2021 Comprehensive Plan Future Land Use Map identifies this property as being compatible with future suburban residential development. Adherence to the intent of the 2021 Plan ensures the vision of the community established through the master planning process is upheld inclusive of the objective to establish a clear new vision for the future of Berthoud reflecting community values. The Comprehensive Plan and the Future Land Use Map are not legislative. Flexibility is required when reviewing land use activities with the Future Land Use Map. In this situation, the applicant's request is closely tied to the vision found in the Future Land Use Map. In addition, the applicant shall be held accountable in achieving the goals and action items outlined in the Comprehensive Plan and master plans affecting the properties.

#### **RECOMMENDED ACTION(S):**

Planning Commission recommends approval and finds the submittals have been made in accordance with the application requirements as well as meeting the criteria for approval found in Chapter 30 of the Municipal Code as outlined in the attached Staff Report and Planning Commission Minutes.

**The following motion is provided for consideration:**

I move to approve of the River Trails Annexation and the Annexation Agreement via Resolution 17 (25) and Ordinance 1360 based on the Criteria for Approval found in Section 30-8-102 of the Municipal Code along with findings in the attached staff report.

I move to approve of the River Trails Neighborhood Master Plan via Resolution 18 (25) based on the Criteria for Approval found in Section 30-6-106 of the Municipal Code along with findings in the attached staff report and the following Condition of Approval, the applicant shall work with Town Staff to incorporate educational opportunities regarding wildlife, river ecosystems, agriculture, and heritage of the area in their neighborhood identity features with their Preliminary Plat.

I move to approve the River Trails Change of Zone of the property to SR, Suburban Residential via Ordinance 1361 in accordance with the 2021 Comprehensive Plan Future Land Use Map as well as the criteria for approval found in Section 30-3-107.D of the Municipal Code along with findings in the attached staff report.

Should the Town Trustees wish to recommend denial of any of the application requests, the following template may be used:

I move to recommend denial of the River Trails \_\_\_\_\_. I find that the following Criteria for Approval have not been met: \_\_\_\_\_

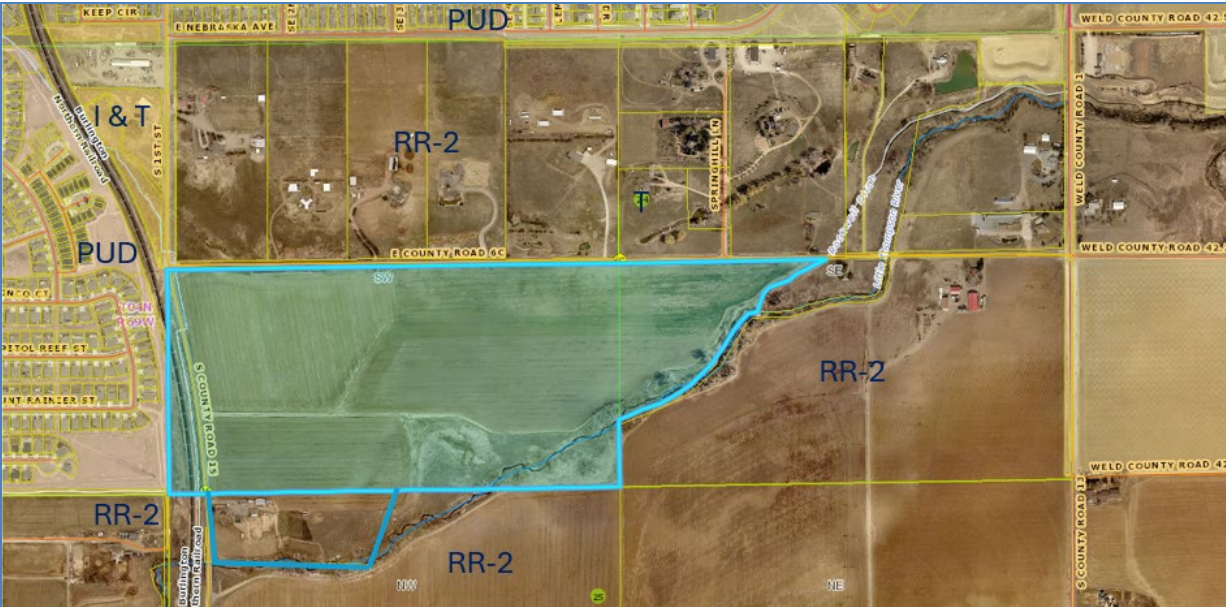


## STAFF REPORT: RIVER TRAILS ANNEXATION WITH ANNEXATION AGREEMENT, ZONING AND NEIGHBORHOOD MASTER PLAN

**DATE: August 26, 2025**

### GENERAL INFORMATION

| Applicant                               | Jon Turner, Manager, River Trails, LLC<br>Kristin Turner, Applicant's Representative                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Size: 98 +/- acres for Annexation, a<br>Neighborhood Master Plan, and Zoning |
|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| Site Location                           | <p>The properties under consideration are in unincorporated Larimer County. Parcel 9424000006 is approximately 88 acres in size and highlighted in blue on the aerial image below. Parcel 9425000003 is approximately 9.5 acres in size and is outlined in blue on the aerial image below.</p>                                                                                                                                                                                                                                          |                                                                              |
| Applicant's Request                     | <p>The Applicant is requesting Annexation with a Neighborhood Master Plan and a Zoning proposal of SR, Suburban Residential for the larger parcel and a Zoning proposal of AG, Agriculture for the smaller parcel.</p>                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                              |
| Surrounding<br>Property Current<br>Uses | <p><i>North:</i> Mary Moore subdivision in unincorporated Larimer County (Residential); to the north of Mary Moore subdivision is Mary's Farm subdivision in the Town of Berthoud (Residential)</p> <p><i>West:</i> Heritage Ridge development in the Town of Berthoud (Residential); and undeveloped land in unincorporated Larimer County</p> <p><i>South:</i> Town-owned undeveloped land in unincorporated Larimer County and Park Meadows West, a residential subdivision in unincorporated Larimer County</p> <p><i>East:</i> Land in unincorporated Larimer County owned by the Future Farmers of America (FFA)</p> |                                                                              |

|                                                                 |                                                                                                        |                                       |                                                                           |
|-----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|---------------------------------------|---------------------------------------------------------------------------|
| Surrounding Properties and Current Zoning                       |                       |                                       |                                                                           |
|                                                                 | <b><u>Land Use Code minimum bulk standards for proposed zone district SR, Suburban Residential</u></b> |                                       |                                                                           |
| Min. Lot Size                                                   | 2,500 sq. ft. (detached house)<br>1,600 sq. ft. (townhome)                                             |                                       |                                                                           |
| Min. Lot Width                                                  | 40-feet (detached house)<br>16-feet (townhomes)                                                        |                                       |                                                                           |
| Front Setback                                                   | 20-feet or 10-feet based on front loaded or rear loaded garage                                         |                                       |                                                                           |
| Side Setback                                                    | 5-feet; 10-feet (side corner)                                                                          |                                       |                                                                           |
| Rear Setback                                                    | 20-feet or 5-feet based on front loaded or rear loaded garage                                          |                                       |                                                                           |
| Building Height                                                 | 30-feet                                                                                                |                                       |                                                                           |
| <b><i>SURROUNDING ZONING, LAND USE AND REQUIRED BUFFERS</i></b> |                                                                                                        |                                       |                                                                           |
| <b><u>Adjacent Zoning</u></b>                                   |                                                                                                        | <b><u>Adjacent Land Uses</u></b>      | <b><u>Setback requirements</u></b>                                        |
| North:                                                          | RR2 Larimer & Berthoud PUD                                                                             | Single-family Residential/agriculture | 30’ perimeter from arterial streets; 20’ perimeter from collector streets |
| South:                                                          | RR2 Larimer                                                                                            |                                       |                                                                           |
| East:                                                           | RR2 Larimer                                                                                            |                                       |                                                                           |
| West:                                                           | RR2 Larimer                                                                                            |                                       |                                                                           |

## Report and Process Overview

This one staff report covers the review of three application submittals: the Annexation with the Annexation Agreement, the requested Zoning, and a Neighborhood Master Plan. This staff report is longer than most as it is encapsulating the development review for the three applications. Each of these three applications will be separate agenda items and require separate motions of approval, approval with conditions, or denial. The related items will be presented together for a comprehensive review.

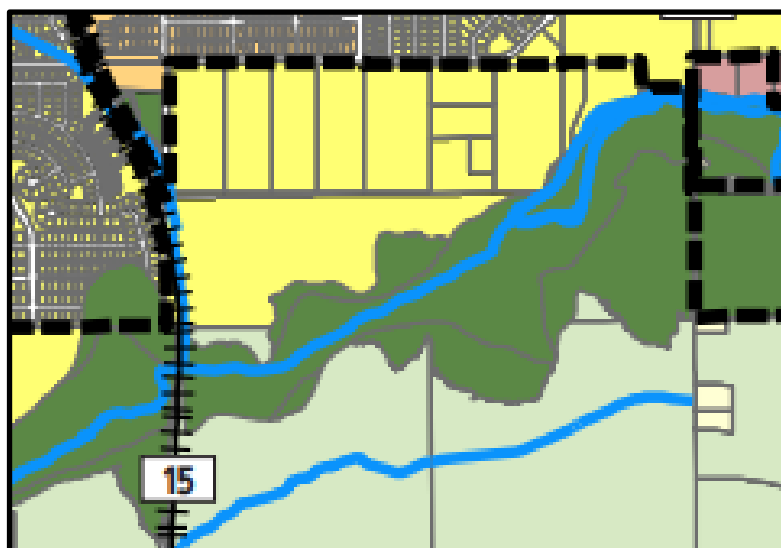
Municipal Code Section 30-8-104.B outlines the processing steps for an Annexation and Zoning. Step 5 directs staff to bring the Annexation and Zoning requests to the Planning Commission prior to presenting the requests before the Board of Trustees. Planning Commission heard the request at their June 12, 2025 Public Hearing.

Municipal Code Section 30-6-106 outlines the Neighborhood Master Plan purpose and the process (Table 3.10 found in Section 30-30-116). A Planning Commission public hearing is a requirement for review of a Neighborhood Master Plan. Planning Commission recommended approval of the Neighborhood Master Plan with one condition of approval as found at the end of this report. Planning Commission heard the request at their June 12, 2025 Public Hearing.

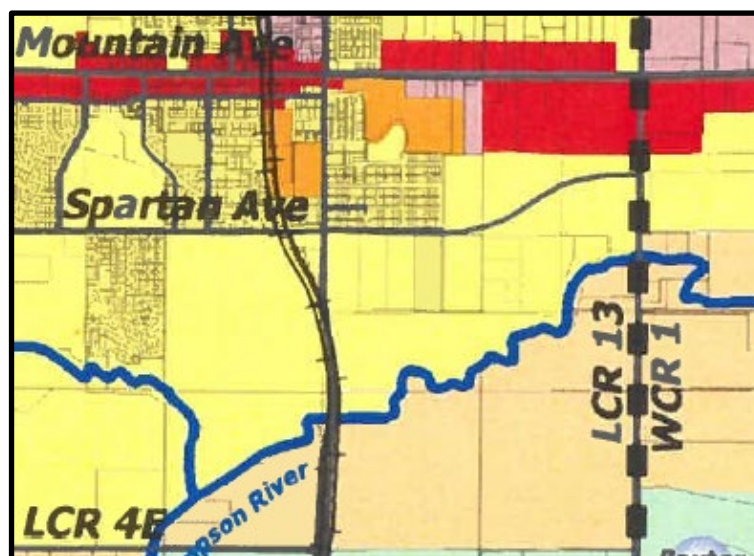
### Proposal

The applicant is proposing annexation of property from unincorporated Larimer County into the Town of Berthoud. The property being considered for Annexation is in the Town's Future Land Use area as designated on the Comprehensive Plan Future Land Use Map. Should the annexation request be approved, the applicant is requesting zoning of Suburban Residential (SR) with a Neighborhood Master Plan illustrating the proposed site configuration, amenities, compliance with the Town's Master Plans and incorporation of regional Master Plans.

The location on the Town's 2021 Future Land Use Map is located below. The yellow shaded area is envisioned as Suburban Residential. The smaller parcel is envisioned as agricultural uses and the proposed zoning is Agricultural.



The location on the Town's 2014 Preferred Land Use Map is located below. The yellow shaded area is envisioned as Moderate Density Residential with up to 6 dwelling units/acre. For more than ten years, the property proposed for development has been envisioned as residential development.





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## Background

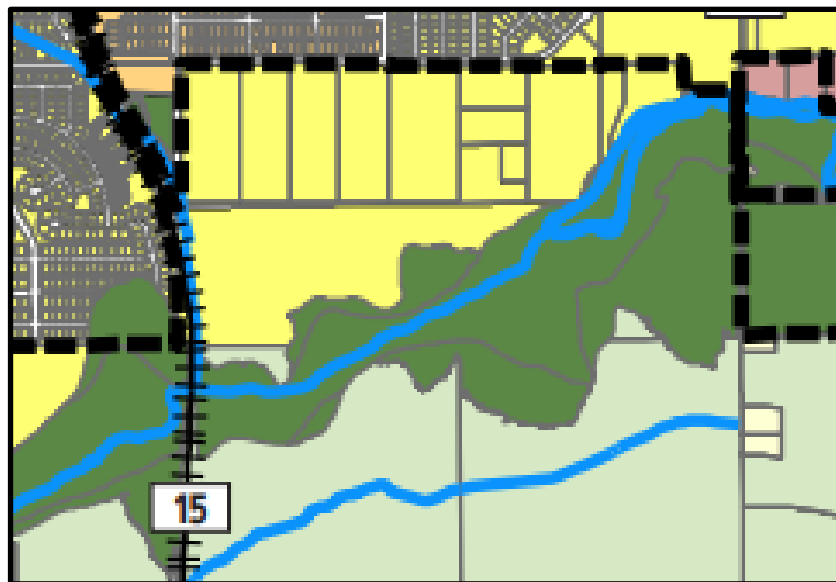
The subject property is currently zoned RR2, Rural Residential in Larimer County. The properties are in the southern portion of the Town's Urban Growth Boundary and the proposed zoning allocations align closely with the vision established in the 2021 Comprehensive Plan Future Land Use Map.

The Town Trustees established a community of interest at their meeting on September 10, 2024. Planning Commission heard the requests and found that the requests meet the intent of the Comprehensive Plan and Zoning Code at their public hearing on October 24, 2024. Planning Commission sent their recommendation for approval to the Town Trustees. The Town Trustees heard the requests at their November 12, 2024 public hearing and denied the applicant's request for a Neighborhood Master Plan and Zoning. The Annexation request was continued to February 11, 2025. The applicant submitted a revised application package on February 4, 2025 and requested a continuance from the scheduled February 11, 2025 Town Trustees meeting to July 8, 2025. At the July 8, 2025 public hearing, the applicant requested a continuance to August 26, 2025.

The applicant is presenting their request for a Neighborhood Master Plan, Zoning, and Annexation with Annexation Agreement reflective of the changes since the first submittals.

## Town Master Plan Adherence

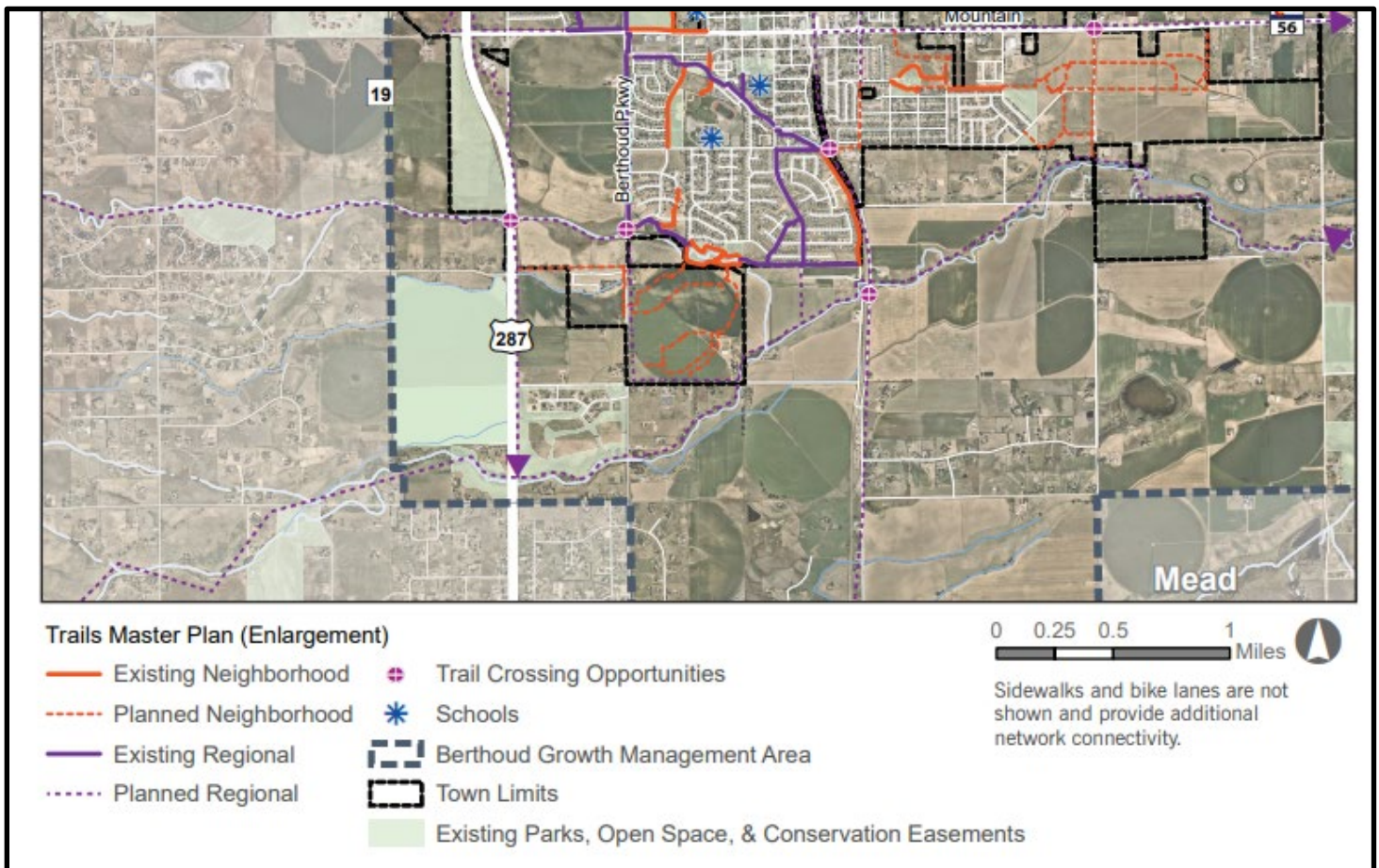
*Comprehensive Plan – Future Land Use Map:* The intended use of the properties proposed is consistent with the vision established in the 2021 and 2014 Comprehensive Plans. The location on the Town's 2021 Future Land Use Map is located below. The yellow shaded area is envisioned as Suburban Residential. The smaller parcel is envisioned as agricultural uses and the proposed zoning is Agricultural.



*Open Space Plan:* The Town of Berthoud adopted the Open Space Plan in 2021. This plan maps the vision for connected open space areas in the Town. The proposed project is identified on the Open Space Plan as residential development, depicted on the map below. The Open Space Plan discusses the importance of preserving frontage along the river corridors and protecting riparian habitat. The proposed development was evaluated by staff with this plan and finds that the proposal meets the vision of the 2021 Open Space Plan.



**Trails Master Plan:** The Town of Berthoud adopted the Trails Master Plan update in 2022. This plan provides direction for a connected system of trails throughout Berthoud as well as opportunities to connect to regional trail systems and those in adjacent communities. As properties develop, they are required to adhere to the vision of the Trails Master Plan. The River Trails project is one of the many puzzle pieces needed to enable the vision of the Trails Master Plan vision. An excerpt from this plan is below and the connection along the Little Thompson River was reviewed and ensured as part of the development review process. The developer is proposing pedestrian connectivity along 1<sup>st</sup> Street, East County Road 6C, and throughout the development.





**Overlay Districts:** The Town has adopted the Mountain Avenue Overlay and the 1<sup>st</sup> Street Corridor Overlay Districts. This property does not fall within either of these character districts.

**Regulations, Guidelines, Specifications and Standards:** The Town has adopted Guidelines which provide requirements for architecture and landscaping. Future applications will be required to illustrate how the Engineering Specifications and Standards have been incorporated as well as the Landscaping and Architectural guidelines. The Town has a Design and Zoning Chapter in the Land Development Code which outlines requirements for development. The future platting applications will need to adhere to these expectations.

### **Annexation**

The act of Annexation brings properties from unincorporated Larimer or Weld County into the Town of Berthoud in compliance with the Colorado Municipal Act of 1965, C.R.S. 31-12-101 – 123, as may be amended. A meeting with the Board of Trustees was held on September 10, 2024, and it was determined that the application met the requirements of Colorado Revised Statutes and the Municipal Code. Findings of compliance are outlined in Resolution 2024.12, a copy of which is included in this packet of materials.

The process of Annexation allows Berthoud to control the quality of design and development, require the developer to incorporate local and regional trails and open space areas into the design, require parks and public amenities within the proposed development, require adjacent roads to be developed according to the Town's standards and adhere to the allowances of the Suburban Residential zone district, for example. The act of Annexation allows municipalities to control the development of territory to ensure the development is consistent with the vision of the Comprehensive Plan.

The Town of Berthoud has criteria for approval when considering Annexation. This criteria for approval is found in Section 30-8-102 of the Municipal Code and is outlined below for convenience along with staff's findings following the referral review process and detailed Code review.

| 30-8-102.A                                                                                                                                                                                                                                                                                                                                                         | Finding | Rationale                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Annexation is a discretionary act. With the exception of a petition initiated by the Town for the annexation of an enclave, the Town Board shall exercise its sole discretion in the annexation of territory to the Town.                                                                                                                                       | Yes     | The proposed parcel to be considered for annexation is presented willingly by the applicant. Through Resolution 2024.12, the Town established a community of interest in the Annexation of this property.                                                                                                                                                                                                                                                                                                                                                                                                       |
| 2. The land to be annexed and the uses proposed for the land shall conform to the goals, policies and strategies of the Town of Berthoud Comprehensive Plan and to the land uses depicted on the Preferred [Future] Land Use Map, as amended. Furthermore, all annexation proceedings shall comply with the Colorado Municipal Annexation Act of 1965, as amended. | Yes     | <p>The proposed land use is Suburban Residential, consistent with the 2021 Comprehensive Plan Future Land Use Map. A small homestead parcel is proposed for Agricultural zoning.</p> <p>Future submittal stages such as the Neighborhood Master Plan to be considered at this same hearing, and the future submittals of a Preliminary Plat and the Final Plat will be required to illustrate how the local/regional trails and open spaces connect to this property.</p> <p>Staff review of this application has been done in coordination with the requirements of the Colorado Municipal Annexation Act.</p> |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>3. At the time development occurs, certain public facilities and amenities are necessary and must be constructed as part of any territory annexed to and developed within the Town in order that the public needs may be served by such facilities. These facilities include, but are not limited to, arterial streets, bridges, public parks and recreation areas, water and sanitary sewer facilities, school sites, fire and police station sites, and storm drainage facilities. Typically, the annexation of lands to the Town shall be shown not to create any additional cost or burden on the then-existing residents of the Town to provide such public facilities in any newly annexed area.</p> | <p>Yes</p> | <p>The Annexation Assessment Impact Report provided with the application submittal addresses the impacts anticipated.</p> <p>Future submittal stages such as the Neighborhood Master Plan, Preliminary Plat and the Final Plat are required to illustrate public facilities and amenities necessary to serve this development. Construction documents and drawings are engineered, and these documents and drawings are required elements of a Preliminary and Final Plat. Preliminary Plans have been provided with the Neighborhood Master Plan submittal. Agencies such as the Town's operations and public works teams, the fire protection district and the school district review the application at this stage of the process and will continue to review application materials and construction documents and drawings throughout the development review process. All comments from the Town Engineer, Operations and Public Works, and Planning teams will be addressed through the Preliminary Plat stage which is when detailed review is performed.</p> <p>The Town scrutinizes each application submittal and requires any number of resubmittals to ensure the application materials inclusive of utility design and concerns of the referral entities have been met prior to scheduling public hearings.</p> <p>Development expectations for projects in the Town of Berthoud include integration into and connection to, the Town's and the Regional Master Planning open space, trail, pedestrian and traffic networks; provision of street trees, parks and public amenities; design, engineering and installation of adjacent roadways; adherence to requirements of the school district and the fire protection district; and coordination with all public utilities serving the development, for example. Staff also ensures the specifications, standards, guidelines and expectations outlined in the Town's Comprehensive Plan, Land Development Code, Landscape and Architectural Design Guidelines are met.</p> <p>All Special Districts are provided an opportunity to respond to an Annexation request.</p> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                                                                                                                                                                                                                                                                                                                |     |                                                                                                                                                                                                                                                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4. Typically, the petitioner for annexation shall be responsible for paying application fees and the Town's full cost for processing the annexation applications and petition; from initial discussion with Town Staff before submittal of the petition, through the approval and recording of the final annexation documents. | Yes | The applicant has paid application fees and a development review deposit. The deposit is used to pay fees of third party consultants the Town utilizes, publications, mailings, recording fees and staff's time.                                                                                       |
| 5. Annexed areas will not typically divide tracts of land to prevent further annexation of adjoining parcels. (For example, leaving a "gap" or a "strip" of land between property to be annexed and the adjoining property.                                                                                                    | Yes | This annexation does not subdivide land and does not propose to leave any land owned by the applicant adjacent to the property in unincorporated Larimer County. This annexation does leave the parcels to the north in unincorporated Larimer County as they are not party to the pending annexation. |
| 6. The property owner shall comply with the Annexation Application requirements of this Chapter prior to submitting an annexation petition.                                                                                                                                                                                    | Yes | The applicant has complied with the application requirements and the processing regulations.                                                                                                                                                                                                           |

Planning Commission found the Annexation application materials listed in Section 30-8-103 have been submitted correctly. The applicant first submitted the requests for annexation, zoning and a neighborhood master plan in on August 1, 2024. The application process included two rounds of referral review. The Town Trustees established a community of interest at their meeting on September 10, 2024. Planning Commission heard the requests and found that the requests meet the intent of the Comprehensive Plan and Zoning Code at their public hearing on October 24, 2024. Planning Commission sent their recommendation for approval to the Town Trustees. The Town Trustees heard the requests at their November 12, 2024 public hearing and denied the applicant's request for a Neighborhood Master Plan and Zoning. The Annexation request was continued to February 11, 2025. The applicant submitted a revised application package on February 4, 2025 and requested a continuance from the scheduled February 11, 2025 Town Trustees meeting to July 8, 2025. The applicant provided a fifth submittal on March 17, 2025. Referral responses to the March 17<sup>th</sup> submittal were provided to the applicant on April 23, 2025. The applicant provided a 6<sup>th</sup> submittal and referral agencies were notified on May 21, 2025. Final documents were received by the applicant on June 2, 2025. Planning Commission heard the requests at their June 12, 2025 public hearing and are sending their recommendation of approval to the Town Trustees. The Town Trustees scheduled public hearing on July 8, 2025 was continued to August 26, 2025.

### **Neighborhood Master Plan**

The Neighborhood Master Plan is a conceptual design of the development, submitted with a rezoning or major subdivision application, and depicts the applicant's vision for the overall development. This vision includes the proposed zoning classification along with a concept for the on and off-site transportation networks and road classifications, pedestrian network, parks, open space, subdivision identity standards and other amenities. The Neighborhood Master Plan is binding on a development, and all future platting/zoning actions must follow the approved plan as presented and approved by the Town Board of Trustees. Should the applicant need to alter the Neighborhood Master Plan post-approval, a formal amendment of the plan may be required. Section 30-6-106 of the municipal code states that a Neighborhood Master Plan must consist of the following required elements:

| 30-6-106(E) Required Elements                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Finding    | Rationale                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>1. <u>Traffic Plan</u>: The applicant shall provide a preliminary traffic plan that addresses the following elements:</p> <ul style="list-style-type: none"> <li>i. The proposed street network connectivity to the existing road network, including all proposed access points.</li> <li>ii. The location and layout of all arterial and collector roads within the development. Local streets and alleys do not need to be depicted.</li> <li>iii. A preliminary traffic impact study prepared by a licensed traffic engineer which evaluates proposed access points, the existing street system, and any need for any road improvements (including off-site improvements) created by the proposed development.</li> </ul> | <p>Yes</p> | <p>The applicant submitted a Traffic Impact Study considering the existing background traffic and anticipated traffic movement as a result of the proposed development. The Traffic Impact Study was reviewed by the Town Engineer. The conceptual design of the Neighborhood Master Plan incorporates the findings outlined in the Traffic Impact Study for on-site and off-site improvements required.</p> <p><u>County Road 6C</u></p> <p>County Road 6C shall be improved to the Rural Collector / Local standard and include a 6' tree lawn between the utility corridor and the walk in accordance with the residential tree lawn dimension.</p> <p>County Road 6C shall be improved from the intersection with County Road 15/1<sup>st</sup> Street to the east to County Line Road. The improvement shall consist of the entire width of the road and drainage swales on both sides of the road. The north side of the road will not be required to host the tree lawn and sidewalk. The overhead utility lines will be buried. The stormwater will be managed in swales and will not be allowed to sheet flow across streets and trails.</p> <p><u>County Road 15/1<sup>st</sup> Street</u></p> <p>This road shall be annexed in full along the frontage of the property with the annexation request to the north side of the existing bridge.</p> <p>Improvements to County Road 4 at State Highway 287 will be required. The extent of the improvements and the developer's proportionate share of the improvements, if any, will be finalized with a Development Agreement at the time of Final Plat.</p> <p>Development expectations for projects in the Town of Berthoud include integration into the Town's and Regional Master Planning open space, trail, pedestrian and traffic networks; provision of street trees, parks and public amenities; design, engineering and installation of adjacent roadways; adherence to requirements of the school district and the fire protection district; and coordination with all public utilities serving the development, for example. Staff also ensures the specifications, standards, guidelines and expectations outlined in the Town's Comprehensive Plan, Land Development Code, Landscape and Architectural Design Guidelines are met.</p> |

| 30-6-106(E) Required Elements                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Finding | Rationale                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>2. <u>Open Space Plan:</u> The applicant shall provide a preliminary open space plan that addresses the following elements:</p> <ul style="list-style-type: none"> <li>i. Proposed open space distribution and location, including percentage of open space.</li> <li>ii. Compliance with 30-2-109(D)(4) open space elements.</li> <li>iii. Required buffer areas as per 30-2-109(C)(2)</li> </ul>                                                                                                                                             |         | <p>The applicant has considered the Land Use Code, the Comprehensive Plan and the Master Plans affecting the property and have incorporated connection to the Regional Trail system, provided proposed site amenities and neighborhood identity features. The applicant has considered the referral comments from Colorado Parks and Wildlife and have proposed to preserve the Floodplain and Riparian Areas. The buffer requirements found in the Land Use Code have been met.</p>                                                                                 |
| <p>3. <u>Park(s) Plan:</u></p> <ul style="list-style-type: none"> <li>i. Proposed park locations and types of parks as per Section 30-2-109(B)(2) and (3)</li> <li>ii. Proposed park acreage as per Section 30-2-109(B)(2)</li> </ul>                                                                                                                                                                                                                                                                                                             | Yes     | <p>The required variety of site amenities, park acreage requirements, and neighborhood identity features as required by the Land Use Code have been incorporated into the Neighborhood Master Plan.</p>                                                                                                                                                                                                                                                                                                                                                              |
| <p>4. <u>Pedestrian Network:</u></p> <ul style="list-style-type: none"> <li>i. Location of all trails within development, and connection to existing trail network.</li> <li>ii. Connectivity of sidewalks to the existing pedestrian system, including any off-site sidewalk improvements.</li> <li>iii. Depiction of any bike lanes or any other multi-modal features.</li> </ul>                                                                                                                                                               | Yes     | <p>Regional and local trails have been incorporated into the Neighborhood Master Plan. Sidewalk connectivity has been depicted on the submitted plans.</p>                                                                                                                                                                                                                                                                                                                                                                                                           |
| <p>5. <u>Zoning:</u></p> <ul style="list-style-type: none"> <li>i. The location of zoning boundaries shall be provided with the application and depicted on the Neighborhood Master Plan.</li> <li>ii. The plan should show how lot diversity standards of Section 30-2-116(D)(1)(c), are met and create a mix of zoning which is harmonious with the surrounding area, and within the property itself.</li> <li>iii. Density and lot diversity shall be distributed throughout the project and shall not be located in only one area.</li> </ul> | Yes     | <p>The entire site is proposed for Suburban Residential, SR zoning classification in accordance with the vision of the 2021 Comprehensive Plan Future Land Use Map.</p> <p>The lot diversity standards found in the Land Use Code have been met.</p> <p>A minimum of four housing diversity types shall be required in residential developments containing more than 50 acres according to the Development Design requirements found in the Land Use Code. The applicant has proposed four housing / lot types. Architectural diversity is reviewed by the Town.</p> |
| <p>6. <u>Overall Utility Plan:</u></p> <ul style="list-style-type: none"> <li>i. A preliminary utility plan depicting the existing capacity of the utility system for both the proposal and any potential future development.</li> </ul>                                                                                                                                                                                                                                                                                                          | Yes     | <p>A Preliminary Utility Plan was provided with application materials, has been reviewed by the Town and referral agencies including the Town Engineer, and has been amended according to referral comments. The Preliminary Plat and Final</p>                                                                                                                                                                                                                                                                                                                      |

|                                                                                                                                                                                                                                                                                                                                   |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>ii. Proposed connections to the existing utility system.</li> <li>iii. The location of any proposed or required lift stations.</li> <li>iv. Utility plans for the interior of the development (such as water and sewer service lines) are not required as part of this process.</li> </ul> |            | <p>Plat applications will include Construction drawings and documents and these documents will be continuously reviewed.</p>                                                                                                                                                                                                                                                                                                                                                                 |
| <p>7. <u>Subdivision Identity Standards:</u></p> <ul style="list-style-type: none"> <li>i. The applicant shall provide compliance with subdivision identity standards found in Section 30-2-131.</li> </ul>                                                                                                                       | <p>Yes</p> | <p>Neighborhood identity features required by the Land Use Code have been met. In addition, the land adjacent to the floodplain/floodway and the portion of the property containing the riparian area is being preserved. Due to the sensitivity of this land, the applicant is proposing this area to be low-impact and largely a visual amenity. This amenity is not included in the active-use subdivision identity standards, however, it is a large focal point of the development.</p> |

### Neighborhood Master Plan Review Criteria

Section 30-6-106(G) states that the town shall use the following criteria in addition to other applicable provisions of the code to evaluate the application. Planning Commission heard the requests at their June 12, 2025 public hearing and are sending their recommendation of approval to the Town Trustees.

| 30-6-106(G) Review Criteria                                                                                                                                                                                                                           | Finding | Rationale                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. The land use mix within the project conforms to Berthoud's Zoning District Map and Comprehensive Plan Preferred Land Use Map and furthers the goals and policies of the Comprehensive Plan.                                                        | Yes     | <p>The entire site is proposed for Suburban Residential with SR zoning classification in accordance with the vision of the 2021 Comprehensive Plan Future Land Use Map. The lot diversity standards found in the Land Use Code have been met.</p> <p>A minimum of four housing diversity types shall be required. The applicant has proposed four housing / lot types. Architectural diversity is reviewed by the Town at time of building permit. Many times, the Town will also review the architectural master plan with the Final Plat.</p> <p>Neighborhood identity features required by the Land Use Code have been met. In addition, the land adjacent to the floodplain/floodway and the portion of the property containing the riparian area is being preserved. Due to the sensitivity of this land, the applicant is proposing this area to be low-impact and largely a visual amenity. This amenity is not included in the active-use subdivision identity standards however, it is a large focal point of the proposed development.</p> |
| 2. The Neighborhood Master plan represents a functional system of land use and is consistent with the rationale and criteria set forth in this Chapter, the Town Comprehensive Plan, and the Parks, Open Space and Recreation (PORT) Plan as amended. |         | <p>The high level of scrutiny expended on the Neighborhood Master Plan review at this stage in development review ensures the proposal includes land uses, open space, trail connectivity, transportation corridors, utility provision, for example that follow the criteria found in the Comprehensive Plan, Master Plans, the Municipal Code, and the engineering specifications and standards.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |



|                                                                                                                                                                                                             |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3. The preliminary traffic, open space, park utility and pedestrian design is adequate and functional given the existing and planned capacities of each system, and meets the standards found in this Code. | Yes | The applicant submitted a Traffic Impact Study considering the existing background traffic and anticipated traffic movement as a result of the proposed development. The Traffic Impact Study was reviewed by the Town Engineer. The conceptual design of the Neighborhood Master Plan incorporates the findings outlined in the Traffic Impact Study for on-site and off-site improvements required.<br>See pages 7 and 8 regarding road improvements. |
| 4. Negative impacts on adjacent land uses have been identified and satisfactorily mitigated.                                                                                                                | Yes | Adjacent land uses include agricultural and rural residential development. The Town's standards include a recognition of the Right to Farm policy. Setbacks, tree lawns, on and off-site improvements have proposed to mitigate the impacts of the development on the road/street networks, trails, open space areas and the river corridor.                                                                                                            |
| 5. There is a need or desirability within the community for the development and the development will help achieve a balance of land use and/or housing types within Berthoud according to town goals.       | Yes | The Town has recognized the potential development of the property to Suburban Residential uses as envisioned in the 2021 Comprehensive Plan update. The applicant has provided a Neighborhood Master Plan prepared in accordance with the Land Use Code and the Comprehensive Plan which are the public-facing documents which depict the Town's goals for future development.                                                                          |

Planning Commission heard the requests at their June 12, 2025 public hearing and are sending their recommendation of approval to the Town Trustees. The process for considering a Neighborhood Master Plan was followed.

## Rezoning

The subject project is currently zoned RR2 in unincorporated Larimer County. The process of annexation is accompanied with a zoning request. The applicant is requesting zoning to SR, Suburban Residential. Rezoning is addressed through an official zoning map amendment. Section 30-3-110(D) states for the purpose of establishing and maintaining sound stable and desirable development within the Town, the Zoning Map shall not be amended except when it addresses one or more of the criteria in the following table. Planning Commission heard the requests at their June 12, 2025 public hearing and are sending their recommendation of approval to the Town Trustees. The process for considering a Zoning application have been followed.

| 30-3-110(D) Zoning Map Amendment Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Finding | Rationale                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ol style="list-style-type: none"><li>1. To correct a manifest error in an ordinance establishing the zoning for a specific property; or</li><li>2. To rezone an area or extend the boundary of an existing district because of changed or changing conditions in a particular area or in the Town generally; or</li><li>3. The land to be rezoned was zoned in error and as presently zoned is inconsistent with the policies and goals of the Town Comprehensive Plan; or</li><li>4. The proposed rezoning is necessary to provide land for a community-related use that was not anticipated at the time of the adoption of the Town Comprehensive Plan, and the rezoning will be consistent with the policies and goals of the Comprehensive Plan; or</li><li>5. The area requested for rezoning has changed or is changing to such a degree that it is in the public interest to encourage development or redevelopment of the area</li></ol> | Yes     | <p>The 2<sup>nd</sup> and 5<sup>th</sup> criteria have been met. The property is in unincorporated Larimer County and the property owner seeks to develop in the Town of Berthoud, according to the Town's design, development, and engineering standards. The applicant seeks to develop in the Town and agrees to adhere to regional and local transportation, trails and open space networks pursuant to the Town's various comprehensive and master plans in effect. The applicant agrees to adhere to the Town's architectural project diversity standards as well as provide for development amenities and preserve sensitive riparian land.</p> <p>The applicant has requested a zoning classification which meets the intent of the future land use envisioned in the 2021 Comprehensive Plan update.</p> |

For convenience, a comparison of the land uses determined to be appropriate in the County's RR-2 Zone District and those determined to be appropriate in the Town's SR Zone District can be found in a comparison Table on the following page. Information reviewed to populate this table was derived from Table 3.1 in the County's Land Use Code and Table 3.3 in the Town's Land Use Code. The land use categories in **green may occur in both Larimer County and in the Town of Berthoud**. The land use categories in **blue are additional land use categories that may occur in the Town of Berthoud** and not in Larimer County. The land use categories **not highlighted in a color are those additional land use categories that could be permitted in the County** and not in the Town.

The Town of Berthoud's zoning district of SR is more restrictive than what can be allowed in unincorporated Larimer County in the RR-2 zone district. The land use process required in both jurisdictions are also listed below and the development review process is either a use by right requiring a building permit, an administrative site plan process, or a process requiring a public hearing. If a County-permitted use is noted through "Right," there is no review process required.

This table is provided to further the understanding of uses contemplated as appropriate in the Town of Berthoud through the development review processes established by the Land Use Code and those uses the County has contemplated as appropriate through right (no land use process/review) or through the development review process.

| Land Use Comparison                                                        |                                                   |                                                       |
|----------------------------------------------------------------------------|---------------------------------------------------|-------------------------------------------------------|
| Land Use Category                                                          | Town of Berthoud<br>Table for Zone District<br>SR | Larimer County Table<br>3.1 for Zone District<br>RR-2 |
| Single Family Housing                                                      | Building Permit                                   | Building Permit                                       |
| Community Garden                                                           | Administrative                                    | Public Hearing                                        |
| Elder care/day care/Safe House/Group Home                                  | Public Hearing                                    | Right                                                 |
| Assisted Living Facility and Group Homes                                   | Administrative/Public<br>Hearing                  | Right                                                 |
| Senior Housing/Nursing Facility                                            | Public Hearing                                    | Right                                                 |
| Short Term Rental                                                          | Permit                                            | Permit                                                |
| Wireless communication facilities                                          | Public Hearing                                    | Administrative/Public<br>Hearing                      |
| Parks/Recreation (Amphitheater)                                            | Administrative (Public<br>Hearing)                | Right                                                 |
| Bed and Breakfast                                                          | Public Hearing                                    |                                                       |
| Child Care home for up to 12 children                                      | Building Permit                                   |                                                       |
| Public Utility                                                             | Administrative                                    |                                                       |
| Workshops and custom small industry (art studio)                           | Public Hearing                                    |                                                       |
| Agricultural Operation                                                     |                                                   | Right                                                 |
| Nursery – Retail & Wholesale                                               |                                                   | Administrative                                        |
| Tree Farm – Retail & Wholesale                                             |                                                   | Administrative                                        |
| Agricultural Labor Housing                                                 |                                                   | Public Hearing                                        |
| Garden Supply Center                                                       |                                                   | Public Hearing                                        |
| Custom Meat Processing Facility                                            |                                                   | Public Hearing                                        |
| Packing Facility                                                           |                                                   | Public Hearing                                        |
| Apiary (commercial)                                                        |                                                   | Right                                                 |
| Commercial Feedlot or Dairy                                                |                                                   | Public Hearing                                        |
| Equestrian Facility                                                        |                                                   | Public Hearing                                        |
| Poultry Keeping /Processing                                                |                                                   | Right/Public Hearing                                  |
| Manufactured Housing                                                       |                                                   | Right                                                 |
| Indoor Assembly (outdoor)                                                  |                                                   | Right (Public Hearing)                                |
| Cemetery with Funeral Home                                                 |                                                   | Public Hearing                                        |
| Kennel (Outdoor uses)                                                      |                                                   | Public Hearing                                        |
| Pet Animal Service, Vet Hospital Large/Small<br>Animals with outdoor space |                                                   | Public Hearing                                        |
| Campground                                                                 |                                                   | Public Hearing                                        |
| Clubhouse                                                                  |                                                   | Public Hearing                                        |
| School (Non-Public)                                                        |                                                   | Administrative (Public<br>Hearing)                    |
| RV Park                                                                    |                                                   | Public Hearing                                        |
| Riding Stable                                                              |                                                   | Public Hearing                                        |
| Shooting Range                                                             |                                                   | Public Hearing                                        |
| Mining                                                                     |                                                   | Public Hearing                                        |
| Radio and Television Transmission                                          |                                                   | Public Hearing                                        |
| Solar facilities                                                           |                                                   | Public Hearing                                        |
| Wind energy facilities                                                     |                                                   | Public Hearing                                        |

## **PUBLIC NOTICE AND COMMENT**

Notice of the Planning Commission Public Hearing to consider the three applications was published in the *Berthoud Surveyor* and the *Loveland Reporter* on May 24, 2025. Because the land use applications include an Annexation request, this request is required to be published for four consecutive weeks prior to the Town Trustees public hearing. Publication started on May 24, 2025. Surrounding Property Owners were notified by mailing on May 20, 2025. The property was posted with a sign by the applicant. The Notice requirements for all three application requests followed the annexation notice requirements which are the most stringent in accordance with Table 1.1. All three applications and both the Planning Commission and the Town Board of Trustees hearings were noticed concurrently. The continuation of the Town Trustees hearing from July 8 to August 26, 2025 was done in a public process for notice. Evidence of public notice are included in the packet of information for the Town Trustees.

## **FINDINGS AND RECOMMENDATIONS**

### **Annexation**

Planning Commission recommends approval of the River Trails Annexation to the Town Board of Trustees. Their findings are based on the Criteria for Approval found in Section 30-8-102 of the Municipal Code as discussed in this Staff Report. Further, Planning Commission found that the property is within the Town's 3-Mile Plan and Urban Growth Boundary, and the process found in Municipal Code Section 30-8-104.B.5 was followed. The Town Trustees' motion should include adoption of the Annexation Agreement. Resolution 17 (25) is attached and is the formal Findings of Fact for the Annexation and is followed by Ordinance 1360 to Annex the property. Both are attached if the Board finds both in conformance with the criteria for approval as recommended by the Planning Commission.

### **Neighborhood Master Plan**

Planning Commission recommends approval of the River Trails Neighborhood Master Plan to the Town Board of Trustees with the condition listed below. Planning Commission's findings are based on the Criteria for Approval found in Section 30-6-106 of the Municipal Code as discussed in this Staff Report. Resolution 18 (25) is attached to document approval if so moved.

The condition of approval recommended by the Planning Commission is, "The applicant shall work with Town Staff to incorporate educational opportunities regarding wildlife, river ecosystems, agriculture, and heritage of the area in their neighborhood identity features with the Preliminary Plat" application submittal.

### **Rezoning**

Planning Commission recommends approval of the River Trails request to zone the property to SR, Suburban Residential and A, Agricultural in accordance with the 2021 Comprehensive Plan Future Land Use Map, the process of for approval found in Municipal Code Section 30-8-104.B.5, and the criteria for approval found in Section 30-3-107.D of the Municipal Code as discussed in this Staff Report. Ordinance 1361 is attached to document approval if so moved.

*River Trails*  
**PETITION FOR ANNEXATION**

We represent that we are the landowners of 100% of the land described in this Petition, excluding public streets, alleys, roads and easements, which is legally described on **Exhibit "A"** and depicted on **Exhibit "B"**, and affirm the following to be true and correct as of January 30, 2025, our petition for annexation is filed with the Town of Berthoud.

CONTIGUITY:

1. The perimeter of the proposed annexation has a distance of 1,439.87 feet of which 239.98 are contiguous to the existing Town Limits of Berthoud.
2. This contiguity results in a minimum of 16.6% of the perimeter (at least 1/6) of proposed annexation being contiguous to the Town of Berthoud.
3. The proposed annexation contains approximately 0.386 acres.
4. The requirements of §31-12-104 and §31-12-105 C.R.S., exist or have been met.
5. We further allege:
  - a. It is desirable and necessary that the territory be annexed to the Town of Berthoud.
  - b. A community of interest exists between the territory and the Town of Berthoud.
  - c. The territory is integrated or capable of being integrated with the Town of Berthoud.
  - d. The territory is urban or will be urbanized in the near future.
  - e. No land held in identical ownership is divided into separate parcels unless the owner of said tract has consented in writing or joins in this Petition.
  - f. No proceedings for annexation of the land described in this Petition have been commenced for annexation to another municipality.
6. The Petitioners understand that there may be a significant period of time before municipal utilities will be available, but anticipate that urbanization will be able to take place at a pace acceptable to them without immediate access to these utilities. Until urbanization takes place the petitioners intend to maintain their properties in their current uses, which uses are acceptable to the Town of Berthoud.

7. The Petitioners have submitted the petition with the intention that the property will be developed in accordance with Berthoud's Development Code, Comprehensive Plan, Municipal Code, resolutions and ordinances.
8. The Petitioners are aware that Berthoud has enacted fees and policies with the intention that growth should pay its own way and that growth should improve the health, safety and welfare of its citizens. Examples of Berthoud's fees which are acceptable to the petitioners include fees for: building, electric, construction meter, plan review, building permit administration, parks, trails and open space, public facilities infrastructure, streets, drainage, police facility infrastructure, general administration facility infrastructure, water administration, water meter, water tap, sewer tap, raw water, and other supplemental fees as appropriate.
9. The Petitioners understand that Berthoud is required by Colorado Revised Statutes to prepare and file an annexation impact report. The Petitioners will prepare a proposed annexation impact report and provide it to Berthoud for review and consideration six (6) weeks prior to the hearing.
10. The Petitioners agree to dedicate free and clear of all liens and encumbrances of any kind, and at no charge to the Town, all easements and rights-of-way for streets and other public ways and for other public purposes, within the Property as outlined in a Subdivision Improvements Agreement (approved at the time of final subdivision plat).
11. The Petitioners agree to dedicate, with the subdivision of the Property and at no cost to the Town, all required easements and right-of-way for installation and maintenance of infrastructure.
12. The Petitioners agree to design and install transportation infrastructure, utility infrastructure, and stormwater improvements to serve the Property prior to the issuance of any building permits for all or any portion of the property in accordance with Town standards. The Petitioners shall make such other improvements as required by Town ordinances and resolutions, to guarantee construction of all required improvements, and, if requested by Berthoud, to dedicate to Berthoud any or all other required improvements. The Petitioners agrees to enter into a subdivision improvements agreement pertaining to such improvements and other matters at time of final plat.
13. The Petitioners agree that oversizing agreements may exist that the Petitioners may be responsible for his/her fair share for oversizing of infrastructure. Likewise, Petitioners acknowledges that the Town may require the Petitioners to oversize infrastructure, which would be reimbursed by subsequent developers. The Petitioners acknowledge that the Town shall facilitate reimbursement of any financial participation by the Petitioners, over

and above the proportionate impact of the development. Such reimbursement shall come from new development directly connecting to the improvements.

14. The Petitioners agree to satisfy the public land dedication and landscaping requirements specified in the Town's Development Code.
15. The Petitioners agree that future development of the site will comply with any adopted infrastructure plans including but not limited to transportation, drainage, water, sewer, land use, parks, trails, open space and comprehensive plans.
16. The Petitioners agree that the design, improvement, construction, development, and use of the property shall be in conformance with, and that Petitioners shall comply with, all municipal, county, state and federal statutes, ordinances, rules and regulations.
17. The Petitioners agree that all land use approvals and building permits for the development of the Property shall be subject to requirements including, but not limited to, the payment of impact fees and development charges and other land use and development requirements in effect at the time that such proposed development applies for a building permit.
18. The Petitioners agree to convey to the Town, all water rights necessary for development and all irrigation water rights and associated carrying rights and groundwater rights associated with the property, and any related stock certificates evidencing ownership of the water rights, free and clear of all encumbrances and with all taxes and assessments related hereto paid in full, unless the Town in writing rejects any or all such water rights. Water rights may be conveyed on a pro-rata basis as building permits are issued.
19. Berthoud has various enterprise funds through which the utilities provided by Berthoud are financed. Examples of Berthoud's services are its water, wastewater and drainage utilities. Berthoud's Board of Trustees believe that the provision of utilities by Berthoud assists in complying with the *Berthoud Comprehensive Plan* and *Berthoud Development Code* and the petitioners request that Berthoud provide all utility services which are available now or in the future through Berthoud at a cost comparable to that which can be provided by any third party.
20. The Petitioners understand that the R2-J School District forms an integral part of the Berthoud community. Berthoud has enacted fees to support the acquisition of land by this School District. The Petitioners are aware of these fees and agree to financially support the District's land acquisition programs.



The terms of this Petition are binding on the heirs, devisers, successors and assigns of the parties. Therefore, the undersigned hereby request that the Town of Berthoud approve the annexation of the areas described herein.

DocuSigned by:

*Jon Turner*

A87589BA8FDB47D

Petitioner

1/27/2025

Date

Petitioner

1/27/2025

Date

**EXHIBIT A**  
*PROJECT NAME*  
**LEGAL DESCRIPTION**

**EXHIBIT B**  
*PROJECT NAME*  
**ANNEXATION MAP**

## **SUPPLEMENT TO *PROJECT NAME* PETITION FOR ANNEXATION**

The undersigned petitioners are requesting annexation by the Town of Berthoud of property of which they are 100% owners. The petitioners have submitted the petition with the intention that the property will be developed in accordance with Berthoud's *Development Code*, *Comprehensive Plan*, *Municipal Code*, resolutions and ordinances.

### **Section 1 – Capital Investment Fee**

The petitioners are aware that Berthoud has enacted fees and policies with the intention that growth should pay its own way and should improve the health, safety and welfare of its citizens. Examples of Berthoud's fees, which are acceptable to the petitioners, include capital investment fees such as the water dedication fee, water system investment fee, wastewater system investment fee, parkland dedication fee, parkland development fee, public facilities fee and density transfer fee.

### **Section 2 – Enterprises**

Berthoud has various enterprise funds through which the utilities provided by Berthoud are financed. Examples of services provided by Berthoud's enterprises are its water, wastewater and drainage utilities. Berthoud's Utility Board and the Board of Trustees believe that the provision of utilities by Berthoud assists in complying with the *Comprehensive Plan* and *Development Code* and the petitioners request that Berthoud provide all utility services which are available now or in the future through Berthoud at a cost comparable to that which can be provided by any third party.

### **Section 3 – Development Rate**

Berthoud's *Development Code* requires that as a condition of approval for any subdivision a development agreement is executed which contains specific limitations on the rate at which the development can proceed. The petitioners understand that the growth of Berthoud is limited by the *Comprehensive Plan* and agree to comply with these limitations.

### **Section 4 – Open Space, Parks, Setbacks and Trails**

Berthoud's citizens and its Board of Trustees have determined that open space and agriculture add to the community and have implemented sales taxes and fees to financially support trails, parks, open space and agriculture. The petitioners agree to provide land for increased setbacks, easements and/or rights-of-way for and along major arterials and for trails and open space. To the extent these setbacks, easements and/or rights-of-way improve the quality of the

property being annexed and are of a benefit to the Berthoud community, the petitioners hereby commit to providing land for these purposes.

### **Section 5 – R2-J School District Site Acquisition**

The Thompson R2-J School District forms an integral part of the Berthoud community and Berthoud has adopted an Intergovernmental Agreement (IGA) with the District to collect fees in-lieu of dedication or land dedication to support the acquisition of land by this School District. The petitioners are aware of these fees or land dedication requirements and agree to support the District's land acquisition program.

### **Section 6 – Annexation Impact Report**

Berthoud is required to prepare and file an annexation impact report. The petitioners have prepared an annexation impact report and provided it to Berthoud for review and consideration six (6) weeks prior to the hearing.

### **Section 7 – Rezoning**

The petitioners will file site-specific development plans with the Town of Berthoud for review and consideration, following the approval the annexation, rezoning. The petitioner recognizes that vested rights do not occur until the time of final plat (FP) approval. In the event that the applicant pursues de-annexation prior to final plat (FP) approval, the Town agrees that it will cooperate with this request.

The petitioners intend that this supplement be attached to their Petition for Annexation and presented to the Board of Trustees for consideration in conjunction with the annexation.

## EXHIBIT A

### **PARCEL DESCRIPTION** **RIVER TRAILS ANNEXATION NO. 1**

A parcel of land situate in the Southwest Quarter (SW1/4) of Section Twenty-four (24), Township Four North (T.4N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South half of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 30.00 feet to the POINT OF BEGINNING, also being a point on the boundary of the South First Street Annexation to the Town of Berthoud, recorded April 3, 1997, as Reception Number 19970020418 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, continuing along said North line and said annexation boundary, a distance of 20.00 feet;

THENCE North 00°21'20" West, continuing along said annexation boundary, a distance of 35.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 314.64 feet;

THENCE South 82°30'22" West a distance of 307.55 feet to a point on the North line of the South half of said SW1/4;

THENCE South 00°06'53" West a distance of 185.29 feet to a point on the East line of that parcel recorded January 7, 1878 as Book G Page 580 of the Records of the Larimer County Clerk and Recorder;

THENCE South 08°56'36" East, along said East line, a distance of 178.75 feet;

THENCE South 77°12'38" West a distance of 27.92 feet to a point on the assumed West right of way line of County Road 15, lying 30' Westerly and parallel to the surveyed centerline of said road.

THENCE North 12°47'22" West, along said assumed West right of way line, a distance of 127.08 feet;

THENCE North 00°21'21" West a distance of 58.65 feet to a point on the boundary of said South First Street Annexation to the Town of Berthoud;

THENCE North 00°21'21" West, continuing along said South First Street Annexation, a distance of 184.98 feet to the POINT OF BEGINNING.

Said described parcel of land contains 16,828 Square Feet or 0.386 Acres, more or less (±).

## **SURVEYORS STATEMENT**

I, Steven Parks, a Colorado Licensed Professional Land Surveyor do hereby state that this Parcel Description was prepared under my personal supervision and checking, and that it is true and correct to the best of my knowledge and belief.

---

Steven Parks - on behalf of Majestic Surveying, LLC  
Colorado Licensed Professional Land Surveyor #38348





*River Trails*  
**PETITION FOR ANNEXATION**

We represent that we are the landowners of 100% of the land described in this Petition, excluding public streets, alleys, roads and easements, which is legally described on **Exhibit "A"** and depicted on **Exhibit "B"**, and affirm the following to be true and correct as of January 30, 2025, our petition for annexation is filed with the Town of Berthoud.

CONTIGUITY:

1. The perimeter of the proposed annexation has a distance of 4,197.07feet of which 699.51 are contiguous to the existing Town Limits of Berthoud.
2. This contiguity results in a minimum of 16.6% of the perimeter (at least 1/6) of proposed annexation being contiguous to the Town of Berthoud.
3. The proposed annexation contains approximately 3.656 acres.
4. The requirements of §31-12-104 and §31-12-105 C.R.S., exist or have been met.
5. We further allege:
  - a. It is desirable and necessary that the territory be annexed to the Town of Berthoud.
  - b. A community of interest exists between the territory and the Town of Berthoud.
  - c. The territory is integrated or capable of being integrated with the Town of Berthoud.
  - d. The territory is urban or will be urbanized in the near future.
  - e. No land held in identical ownership is divided into separate parcels unless the owner of said tract has consented in writing or joins in this Petition.
  - f. No proceedings for annexation of the land described in this Petition have been commenced for annexation to another municipality.
6. The Petitioners understand that there may be a significant period of time before municipal utilities will be available, but anticipate that urbanization will be able to take place at a pace acceptable to them without immediate access to these utilities. Until urbanization takes place the petitioners intend to maintain their properties in their current uses, which uses are acceptable to the Town of Berthoud.

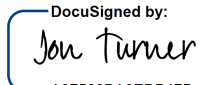
7. The Petitioners have submitted the petition with the intention that the property will be developed in accordance with Berthoud's Development Code, Comprehensive Plan, Municipal Code, resolutions and ordinances.
8. The Petitioners are aware that Berthoud has enacted fees and policies with the intention that growth should pay its own way and that growth should improve the health, safety and welfare of its citizens. Examples of Berthoud's fees which are acceptable to the petitioners include fees for: building, electric, construction meter, plan review, building permit administration, parks, trails and open space, public facilities infrastructure, streets, drainage, police facility infrastructure, general administration facility infrastructure, water administration, water meter, water tap, sewer tap, raw water, and other supplemental fees as appropriate.
9. The Petitioners understand that Berthoud is required by Colorado Revised Statutes to prepare and file an annexation impact report. The Petitioners will prepare a proposed annexation impact report and provide it to Berthoud for review and consideration six (6) weeks prior to the hearing.
10. The Petitioners agree to dedicate free and clear of all liens and encumbrances of any kind, and at no charge to the Town, all easements and rights-of-way for streets and other public ways and for other public purposes, within the Property as outlined in a Subdivision Improvements Agreement (approved at the time of final subdivision plat).
11. The Petitioners agree to dedicate, with the subdivision of the Property and at no cost to the Town, all required easements and right-of-way for installation and maintenance of infrastructure.
12. The Petitioners agree to design and install transportation infrastructure, utility infrastructure, and stormwater improvements to serve the Property prior to the issuance of any building permits for all or any portion of the property in accordance with Town standards. The Petitioners shall make such other improvements as required by Town ordinances and resolutions, to guarantee construction of all required improvements, and, if requested by Berthoud, to dedicate to Berthoud any or all other required improvements. The Petitioners agrees to enter into a subdivision improvements agreement pertaining to such improvements and other matters at time of final plat.
13. The Petitioners agree that oversizing agreements may exist that the Petitioners may be responsible for his/her fair share for oversizing of infrastructure. Likewise, Petitioners acknowledges that the Town may require the Petitioners to oversize infrastructure, which would be reimbursed by subsequent developers. The Petitioners acknowledge that the Town shall facilitate reimbursement of any financial participation by the Petitioners, over

and above the proportionate impact of the development. Such reimbursement shall come from new development directly connecting to the improvements.

14. The Petitioners agree to satisfy the public land dedication and landscaping requirements specified in the Town's Development Code.
15. The Petitioners agree that future development of the site will comply with any adopted infrastructure plans including but not limited to transportation, drainage, water, sewer, land use, parks, trails, open space and comprehensive plans.
16. The Petitioners agree that the design, improvement, construction, development, and use of the property shall be in conformance with, and that Petitioners shall comply with, all municipal, county, state and federal statutes, ordinances, rules and regulations.
17. The Petitioners agree that all land use approvals and building permits for the development of the Property shall be subject to requirements including, but not limited to, the payment of impact fees and development charges and other land use and development requirements in effect at the time that such proposed development applies for a building permit.
18. The Petitioners agree to convey to the Town, all water rights necessary for development and all irrigation water rights and associated carrying rights and groundwater rights associated with the property, and any related stock certificates evidencing ownership of the water rights, free and clear of all encumbrances and with all taxes and assessments related hereto paid in full, unless the Town in writing rejects any or all such water rights. Water rights may be conveyed on a pro-rata basis as building permits are issued.
19. Berthoud has various enterprise funds through which the utilities provided by Berthoud are financed. Examples of Berthoud's services are its water, wastewater and drainage utilities. Berthoud's Board of Trustees believe that the provision of utilities by Berthoud assists in complying with the *Berthoud Comprehensive Plan* and *Berthoud Development Code* and the petitioners request that Berthoud provide all utility services which are available now or in the future through Berthoud at a cost comparable to that which can be provided by any third party.
20. The Petitioners understand that the R2-J School District forms an integral part of the Berthoud community. Berthoud has enacted fees to support the acquisition of land by this School District. The Petitioners are aware of these fees and agree to financially support the District's land acquisition programs.

The terms of this Petition are binding on the heirs, devisers, successors and assigns of the parties. Therefore, the undersigned hereby request that the Town of Berthoud approve the annexation of the areas described herein.

DocuSigned by:



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Petitioner

1/27/2025

Date

Petitioner

Date

**EXHIBIT A**  
*PROJECT NAME*  
**LEGAL DESCRIPTION**

**EXHIBIT B**  
*PROJECT NAME*  
**ANNEXATION MAP**

## **SUPPLEMENT TO *PROJECT NAME* PETITION FOR ANNEXATION**

The undersigned petitioners are requesting annexation by the Town of Berthoud of property of which they are 100% owners. The petitioners have submitted the petition with the intention that the property will be developed in accordance with Berthoud's *Development Code*, *Comprehensive Plan*, *Municipal Code*, resolutions and ordinances.

### **Section 1 – Capital Investment Fee**

The petitioners are aware that Berthoud has enacted fees and policies with the intention that growth should pay its own way and should improve the health, safety and welfare of its citizens. Examples of Berthoud's fees, which are acceptable to the petitioners, include capital investment fees such as the water dedication fee, water system investment fee, wastewater system investment fee, parkland dedication fee, parkland development fee, public facilities fee and density transfer fee.

### **Section 2 – Enterprises**

Berthoud has various enterprise funds through which the utilities provided by Berthoud are financed. Examples of services provided by Berthoud's enterprises are its water, wastewater and drainage utilities. Berthoud's Utility Board and the Board of Trustees believe that the provision of utilities by Berthoud assists in complying with the *Comprehensive Plan* and *Development Code* and the petitioners request that Berthoud provide all utility services which are available now or in the future through Berthoud at a cost comparable to that which can be provided by any third party.

### **Section 3 – Development Rate**

Berthoud's *Development Code* requires that as a condition of approval for any subdivision a development agreement is executed which contains specific limitations on the rate at which the development can proceed. The petitioners understand that the growth of Berthoud is limited by the *Comprehensive Plan* and agree to comply with these limitations.

### **Section 4 – Open Space, Parks, Setbacks and Trails**

Berthoud's citizens and its Board of Trustees have determined that open space and agriculture add to the community and have implemented sales taxes and fees to financially support trails, parks, open space and agriculture. The petitioners agree to provide land for increased setbacks, easements and/or rights-of-way for and along major arterials and for trails and open space. To the extent these setbacks, easements and/or rights-of-way improve the quality of the



property being annexed and are of a benefit to the Berthoud community, the petitioners hereby commit to providing land for these purposes.

### **Section 5 – R2-J School District Site Acquisition**

The Thompson R2-J School District forms an integral part of the Berthoud community and Berthoud has adopted an Intergovernmental Agreement (IGA) with the District to collect fees in-lieu of dedication or land dedication to support the acquisition of land by this School District. The petitioners are aware of these fees or land dedication requirements and agree to support the District's land acquisition program.

### **Section 6 – Annexation Impact Report**

Berthoud is required to prepare and file an annexation impact report. The petitioners have prepared an annexation impact report and provided it to Berthoud for review and consideration six (6) weeks prior to the hearing.

### **Section 7 – Rezoning**

The petitioners will file site-specific development plans with the Town of Berthoud for review and consideration, following the approval the annexation, rezoning. The petitioner recognizes that vested rights do not occur until the time of final plat (FP) approval. In the event that the applicant pursues de-annexation prior to final plat (FP) approval, the Town agrees that it will cooperate with this request.

The petitioners intend that this supplement be attached to their Petition for Annexation and presented to the Board of Trustees for consideration in conjunction with the annexation.

## EXHIBIT A

### **PARCEL DESCRIPTION** **RIVER TRAILS ANNEXATION NO. 2**

A parcel of land, situate in the Southwest Quarter (SW1/4) of Section Twenty-four (24), Township Four North (T.4N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South half of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 59.46 feet to the POINT OF BEGINNING;

THENCE North 82°30'22" East a distance of 307.55 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 896.05 feet;

THENCE South 81°12'51" West a distance of 1096.36 feet;

THENCE South 00°32'05" East a distance of 872.85 feet to a point on the East line of that parcel recorded January 7, 1878 as Book G Page 580 of the Records of the Larimer County Clerk and Recorder;

THENCE North 27°05'13" West a distance of 56.42 feet to a point on the assumed West right of way line of County Road 15, lying 30' Westerly and parallel to the surveyed centerline of said road, said point also being the beginning point of a curve, non-tangent to the aforesaid line;

THENCE along the arc of a curve concave to the Southwest a distance of 527.01 feet, having a Radius of 4800.49 feet, a Delta of 06°17'24" and is subtended by a Chord that bears North 09°42'19" West a distance of 526.74 feet;

THENCE North 12°47'22" West, continuing along said assumed West right of way, a distance of 48.88 feet;

THENCE North 77°12'38" East a distance of 27.92 feet to a point on said East line of the parcel recorded as Book G Page 580.

THENCE North 08°56'36" West, along said East line, a distance of 178.75 feet;

THENCE North 00°06'53" East a distance of 185.29 feet to the POINT OF BEGINNING.

Said described parcel of land contains 159,273 Square Feet or 3.656 Acres, more or less (±).

## **SURVEYORS STATEMENT**

I, Steven Parks, a Colorado Licensed Professional Land Surveyor do hereby state that this Parcel Description was prepared under my personal supervision and checking, and that it is true and correct to the best of my knowledge and belief.

---

Steven Parks - on behalf of Majestic Surveying, LLC  
Colorado Licensed Professional Land Surveyor #38348



## EXHIBIT A

### **PARCEL DESCRIPTION** **RIVER TRAILS ANNEXATION NO. 3**

A parcel of land, situate in the South half (S1/2) of Section Twenty-four (24) and the Northwest Quarter (NW1/4) of Section Twenty-five (25), Township Four North (T.4N.), Range Sixty-nine West (R.69.W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South Half of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 50.37 feet;

THENCE North 00°57'33" West a distance of 35.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 1210.69 feet to the POINT OF BEGINNING;

THENCE North 89°02'27" East, continuing along said North right of way, a distance of 732.68 feet;

THENCE South 00°19'57" East a distance of 5.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Golden Acres Minor Land Division 02-S1964, recorded August 22, 2003 as Reception Number 20030107937 of the Records of the Larimer County Clerk and Recorder;

THENCE South 00°19'57" East a distance of 60.00 feet to the South Right of way of said East County Road 6C;

THENCE North 89°02'27" East, along said South right of way, a distance of 664.41 feet to a point on the East line of the South half of said SW1/4, from which the Center-South Sixteenth Corner of said Section 24 bears North 00°19'12" West a distance of 30.00 feet;

THENCE South 00°19'12" East, along said West line, a distance of 1293.84 feet to the South Quarter Corner of said Section 24;

THENCE South 88°58'50" West, along the North line of the NW1/4 of Section 25, a distance of 1328.47 feet;

THENCE South 19°17'04" West a distance of 455.71 feet;

THENCE North 89°16'21" West a distance of 971.00 feet;

THENCE North 00°58'39" East a distance of 51.41 feet to a point on the assumed West right of way line of County Road 15, lying 30' Westerly and parallel to the surveyed centerline of said road, said point also being the beginning point of a curve, non-tangent to the aforesaid line;

THENCE along the arc of a curve concave to the West a distance of 43.61 feet, having a Radius of 5720.87 feet, a Delta of  $00^{\circ}26'12''$  and is subtended by a Chord that bears North  $00^{\circ}25'32''$  West a distance of 43.61 feet to the beginning point of a curve, non-tangent to the aforesaid curve;  
THENCE along the arc of a curve concave to the West a distance of 413.55 feet, having a Radius of 6302.52 feet, a Delta of  $03^{\circ}45'35''$  and is subtended by a Chord that bears North  $03^{\circ}54'16''$  West a distance of 413.48 feet;  
THENCE North  $05^{\circ}46'33''$  West, continuing along said assumed West right of way, a distance of 280.74 feet;  
THENCE South  $27^{\circ}05'13''$  East a distance of 56.42 feet to a point on the East line of that parcel recorded January 7, 1878 as Book G Page 580 of the Records of the Larimer County Clerk and Recorder;  
THENCE North  $00^{\circ}32'05''$  West a distance of 872.85 feet;  
THENCE North  $81^{\circ}12'51''$  East a distance of 1096.36 feet to the POINT OF BEGINNING.

Said described parcel of land contains 3,685,439 Square Feet or 84.606 Acres, more or less ( $\pm$ ).

### **SURVEYORS STATEMENT**

I, Steven Parks, a Colorado Licensed Professional Land Surveyor do hereby state that this Parcel Description was prepared under my personal supervision and checking, and that it is true and correct to the best of my knowledge and belief.

---

Steven Parks - on behalf of Majestic Surveying, LLC  
Colorado Licensed Professional Land Surveyor #38348



**MAJESTIC SURVEYING**  
1111 Diamond Valley Drive, Suite 104  
Windsor, Colorado 80550

*River Trails*  
**PETITION FOR ANNEXATION**

We represent that we are the landowners of 100% of the land described in this Petition, excluding public streets, alleys, roads and easements, which is legally described on **Exhibit "A"** and depicted on **Exhibit "B"**, and affirm the following to be true and correct as of January 30, 2025, our petition for annexation is filed with the Town of Berthoud.

CONTIGUITY:

1. The perimeter of the proposed annexation has a distance of 8,326.05 feet of which 2,025.62 are contiguous to the existing Town Limits of Berthoud.
2. This contiguity results in a minimum of 24.3% of the perimeter (at least 1/6) of proposed annexation being contiguous to the Town of Berthoud.
3. The proposed annexation contains approximately 84.606 acres.
4. The requirements of §31-12-104 and §31-12-105 C.R.S., exist or have been met.
5. We further allege:
  - a. It is desirable and necessary that the territory be annexed to the Town of Berthoud.
  - b. A community of interest exists between the territory and the Town of Berthoud.
  - c. The territory is integrated or capable of being integrated with the Town of Berthoud.
  - d. The territory is urban or will be urbanized in the near future.
  - e. No land held in identical ownership is divided into separate parcels unless the owner of said tract has consented in writing or joins in this Petition.
  - f. No proceedings for annexation of the land described in this Petition have been commenced for annexation to another municipality.
6. The Petitioners understand that there may be a significant period of time before municipal utilities will be available, but anticipate that urbanization will be able to take place at a pace acceptable to them without immediate access to these utilities. Until urbanization takes place the petitioners intend to maintain their properties in their current uses, which uses are acceptable to the Town of Berthoud.

7. The Petitioners have submitted the petition with the intention that the property will be developed in accordance with Berthoud's Development Code, Comprehensive Plan, Municipal Code, resolutions and ordinances.
8. The Petitioners are aware that Berthoud has enacted fees and policies with the intention that growth should pay its own way and that growth should improve the health, safety and welfare of its citizens. Examples of Berthoud's fees which are acceptable to the petitioners include fees for: building, electric, construction meter, plan review, building permit administration, parks, trails and open space, public facilities infrastructure, streets, drainage, police facility infrastructure, general administration facility infrastructure, water administration, water meter, water tap, sewer tap, raw water, and other supplemental fees as appropriate.
9. The Petitioners understand that Berthoud is required by Colorado Revised Statutes to prepare and file an annexation impact report. The Petitioners will prepare a proposed annexation impact report and provide it to Berthoud for review and consideration six (6) weeks prior to the hearing.
10. The Petitioners agree to dedicate free and clear of all liens and encumbrances of any kind, and at no charge to the Town, all easements and rights-of-way for streets and other public ways and for other public purposes, within the Property as outlined in a Subdivision Improvements Agreement (approved at the time of final subdivision plat).
11. The Petitioners agree to dedicate, with the subdivision of the Property and at no cost to the Town, all required easements and right-of-way for installation and maintenance of infrastructure.
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20. The Petitioners understand that the R2-J School District forms an integral part of the Berthoud community. Berthoud has enacted fees to support the acquisition of land by this School District. The Petitioners are aware of these fees and agree to financially support the District's land acquisition programs.

The terms of this Petition are binding on the heirs, devisers, successors and assigns of the parties. Therefore, the undersigned hereby request that the Town of Berthoud approve the annexation of the areas described herein.

DocuSigned by:



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Petitioner

1/27/2025

Date

Petitioner

Date

**EXHIBIT A**  
*PROJECT NAME*  
**LEGAL DESCRIPTION**

**EXHIBIT B**  
*PROJECT NAME*  
**ANNEXATION MAP**

## **SUPPLEMENT TO *PROJECT NAME* PETITION FOR ANNEXATION**

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Berthoud's *Development Code* requires that as a condition of approval for any subdivision a development agreement is executed which contains specific limitations on the rate at which the development can proceed. The petitioners understand that the growth of Berthoud is limited by the *Comprehensive Plan* and agree to comply with these limitations.

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Berthoud's citizens and its Board of Trustees have determined that open space and agriculture add to the community and have implemented sales taxes and fees to financially support trails, parks, open space and agriculture. The petitioners agree to provide land for increased setbacks, easements and/or rights-of-way for and along major arterials and for trails and open space. To the extent these setbacks, easements and/or rights-of-way improve the quality of the

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Berthoud is required to prepare and file an annexation impact report. The petitioners have prepared an annexation impact report and provided it to Berthoud for review and consideration six (6) weeks prior to the hearing.

### **Section 7 – Rezoning**

The petitioners will file site-specific development plans with the Town of Berthoud for review and consideration, following the approval the annexation, rezoning. The petitioner recognizes that vested rights do not occur until the time of final plat (FP) approval. In the event that the applicant pursues de-annexation prior to final plat (FP) approval, the Town agrees that it will cooperate with this request.

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*River Trails*  
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1. The perimeter of the proposed annexation has a distance of 8,030.24 feet of which 1,625.73 are contiguous to the existing Town Limits of Berthoud.
2. This contiguity results in a minimum of 20.2% of the perimeter (at least 1/6) of proposed annexation being contiguous to the Town of Berthoud.
3. The proposed annexation contains approximately 17.435 acres.
4. The requirements of §31-12-104 and §31-12-105 C.R.S., exist or have been met.
5. We further allege:
  - a. It is desirable and necessary that the territory be annexed to the Town of Berthoud.
  - b. A community of interest exists between the territory and the Town of Berthoud.
  - c. The territory is integrated or capable of being integrated with the Town of Berthoud.
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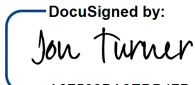


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15. The Petitioners agree that future development of the site will comply with any adopted infrastructure plans including but not limited to transportation, drainage, water, sewer, land use, parks, trails, open space and comprehensive plans.
16. The Petitioners agree that the design, improvement, construction, development, and use of the property shall be in conformance with, and that Petitioners shall comply with, all municipal, county, state and federal statutes, ordinances, rules and regulations.
17. The Petitioners agree that all land use approvals and building permits for the development of the Property shall be subject to requirements including, but not limited to, the payment of impact fees and development charges and other land use and development requirements in effect at the time that such proposed development applies for a building permit.
18. The Petitioners agree to convey to the Town, all water rights necessary for development and all irrigation water rights and associated carrying rights and groundwater rights associated with the property, and any related stock certificates evidencing ownership of the water rights, free and clear of all encumbrances and with all taxes and assessments related hereto paid in full, unless the Town in writing rejects any or all such water rights. Water rights may be conveyed on a pro-rata basis as building permits are issued.
19. Berthoud has various enterprise funds through which the utilities provided by Berthoud are financed. Examples of Berthoud's services are its water, wastewater and drainage utilities. Berthoud's Board of Trustees believe that the provision of utilities by Berthoud assists in complying with the *Berthoud Comprehensive Plan* and *Berthoud Development Code* and the petitioners request that Berthoud provide all utility services which are available now or in the future through Berthoud at a cost comparable to that which can be provided by any third party.
20. The Petitioners understand that the R2-J School District forms an integral part of the Berthoud community. Berthoud has enacted fees to support the acquisition of land by this School District. The Petitioners are aware of these fees and agree to financially support the District's land acquisition programs.

The terms of this Petition are binding on the heirs, devisers, successors and assigns of the parties. Therefore, the undersigned hereby request that the Town of Berthoud approve the annexation of the areas described herein.

DocuSigned by:  
  
A87509BA8EDB47D...

Petitioner

1/27/2025

Date

Petitioner

Date

**EXHIBIT A**  
*PROJECT NAME*  
**LEGAL DESCRIPTION**

**EXHIBIT B**  
*PROJECT NAME*  
**ANNEXATION MAP**

## **SUPPLEMENT TO *PROJECT NAME* PETITION FOR ANNEXATION**

The undersigned petitioners are requesting annexation by the Town of Berthoud of property of which they are 100% owners. The petitioners have submitted the petition with the intention that the property will be developed in accordance with Berthoud's *Development Code*, *Comprehensive Plan*, *Municipal Code*, resolutions and ordinances.

### **Section 1 – Capital Investment Fee**

The petitioners are aware that Berthoud has enacted fees and policies with the intention that growth should pay its own way and should improve the health, safety and welfare of its citizens. Examples of Berthoud's fees, which are acceptable to the petitioners, include capital investment fees such as the water dedication fee, water system investment fee, wastewater system investment fee, parkland dedication fee, parkland development fee, public facilities fee and density transfer fee.

### **Section 2 – Enterprises**

Berthoud has various enterprise funds through which the utilities provided by Berthoud are financed. Examples of services provided by Berthoud's enterprises are its water, wastewater and drainage utilities. Berthoud's Utility Board and the Board of Trustees believe that the provision of utilities by Berthoud assists in complying with the *Comprehensive Plan* and *Development Code* and the petitioners request that Berthoud provide all utility services which are available now or in the future through Berthoud at a cost comparable to that which can be provided by any third party.

### **Section 3 – Development Rate**

Berthoud's *Development Code* requires that as a condition of approval for any subdivision a development agreement is executed which contains specific limitations on the rate at which the development can proceed. The petitioners understand that the growth of Berthoud is limited by the *Comprehensive Plan* and agree to comply with these limitations.

### **Section 4 – Open Space, Parks, Setbacks and Trails**

Berthoud's citizens and its Board of Trustees have determined that open space and agriculture add to the community and have implemented sales taxes and fees to financially support trails, parks, open space and agriculture. The petitioners agree to provide land for increased setbacks, easements and/or rights-of-way for and along major arterials and for trails and open space. To the extent these setbacks, easements and/or rights-of-way improve the quality of the

property being annexed and are of a benefit to the Berthoud community, the petitioners hereby commit to providing land for these purposes.

### **Section 5 – R2-J School District Site Acquisition**

The Thompson R2-J School District forms an integral part of the Berthoud community and Berthoud has adopted an Intergovernmental Agreement (IGA) with the District to collect fees in-lieu of dedication or land dedication to support the acquisition of land by this School District. The petitioners are aware of these fees or land dedication requirements and agree to support the District's land acquisition program.

### **Section 6 – Annexation Impact Report**

Berthoud is required to prepare and file an annexation impact report. The petitioners have prepared an annexation impact report and provided it to Berthoud for review and consideration six (6) weeks prior to the hearing.

### **Section 7 – Rezoning**

The petitioners will file site-specific development plans with the Town of Berthoud for review and consideration, following the approval the annexation, rezoning. The petitioner recognizes that vested rights do not occur until the time of final plat (FP) approval. In the event that the applicant pursues de-annexation prior to final plat (FP) approval, the Town agrees that it will cooperate with this request.

The petitioners intend that this supplement be attached to their Petition for Annexation and presented to the Board of Trustees for consideration in conjunction with the annexation.

## EXHIBIT A

### **PARCEL DESCRIPTION** **RIVER TRAILS ANNEXATION NO. 4**

A parcel of land, situate in the South half (S1/2) of Section Twenty-four (24) Township Four North (T.4N.), Range Sixty-nine West (R.69.W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South Half of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 50.37 feet;

THENCE North 00°57'33" West a distance of 35.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 1943.37 feet;

THENCE South 00°19'57" East a distance of 5.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Golden Acres Minor Land Division 02-S1964, recorded August 22, 2003 as Reception Number 20030107937 of the Records of the Larimer County Clerk and Recorder, said point being the POINT OF BEGINNING;

THENCE North 89°02'27" East, along said North right of way a distance of 664.43 feet to a point on the East line of said SW1/4 from which the Center-South Sixteenth Corner of said Section 24 bears South 00°19'12" East a distance of 30.00 feet;

THENCE North 89°02'42" East, continuing along said North right of way, a distance of 2627.70 feet;

THENCE South 00°17'41" East a distance of 60.00 feet to the South right of way of said East County Road 6C;

THENCE South 89°02'42" West, along said South right of way, a distance of 1435.31 feet to a point on the approximate centerline of Rockwell Ditch;

THENCE South 61°08'42" West, along said approximate centerline, a distance of 358.09 feet;

THENCE South 23°25'42" West a distance of 142.60 feet to the approximate confluence of Rockwell Ditch and the Little Thompson River;

The following 8 courses are along the approximate centerline of said Little Thompson River.

THENCE North 75°15'42" West a distance of 89.83 feet;

THENCE South 38°48'59" West a distance of 75.80 feet;

THENCE South 30°41'09" West a distance of 150.28 feet;

THENCE South 12°10'45" West a distance of 120.83 feet;

THENCE South 40°45'06" West a distance of 110.06 feet;

THENCE South 62°50'06" West a distance of 144.57 feet;



THENCE South  $67^{\circ}38'42''$  West a distance of 325.77 feet;  
THENCE South  $52^{\circ}17'46''$  West a distance of 99.24 feet to a point on the West line of the South half of the Southeast Quarter of said Section 24;  
THENCE North  $00^{\circ}19'12''$  West, along said West line, a distance of 901.32 feet to a point on said South right of way of East County Road 6C, from which the Center-South Sixteenth Corner of said Section 24 bears North  $00^{\circ}19'12''$  West a distance of 30.00 feet;  
THENCE South  $89^{\circ}02'27''$  West, along said South right of way, a distance of 664.41 feet;  
THENCE North  $00^{\circ}19'57''$  West a distance of 60.00 feet to the POINT OF BEGINNING.

Said described parcel of land contains 759,478 Square Feet or 17.435 Acres, more or less ( $\pm$ ).

### **SURVEYORS STATEMENT**

I, Steven Parks, a Colorado Licensed Professional Land Surveyor do hereby state that this Parcel Description was prepared under my personal supervision and checking, and that it is true and correct to the best of my knowledge and belief.

---

Steven Parks - on behalf of Majestic Surveying, LLC  
Colorado Licensed Professional Land Surveyor #38348



March 14, 2025

Town of Berthoud  
328 Massachusetts Avenue  
PO Box 1229  
Berthoud, CO. 80513

**RE: River Trails Property Annexation – Impact Report**

Dear Town Staff:

The River Trails property is requesting annexation into the Town of Berthoud, proposing a residential development on the northern 93.56 acres. The existing homestead is not intended for development. The River Trails property is located on the east side of S County Road 15 and south of E County Road 6C. The annexation is for approximately 106.084 acres while the concept for the project includes approximately 90.56 acres of land. The report analyzes the proposed development's impact with respect to the Town of Berthoud's services.

Sincerely,

Kristin Turner  
Partner, TB Group, LLC

## **River Trails Property Annexation Development Impact Assessment Statements**

### **General Project Description**

The River Trails property is located on the east of S County Road 15 and south of E County Road 6C. This site includes approximately 106.084 acres of land. The proposed land use is for a residential development, including open space, park space and trails.

### **Water**

Domestic water service for the project will be provided by the Town of Berthoud. On-site water mains will be looped through the development to provide domestic water service and fire flows. The water network will connect to the Town's system in two places: 1) West, across 1<sup>st</sup> Street/CR 15, connecting in the Heritage Ridge subdivision, and 2) Northeast of the site, connecting to a waterline in Springhill Lane that extends north. Currently, there is a Little Thompson Water District (LTWD) main that runs east/west located south of Nebraska Avenue in the Farmstead West subdivision; a branch off that main extends south within Springhill Lane for approximately 725-feet (where the 2<sup>nd</sup> connection point is). As part of this project, the branch line will be disconnected from the LTWD main and extended north where it will be connected to the 12" water main within Nebraska Avenue.

### **Sanitary Sewer**

Sanitary sewer service for the project will be provided from the Town of Berthoud. The sewer service will be connected via gravity flow to the 24" sewer main that runs on the south side of the project site conveying flows east to the wastewater treatment plant.

### **Natural Gas**

The developer will work with Xcel Energy during the entitlement and design processes to address impacts on the existing natural gas system(s) surrounding the property. It is expected that the project will work with utility providers in the area to extend service lines and capacity to meet the natural gas demands of the project.

### **Electric**

The developer will work with Xcel Energy during the entitlement and design processes to address impacts on the existing electrical system(s) surrounding the property. It is expected that the project will work with utility providers in the area to extend service lines and capacity to meet the electrical demands of the project.

### **Drainage**

Storm water drainage will be designed to convey, detain, and release runoff flows using grading to develop drainage patterns that achieve design goals based on standard practice and regulatory requirements. The storm water design will be based on the development layout and existing topography.

### **Telephone**

Telephone service will be provided by local available communications. The projected use is anticipated to be a typical usage similar to other residential projects of this size. It is anticipated that we will work with communications provider as we proceed through the approval and development process to ensure that the most recent technologies are available to the future residential land uses.

**Streets**

The River Trails property is bordered by S County Road 15 to the west and E County Road 6C to the north, both of which will provide access for this community. A preliminary traffic impact study has been submitted with this package and will be reviewed and updated as necessary as future plats move forward.

**Law enforcement**

Law enforcement for the River Trails property would be provided by the Larimer County sheriff through the existing agreement. It is not anticipated that there would be special security needs or a specific need for additional officers. As with all law enforcement agencies, it is understood that regular internal assessment and planning by these departments helps with planning for population growth, within the region they support.

**Fire protection**

Fire protection for the River Trails property would be provided by Berthoud Fire Protection District. It is not anticipated that the River Trails project would pose special fire hazards. Fire prevention requirements, fire detection, fire lanes, emergency access, etc. would be provided as required by code.

**Schools**

The River Trails project is within the Thompson School District. The School District is a referral agency and to date, no comments have been received. The applicant reached out to the School District on September 10, 2024 to request the student projections as well as confirm if the school district would request a school site at this location or not. The school district provided projections which have been given to Town staff and confirmed that they do not intend to request a school site at River Trails and will require cash-in-lieu.

**Parks and recreation**

The River Trails project will be part of the River Trails metropolitan district which will include park amenities, including open spaces and trails, and active and passive recreation.

**Library**

The River Trails property is within the Berthoud Community Library District. We will work with the District to identify and address any impacts of this project.

**Environmental considerations**

The Little Thompson River runs south of the property and will generally create the division between the developed area (north of the river) and the undeveloped area (south of the river). The River Trails property has historically been used for farming and there are no additional environmentally sensitive areas.

### **Economic development potential**

The River Trails residential development will provide the opportunity for a diverse mix of housing and is anticipated to be a positive addition to the Town of Berthoud economy. The applicant understands that the increased tax base to the Town for residential development is nominal. During the building permit process, impact fees are collected to offset the cost of residential development. By utilizing a conservative factor of 2.5 people per house, the resulting population of River Trails will be 860 residents. These individuals will contribute to the consumer base in Berthoud resulting in a positive overall impact to the tax base. Refer to the table below for additional details on the impact to the tax base for the community.

The taxing authorities for this property include the following:

| <b>Tax Authority</b>             |
|----------------------------------|
| THOMPSON R2-J GEN FUND           |
| LARIMER COUNTY                   |
| NCWCD SPECIAL                    |
| BERTHOUD FIRE DISTRICT           |
| THOMPSON R2-J BOND PYMT          |
| BERTHOUD COMM LIBRARY<br>DIST    |
| THOMPSON VALLEY HLTH<br>SVC DST  |
| N COLO WATER CONS DIST           |
| LARIMER CO PEST CTRL DST         |
| LARIMER CONSERVATION<br>DISTRICT |
| LITTLE THOMPSON WATER            |

### **Economic Analysis**

The economic analysis included below calculates the total fees, based upon the number of building permits issued via current fees.

River Trails - Annexation: Fiscal Impact Summary

13-May

Neighborhood Master Plan January 2025

One Time Revenue:

|                                    |                |
|------------------------------------|----------------|
| Contributory Fees:                 |                |
| Park Development Impact Fee        | \$1,407,614.40 |
| Public Facilities Fee              | \$300,898.00   |
| Park Dedication Impact Fee         | \$351,938.40   |
| Storm Drainage Fee                 | \$640,080.00   |
| Residential Road Impact Fee        | \$1,089,744.00 |
| 1% Sales Tax 1998                  | \$638,440.00   |
| 1% Sales Tax 2019 (Open Space)     | \$638,440.00   |
| 2% Sales/Use Tax                   | \$1,276,880.00 |
| 0.8% Larimer County Open Space Tax | \$500,832.00   |

|          |                |
|----------|----------------|
| Subtotal | \$6,844,866.80 |
|----------|----------------|

|                                   |                |
|-----------------------------------|----------------|
| Impact Offset Fees:               |                |
| Building Residential Permit Fee   | \$850,209.50   |
| Residential Electrical Fee        | \$70,540.00    |
| Admin Fee                         | \$17,200.00    |
| Technology Fee                    | \$17,200.00    |
| ALFA Line Fee                     | \$189,200.00   |
| Construction Water                | \$8,600.00     |
| Raw Water System Investment       | \$84,280.00    |
| Waste Water Plant Investment      | \$2,062,280.00 |
| Water Plant Investment            | \$2,373,600.00 |
| Residential Temp Electrical Meter | \$29,240.00    |
| Master Plan Review                | \$34,400.00    |
| MS4 Erosion Control Permit        | \$17,200.00    |
| Meter Assembly Fee 3/4"           | \$161,215.60   |

|          |                |
|----------|----------------|
| Subtotal | \$5,915,165.10 |
|----------|----------------|

|                        |                 |
|------------------------|-----------------|
| Total One Time Revenue | \$12,760,031.90 |
|------------------------|-----------------|

Neighborhood Master Plan Fall 2024

One Time Revenue:

|                                |                |
|--------------------------------|----------------|
| Contributory Fees:             |                |
| Park Development Impact Fee    | \$1,653,965.60 |
| Public Facilities Fee          | \$353,607.00   |
| Park Dedication Impact Fee     | \$413,542.80   |
| Storm Drainage Fee             | \$755,160.00   |
| Residential Road Impact Fee    | \$1,279,860.00 |
| 1% Sales Tax 1998              | \$746,960.00   |
| 1% Sales Tax 2019 (Open Space) | \$746,960.00   |
| 2% Sales/Use Tax               | \$1,493,920.00 |
| Tax                            | \$587,488.00   |

|          |                |
|----------|----------------|
| Subtotal | \$8,031,463.40 |
|----------|----------------|

|                                   |                |
|-----------------------------------|----------------|
| Impact Offset Fees:               |                |
| Building Residential Permit Fee   | \$1,002,679.05 |
| Residential Electrical Fee        | \$85,770.00    |
| Admin Fee                         | \$20,800.00    |
| Technology Fee                    | \$20,800.00    |
| ALFA Line Fee                     | \$228,800.00   |
| Construction Water                | \$10,400.00    |
| Raw Water System Investment       | \$101,920.00   |
| Waste Water Plant Investment      | \$2,493,920.00 |
| Water Plant Investment            | \$2,870,400.00 |
| Residential Temp Electrical Meter | \$35,360.00    |
| Master Plan Review                | \$41,600.00    |
| MS4 Erosion Control Permit        | \$20,800.00    |
| Meter Assembly Fee 3/4"           | \$194,958.40   |

|          |                |
|----------|----------------|
| Subtotal | \$7,128,207.45 |
|----------|----------------|

|                        |                 |
|------------------------|-----------------|
| Total One Time Revenue | \$15,159,670.85 |
|------------------------|-----------------|

Pre-Application Master Plan

One Time Revenue:

|                                |                |
|--------------------------------|----------------|
| Contributory Fees:             |                |
| Park Development Impact Fee    | \$2,649,429.60 |
| Public Facilities Fee          | \$566,347.00   |
| Park Dedication Impact Fee     | \$662,420.40   |
| Storm Drainage Fee             | \$1,215,816.00 |
| Residential Road Impact Fee    | \$2,051,202.00 |
| 1% Sales Tax 1998              | \$1,200,160.00 |
| 1% Sales Tax 2019 (Open Space) | \$1,200,160.00 |
| 2% Sales/Use Tax               | \$2,400,320.00 |
| Tax                            | \$953,568.00   |

|          |                 |
|----------|-----------------|
| Subtotal | \$12,899,423.00 |
|----------|-----------------|

|                                   |                |
|-----------------------------------|----------------|
| Impact Offset Fees:               |                |
| Building Residential Permit Fee   | \$1,614,898.45 |
| Residential Electrical Fee        | \$132,350.00   |
| Admin Fee                         | \$32,300.00    |
| Technology Fee                    | \$32,300.00    |
| ALFA Line Fee                     | \$355,300.00   |
| Construction Water                | \$16,150.00    |
| Raw Water System Investment       | \$158,270.00   |
| Waste Water Plant Investment      | \$3,872,770.00 |
| Water Plant Investment            | \$4,457,400.00 |
| Residential Temp Electrical Meter | \$54,910.00    |
| Master Plan Review                | \$64,600.00    |
| MS4 Erosion Control Permit        | \$32,300.00    |
| Meter Assembly Fee 3/4"           | \$302,747.90   |

|          |                 |
|----------|-----------------|
| Subtotal | \$11,126,296.35 |
|----------|-----------------|

|                        |                 |
|------------------------|-----------------|
| Total One Time Revenue | \$24,025,719.35 |
|------------------------|-----------------|

Annual Revenue:

|                                  |              |
|----------------------------------|--------------|
| Town of Berthoud                 | \$90,365.02  |
| Thompson R2-J Gen Fund           | \$363,935.84 |
| Thompson R2-J Bond Pymt          | \$56,970.48  |
| Larimer County                   | \$210,636.02 |
| Berthoud Fire District           | \$130,145.89 |
| Berthoud Comm Library Dist       | \$22,506.85  |
| Thompson Valley Hlth Svc Dst     | \$16,476.89  |
| N Colo Water Cons Dist           | \$9,377.86   |
| Larimer Co Pest Ctl Dst          | \$1,331.66   |
| Berthoud Heritage Metro District | \$609,560.64 |

**Total Annual Revenue                    \$1,511,307.14**

Annual Revenue:

|                                  |              |
|----------------------------------|--------------|
| Town of Berthoud                 | \$105,493.00 |
| Thompson R2-J Gen Fund           | \$424,862.22 |
| Thompson R2-J Bond Pymt          | \$66,507.89  |
| Larimer County                   | \$245,898.54 |
| Berthoud Fire District           | \$151,933.57 |
| Berthoud Comm Library Dist       | \$26,274.72  |
| Thompson Valley Hlth Svc Dst     | \$19,235.28  |
| N Colo Water Cons Dist           | \$10,947.80  |
| Larimer Co Pest Ctl Dst          | \$1,554.59   |
| Berthoud Heritage Metro District | \$711,607.00 |

**Total Annual Revenue                    \$1,764,314.60**

Annual Revenue:

|                                  |                |
|----------------------------------|----------------|
| Town of Berthoud                 | \$240,358.77   |
| Thompson R2-J Gen Fund           | \$968,020.23   |
| Thompson R2-J Bond Pymt          | \$151,533.78   |
| Larimer County                   | \$560,263.41   |
| Berthoud Fire District           | \$346,170.50   |
| Berthoud Comm Library Dist       | \$59,865.20    |
| Thompson Valley Hlth Svc Dst     | \$43,826.31    |
| N Colo Water Cons Dist           | \$24,943.83    |
| Larimer Co Pest Ctl Dst          | \$3,542.02     |
| Berthoud Heritage Metro District | \$1,621,349.08 |

**Total Annual Revenue                    \$4,019,873.13**

River Trails - Annexation: Fiscal Impact Summary - Neighborhood Master Plan January 2025  
13-May

| One Time Revenue:        |                                       | Contributory Fees                      |                             |                        |                            |                    |                             |                            |                                |                        |                                    | Offset Fees                      |                                 |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |                         |
|--------------------------|---------------------------------------|----------------------------------------|-----------------------------|------------------------|----------------------------|--------------------|-----------------------------|----------------------------|--------------------------------|------------------------|------------------------------------|----------------------------------|---------------------------------|----------------------------|-------------|----------------|---------------|---------------------|-----------------------------|------------------------------|------------------------|-----------------------------------|--------------------|----------------------------------------------|-------------------------|
| Number of Units          |                                       | Subtotal of Contributory Fees per Unit | Park Development Impact Fee | Public Facilities Fee  | Park Dedication Impact Fee | Storm Drainage Fee | Residential Road Impact Fee | 1% Sales Tax 1998          | 1% Sales Tax 2019 (Open Space) | 2% Sales/Use Tax       | 0.8% Larimer County Open Space Tax | Subtotal of Offset Fees per Unit | Building Residential Permit Fee | Residential Electrical Fee | Admin Fee   | Technology Fee | ALFA Line Fee | Constructio n Water | Raw Water System Investment | Waste Water Plant Investment | Water Plant Investment | Residential Temp Electrical Meter | Master Plan Review | MS4 Permit - Berthoud Erosion Control Permit | Meter Assembly Fee 3/4" |
| 36                       | Single Family Front Load (60' x 115') | \$23,348.00                            | \$4,713.60                  | \$1,007.00             | \$1,178.40                 | \$2,184.00         | \$3,657.00                  | \$2,210.00                 | \$2,210.00                     | \$4,420.00             | \$1,768.00                         | \$17,627.60                      | \$2,908.95                      | \$200.00                   | \$50.00     | \$50.00        | \$550.00      | \$25.00             | \$245.00                    | \$5,995.00                   | \$6,900.00             | \$85.00                           | \$100.00           | \$50.00                                      | \$468.65                |
| 62                       | Single Family Front Load (50' x 115') | \$23,020.00                            | \$4,713.60                  | \$1,007.00             | \$1,178.40                 | \$2,016.00         | \$3,657.00                  | \$2,210.00                 | \$2,210.00                     | \$4,420.00             | \$1,608.00                         | \$17,403.60                      | \$2,684.95                      | \$200.00                   | \$50.00     | \$50.00        | \$550.00      | \$25.00             | \$245.00                    | \$5,995.00                   | \$6,900.00             | \$85.00                           | \$100.00           | \$50.00                                      | \$468.65                |
| 34                       | Alley Loaded Single Family            | \$19,136.20                            | \$3,844.00                  | \$822.00               | \$961.20                   | \$1,848.00         | \$2,973.00                  | \$1,810.00                 | \$1,810.00                     | \$3,620.00             | \$1,448.00                         | \$17,188.65                      | \$2,460.00                      | \$210.00                   | \$50.00     | \$50.00        | \$550.00      | \$25.00             | \$245.00                    | \$5,995.00                   | \$6,900.00             | \$85.00                           | \$100.00           | \$50.00                                      | \$468.65                |
| 140                      | Duplex Lots                           | \$19,136.20                            | \$3,844.00                  | \$822.00               | \$961.20                   | \$1,848.00         | \$2,973.00                  | \$1,810.00                 | \$1,810.00                     | \$3,620.00             | \$1,448.00                         | \$17,188.65                      | \$2,460.00                      | \$210.00                   | \$50.00     | \$50.00        | \$550.00      | \$25.00             | \$245.00                    | \$5,995.00                   | \$6,900.00             | \$85.00                           | \$100.00           | \$50.00                                      | \$468.65                |
| 72                       | Townhomes                             | \$17,325.00                            | \$3,844.80                  | \$822.00               | \$961.20                   | \$1,596.00         | \$2,973.00                  | \$1,485.00                 | \$1,485.00                     | \$2,970.00             | \$1,188.00                         | \$16,815.60                      | \$2,096.95                      | \$200.00                   | \$50.00     | \$50.00        | \$550.00      | \$25.00             | \$245.00                    | \$5,995.00                   | \$6,900.00             | \$85.00                           | \$100.00           | \$50.00                                      | \$468.65                |
|                          | Total One Time Fees                   | Contributory Fees \$6,844,866.80       | \$1,407,614.40              | \$300,898.00           | \$351,938.40               | \$640,080.00       | \$1,089,744.00              | \$638,440.00               | \$638,440.00                   | \$1,276,880.00         | \$500,832.00                       | Offset Fees \$5,915,165.10       | \$850,209.50                    | \$70,540.00                | \$17,200.00 | \$17,200.00    | \$189,200.00  | \$8,600.00          | \$84,280.00                 | \$2,062,280.00               | \$2,373,600.00         | \$29,240.00                       | \$34,400.00        | \$17,200.00                                  | \$161,215.60            |
|                          | Total One Time Fees                   | \$12,760,031.90                        |                             |                        |                            |                    |                             |                            |                                |                        |                                    |                                  |                                 |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |                         |
| Annual Recurring Revenue |                                       | Estimated Average Unit Value           | Town of Berthoud            | Thompson R2-J Gen Fund | Thompson R2-J Bond Pymt    | Larimer County     | Berthoud Fire District      | Berthoud Comm Library Dist | Thompson Valley Hlth Svc Dst   | N Colo Water Cons Dist | Larimer Co Pest Ctl Dst            | Berthoud Heritage Metro District | Total Annual Property Taxes     |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |                         |
|                          | Mill Rate                             |                                        | 9.636                       | 38.808                 | 6.075                      | 22.461             | 13.878                      | 2.4                        | 1.757                          | 1                      | 0.142                              | 65                               | 161.16                          |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |                         |
| 36                       | Single Family Front Load (60' x 115') | \$675,000.00                           | \$348.63                    | \$1,404.07             | \$219.79                   | \$812.64           | \$502.11                    | \$86.83                    | \$63.57                        | \$36.18                | \$5.14                             | \$2,351.70                       | \$5,830.66                      |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |                         |
| 62                       | Single Family Front Load (50' x 115') | \$525,000.00                           | \$271.16                    | \$1,092.06             | \$170.95                   | \$632.05           | \$390.53                    | \$67.54                    | \$49.44                        | \$28.14                | \$4.00                             | \$1,829.10                       | \$4,534.96                      |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |                         |
| 34                       | Alley Loaded Single Family            | \$515,000.00                           | \$265.99                    | \$1,071.26             | \$167.69                   | \$620.01           | \$383.09                    | \$66.25                    | \$48.50                        | \$27.60                | \$3.92                             | \$1,794.26                       | \$4,448.58                      |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |                         |
| 140                      | Duplex Lots                           | \$500,000.00                           | \$258.24                    | \$1,040.05             | \$162.81                   | \$601.95           | \$371.93                    | \$64.32                    | \$47.09                        | \$26.80                | \$3.81                             | \$1,742.00                       | \$4,319.01                      |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |                         |
| 72                       | Townhomes                             | \$425,000.00                           | \$219.51                    | \$884.05               | \$138.39                   | \$511.66           | \$316.14                    | \$54.67                    | \$40.02                        | \$22.78                | \$3.23                             | \$1,480.70                       | \$3,671.16                      |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |                         |
|                          | Total Annual Tax Receipts             |                                        | \$90,365.02                 | \$363,935.84           | \$56,970.48                | \$210,636.02       | \$130,145.89                | \$22,506.85                | \$16,476.89                    | \$9,377.86             | \$1,331.66                         | \$609,560.64                     | \$1,511,307.14                  |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |                         |



River Trails - Annexation: Fiscal Impact Summary - Neighborhood Master Plan Fall 2024  
13-May

| One Time Revenue:         |                                       | Contributory Fees                      |                             |                        |                            |                    |                             |                            |                                |                        |                                    | Offset Fees                      |                                 |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |  |                         |
|---------------------------|---------------------------------------|----------------------------------------|-----------------------------|------------------------|----------------------------|--------------------|-----------------------------|----------------------------|--------------------------------|------------------------|------------------------------------|----------------------------------|---------------------------------|----------------------------|-------------|----------------|---------------|---------------------|-----------------------------|------------------------------|------------------------|-----------------------------------|--------------------|----------------------------------------------|--|-------------------------|
| Number of Units           |                                       | Subtotal of Contributory Fees per Unit | Park Development Impact Fee | Public Facilities Fee  | Park Dedication Impact Fee | Storm Drainage Fee | Residential Road Impact Fee | 1% Sales Tax 1998          | 1% Sales Tax 2019 (Open Space) | 2% Sales/Use Tax       | 0.8% Larimer County Open Space Tax | Subtotal of Offset Fees per Unit | Building Residential Permit Fee | Residential Electrical Fee | Admin Fee   | Technology Fee | ALFA Line Fee | Constructio n Water | Raw Water System Investment | Waste Water Plant Investment | Water Plant Investment | Residential Temp Electrical Meter | Master Plan Review | MS4 Permit - Berthoud Erosion Control Permit |  | Meter Assembly Fee 3/4" |
|                           |                                       |                                        |                             |                        |                            |                    |                             |                            |                                |                        |                                    |                                  |                                 |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |  |                         |
| 0                         | Single Family Front Load (60' x 115') | \$23,348.00                            | \$4,713.60                  | \$1,007.00             | \$1,178.40                 | \$2,184.00         | \$3,657.00                  | \$2,210.00                 | \$2,210.00                     | \$4,420.00             | \$1,768.00                         | \$17,627.60                      | \$2,908.95                      | \$200.00                   | \$50.00     | \$50.00        | \$550.00      | \$25.00             | \$245.00                    | \$5,995.00                   | \$6,900.00             | \$85.00                           | \$100.00           | \$50.00                                      |  | \$468.65                |
| 63                        | Single Family Front Load (50' x 115') | \$23,020.00                            | \$4,713.60                  | \$1,007.00             | \$1,178.40                 | \$2,016.00         | \$3,657.00                  | \$2,210.00                 | \$2,210.00                     | \$4,420.00             | \$1,608.00                         | \$17,403.60                      | \$2,684.95                      | \$200.00                   | \$50.00     | \$50.00        | \$550.00      | \$25.00             | \$245.00                    | \$5,995.00                   | \$6,900.00             | \$85.00                           | \$100.00           | \$50.00                                      |  | \$468.65                |
| 125                       | Alley Loaded Single Family            | \$19,136.20                            | \$3,844.00                  | \$822.00               | \$961.20                   | \$1,848.00         | \$2,973.00                  | \$1,810.00                 | \$1,810.00                     | \$3,620.00             | \$1,448.00                         | \$17,188.65                      | \$2,460.00                      | \$210.00                   | \$50.00     | \$50.00        | \$550.00      | \$25.00             | \$245.00                    | \$5,995.00                   | \$6,900.00             | \$85.00                           | \$100.00           | \$50.00                                      |  | \$468.65                |
| 132                       | Duplex Lots                           | \$19,136.20                            | \$3,844.00                  | \$822.00               | \$961.20                   | \$1,848.00         | \$2,973.00                  | \$1,810.00                 | \$1,810.00                     | \$3,620.00             | \$1,448.00                         | \$17,188.65                      | \$2,460.00                      | \$210.00                   | \$50.00     | \$50.00        | \$550.00      | \$25.00             | \$245.00                    | \$5,995.00                   | \$6,900.00             | \$85.00                           | \$100.00           | \$50.00                                      |  | \$468.65                |
| 96                        | Townhomes                             | \$17,325.00                            | \$3,844.80                  | \$822.00               | \$961.20                   | \$1,596.00         | \$2,973.00                  | \$1,485.00                 | \$1,485.00                     | \$2,970.00             | \$1,188.00                         | \$16,815.60                      | \$2,096.95                      | \$200.00                   | \$50.00     | \$50.00        | \$550.00      | \$25.00             | \$245.00                    | \$5,995.00                   | \$6,900.00             | \$85.00                           | \$100.00           | \$50.00                                      |  | \$468.65                |
|                           |                                       | Contributory Fees                      |                             |                        |                            |                    |                             |                            |                                |                        |                                    | Offset Fees                      |                                 |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |  |                         |
| Total One Time Fees       |                                       | \$8,031,463.40                         | \$1,653,965.60              | \$353,607.00           | \$413,542.80               | \$755,160.00       | \$1,279,860.00              | \$746,960.00               | \$746,960.00                   | \$1,493,920.00         | \$587,488.00                       | \$7,128,207.45                   | \$1,002,679.05                  | \$85,770.00                | \$20,800.00 | \$20,800.00    | \$228,800.00  | \$10,400.00         | \$101,920.00                | \$2,493,920.00               | \$2,870,400.00         | \$35,360.00                       | \$41,600.00        | \$20,800.00                                  |  | \$194,958.40            |
| Total                     |                                       | \$15,159,670.85                        |                             |                        |                            |                    |                             |                            |                                |                        |                                    |                                  |                                 |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |  |                         |
| Annual Recurring Revenue  |                                       | Estimated Average Unit Value           | Town of Berthoud            | Thompson R2-J Gen Fund | Thompson R2-J Bond Pymt    | Larimer County     | Berthoud Fire District      | Berthoud Comm Library Dist | Thompson Valley Hlth Svc Dst   | N Colo Water Cons Dist | Larimer Co Pest Ctl Dst            | Berthoud Heritage Metro District | Total Annual Property Taxes     |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |  |                         |
| Mill Rate                 |                                       |                                        | 9.636                       | 38.808                 | 6.075                      | 22.461             | 13.878                      | 2.4                        | 1.757                          | 1                      | 0.142                              | 65                               | 161.16                          |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |  |                         |
| 0                         | Single Family Front Load (60' x 115') | \$675,000.00                           | \$348.63                    | \$1,404.07             | \$219.79                   | \$812.64           | \$502.11                    | \$86.83                    | \$63.57                        | \$36.18                | \$5.14                             | \$2,351.70                       | \$5,830.66                      |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |  |                         |
| 63                        | Single Family Front Load (50' x 115') | \$525,000.00                           | \$271.16                    | \$1,092.06             | \$170.95                   | \$632.05           | \$390.53                    | \$67.54                    | \$49.44                        | \$28.14                | \$4.00                             | \$1,829.10                       | \$4,534.96                      |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |  |                         |
| 125                       | Alley Loaded Single Family            | \$515,000.00                           | \$265.99                    | \$1,071.26             | \$167.69                   | \$620.01           | \$383.09                    | \$66.25                    | \$48.50                        | \$27.60                | \$3.92                             | \$1,794.26                       | \$4,448.58                      |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |  |                         |
| 132                       | Duplex Lots                           | \$500,000.00                           | \$258.24                    | \$1,040.05             | \$162.81                   | \$601.95           | \$371.93                    | \$64.32                    | \$47.09                        | \$26.80                | \$3.81                             | \$1,742.00                       | \$4,319.01                      |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |  |                         |
| 96                        | Townhomes                             | \$425,000.00                           | \$219.51                    | \$884.05               | \$138.39                   | \$511.66           | \$316.14                    | \$54.67                    | \$40.02                        | \$22.78                | \$3.23                             | \$1,480.70                       | \$3,671.16                      |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |  |                         |
| Total Annual Tax Receipts |                                       |                                        | \$105,493.00                | \$424,862.22           | \$66,507.89                | \$245,898.54       | \$151,933.57                | \$26,274.72                | \$19,235.28                    | \$10,947.80            | \$1,554.59                         | \$711,607.00                     | \$1,764,314.60                  |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |  |                         |

River Trails - Annexation: Fiscal Impact Summary - Pre-Application Plan  
13-May

| One Time Revenue:         |                                       | Contributory Fees                      |                             |                        |                            |                    |                             |                            |                                |                        |                                    | Offset Fees                      |                                 |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |                         |
|---------------------------|---------------------------------------|----------------------------------------|-----------------------------|------------------------|----------------------------|--------------------|-----------------------------|----------------------------|--------------------------------|------------------------|------------------------------------|----------------------------------|---------------------------------|----------------------------|-------------|----------------|---------------|---------------------|-----------------------------|------------------------------|------------------------|-----------------------------------|--------------------|----------------------------------------------|-------------------------|
| Number of Units           |                                       | Subtotal of Contributory Fees per Unit | Park Development Impact Fee | Public Facilities Fee  | Park Dedication Impact Fee | Storm Drainage Fee | Residential Road Impact Fee | 1% Sales Tax 1998          | 1% Sales Tax 2019 (Open Space) | 2% Sales/Use Tax       | 0.8% Larimer County Open Space Tax | Subtotal of Offset Fees per Unit | Building Residential Permit Fee | Residential Electrical Fee | Admin Fee   | Technology Fee | ALFA Line Fee | Constructio n Water | Raw Water System Investment | Waste Water Plant Investment | Water Plant Investment | Residential Temp Electrical Meter | Master Plan Review | MS4 Permit - Berthoud Erosion Control Permit | Meter Assembly Fee 3/4" |
| 150                       | Estate Lots                           | \$23,348.00                            | \$4,713.60                  | \$1,007.00             | \$1,178.40                 | \$2,184.00         | \$3,657.00                  | \$2,210.00                 | \$2,210.00                     | \$4,420.00             | \$1,768.00                         | \$17,627.60                      | \$2,908.95                      | \$200.00                   | \$50.00     | \$50.00        | \$550.00      | \$25.00             | \$245.00                    | \$5,995.00                   | \$6,900.00             | \$85.00                           | \$100.00           | \$50.00                                      | \$468.65                |
| 41                        | Single Family Front Load (50' x 115') | \$23,020.00                            | \$4,713.60                  | \$1,007.00             | \$1,178.40                 | \$2,016.00         | \$3,657.00                  | \$2,210.00                 | \$2,210.00                     | \$4,420.00             | \$1,608.00                         | \$17,403.60                      | \$2,684.95                      | \$200.00                   | \$50.00     | \$50.00        | \$550.00      | \$25.00             | \$245.00                    | \$5,995.00                   | \$6,900.00             | \$85.00                           | \$100.00           | \$50.00                                      | \$468.65                |
| 123                       | Alley Loaded Single Family            | \$19,136.20                            | \$3,844.00                  | \$822.00               | \$961.20                   | \$1,848.00         | \$2,973.00                  | \$1,810.00                 | \$1,810.00                     | \$3,620.00             | \$1,448.00                         | \$17,188.65                      | \$2,460.00                      | \$210.00                   | \$50.00     | \$50.00        | \$550.00      | \$25.00             | \$245.00                    | \$5,995.00                   | \$6,900.00             | \$85.00                           | \$100.00           | \$50.00                                      | \$468.65                |
| 192                       | Townhomes - Large                     | \$19,136.20                            | \$3,844.00                  | \$822.00               | \$961.20                   | \$1,848.00         | \$2,973.00                  | \$1,810.00                 | \$1,810.00                     | \$3,620.00             | \$1,448.00                         | \$17,188.65                      | \$2,460.00                      | \$210.00                   | \$50.00     | \$50.00        | \$550.00      | \$25.00             | \$245.00                    | \$5,995.00                   | \$6,900.00             | \$85.00                           | \$100.00           | \$50.00                                      | \$468.65                |
| 140                       | Townhomes - Small                     | \$17,325.00                            | \$3,844.80                  | \$822.00               | \$961.20                   | \$1,596.00         | \$2,973.00                  | \$1,485.00                 | \$1,485.00                     | \$2,970.00             | \$1,188.00                         | \$16,815.60                      | \$2,096.95                      | \$200.00                   | \$50.00     | \$50.00        | \$550.00      | \$25.00             | \$245.00                    | \$5,995.00                   | \$6,900.00             | \$85.00                           | \$100.00           | \$50.00                                      | \$468.65                |
|                           |                                       | Contributory Fees                      |                             |                        |                            |                    |                             |                            |                                |                        |                                    | Offset Fees                      |                                 |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |                         |
| Total One Time Fees       |                                       | \$12,899,423.00                        | \$2,649,429.60              | \$566,347.00           | \$662,420.40               | \$1,215,816.00     | \$2,051,202.00              | \$1,200,160.00             | \$1,200,160.00                 | \$2,400,320.00         | \$953,568.00                       | \$11,126,296.35                  | \$1,614,898.45                  | \$132,350.00               | \$32,300.00 | \$32,300.00    | \$355,300.00  | \$16,150.00         | \$158,270.00                | \$3,872,770.00               | \$4,457,400.00         | \$54,910.00                       | \$64,600.00        | \$32,300.00                                  | \$302,747.90            |
| Total                     |                                       | \$24,025,719.35                        |                             |                        |                            |                    |                             |                            |                                |                        |                                    |                                  |                                 |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |                         |
| Annual Recurring Revenue  |                                       | Estimated Average Unit Value           | Town of Berthoud            | Thompson R2-J Gen Fund | Thompson R2-J Bond Pymt    | Larimer County     | Berthoud Fire District      | Berthoud Comm Library Dist | Thompson Valley Hlth Svc Dst   | N Colo Water Cons Dist | Larimer Co Pest Ctl Dst            | Berthoud Heritage Metro District | Total Annual Property Taxes     |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |                         |
| Mill Rate                 |                                       |                                        | 9.636                       | 38.808                 | 6.075                      | 22.461             | 13.878                      | 2.4                        | 1.757                          | 1                      | 0.142                              | 65                               | 161.16                          |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |                         |
| 150                       | Estate Lots                           | \$1,500,000.00                         | \$774.73                    | \$3,120.16             | \$488.43                   | \$1,805.86         | \$1,115.79                  | \$192.96                   | \$141.26                       | \$80.40                | \$11.42                            | \$5,226.00                       | \$12,957.02                     |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |                         |
| 41                        | Single Family Front Load (50' x 115') | \$525,000.00                           | \$271.16                    | \$1,092.06             | \$170.95                   | \$632.05           | \$390.53                    | \$67.54                    | \$49.44                        | \$28.14                | \$4.00                             | \$1,829.10                       | \$4,534.96                      |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |                         |
| 123                       | Alley Loaded Single Family            | \$515,000.00                           | \$265.99                    | \$1,071.26             | \$167.69                   | \$620.01           | \$383.09                    | \$66.25                    | \$48.50                        | \$27.60                | \$3.92                             | \$1,794.26                       | \$4,448.58                      |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |                         |
| 192                       | Townhomes - Large                     | \$500,000.00                           | \$258.24                    | \$1,040.05             | \$162.81                   | \$601.95           | \$371.93                    | \$64.32                    | \$47.09                        | \$26.80                | \$3.81                             | \$1,742.00                       | \$4,319.01                      |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |                         |
| 140                       | Townhomes - Small                     | \$425,000.00                           | \$219.51                    | \$884.05               | \$138.39                   | \$511.66           | \$316.14                    | \$54.67                    | \$40.02                        | \$22.78                | \$3.23                             | \$1,480.70                       | \$3,671.16                      |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |                         |
| Total Annual Tax Receipts |                                       |                                        | \$240,358.77                | \$968,020.23           | \$151,533.78               | \$560,263.41       | \$346,170.50                | \$59,865.20                | \$43,826.31                    | \$24,943.83            | \$3,542.02                         | \$1,621,349.08                   | \$4,019,873.13                  |                            |             |                |               |                     |                             |                              |                        |                                   |                    |                                              |                         |

**ANNEXATION AGREEMENT**  
***(River Trails Annexation)***

THIS AGREEMENT is made and entered into this 8<sup>th</sup> day of August, 2025 by and between River Trails, LLC, hereinafter referred to as the "ANNEXOR" and the Town of Berthoud, a statutory Town of the State of Colorado, hereinafter referred to as "Town."

**WITNESSETH**

WHEREAS, the ANNEXOR desires to annex to the Town of Berthoud the property more particularly described on Exhibit "A," which is attached hereto, incorporated herein and made a part hereof, hereinafter collectively referred to as "PROPERTY"; and

WHEREAS, the TOWN wishes to control its growth in a planned and orderly fashion, maintaining and improving quality of life and the TOWN's ability to provide residential housing options, connectivity to local amenities, and local opportunity for its citizens; and

WHEREAS, ANNEXOR wishes to use the PROPERTY in a manner reflective of the intent of the TOWN vision and objectives contained in the 2021 Comprehensive Plan and consistent with the Town's Land Use Code and engineering Design and Construction Standards; and

WHEREAS, ANNEXOR acknowledges that upon annexation, the PROPERTY will be subject to all ordinances, resolutions and other regulations of the TOWN, as they may be amended from time to time; and

WHEREAS, the parties mutually recognize and agree that it is necessary and desirable for orderly development that the TOWN be the source of necessary urban services for property to be developed; such as police protection and local government administration; and

WHEREAS, the parties agree that if there are special districts serving the PROPERTY any special assessments and impact fees will be paid by ANNEXOR; and

WHEREAS, the parties agree that it is in the public interest of the parties hereto to enter into a written agreement regarding the submission of a Neighborhood Master Plan application; and

WHEREAS, the parties agree that it is in the public interest of the parties hereto to enter into a written agreement as to the provision of utilities, location and dedication of public ways and public areas, zoning, and location and payment regarding roads, utilities and other improvements; and

WHEREAS, ANNEXOR acknowledges that the need for conveyances and dedication of certain property, including but not limited to, utility rights-of-way or easements to TOWN as contemplated in this Agreement, is directly related and generated by the current and intended uses of the PROPERTY, and that no taking thereby will occur requiring any compensation.

NOW, THEREFORE, in consideration of the foregoing covenants, promises and agreements of each of the parties hereto, to be kept and performed by each of them, it is agreed by and between the parties as follows.

1. BASIC INTENT. The intent of this Agreement is to set forth the basic requirements for annexation and use or development of the PROPERTY described above. This Agreement shall be binding upon the parties and may not be modified except by further written agreement.
2. USE AND DEVELOPMENT. The PROPERTY annexed shall be used or developed in general conformity with TOWN comprehensive and master plans, subdivision regulations, zoning code, building codes and other applicable statutory and local requirements. The TOWN and the ANNEXOR agree that such plans, regulations, codes and other statutory and local requirements are directly related to and generated by development intended to occur within the PROPERTY and that no taking thereby will occur requiring any compensation.
  - a. Zoning. The ANNEXOR desires Suburban Residential (SR) and Agricultural (AG) zoning in accordance with the zoning categories contained in Chapter 30 of the Town of Berthoud Municipal Code. The parties recognize that it is the intent and desire of the ANNEXOR to continue to use and/or develop the PROPERTY in a manner generally consistent with the zoning requested and that the granting of such zoning by the TOWN is a condition to annex the PROPERTY. ANNEXOR has requested zoning in conjunction with the Annexation request.
  - b. Land Use. All new construction will be subject to the types and intensities of land use permitted pursuant to the Town of Berthoud Municipal Code ("Municipal Code") in effect on the date hereof, or in effect on the date when building permit applications are filed.
3. MUNICIPAL SERVICES. TOWN agrees to provide the PROPERTY with all of the usual municipal services in accordance with this Agreement, and the ordinances and policies of the TOWN, which services shall include, but are not limited to, general government administration, police protection, water services, sanitary sewer services, and all other services customarily and currently provided by the TOWN in the area to be annexed. THE ANNEXOR acknowledges, agrees and accepts that the TOWN does not currently provide electricity, natural gas services, telecommunications, or fire protection services to the area to be annexed.
4. PUBLIC IMPROVEMENTS. ANNEXOR agrees to design, engineer, construct, install, warranty and maintain at its sole cost and expense, in accordance with TOWN approved plans, standards and specifications, any necessary public improvements within or adjacent to the PROPERTY and those improvements serving the PROPERTY, including, but not limited to, water distribution, sewage collection, gas service, electric service, bury overhead transmission lines along Larimer County Road 6C, street and trail lighting, streets, curb, gutter, sidewalks, storm sewer lines, storm drainage improvements, fire hydrants, pedestrian and non-motorized trails, street median/boulevard and subdivision entryway landscaping and park improvements. All the above-described public improvements shall be constructed to TOWN standards, or where

applicable, to the standards of the utility providing the service. All utilities new and existing will be placed underground. The TOWN and the ANNEXOR agree that such public improvements are directly related to and generated by development intended to occur within the PROPERTY and that no taking thereby will occur requiring any compensation.

- a. ANNEXOR and/or future builders within the PROPERTY shall pay all impact fees to the TOWN at the time of building permit issuance.
- b. ANNEXOR acknowledges and agrees that a building permit may not be submitted for review until the Town has determined that the ANNEXOR or ANNEXOR'S successor has substantially completed the public improvements in substantial compliance with all Town-approved plans and all applicable regulations, codes and other statutory and local requirements.
- c. ANNEXOR acknowledges and agrees to engineer, design install and maintain the public internal streets inclusive of curb, gutter and drive lanes until the warranty period has concluded. Once the drive lanes, curb and gutter have passed the warranty period, the Town shall maintain the drive lanes, curb and gutter for internal public streets.

5. WATER RIGHTS. TOWN acknowledges that ANNEXOR has dedicated to TOWN eighty-one (81) shares of the Boulder & Larimer Irrigating and Manufacturing Ditch Company and sixty-three (63) of the one hundred twenty-six (126) shares of stock in the Stumpf Lateral Ditch Company, which shares were historically used for irrigation of the PROPERTY (collectively the "Water Rights"). TOWN and ANNEXOR also acknowledge that sixty (60) Colorado-Big Thompson Project ("CBT") Units were historically used for irrigation of the PROPERTY, but ANNEXOR has since transferred said CBT Units and the CBT Units are no longer used for irrigation of the PROPERTY. To comply with Section 30-10-114.G.2.a of the TOWN Code, ANNEXOR agrees to dedicate to the Town Acceptable Water Rights (as defined in Section 30-10-114.C.2 of the TOWN Code) in an amount equal to thirty-six (36) acre-feet per year for the Town's uses. The Dedication shall occur prior to the pre-construction meeting for the first phase of the development. ANNEXOR shall execute the Water Dedication Agreement attached as Exhibit B to this Agreement when the pre-construction meeting for the first phase of the development is scheduled. Upon dedication of the Water Rights in accordance with the Water Dedication Agreement, the TOWN shall provide ANNEXOR with a certification of water dedication credits in accordance with Section 30-10-114 of the Municipal Code. ANNEXOR acknowledges that the TOWN may require dedication of water rights and/or water shares or payment of cash in lieu of water dedication in addition to the Water Rights.

6. UTILITY EASEMENTS. The dedication of public easements for utilities shall be by easement deed in a form acceptable to the Town Attorney and shall generally consist of a utility easement conveyed to the Town. The deed shall be in substantially the form attached hereto as Exhibit C. ANNEXOR shall provide TOWN with a current title commitment upon the Town's request and prior to any acceptance by TOWN of any utility easements.

7. MASTER PLAN. ANNEXOR has provided an application for both a Change of Zone and a Neighborhood Master Plan concurrently with the Annexation Petition. The Neighborhood Master Plan shall be submitted to the Town for review prior to submittal of the Preliminary Plat application and illustrate interconnected trails, transportation, open space, stormwater infrastructure, water and sanitary sewer service, for example. The Neighborhood Master Plan shall be prepared in accordance with the Town of Berthoud Municipal Code.

8. POTABLE WATER SERVICE. Water service to the PROPERTY shall be provided by the TOWN. ANNEXOR hereby acknowledges the TOWN policies with respect to obtaining water service from the TOWN including water rights dedication requirements, and the extension of water lines to the PROPERTY to serve the PROPERTY. Subject to the limitations set forth in Section 4 above, ANNEXOR agrees to comply with TOWN ordinances and policies, standards and specifications, and with any amendments thereto, including any applicable amendments adopted subsequent to the annexation of the PROPERTY. The TOWN and the ANNEXOR agree that the dedication of the utility easement described herein is directly related to and generated by development on the PROPERTY and that no taking hereby will occur requiring any compensation.

- a. Extension of Potable Water Services. Subject to the limitations set forth in Section 4 above, ANNEXOR shall design, engineer, install and warranty at his sole cost and expense all the water lines, facilities and appurtenances necessary to provide service from the TOWN's system to the PROPERTY. ANNEXOR shall install at his sole cost and expense all the water lines and appurtenances within the PROPERTY. Water mains lying within the dedicated rights-of-way shall be dedicated to TOWN after construction and warranty. At the time of this AGREEMENT, the TOWN estimates that ANNEXOR shall extend a twelve (12) inch main from the existing main at Springhill Lane and East Nebraska Avenue south to the PROPERTY and from the existing main at Lowry Lane and Mount Ranier Street east into the PROPERTY. A twelve (12) inch main shall traverse the PROPERTY from east to west. ANNEXOR shall be required to provide 80% Construction Documents with the submittal of a Preliminary Plat in accordance with the Municipal Code inclusive of all on-site and off-site improvements. ANNEXOR recognizes the main and line sizes may change based on results from engineering at the time of Preliminary and Final Plat. Any changes will be captured in the Development Agreement at the time of Final Plat.
- b. Water Tap Fees. ANNEXOR shall pay all water tap fees required for common areas to the TOWN prior to installation of irrigation meters and taps. ANNEXOR acknowledges each BUILDER shall pay all water tap fees associated with construction on individual lots at or prior to the time of building permit issuance.
- c. Water Rights Dedication Requirements. ANNEXOR shall comply with the Water Rights Dedication Requirements in the Municipal Code. ANNEXOR acknowledges that the TOWN may require dedication of water rights and/or water shares or payment of cash in lieu of water dedication in addition to the water rights dedication in Section 5 above.

- d. Water Plant Investment Fees. ANNEXOR shall contribute Water Plant Investment Fees to the TOWN at the time of building permit issuance.
- e. ANNEXOR acknowledges that payment of cash-in-lieu of water dedication program is in the Town's sole discretion and availability of water credits derived from cash-in-lieu payments is not guaranteed. If the Town does not accept cash-in-lieu payments when requested, ANNEXOR will be responsible for dedicating acceptable water rights to the Town.

9. NON-POTABLE WATER SERVICE. Non-potable water service to the PROPERTY shall be provided by ANNEXOR. ANNEXOR hereby acknowledges the TOWN policies with respect to designing, engineering, constructing, maintaining and operating the non-potable water service system. ANNEXOR shall provide a design for this system with the Preliminary Plat application inclusive of identifying the quantity and source of water needed to fulfill the non-potable water obligation. It is estimated that the existing infrastructure used to convey irrigation water for agricultural purposes will be utilized in the proposed non-potable system to serve the PROPERTY. The condition of this infrastructure will need to be assessed and upgraded if needed to support residential irrigation operations. ANNEXOR agrees to comply with TOWN ordinances and policies, standards and specifications, and with any amendments thereto, including any applicable amendments adopted subsequent to the annexation of the PROPERTY for non-potable water systems.

10. SANITARY SEWER SERVICE. Sanitary sewer service to the PROPERTY shall be provided by the TOWN. ANNEXOR hereby acknowledges the TOWN policies with respect to obtaining sanitary sewer service from the TOWN, the extension of sanitary sewer lines to the PROPERTY to serve the PROPERTY. Subject to the limitations set forth in Section 4 above, ANNEXOR agrees to comply with TOWN ordinances and policies, standards and specifications, and with any amendments thereto, including any applicable amendments adopted subsequent to the annexation of the PROPERTY. The TOWN and the ANNEXOR agree that the dedication of the utility easement described herein is directly related to and generated by development on the PROPERTY and that no taking hereby will occur requiring any compensation.

- A. Extension of Sanitary Sewer Services. Subject to the limitations set forth in Section 4 above, ANNEXOR shall design, engineer, install and warranty at its sole cost and expense all the sanitary sewer lines necessary to provide service from the TOWN's system to the PROPERTY. ANNEXOR shall install at his sole cost and expense all the sanitary sewer lines and appurtenances within the PROPERTY. Sanitary sewer mains lying within the dedicated rights-of-way shall be dedicated to TOWN after construction and warranty.
- B. ANNEXOR shall provide 80% Construction Documents and Drawings with the submittal of a Preliminary Plat in accordance with the Municipal Code inclusive of all on-site and off-site improvements. These documents will demonstrate how the collection lines will convey sewerage, inclusive of master planning all future development improvements to the Town's lines. Modelling will be necessary to include with the Preliminary Plat submittal that the proposed collection lines can convey sanitary sewerage within PROPERTY. The Town's 2023 Water and Wastewater Masterplan identifies the existing interceptor as

overloaded at and downstream of the PROPERTY. ANNEXOR shall be responsible for upgrading any section of the interceptor within or adjacent to the Property. TOWN shall upgrade the interceptor downstream of the property on property not described in the previous sentence. ANNEXOR shall be subject to sanitary sewer impact fees commensurate with its share of the costs of improvements to the downstream sewer interceptor to adequately serve the PROPERTY.

11. STORMWATER. ANNEXOR hereby acknowledges the TOWN policies, standards and specifications with respect to designing, engineering and installing stormwater management and water quality infrastructure to serve the PROPERTY. Subject to the limitations set forth in Section 4 above, ANNEXOR agrees to comply with TOWN ordinances and policies, standards and specifications, and with any amendments thereto, including any applicable amendments adopted subsequent to the annexation of the PROPERTY. The TOWN and ANNEXOR agree that the dedication of the utility easement described herein is directly related to and generated by development on the PROPERTY and that no taking hereby will occur requiring any compensation. The ANNEXOR shall demonstrate at the time of Preliminary Plat how stormwater will be managed, inclusive of master planning all future development.
  - A. Subject to the limitations set forth in Section 4 above, ANNEXOR shall design, engineer, install and warranty at its sole cost and expense all the stormwater drainage and water quality facilities and appurtenances necessary to provide stormwater management within the PROPERTY. Stormwater management shall not negatively impact surrounding properties. ANNEXOR shall install at its sole cost and expense all the stormwater and water quality systems and appurtenances within the PROPERTY.
  - B. ANNEXOR shall provide 80% Construction Documents and Drawings with the submittal of a Preliminary Plat in accordance with the Municipal Code inclusive of all on-site and off-site improvements. These documents will demonstrate how the stormwater management and water quality features will manage on-site improvements and negate off-site impacts. Design and engineering will be necessary to include with the Preliminary Plat submittal to illustrate where that the proposed stormwater and water quality system will outfall.
- 12 ADJACENT ROAD IMPROVEMENTS. ANNEXOR hereby acknowledges the TOWN policies, standards and specifications with respect to designing, engineering and installing off-site road improvements and safety facilities to County Road 15 (1<sup>st</sup> Street), County Road 6C and improvements to the intersection of US 287 and County Road 2C.
  - a. ANNEXOR shall improve County Road 6C from the intersection of County Road 15 east to County Line Road. The County Road 6C improvements shall be determined during the development review process and by a traffic improvement study to be submitted by ANNEXOR. ANNEXOR submitted a traffic improvement study with the Neighborhood Master Plan application. This study may require updating with the Preliminary Plat or the Final Plat and the need to update shall be determined with the review of these future applications. The County Road 6C improvements shall be memorialized in a development agreement that shall also be a condition of Final Plat approval for the development or if the



development is to be phased, then the first phase of the development of the Property. ANNEXOR shall improve County Road 6C to a Minor Collector Rural Road section from the eastern edge of the property frontage east to County Line Road. The Rural Collector improvement shall consist of the entire width of the road and drainage swales on both sides of the road. ANNEXOR shall include curb and a six (6) foot tree lawn between the utility corridor and the walk in accordance with the residential tree lawn dimension on the south side of County Road 6C from the intersection of County Road 15 (1<sup>st</sup> Street) east to the eastern edge of the property frontage. The overhead utility line on the south side of County Road 6C shall be buried along the property frontage. The north side of the road, and the south side of the road east of the property will not be required to host the curb, tree lawn and sidewalk. The stormwater will be managed in swales and will not be allowed to flow across streets, trails or sidewalks.

- b. ANNEXOR shall contribute a proportionate share of cash funding for improvements, , to the bridge on County Road 6C as such improvements shall be determined during the development review process and by a traffic improvement study to be submitted by ANNEXOR. ANNEXOR'S payment of its proportionate share of the bridge improvements, shall be a condition of Final Plat approval and shall be memorialized in a development agreement that shall also be a condition of Final Plat approval for the development or if the development is to be phased, then the first phase of the development of the Property.
- c. ANNEXOR shall improve County Road 15 (1<sup>st</sup> Street) for approximately 1,300' from the intersection of County Road 6C south to the southern edge of the Property. The County Road 15 improvements shall be determined during the development review process and by a traffic improvement study to be submitted by ANNEXOR. The County Road 15 improvements shall be memorialized in a development agreement that shall also be a condition of final plat approval for the development or if the development is to be phased, then the first phase of the development of the Property. This section of road on both the west and east side is intended to be rural in character and will not be required to have curb. The east side of the road will have a tree lawn and detached sidewalk. The stormwater will be managed in swales and will not be allowed to flow across streets, trails or sidewalks.
- d. ANNEXOR shall provide 80% Construction Documents and Drawings with the submittal of a Preliminary Plat in accordance with the Municipal Code inclusive of the infrastructure described in this Section 12 and Section 11 above.
- e. ANNEXOR shall contribute a proportionate share of cash funding for improvements to the intersection of US 287 and West Larimer County Road 4E. ANNEXOR shall contribute a proportionate share of cash funding for improvements to the intersection of West Larimer County Roads 4E and 15A. Such improvements shall be determined during the development review process and by

a traffic improvement study to be submitted by ANNEXOR.. ANNEXOR'S payment of its proportionate share of the improvements, if any, shall be a condition of final plat approval and shall be memorialized in an development agreement that shall also be a condition of final plat approval for the development or if the development is to be phased, then the first phase of the development of the Property.

13. REGIONAL AND NEIGHBORHOOD TRAILS AND OPEN SPACE. ANNEXOR hereby acknowledges the TOWN policies, standards and specification, and master plans with respect to designing, engineering, and installing connections to regional trails and open spaces within the Town in adjacent developments. ANNEXOR hereby acknowledges the TOWN policies, standards and specification, and master plans with respect to designing, engineering, installing and maintaining connected trails and open space amenities.
  - a. ANNEXOR shall provide for connectivity within PROPERTY to the Town's planned trail network and a sidewalk along both County Roads 15 (1<sup>st</sup> Street) and 6C in accordance with the Berthoud Trails Master Plan and Design Standards.
  - b. Regional and Neighborhood Open Space – ANNEXOR shall provide for connectivity between the Property and the Town and other regional and neighborhood parks and open space networks.
14. ANNEXOR shall underground all overhead utility lines in accordance with Section 30-2-108 of the Municipal Code.
15. THREE MILE ANNEXATION PLAN. The Town of Berthoud 2021 Comprehensive Plan encompasses the entire PROPERTY. The Berthoud Comprehensive Plan, along with accompanying maps, plats, charts and descriptive material, has been adopted as the master plan for the three-mile area surrounding the TOWN as required by C.R.S. § 31-12-105(1)I. This "Three Mile Annexation Plan" has been amended to the extent necessary to incorporate the above-described PROPERTY and to update the Plan by the ordinance annexing the PROPERTY, and complies with the requirements of C.R.S. § 31-12-105(1)(e).
  - (a) SPECIAL DISTRICT FORMATION. The ANNEXOR intends to create and subject the Property to two metropolitan districts (collectively, the "Metropolitan Districts") which may from time to time pay for and construct, own, operate and maintain certain public improvements needed for the Property. The creation and use of Metropolitan Districts for financing some or all of the on-site and off-site public improvements is a material consideration of the ANNEXOR in developing the Property in the boundaries of the Town. ANNEXOR shall have the right to submit an application for an ordinance disconnecting the Property from the Town pursuant to CRS 31-12-501, *et seq.*, in the event that the Town of Board of Trustees has not approved a service plan for the Metropolitan Districts on or before March 31, 2026. The Town Board of Trustees shall grant the application for a disconnection ordinance.

- (ii) ANNEXOR's option to disconnect pursuant to this paragraph shall be exercised by submitting an application for such disconnection ordinance no later than December 1, 2025. Failure of the ANNEXOR to submit an application for a disconnection ordinance by December 1, 2025 shall constitute a waiver of its right to apply for a disconnection ordinance under this Agreement but does not waive its right to do so under C.R.S. 31-12-501, et seq. at any time. ANNEXOR acknowledges that any application for a disconnection ordinance made after December 31, 2025 is subject to the Town Board of Trustees' due consideration and determination, in its sole discretion.

17. MISCELLANEOUS PROVISIONS. Interpretation. Nothing in this Agreement shall constitute or be interpreted as a repeal of the TOWN's ordinances or resolutions, or as a waiver of the TOWN's legislative, governmental, or police powers to promote and protect the health, safety and welfare of the TOWN and its inhabitants, nor shall this Agreement prohibit the enactment or increase by the TOWN of any tax or fee.

- a. Severability. If any part, section, subsection, sentence, clause or phrase of this Agreement is for any reason held to be invalid, such invalidity shall not affect the validity of the remaining sections of the Agreement. The parties hereby declare that they would have agreed to the Agreement including each part, section, subsection, sentence, clause or phrase thereof, irrespective of the fact that one or more parts, sections, subsections, sentence, clauses or phrases be declared invalid.
- b. Amendment to the Agreement. This Agreement may be amended, at any time, upon agreement of the parties hereto. Such amendments shall be in writing, shall be recorded with the County Clerk & Recorder of Larimer County, Colorado, shall be covenants running with the land, and shall be binding upon all persons or entities having an interest in the PROPERTY subject to the amendment unless otherwise specified in the amendment.

In addition, this Agreement may be amended by the TOWN and any ANNEXOR without the consent of any other ANNEXOR as long as such amendment affects only that ANNEXOR's portion of the PROPERTY. Such amendments shall be in writing, shall be recorded with the County Clerk & Recorder of Larimer County, Colorado, shall be covenants running with the land, and shall be binding upon all persons or entities having an interest in the PROPERTY subject to the amendment unless otherwise specified in the amendment.

- c. Binding Effect. This Agreement shall be binding upon and inure to the benefit of and be binding upon the parties, their successors in interest, or their legal representatives, including all developers, purchasers and subsequent owners of any

lots or parcels within the PROPERTY, and shall constitute covenants running with the land. This Agreement shall be recorded with the County Clerk & Recorder of Larimer County, Colorado, at ANNEXOR's expense.

- d. Indemnification. ANNEXOR agrees to indemnify and hold harmless the TOWN and the TOWN 's officers, employees, agents, insurance pool, and contractors from and against all liability, claims and demands, including attorney's fees and court costs, which arise out of or are in any manner connected with the annexation of the PROPERTY or with any other annexation or other action determined necessary or desirable by the TOWN in order to effectuate the annexation of the PROPERTY, or which are in any manner connected with TOWN 's enforcement of this Agreement. ANNEXOR further agrees to investigate, handle, respond to and to provide defense for and defend against or, at the TOWN 's option, to pay the attorney's fees for defense counsel of the TOWN 's choice for any such liability, claims or demands.
- e. Termination. If the annexation of the PROPERTY is, for any reason, not completed, then this Agreement shall be null and void and of no force and effect whatsoever.
- f. No Right or Remedy of Disconnection. No right or remedy of disconnection of the PROPERTY from the TOWN shall accrue from this Agreement, other than provided by applicable state laws. In the event the PROPERTY or any portion thereof is disconnected at ANNEXOR's request, the TOWN shall have no obligation to serve the disconnected property or portion thereof and this Agreement shall be void and of no further force and effect as to such property or portion thereof.
- g. Annexation and Zoning Subject to Legislative Discretion. The ANNEXOR acknowledges that the annexation and subsequent zoning of the PROPERTY are subject to the legislative discretion of the Board of Trustees of the Town of Berthoud. No assurances of annexation or zoning have been made or relied upon by the ANNEXOR. In the event that the Town of Berthoud Board of Trustees, in the exercise of its legislative discretion, does not take any action with respect to the PROPERTY herein contemplated, then the sole and exclusive remedy for the breach hereof accompanied by the exercise of such discretion shall be the disconnection from the TOWN in accordance with state law, as may be appropriate.
- h. Legal Discretion in the Case of Challenge. The TOWN reserves the right to not defend any legal challenge to this annexation. In the event such a challenge occurs prior to any expiration of any statute of limitation, TOWN may, at its discretion, choose to legally fight the challenge or allow the challenge to proceed without defense. This does not restrict the ANNEXOR from engaging the TOWN 's legal representatives in such a defense, at no cost to the TOWN.

- i. Application of Town Policies. Upon annexation, all subsequent development of the PROPERTY shall be subject to and bound by the applicable provisions of TOWN ordinances, as amended, including public land dedications, provided however, that changes or amendment to the Municipal Code, after the date of this Agreement, shall in no way limit or impair TOWN 's obligation hereunder, except as specifically set forth in this Agreement.
- j. Amendments to Governing Ordinances, Resolutions and Policies. As used in this Agreement, unless otherwise specifically provided herein, any reference to any provision of any TOWN ordinance, resolution, requirement or policy is intended to refer to any subsequent amendments or revisions to such ordinance, resolution, requirement or policy, and the parties agree that such amendments or revisions shall be binding upon ANNEXOR.
- k. Legal Fees. In the event that either party finds it necessary to retain an attorney in connection with a default by the other as to any of the provisions contained in this Agreement, the defaulting party shall pay the other's reasonable attorney's fees and costs incurred in enforcing the provisions of this Agreement.
- l. Reimbursement for Other Costs. The ANNEXOR shall reimburse the TOWN for any third party costs necessary for the orderly and proper development of the PROPERTY, including, but not limited to, consultant's fees for planning and engineering, and attorney's fees for legal services beyond the normal document review, which is directly linked to the PROPERTY.
- m. Cooperation. The parties agree that they will cooperate with one another in accomplishing the terms, conditions and provisions of the Agreement, and will execute such additional documents as necessary to effectuate the same.
- n. Timely Submittal of Materials. ANNEXOR agrees to provide legal documents, surveys, engineering work, newspaper publications, maps, reports and other documents necessary to accomplish the annexation of the PROPERTY and other provisions of this Agreement.
- o. Compliance with State Law. The ANNEXOR shall comply with all applicable State law and regulations.
- p. Recording of Agreement. This Agreement shall be recorded in the records of the County Clerk & Recorder, Larimer County, Colorado.
- q. Choice of Law. In all litigation arising out of the Agreement, the statutory and common law of the State of Colorado shall be controlling, and venue shall be in the District Court, of Larimer County, Colorado.
- r. Complete Agreement. This instrument embodies the whole agreement of the

parties. There are no promises, terms, conditions or obligations other than those contained herein; and this Agreement shall supersede all previous communications, representations, or agreements, either verbal or written, between the parties hereto. Except as provided herein, there shall be no modifications of this Agreement except in writing, executed with the same formalities as this instrument. Subject to the conditions precedent herein, this Agreement may be enforced in any court of competent jurisdiction.

By this acknowledgement, the undersigned hereby certify that the above Agreement is complete and true and entered into of their own free will and volition.

(If the applicant is not the owner(s) of the subject property, the owner(s), mortgage and/or lienholder shall also sign the Agreement).

**ANNEXOR:**

 Date: 8-7-2025  
\_\_\_\_\_  
Date: \_\_\_\_\_

**TOWN OF BERTHOUD, COLORADO**

By \_\_\_\_\_  
\_\_\_\_\_, Mayor

**ATTEST:**

\_\_\_\_\_  
\_\_\_\_\_, Town Administrator

## **EXHIBIT A TO ANNEXATION AGREEMENT**

### **PARCEL LEGAL DESCRIPTIONS** **RIVER TRAILS ANNEXATION NO. 1**

A parcel of land situate in the Southwest Quarter (SW1/4) of Section Twenty-four (24), Township Four North (T.4N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South half of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 30.00 feet to the POINT OF BEGINNING, also being a point on the boundary of the South First Street Annexation to the Town of Berthoud, recorded April 3, 1997, as Reception Number 19970020418 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, continuing along said North line and said annexation boundary, a distance of 20.00 feet;

THENCE North 00°21'20" West, continuing along said annexation boundary, a distance of 35.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 314.64 feet;

THENCE South 82°30'22" West a distance of 307.55 feet to a point on the North line of the South half of said SW1/4;

THENCE South 00°06'53" West a distance of 185.29 feet to a point on the East line of that parcel recorded January 7, 1878 as Book G Page 580 of the Records of the Larimer County Clerk and Recorder;

THENCE South 08°56'36" East, along said East line, a distance of 178.75 feet;

THENCE South 77°12'38" West a distance of 27.92 feet to a point on the assumed West right of way line of County Road 15, lying 30' Westerly and parallel to the surveyed centerline of said road.

THENCE North 12°47'22" West, along said assumed West right of way line, a distance of 127.08 feet;

THENCE North 00°21'21" West a distance of 58.65 feet to a point on the boundary of said South First Street Annexation to the Town of Berthoud;

THENCE North 00°21'21" West, continuing along said South First Street Annexation, a distance of 184.98 feet to the POINT OF BEGINNING.

Said described parcel of land contains 16,828 Square Feet or 0.386 Acres, more or less (±).

**PARCEL DESCRIPTION**  
**RIVER TRAILS ANNEXATION NO. 2**

A parcel of land, situate in the Southwest Quarter (SW1/4) of Section Twenty-four (24), Township Four North (T.4N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South half of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 59.46 feet to the POINT OF BEGINNING;

THENCE North 82°30'22" East a distance of 307.55 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 896.05 feet;

THENCE South 81°12'51" West a distance of 1096.36 feet;

THENCE South 00°32'05" East a distance of 872.85 feet to a point on the East line of that parcel recorded January 7, 1878 as Book G Page 580 of the Records of the Larimer County Clerk and Recorder;

THENCE North 27°05'13" West a distance of 56.42 feet to a point on the assumed West right of way line of County Road 15, lying 30' Westerly and parallel to the surveyed centerline of said road, said point also being the beginning point of a curve, non-tangent to the aforesaid line;

THENCE along the arc of a curve concave to the Southwest a distance of 527.01 feet, having a Radius of 4800.49 feet, a Delta of 06°17'24" and is subtended by a Chord that bears North 09°42'19" West a distance of 526.74 feet;

THENCE North 12°47'22" West, continuing along said assumed West right of way, a distance of 48.88 feet;

THENCE North 77°12'38" East a distance of 27.92 feet to a point on said East line of the parcel recorded as Book G Page 580.

THENCE North 08°56'36" West, along said East line, a distance of 178.75 feet;

THENCE North 00°06'53" East a distance of 185.29 feet to the POINT OF BEGINNING.

Said described parcel of land contains 159,273 Square Feet or 3.656 Acres, more or less (±).



**PARCEL DESCRIPTION**  
**RIVER TRAILS ANNEXATION NO. 3**

A parcel of land, situate in the South half (S1/2) of Section Twenty-four (24) and the Northwest Quarter (NW1/4) of Section Twenty-five (25), Township Four North (T.4N.), Range Sixty-nine West (R.69.W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South Half of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 50.37 feet;

THENCE North 00°57'33" West a distance of 35.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 1210.69 feet to the POINT OF BEGINNING;

THENCE North 89°02'27" East, continuing along said North right of way, a distance of 732.68 feet;

THENCE South 00°19'57" East a distance of 5.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Golden Acres Minor Land Division 02-S1964, recorded August 22, 2003 as Reception Number 20030107937 of the Records of the Larimer County Clerk and Recorder;

THENCE South 00°19'57" East a distance of 60.00 feet to the South Right of way of said East County Road 6C;

THENCE North 89°02'27" East, along said South right of way, a distance of 664.41 feet to a point on the East line of the South half of said SW1/4, from which the Center-South Sixteenth Corner of said Section 24 bears North 00°19'12" West a distance of 30.00 feet;

THENCE South 00°19'12" East, along said West line, a distance of 1293.84 feet to the South Quarter Corner of said Section 24;

THENCE South 88°58'50" West, along the North line of the NW1/4 of Section 25, a distance of 1328.47 feet;

THENCE South 19°17'04" West a distance of 455.71 feet;

THENCE North 89°16'21" West a distance of 971.00 feet;

THENCE North 00°58'39" East a distance of 51.41 feet to a point on the assumed West right of way line of County Road 15, lying 30' Westerly and parallel to the surveyed centerline of said road, said point also being the beginning point of a curve, non-tangent to the aforesaid line;

THENCE along the arc of a curve concave to the West a distance of 43.61 feet, having a Radius of 5720.87 feet, a Delta of 00°26'12" and is subtended by a Chord that bears North 00°25'32" West a distance of 43.61 feet to the beginning point of a curve, non-tangent to the aforesaid

curve;

THENCE along the arc of a curve concave to the West a distance of 413.55 feet, having a Radius of 6302.52 feet, a Delta of  $03^{\circ}45'35''$  and is subtended by a Chord that bears North  $03^{\circ}54'16''$  West a distance of 413.48 feet;

THENCE North  $05^{\circ}46'33''$  West, continuing along said assumed West right of way, a distance of 280.74 feet;

THENCE South  $27^{\circ}05'13''$  East a distance of 56.42 feet to a point on the East line of that parcel recorded January 7, 1878 as Book G Page 580 of the Records of the Larimer County Clerk and Recorder;

THENCE North  $00^{\circ}32'05''$  West a distance of 872.85 feet;

THENCE North  $81^{\circ}12'51''$  East a distance of 1096.36 feet to the POINT OF BEGINNING.

Said described parcel of land contains 3,685,439 Square Feet or 84.606 Acres, more or less ( $\pm$ ).

**PARCEL DESCRIPTION**  
**RIVER TRAILS ANNEXATION NO. 4**

A parcel of land, situate in the South half (S1/2) of Section Twenty-four (24) Township Four North (T.4N.), Range Sixty-nine West (R.69.W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South Half of said SW1/4 as bearing North 89°02'27" East , being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 50.37 feet;

THENCE North 00°57'33" West a distance of 35.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 1943.37 feet;

THENCE South 00°19'57" East a distance of 5.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Golden Acres Minor Land Division 02-S1964, recorded August 22, 2003 as Reception Number 20030107937 of the Records of the Larimer County Clerk and Recorder, said point being the POINT OF BEGINNING;

THENCE North 89°02'27" East, along said North right of way a distance of 664.43 feet to a point on the East line of said SW1/4 from which the Center-South Sixteenth Corner of said Section 24 bears South 00°19'12" East a distance of 30.00 feet;

THENCE North 89°02'42" East, continuing along said North right of way, a distance of 2627.70 feet;

THENCE South 00°17'41" East a distance of 60.00 feet to the South right of way of said East County Road 6C;

THENCE South 89°02'42" West, along said South right of way, a distance of 1435.31 feet to a point on the approximate centerline of Rockwell Ditch;

THENCE South 61°08'42" West, along said approximate centerline, a distance of 358.09 feet;

THENCE South 23°25'42" West a distance of 142.60 feet to the approximate confluence of Rockwell Ditch and the Little Thompson River;

The following 8 courses are along the approximate centerline of said Little Thompson River.

THENCE North 75°15'42" West a distance of 89.83 feet;

THENCE South 38°48'59" West a distance of 75.80 feet;

THENCE South 30°41'09" West a distance of 150.28 feet;

THENCE South 12°10'45" West a distance of 120.83 feet;

THENCE South 40°45'06" West a distance of 110.06 feet;

THENCE South 62°50'06" West a distance of 144.57 feet;

THENCE South 67°38'42" West a distance of 325.77 feet;

THENCE South 52°17'46" West a distance of 99.24 feet to a point on the West line of the South half of the Southeast Quarter of said Section 24;

THENCE North 00°19'12" West, along said West line, a distance of 901.32 feet to a point on said South right of way of East County Road 6C, from which the Center-South Sixteenth Corner of said Section 24 bears North 00°19'12" West a distance of 30.00 feet;

THENCE South 89°02'27" West, along said South right of way, a distance of 664.41 feet;

THENCE North 00°19'57" West a distance of 60.00 feet to the POINT OF BEGINNING.

Said described parcel of land contains 759,478 Square Feet or 17.435 Acres, more or less ( $\pm$ ).

## **EXHIBIT B TO ANNEXATION AGREEMENT**

### **WATER DEDICATION AGREEMENT**

THIS WATER DEDICATION AGREEMENT (this "Agreement") is made and entered into to be effective as of the 9 day of August, 2025, by and between RIVER TRAILS, LLC, a Colorado limited liability company ("River Trails") and the TOWN OF BERTHOUD, a Colorado statutory town (the "Town"). River Trails and the Town are hereinafter referred to collectively as the "Parties."

WHEREAS, the Town is a statutory town in the County of Larimer, Colorado; and

WHEREAS, River Trails desires to annex to the Town certain property as described in the Annexation Agreement between the parties, entered on [DATE], attached hereto as **Exhibit A**; and

WHEREAS, River Trails desires by this Agreement to dedicate water rights to the Town, in the amount of a firm yield of thirty-six (36) acre-feet per year as determined in the Town's sole discretion, or sixty (60) Colorado-Big Thompson Project Units, in accordance with Section 5 of the Annexation Agreement ("Subject Water Rights"), in exchange for a certification of water dedication credits in accordance with Section 30-10-114 of the Town Municipal Code.

NOW, THEREFORE, in consideration of the mutual promises and covenants set forth below, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows.

1. **WATER RIGHTS TO BE DEDICATED.** River Trails hereby agree to dedicate, assign, and transfer to the Town either 1) a firm yield of thirty-six (36) acre-feet per year of Acceptable Water Rights, as defined in Section 30-10-114 of the Town Municipal Code; or 2) sixty (60) Colorado-Big Thompson Project Units (the "CBT Units") to the Town. The Subject Water Rights shall be transferred to the Town under the terms of this Agreement, and shall be transferred free and clear of all liens and encumbrances, including but not limited to all deeds of trust, liens, security interests, prior or preemptive rights to purchase, encumbrances and assessments, leases or other pending sale's agreements or first rights of refusal ("Liens").

2. **WATER CERTIFICATE.** In exchange for dedication of the Subject Water Rights, and upon satisfaction of the Closing Conditions described below, the Town shall deliver to River Trails a water certificate pursuant to Section 30-10-114.J of the Municipal Code ("Water Certificate") providing River Trails with credits for use of the Subject Water Rights to satisfy the water dedication requirements for the property described in the Annexation Agreement. The Town acknowledges that pursuant to Section 30-10-114.G.2 of the Town Code, River Trails has already transferred to the Town other water rights historically used on the property described in the Annexation Agreement, including Eighty-one (81) shares of stock in the Boulder & Larimer

Irrigating and Manufacturing Ditch Company, and a 33.33% interest in Osborn Caywood Ditch Company. Additional water rights and/or water shares may be dedicated to the Town by separate documents and actions.

The Water Certificate shall be provided to River Trails upon the occurrence of all of the following conditions (the "Closing Conditions"):

- a. If River Trails dedicates CBT Units to the Town, written approval by the Northern Colorado Water Conservancy District ("Northern") of an Allotment Contract issued to the Town for the CBT Units;
- b. If River Trails dedicates Acceptable Water Rights to the Town, delivery to the Town of the final documents reasonably required by the Town, to transfer title to the Subject Water Rights to the Town free and clear of any Liens, including without limitation stock certificate(s) and deed(s).
- c. Delivery by River Trails to the Town of an updated (through the date of closing) Ownership and Encumbrance Report and separate Uniform Commercial Code ("UCC") Report, indicating ownership of the Subject Water Rights in River Trails and indicating no Liens against the Subject Water Rights;
- d. Delivery by River Trails to the Town of executed originals of releases of any Liens.

3. TRANSFER; TRANSFER FEE. The Parties shall cooperate and provide any authorization or information necessary or required to complete the transfer of the Subject Water Rights from River Trails to the Town. River Trails shall be responsible for any and all transfer fees charged for such transfer(s).

4. WATER USE. The Town shall have possession and use of the Subject Water Rights commencing at the transfer thereof and shall thereafter be responsible for any and all costs associated with the Subject Water Rights. The Parties agree that the Subject Water Rights and the water available thereunder may be combined by the Town with other water shares or water rights of the Town or other water providers in the Town's discretion in order to provide water service, provided the Town agrees it will provide water service to River Trails in comparable amount and quality as that associated with the Subject Water Rights.

5. GOVERNMENTAL IMMUNITY ACT. No term or condition of this Agreement shall be construed or interpreted as a waiver by the Town, express or implied, of any of the notice requirements, immunities, limitations to liability, rights, benefits, protections, or other provisions under the Colorado Governmental Immunity Act, C.R.S. §§ 24-10-101 *et seq.* or under any other law as applicable.

6. AMOUNT SUBJECT TO ANNUAL APPROPRIATION. To the extent this Agreement or any instrument issued in conjunction with payment obligations of this Agreement constitutes a multiple fiscal year debt or financial obligation of the Town, it shall be subject to annual appropriation pursuant and in accordance with applicable state and local government law including but not limited to Article X, Section 20 of the Colorado Constitution, and thus any obligations of the Town hereunder shall extend only to amounts currently appropriated and shall not constitute a mandatory charge, requirement or liability beyond the current fiscal year.

7. ASSIGNMENT. No party may assign this Agreement or any of its rights or obligations under this Agreement without the prior written consent of the other party. Any assignment or delegation without the prior written consent of the other party shall be void and ineffectual.

8. GOVERNING LAW AND VENUE. This Agreement shall be governed and construed under the laws of the State of Colorado, and any proceedings shall take place in Larimer County, Colorado.

9. FACSIMILE SIGNATURES. All contracts and contract-related documents signed by facsimile signatures shall be considered legally binding.

10. BINDING EFFECT. This Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective successors and assigns.

11. NO THIRD PARTY BENEFICIARY RIGHTS. No provision in this Agreement is intended or shall create any rights with respect to the subject matter of this Agreement in any third party.

12. HEADINGS. The section headings contained in this Agreement are for reference purposes only and shall not affect the meaning or interpretation of this agreement.

13. ENTIRE AGREEMENT, AMENDMENT. This Agreement contains the entire agreement between the Parties regarding the subject matter herein and supersedes and replaces any and all prior and contemporaneous written and oral agreements, promises, representations, or conditions with respect thereto. This Agreement may not be altered, changed, or amended, except in writing signed by both Parties.

14. COUNTERPARTS. This Agreement may be executed in counterparts, each of which (or any combination of which) when signed by all of the Parties will be deemed an original, but all of which when taken together will constitute one agreement.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement effective as of the date first set forth above.

[Signature page follows]

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement effective as of the date first set forth above.

**RIVER TRAILS LLC:**

By: Jon Turner  
Name: Jon Turner  
Title: MEMBER/MANAGER

**TOWN OF BERTHOUD:**

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

Attest:

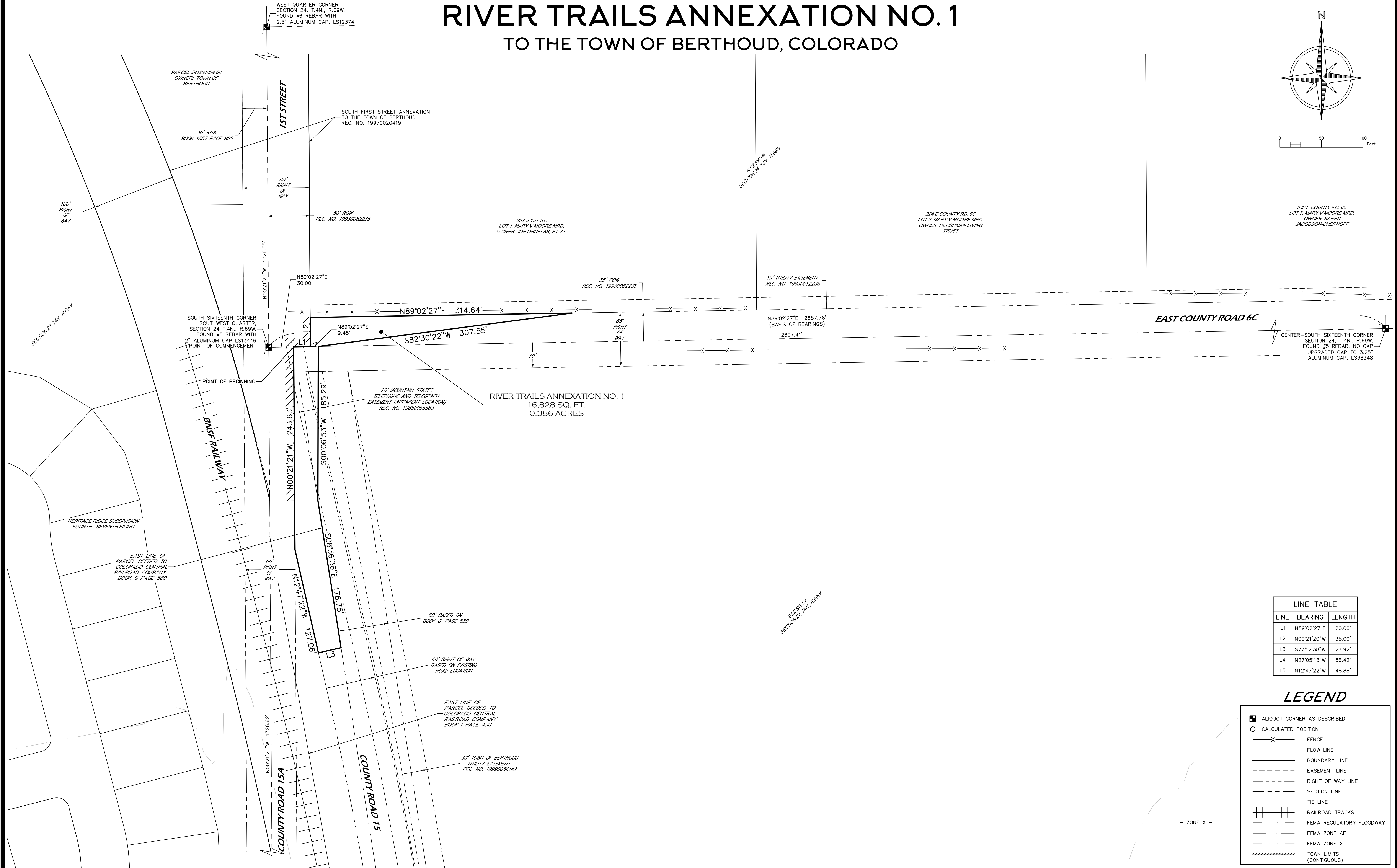
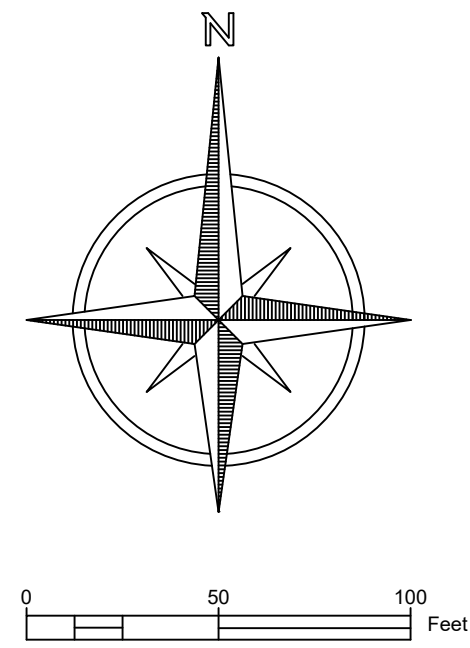
By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_



## ANNEXATION TABLE



RIVER TRAILS ANNEXATION NO.1  
TO THE TOWN OF BERTHOUD, COLORADO



| LINE TABLE |             |        |
|------------|-------------|--------|
| LINE       | BEARING     | LENGTH |
| L1         | N89°02'27"E | 20.00' |
| L2         | N00°21'20"W | 35.00' |
| L3         | S77°12'38"W | 27.92' |
| L4         | N27°05'13"W | 56.42' |
| L5         | N12°47'22"W | 48.88' |

LEGEND

|                             |  |
|-----------------------------|--|
| ALIQUOT CORNER AS DESCRIBED |  |
| CALCULATED POSITION         |  |
| FENCE                       |  |
| FLOW LINE                   |  |
| BOUNDARY LINE               |  |
| EASEMENT LINE               |  |
| RIGHT OF WAY LINE           |  |
| SECTION LINE                |  |
| TIE LINE                    |  |
| RAILROAD TRACKS             |  |
| FEMA REGULATORY FLOODWAY    |  |
| FEMA ZONE AE                |  |
| FEMA ZONE X                 |  |
| TOWN LIMITS (CONTIGUOUS)    |  |

PRELIMINARY

Steven Parks - On Behalf of Majestic Surveying, LLC  
Colorado Licensed Professional Land Surveyor #38348

NOTICE

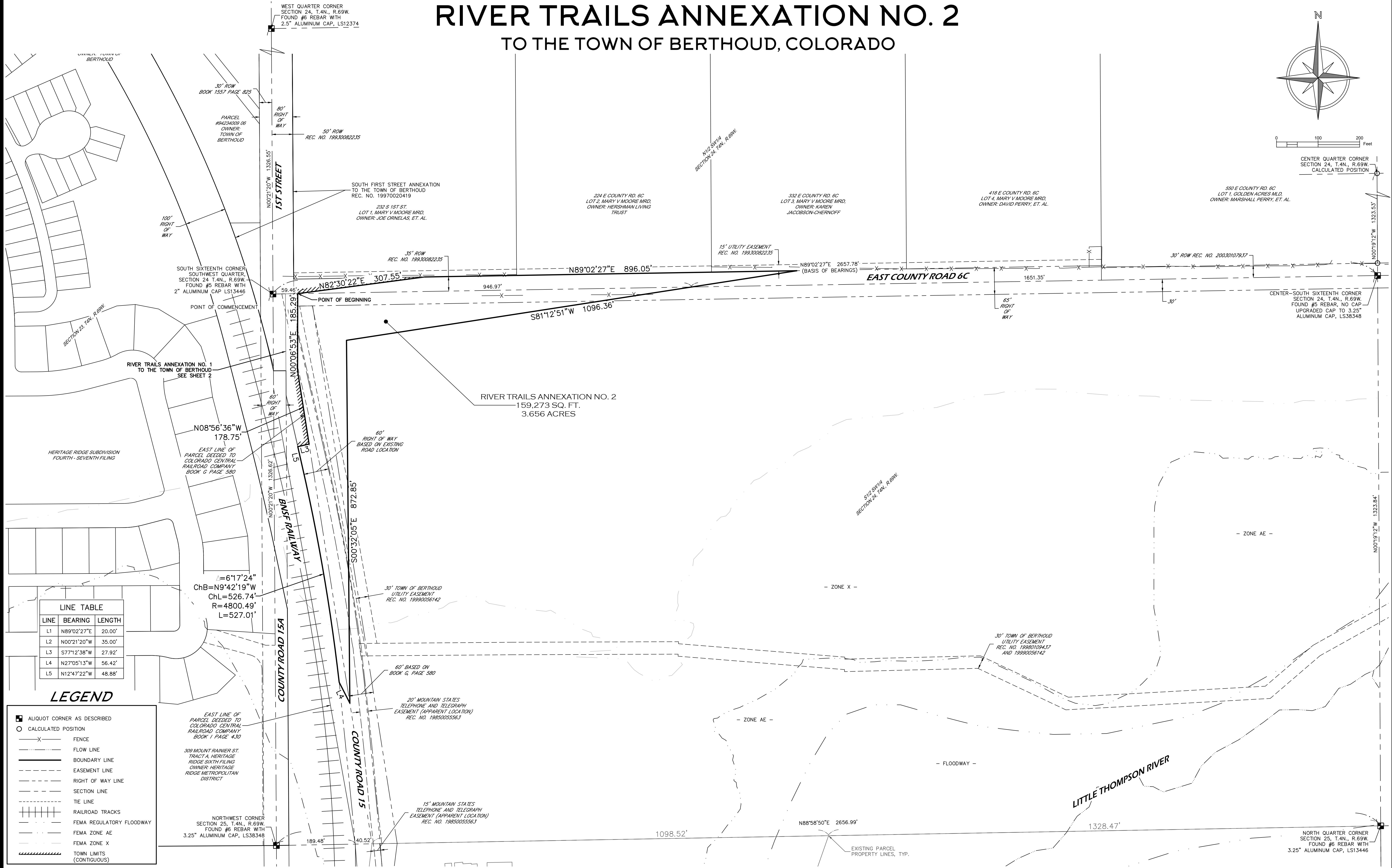
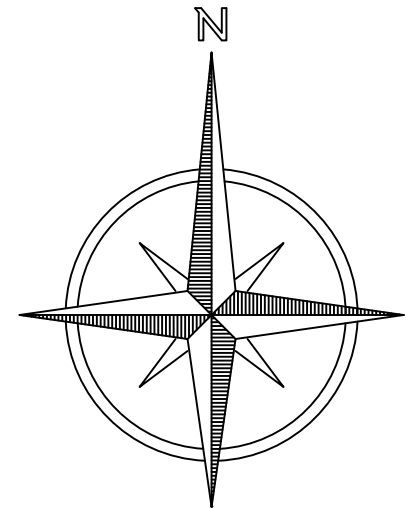
According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon. (13-80-105 C.R.S. 2012)



|                     |                              |                                 |          |
|---------------------|------------------------------|---------------------------------|----------|
| PROJECT NO: 2024093 | PROJECT NAME: RIVER TRAILS   | REVISIONS:                      | DATE:    |
| DATE: 07-10-2024    | CLIENT: HILLSIDE DEVELOPMENT | ADDRESSED REDLINES -AU          | 8-28-24  |
| DRAWN BY: AU        | FILE NAME: 2024093ANNEX      | REMOVED TOWN OF BERTHOUD PARCEL | 9-30-24  |
| CHECKED BY: SIP     | SCALE: 1" = 50'              | ADDRESSED REDLINES -AU          | 10-01-24 |
|                     |                              | REVISED ANNEXATION BOUNDARY -AU | 10-22-24 |



# RIVER TRAILS ANNEXATION NO. 2 TO THE TOWN OF BERTHOUD, COLORADO



| LINE TABLE |              |        |
|------------|--------------|--------|
| LINE       | BEARING      | LENGTH |
| L1         | N89°02'27\"E | 20.00' |
| L2         | N00°21'20\"W | 35.00' |
| L3         | S77°12'38\"W | 27.92' |
| L4         | N27°05'13\"W | 56.42' |
| L5         | N12°47'22\"W | 48.88' |

## LEGEND

- ALIQUOT CORNER AS DESCRIBED
- CALCULATED POSITION
- FENCE
- FLOW LINE
- BOUNDARY LINE
- EASEMENT LINE
- RIGHT OF WAY LINE
- SECTION LINE
- TIE LINE
- RAILROAD TRACKS
- FEMA REGULATORY FLOODWAY
- FEMA ZONE AE
- FEMA ZONE X
- TOWN LIMITS (CONTIGUOUS)

PRELIMINARY

Steven Parks - On Behalf of Majestic Surveying, LLC  
Colorado Licensed Professional Land Surveyor #38348

## 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. (13-80-105 C.R.S. 2012)

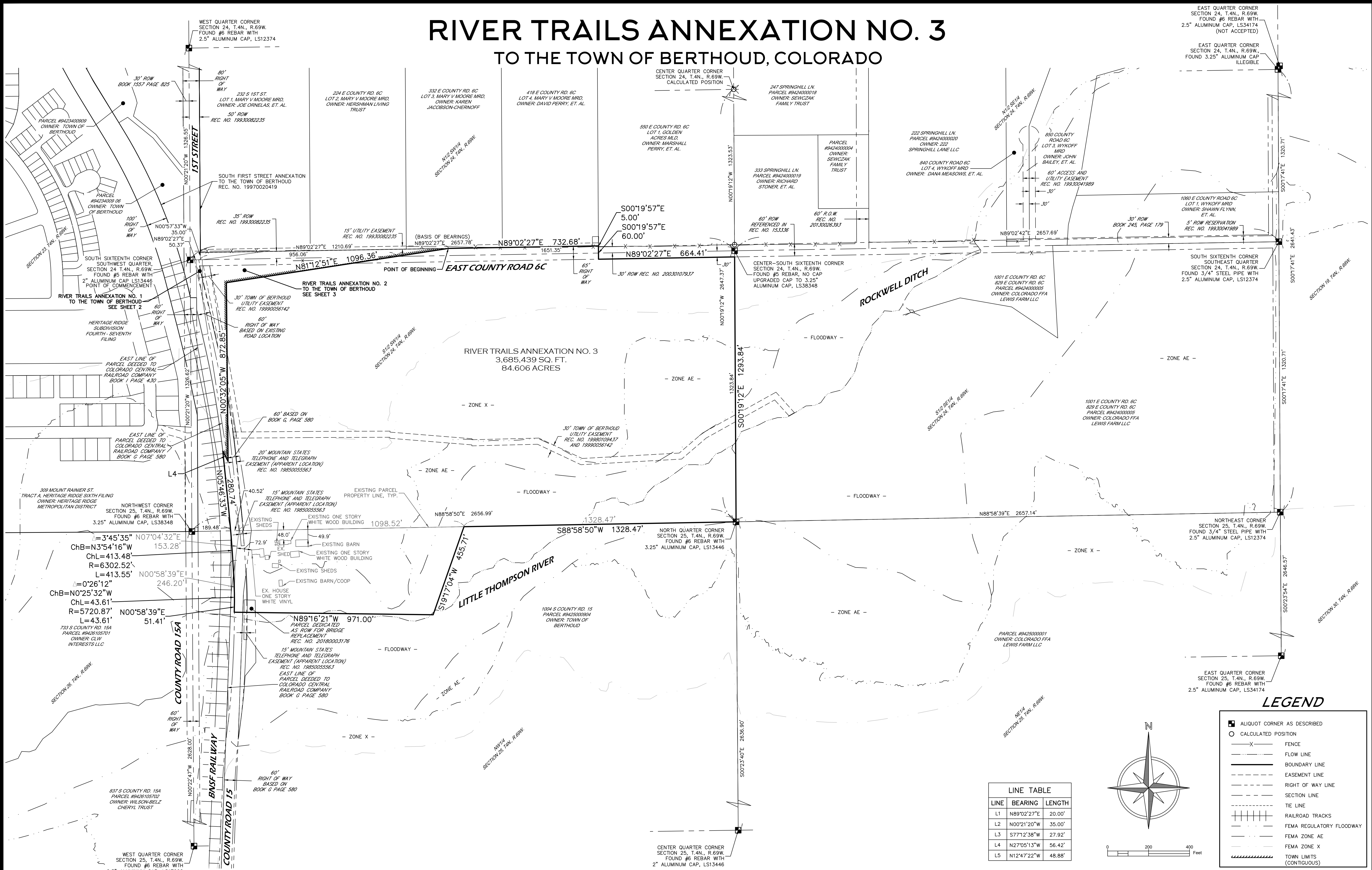


|                     |                              |                                 |          |
|---------------------|------------------------------|---------------------------------|----------|
| PROJECT NO: 2024093 | PROJECT NAME: RIVER TRAILS   | REVISIONS:                      | DATE:    |
| DATE: 07-10-2024    | CLIENT: HILLSIDE DEVELOPMENT | ADDRESSED REDLINES -AU          | 8-28-24  |
| DRAWN BY: AU        | FILE NAME: 2024093ANNEX      | REMOVED TOWN OF BERTHOUD PARCEL | 9-30-24  |
| CHECKED BY: SIP     | SCALE: 1\" = 100'            | ADDRESSED REDLINES -AU          | 10-01-24 |
|                     |                              | REVISED ANNEXATION BOUNDARY -AU | 10-22-24 |

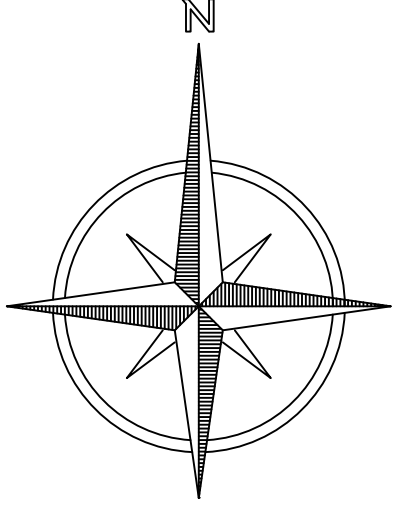


# RIVER TRAILS ANNEXATION NO. 3

## TO THE TOWN OF BERTHOUD, COLORADO



| LINE TABLE |             |        |
|------------|-------------|--------|
| LINE       | BEARING     | LENGTH |
| L1         | N89°02'27"E | 20.00' |
| L2         | N00°21'20"W | 35.00' |
| L3         | S77°12'38"W | 27.92' |
| L4         | N27°05'13"W | 56.42' |
| L5         | N12°47'22"W | 48.88' |



LEGEND

ALLOT CORNER AS DESCRIBED

CALCULATED POSITION

FENCE

FLOW LINE

BOUNDARY LINE

EASEMENT LINE

RIGHT OF WAY LINE

SECTION LINE

TIE LINE

RAILROAD TRACKS

FEMA REGULATORY FLOODWAY

FEMA ZONE AE

FEMA ZONE X

TOWN LIMITS (CONTIGUOUS)

PRELIMINARY

Steven Parks - On Behalf of Majestic Surveying, LLC  
Colorado Licensed Professional Land Surveyor #38348

NOTICE

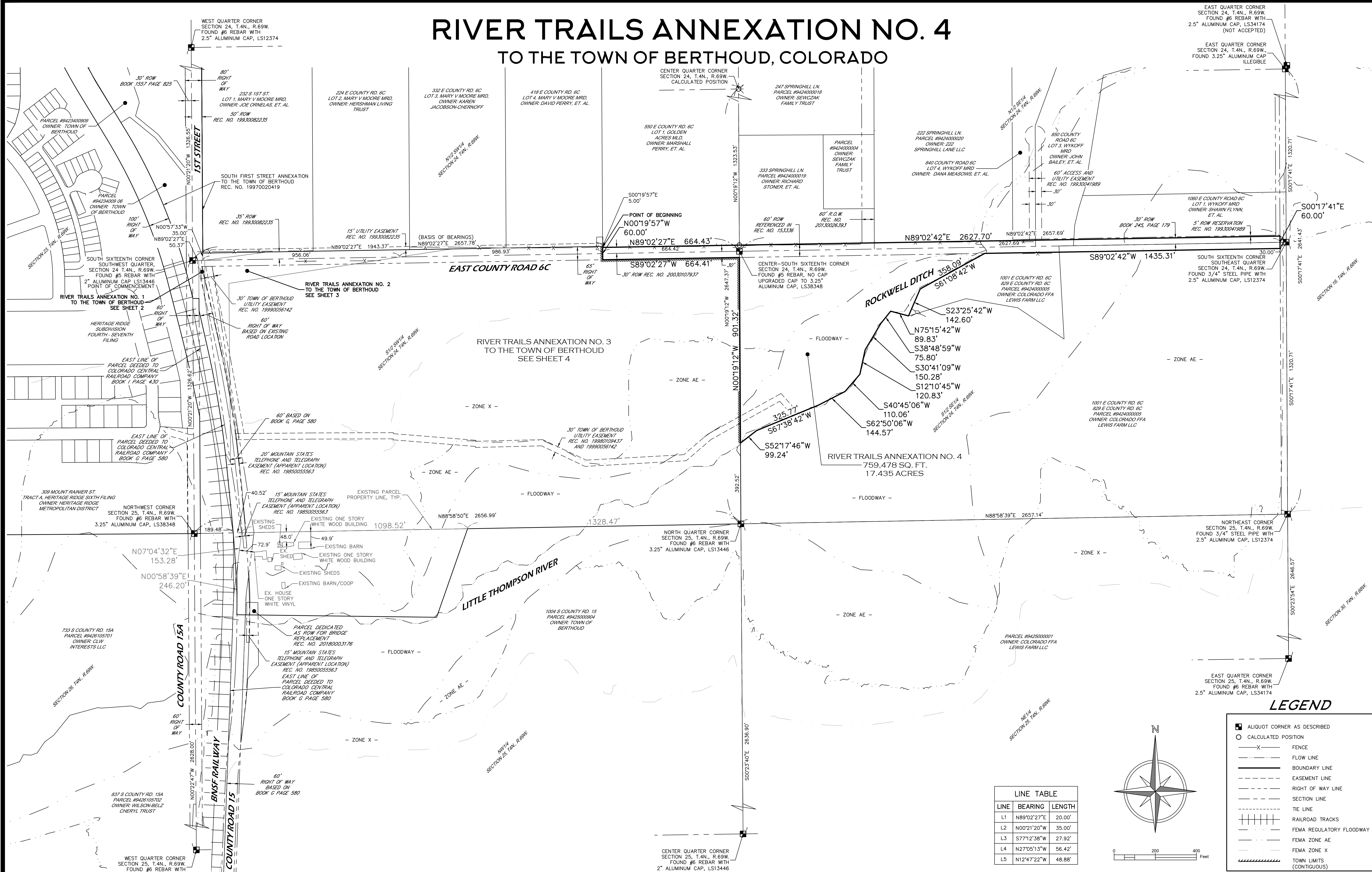
According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon. (13-80-105 C.R.S. 2012)

**MAJESTIC SURVEYING**  
MAJESTIC SURVEYING, LLC 1111 DIAMOND VALLEY DRIVE #104, WINDSOR, CO 80550

|                     |                              |                                 |          |
|---------------------|------------------------------|---------------------------------|----------|
| PROJECT NO: 2024093 | PROJECT NAME: RIVER TRAILS   | REVISIONS:                      | DATE:    |
| DATE: 07-10-2024    | CLIENT: HILLSIDE DEVELOPMENT | ADDRESSED REDLINES -AU          | 8-28-24  |
| DRAWN BY: AU        | FILE NAME: 2024093ANNEX      | REMOVED TOWN OF BERTHOUD PARCEL | 9-30-24  |
| CHECKED BY: SIP     | SCALE: 1" = 200'             | ADDRESSED REDLINES -AU          | 10-01-24 |
|                     |                              | REVISED ANNEXATION BOUNDARY -AU | 10-22-24 |
|                     |                              | REVISED ANNEXATIONS 3 & 4 -AU   | 1-24-25  |



# RIVER TRAILS ANNEXATION NO. 4 TO THE TOWN OF BERTHOUD, COLORADO



**PRELIMINARY**

Steven Parks - On Behalf of Majestic Surveying, LLC  
Colorado Licensed Professional Land Surveyor #38348

**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. (13-80-105 C.R.S. 2012)



MAJESTIC SURVEYING, LLC 1111 DIAMOND VALLEY DRIVE #104, WINDSOR, CO 80550

|                     |                              |                                 |          |
|---------------------|------------------------------|---------------------------------|----------|
| PROJECT NO: 2024093 | PROJECT NAME: RIVER TRAILS   | REVISIONS:                      | DATE:    |
| DATE: 07-10-2024    | CLIENT: HILLSIDE DEVELOPMENT | ADDRESSED REDLINES -AU          | 8-28-24  |
| DRAWN BY: AU        | FILE NAME: 2024093ANNEX      | REMOVED TOWN OF BERTHOUD PARCEL | 9-30-24  |
| CHECKED BY: SIP     | SCALE: 1" = 200'             | ADDRESSED REDLINES -AU          | 10-01-24 |
|                     |                              | REVISED ANNEXATION BOUNDARY -AU | 10-22-24 |
|                     |                              | REVISED ANNEXATIONS 3 & 4 -AU   | 1-24-25  |

**5**

SHEET 5 OF 5



## **River Trails Neighborhood Master Plan Narrative**

### **May 9, 2025**

#### General Description

The development proposed at River Trails includes single-family detached (front and rear loaded), duplex lots, single family attached (townhomes), parks and open space/trail connections. The site currently is located in Larimer County with RR2 -Rural Residential Zoning and an application for Suburban Residential (SR) and Agriculture (AG) zoning has been submitted along with this neighborhood master plan. The AG zoning is proposed for the existing homestead and the property located south of the Little Thompson River, which are not a part of the NMP boundary.

This site has historically been farmed. The Little Thompson River runs along the southern border of the site. The neighborhood master plan proposes development within the farmed areas while the riparian corridor is proposed to remain protected as no development is envisioned within the corridor.

The application reflects changes in density and buffering from the original 2024 submittal. These changes were made to more closely align with the Comprehensive Plan. Based on comments received by the Town Trustees' and surrounding property owners, the following changes were made:

- A reduction in the overall number of residential units (reduced by 72 lots).
- An increase in the buffer area along the river to be aligned with the Colorado Parks & Wildlife recommendation.
- Lot type along CR 6C was changed to the largest single family lot type.
- The number of lots along CR 6C by 30% (16 lots).
- Change in product type along CR 6C to have rear lots adjacent to C6. This increases the separation of homes from the neighbors to the north and will allow for more landscape screening.
- An increased landscape buffer along CR 6.
- An increase of 9.63 acres in open space (an additional 8.1%).
- 

#### Land Use Area

River Trails is approximately 93.56 acres. The project has proposed development that is consistent with the Land Use Map of the Comprehensive Plan 2021, which is designated as Suburban Residential (SR). The site is located south of E County Road 6C and east of S County Road 15.

### **Statement of Commercial Mineral Deposits**

There are no known commercial mineral deposits on this site. Mapping per the Colorado Geological Survey website has been included which defines areas of 'high potential, low potential or unknown/no potential' for mineral deposits. It appears that this property falls into both the 'high potential' and 'low potential' categories. Regardless of mineral deposit potential, the owners do not intend to explore or mine any possible minerals.

### **Compliance with Section 30-2-131**

Based on the size of the site and the number of proposed units, eight (8) subdivision identity points will be required. The specific subdivision identity elements to be provided, will be determined at the time of plat but a minimum of 8 element points will be provided.

The following is a list of elements that is being evaluated for this site, but is subject to change, so long as the required element points are achieved at the time of plat:

|                              |   |
|------------------------------|---|
| 1. POCKET PARK               | 1 |
| 2. TRAILS                    | 1 |
| 3. PLAYGROUND                | 1 |
| 4. BUFFER AREAS              | 1 |
| 5. EXISTING TREES            | 1 |
| 6. POLLINATOR GARDEN/PALETTE | 1 |
| 7. ALLEY LOADED STREETS      | 2 |
| 8. USABLE OPEN SPACE         | 1 |
| TOTAL                        | 9 |

### **Compliance with the Town Comprehensive Plan**

The proposed development utilized the Comprehensive Plan, the Trails Master Plan and the Open Space Master Plan as a guide in tandem with the Land Development Code when preparing the application materials. In addition, the application reflects changes by reducing density, increasing open space and increasing the buffer corridor, from the original 2024 submittal. These changes were made to more closely align with the Comprehensive Plan. The proposed development integrates the goals set out in the Town Comprehensive Plan in the following ways:

#### *Land Use and Growth Management*

(Goals/Objectives: 1.1.1, 1.1.2, 1.1.3, 1.6.1, 1.6.2)

The proposed development is designed to provide connections to the perimeter road network and pedestrian connections that will connect to development to the north, east and south. In

addition, the layout provides continuous, direct, convenient, and safe pedestrian pathways to proposed parks and open space areas. The site is well situated for housing per the Comprehensive Plan which designates this particular property for suburban residential development. In addition, the proposed plan is consistent with the Open Space Master Plan and the Trails Master Plan. The river corridor will act as a natural separator between the Little Thompson River and the proposed development. In addition, the development of this property will serve as a larger link to the river corridor for both the residents of this subdivision, as well as the larger community. The river corridor which runs throughout Berthoud will serve as a large scale habitat area, buffer area and trail area for the community.

### *Circulation and Transportation*

(Goals/Objectives: 2.2.1, 2.2.8, 2.2.11, 2.2.12)

This plan provides a safe and efficient transportation network that accommodates pedestrians, vehicles and bicycles. It is planned as a pedestrian oriented and walkable community with detached sidewalks, tree lawns, street trees and connections throughout the community, to adjacent neighborhoods. Several access points to the site are proposed from S County Road 15 and E County Road 6C.

### *Community Character and Urban Design*

(Goals/Objectives: 3.1.2, 3.1.3, 3.1.4)

This plan provides a community that promotes high quality development. This development is pedestrian oriented and walkable with detached sidewalks, tree lawns and street trees. Future residents of this community will be able to walk to adjacent subdivisions and parks. Site identity features could include a pocket park, trails, play equipment, protection of existing trees, the use of a pollinator garden plant palette, buffer areas and alley loaded streets. The majority of this property has historically been farmed. This property has the unique benefit of being located adjacent to the Little Thompson River which will allow for an open space corridor and trails near the natural feature. The proposed buffer along the river corridor will also serve to protect this natural feature and support the resiliency of the corridor. We will work with the Town during the platting process to coordinate educational opportunities and/or interpretive sign locations.

### *Public Infrastructure*

(Goals/Objectives: 1.8.1, 1.8.2, 4.2.5, 4.4.2, 4.6.1, 4.8.3 )

The proposed development is a logical extension of the Town of Berthoud public services without placing additional burdens on existing residents and businesses. There are nearby utilities and surrounding Berthoud streets. The design allows for phasing that is both responsible and flexible. Infrastructure will be provided so as to meet the requirements of the



Comprehensive Plan and/or the Land Use Code. Additional detailed design information will be provided with future platting. We will continue to work with the Town and the Fire Department to ensure adequate infrastructure and safety mechanisms (such as utility looping) are in place.

### **Rationale of How Neighborhood Master Plan Correlates to Proposed Zone District**

The proposed residential product types directly correlate to the proposed zone district (SR). Single-family detached (front and rear loaded), townhomes, and duplex lots are envisioned for this property. This proposal requires four (4) housing diversity types per the Land Use Code. The proposal meets this requirement as the following types are proposed front load single-family detached, alley load single-family detached, townhomes and duplex lots. These are all encouraged uses within the SR zone district. The mix of housing types will provide a range of housing types and prices points for the community.

### **Water Dedication**

Domestic water service for the project will be provided by the Town of Berthoud. On-site water mains will be looped through the development to provide domestic water service and fire flows. The water network will connect to the Town's system in two places: 1) West, across 1<sup>st</sup> Street/CR 15, connecting in the Heritage Ridge subdivision, and 2) Northeast of the site, connecting to a waterline in Springhill Lane that extends north. Currently, there is a Little Thompson Water District (LTWD) main that runs east/west located south of Nebraska Avenue in the Farmstead West subdivision; a branch off that main extends south within Springhill Lane for approximately 725-feet (where the 2<sup>nd</sup> connection point is). As part of this project, the branch line will be disconnected from the LTWD main and extended north where it will be connected to the 12" water main within Nebraska Avenue.

### **Stormwater**

Sanitary sewer service for the project will be provided from the Town of Berthoud. The sewer service will be connected via gravity flow to the 24" sewer main that runs on the south side of the project site conveying flows east to the wastewater treatment plant.



# RIVER TRAILS | JANUARY 2025

## LEGAL DESCRIPTION

A PARCEL OF LAND SITUATE IN THE SOUTH HALF (S1/2) OF SECTION TWENTY-FOUR (24), TOWNSHIP FOUR NORTH (T.4N.), RANGE SIXTY-NINE WEST (R.69W.) OF THE SIXTH PRINCIPAL MERIDIAN (6TH P.M.), TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

## SUBDIVISION IDENTITY & RESIDENTIAL STANDARDS

RESIDENTIAL PRODUCT TYPES REQUIRED: 4

RESIDENTIAL PRODUCT TYPES PROVIDED: 4

SUBDIVISION IDENTITY ELEMENTS POINTS REQUIRED: 8

THE SUBDIVISION IDENTITY ELEMENTS TO BE PROVIDED WILL BE DETERMINED AT THE TIME OF PLAT. A MINIMUM OF 8 ELEMENT POINTS WILL BE PROVIDED. THE FOLLOWING IS A LIST OF ELEMENTS THAT IS BEING EVALUATED FOR THIS SITE, BUT IS SUBJECT TO CHANGE, SO LONG AS THE REQUIRED ELEMENT POINTS ARE ACHIEVED AT THE TIME OF PLAT:

|                         |   |
|-------------------------|---|
| 1. POCKET PARK          | 1 |
| 2. TRAILS               | 1 |
| 3. PLAYGROUND           | 1 |
| 4. BUFFER AREAS         | 1 |
| 5. POLLINATOR GARDENS   | 1 |
| 6. EXISTING TREES       | 1 |
| 7. ALLEY LOADED STREETS | 1 |
| 8. USEABLE OPEN SPACE   | 1 |

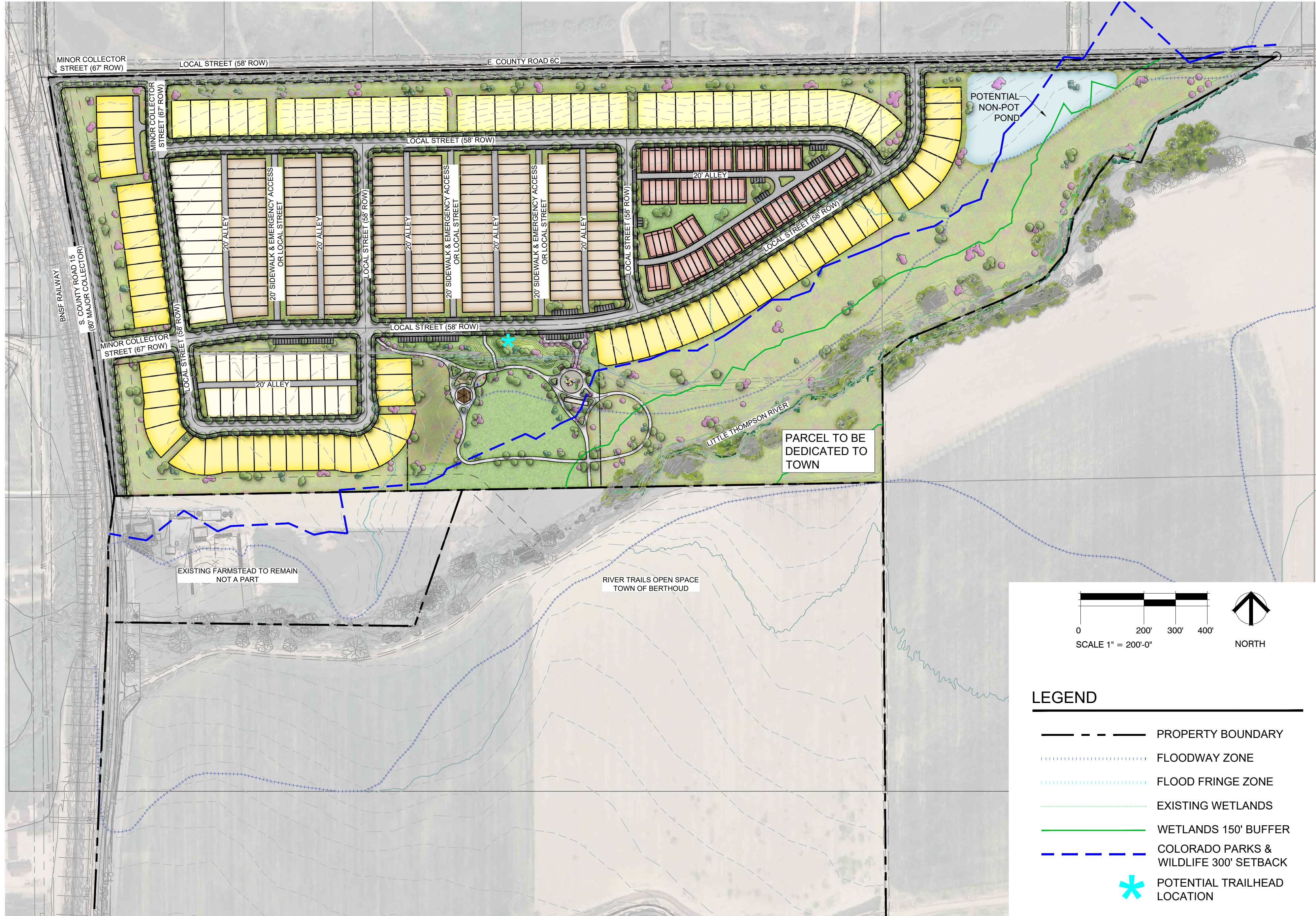
TOTAL : 8

## TRAFFIC INFORMATION

1. UNLESS OTHERWISE NOTED ON THE PLAN, ALL STREETS ARE LOCAL STREETS.

## NOTES:

1. PROPOSED LOT COUNT AND LOT SIZES ARE CONCEPTUAL AND MAY CHANGE AT TIME OF PLAT, DEPENDING ON MARKET CONDITIONS. HOWEVER, FUTURE LOT SIZES WILL ADHERE TO THE MINIMUM LOT SIZE REQUIREMENTS AND THE APPLICABLE LOT TYPE, PER TOWN OF BERTHOUD CODE.
2. DENSITY MAY SHIFT BETWEEN DEVELOPMENT AREAS SO LONG AS THE OVERALL DENSITY, AS DEPICTED IN THIS NEIGHBORHOOD MASTER PLAN, IS NOT EXCEEDED. DENSITY WITHIN A DEVELOPMENT AREA MAY NOT EXCEED THE MAXIMUM PERMITTED PER THE UNDERLYING ZONE DISTRICT. DENSITY SHIFTS MUST ADHERE TO THE NEIGHBORHOOD MASTER PLAN REQUIREMENTS PER SECTION 30-6-106-C.5 OF THE BERTHOUD MUNICIPAL CODE.
3. RESIDENTIAL PRODUCT TYPES DEPICTED ARE CONCEPTUAL AND MAY BE ADJUSTED AT PLATTING. PER THE MUNICIPAL CODE, A MINIMUM OF FOUR (4) PRODUCT TYPES WILL BE INCLUDED IN THE SUBDIVISION. RESIDENTIAL PRODUCT TYPES COULD INCLUDE BUT ARE NOT LIMITED TO: SINGLE FAMILY DETACHED, TOWNHOMES, DUPLEXES, AND OR OTHER RESIDNETIAL PRODUCT TYPES AS SPECIFIED IN THE MUNICIPAL CODE, PER ZONE DISTRICT SR
4. THE NEIGHBORHOOD MASTER PLAN IS BINDING ON A DEVELOPMENT, AND ALL FUTURE PLATTING/ZONING ACTIONS MUST FOLLOW THE APPROVED PLAN AS PRESENTED AND APPROVED BY THE TOWN BOARD OF TRUSTEES. SHOULD THIS NEIGHBORHOOD MASTER PLAN BE ALTERED POST-APPROVAL, A FORMAL AMENDMENT OF THE PLAN MAY BE REQUIRED.
5. LOCATION OF THE REGIONAL AND NEIGHBORHOOD TRAILS ALONG THE LITTLE THOMPSON RIVER TO BE DETERMINED AT PRELIMINARY PLAT IN CONJUNCTION WITH THE TOWN OF BERTHOUD, ALONG WITH COLORADO PARKS AND WILDLIFE.



APPROVAL CERTIFICATES:

Approved by the Town of Berthoud, Colorado this \_\_\_\_\_ day of \_\_\_\_\_, 202\_\_.

Mayor \_\_\_\_\_

The foregoing map is approved for filing and accepted by the Town of Berthoud, Colorado this \_\_\_\_\_ day of \_\_\_\_\_, 202\_\_.

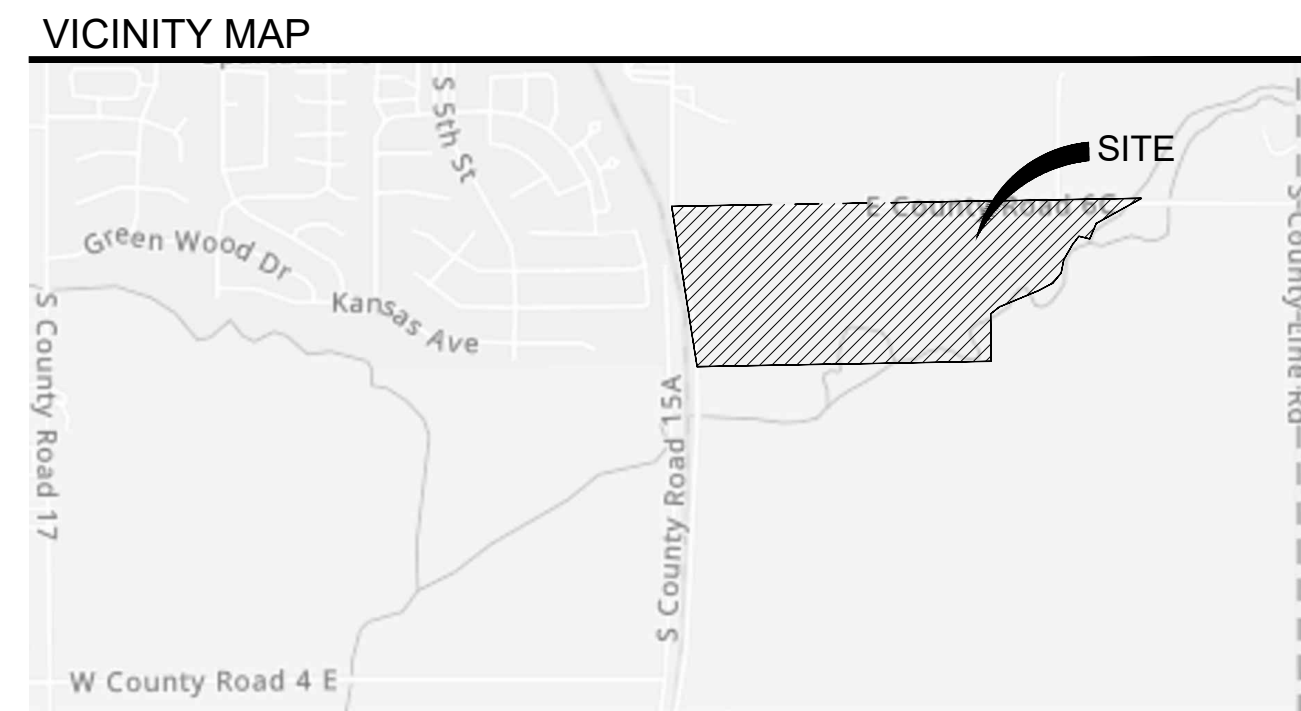
ATTEST: \_\_\_\_\_

Town Clerk

APPROVAL CERTIFICATES:

Approved by the Planning Commission of the Town of Berthoud, Colorado this \_\_\_\_\_ day of \_\_\_\_\_, 202\_\_.

Chairman \_\_\_\_\_



| LAND USE SUMMARY                      |            |  |
|---------------------------------------|------------|--|
| SFD - FRONT LOADED (60' X 115') ..... | 36         |  |
| SFD - FRONT LOADED (50' X 115') ..... | 62         |  |
| SFD - REAR LOADED (40' X 90') .....   | 34         |  |
| DUPLEXES (31' X 90') .....            | 140        |  |
| TOWNHOMES .....                       | 72         |  |
| TOTAL .....                           | 344 LOTS   |  |
|                                       | 3.68 DU/AC |  |

| LAND USE STATISTICS                   |  |              |
|---------------------------------------|--|--------------|
| TOTAL ACREAGE =                       |  | ~93.56 ACRES |
| SFD - FRONT LOADED (60'x115') =       |  | ~5.71 ACRES  |
| SFD - FRONT LOADED (50'x115') =       |  | ~8.21 ACRES  |
| SFD - REAR LOADED ACREAGE (40'x90') = |  | ~2.81 ACRES  |
| DUPLEXES ACREAGE (31'x90') =          |  | ~8.97 ACRES  |
| TOWNHOMES ACREAGE (40'x90') =         |  | ~5.95 ACRES  |
| OPEN SPACE ACREAGE =                  |  | ~33.23 ACRES |
| % OF SITE AS OPEN SPACE =             |  | 35.5%        |
| DETENTION ACREAGE =                   |  | ~3.85 ACRES  |
| % OF SITE AS DETENTION =              |  | 4.1%         |
| PARK ACREAGE =                        |  | ~7.25 ACRES  |
| % OF SITE AS OPEN SPACE =             |  | 7.7%         |
| ROW ACREAGE =                         |  | ~16 ACRES    |
| % OF SITE AS DRIVE =                  |  | 17.2%        |
| DRIVE ACREAGE =                       |  | ~1.58 ACRES  |
| % OF SITE AS DRIVE =                  |  | 2.7%         |

| SHEET INDEX                                  |  |
|----------------------------------------------|--|
| SHEET 1 - NEIGHBORHOOD MASTER PLAN           |  |
| SHEET 2 - OPEN SPACE AND CIRCULATION EXHIBIT |  |
| SHEET 3 - PARK EXHIBIT                       |  |

# NEIGHBORHOOD MASTER PLAN



RIVER TRAILS | JANUARY 2025

### ESTIMATED PARK SPACE REQUIRED

NOTE: FINAL PARK SPACE REQUIREMENT WILL BE BASED ON ACTUAL FINAL UNIT COUNT. TO BE DETERMINED WITH FINAL PLATS.

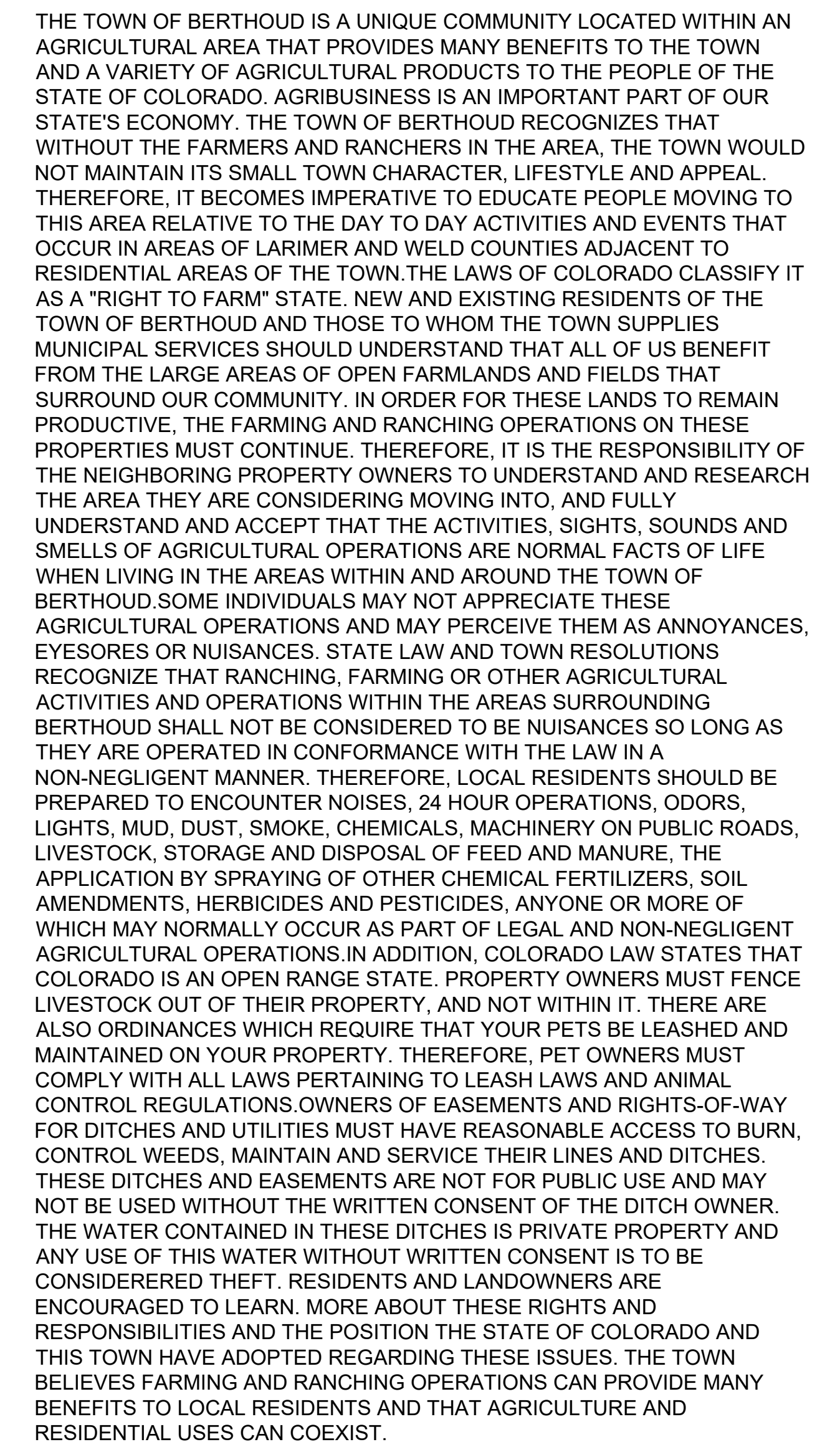
— · · — PROPERTY BOUNDARY

- |                             |           |        |
|-----------------------------|-----------|--------|
| TOTAL OPEN SPACE REQUIRED = | 9.36 AC   | 10.00% |
| TOTAL OPEN SPACE PROVIDED = | 33.23 AC  | 35.51% |
| TOTAL SITE ACREAGE =        | 93.561 AC |        |

THE OPEN SPACE ELEMENTS TO BE PROVIDED WILL BE DETERMINED AT THE TIME OF PLAT. A MINIMUM OF 3 ELEMENT POINTS WILL BE PROVIDED. THE FOLLOWING IS A LIST OF ELEMENTS THAT IS BEING EVALUATED FOR THIS SITE, BUT IS SUBJECT TO CHANGE, SO LONG AS THE REQUIRED ELEMENT POINTS ARE ACHIEVED AT THE TIME OF PLAT:

TOTAL : 3

|                 |             |
|-----------------|-------------|
| PARK SPACE      | 7.25 ACRES  |
| OPEN SPACE      | 33.23 ACRES |
| DETENTION SPACE | 3.85 ACRES  |
| <hr/>           |             |
| TOTAL           | 44.33 ACRES |



OPEN SPACE & CIRCULATION EXHIBIT



# RIVER TRAILS | JANUARY 2025

NEIGHBORHOOD PARK



NEIGHBORHOOD PARK ELEMENTS

|                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ALL OF LIST A*: <ul style="list-style-type: none"><li>• ELECTRICITY</li><li>• IRRIGATION</li><li>• SECURITY LIGHTING</li><li>• TRASH RECEPTACLES (2/AC)</li><li>• WATER SERVICE</li><li>• BIKE RACKS</li><li>• LANDSCAPING</li></ul> | 5 OF LIST B*: <ul style="list-style-type: none"><li>• GROUP PICNIC SHELTER (MIN SIZE 500 SF AND THREE TABLES)</li><li>• PICNIC SHELTERS WITH PICNIC TABLES (2)</li><li>• LOOP WALK (MIN. 2,000 LF)</li><li>• TURF - APPROX. 80,062 S.F.</li><li>• NATURAL AREA - APPROX. 144,327 S.F.</li></ul> | 3 OF LIST C*: <ul style="list-style-type: none"><li>• 1 HIGH:<ul style="list-style-type: none"><li>• TRAIL HEAD WITH A MIN. OF SEVEN PARKING SPACES</li></ul></li><li>• 2 LOW:<ul style="list-style-type: none"><li>• CONCRETE CORN HOLE</li><li>• CONCRETE CHESS / CHECKER TABLES</li></ul></li></ul> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

\* FINAL PARK COMPONENTS TO BE DETERMINED AT PLAT.

NEIGHBORHOOD KEY MAP



POCKET PARK

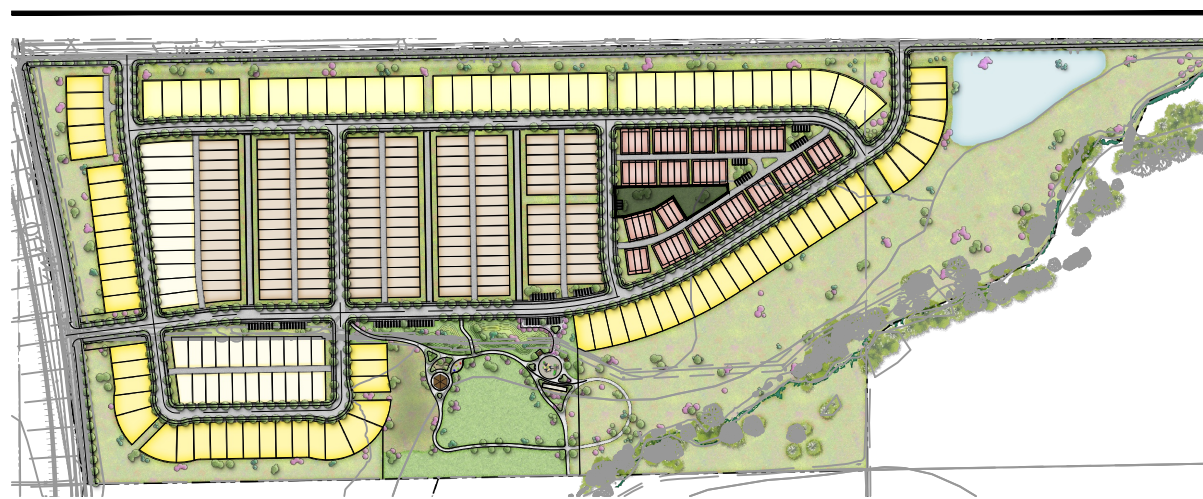


POCKET PARK ELEMENTS

|                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ALL OF LIST A*: <ul style="list-style-type: none"><li>• ELECTRICITY</li><li>• IRRIGATION</li><li>• SECURITY LIGHTING</li><li>• TRASH RECEPTACLES (2/AC)</li><li>• WATER SERVICE</li><li>• BIKE RACKS</li><li>• LANDSCAPING</li></ul> | 5 OF LIST B*: <ul style="list-style-type: none"><li>• GROUP PICNIC SHELTER (MIN SIZE 500 SF AND THREE TABLES)</li><li>• PICNIC SHELTERS WITH PICNIC TABLES (2)</li><li>• LOOP WALK (MIN. 2,000 LF)</li><li>• TURF</li><li>• NATURAL AREA</li></ul> | 3 OF LIST C*: <ul style="list-style-type: none"><li>• 1 HIGH:<ul style="list-style-type: none"><li>• TBD</li></ul></li><li>• 2 LOW:<ul style="list-style-type: none"><li>• TBD</li><li>• TBD</li></ul></li></ul> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

\* FINAL PARK COMPONENTS TO BE DETERMINED AT PLAT.

POCKET PARK KEY MAP



# PARKS EXHIBIT



# River Trails Transportation Impact Study Town of Berthoud

**March 17, 2025**

January 20, 2025

September 12, 2024

July 22, 2024

Prepared for:  
River Trails LLC

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# 1 INTRODUCTION

This report documents the results of a study to evaluate the potential traffic impacts of the proposed River Trails Neighborhood Master Plan (NMP) in the Town of Berthoud. Rollins Consult LLC conducted the study as required for the project's development application. This study will focus on long range transportation conditions. As each phase of the proposed project is submitted, a transportation study will be performed.

## PROJECT DESCRIPTION

The proposed River Trails project is located to the southeast of downtown Berthoud. The project site is located to the south of CR 6C and east of 1<sup>st</sup> Street/CR 15. Figure 1 illustrates the project location and the study area. The site is currently undeveloped.

A project site is depicted on Figure 2. The site will be developed with 132 single family homes, 140 duplex dwelling units, and 72 multi-family dwelling units. As shown in the figure, access to CR 6C is planned at two locations and access to CR 15 at one location. There will be internal pedestrian and bike trails within the site.

**RIVER TRAILS | TRANSPORTATION IMPACT STUDY**  
**Town of Berthoud**

**Figure 1 – Project Location**

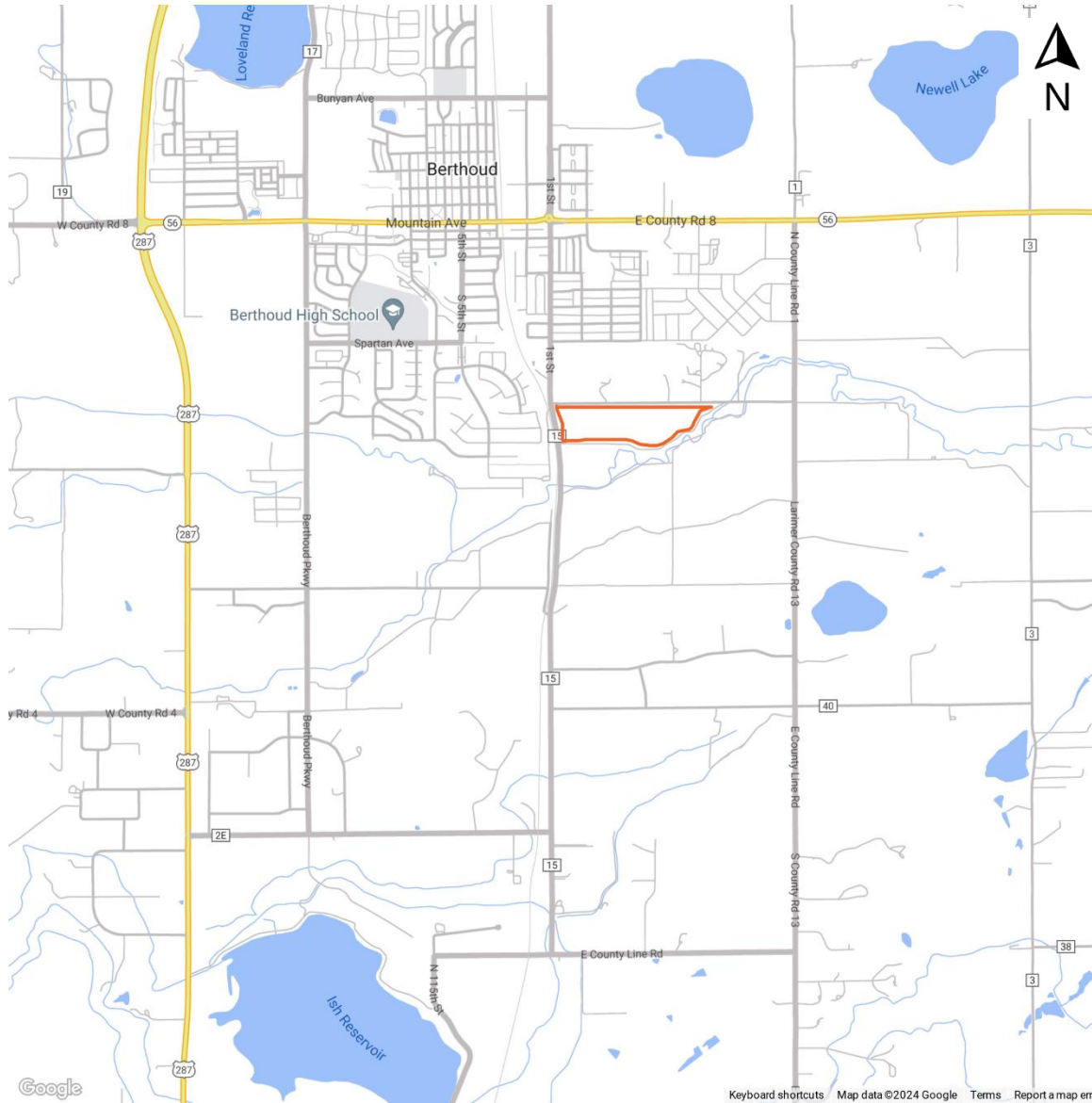


Figure 2 – Site Plan



## STUDY SCOPE

The scope of work for this study was developed in conjunction with the Town of Berthoud's traffic engineering consultant. The base assumptions, technical methodologies, and geographic coverage of the study were all identified as part of the study approach. The study analyzes the potential project-generated traffic impacts on the adjacent street system.

The study evaluates the transportation system after the completion of the proposed River Trails development for the year 2042. The following transportation scenarios were analyzed for the AM and PM peak hours:

- **Existing Conditions** – The analysis of existing traffic conditions provides a basis for the remainder of the study. The existing transportation system is described. Peak hour intersection operations are evaluated.
- **Project Travel Demand** – The traffic generated by the Project will be estimated, distributed, and assigned to the transportation network. This analysis will be performed under two transportation scenarios, CR 6C connecting to CR 13 and CR 6C restricted such that access would only be to CR 15 for traffic to the west of the existing bridge over the Little Thompson River.
- **2042 Background Conditions** – Future traffic conditions are projected without the proposed Project for the buildout year 2042. The background traffic will include overall growth in traffic within the area and traffic from proposed development projects near the site.
- **Total Future Conditions** – The traffic associated with the Project will be added to the Background traffic. The intersection operations will be determined.
- **Auxiliary Lanes** – The need for left-turn and right-turn lanes at the project access points will be evaluated.

The study examined 7 existing intersections, three planned project access streets, and two future intersections along Spartan Avenue. The existing study intersections are depicted on Figure 3. These were identified by the Town for inclusion in the study. The study intersections are listed below.

1. 1<sup>st</sup> Street at Mountain Avenue
2. CR 15 at CR 6C
3. CR 15 at CR 15A
4. CR 15 at CR 2E
5. CR 13 at CR 6C
6. US 287 at CR 4E
7. US 287 at CR 2E
8. 1<sup>st</sup> Street at Spartan Avenue (future)
9. US 287 at Spartan Avenue (future)
10. West Access at CR 6E
11. East Access at CR 6E
12. CR 15 at South Access

Figure 3 – Study Intersections





## 2 EXISTING CONDITIONS

The transportation system has numerous elements that are described in this chapter. The roadway network is described, and traffic volume information is presented for the study intersections.

### ADJACENT LANDUSE

The Project site is located east of 1<sup>st</sup> Street and south of CR 6E. North of the site is rural residential, east and south are a farmstead and agricultural land, and west are the Heritage Ridge residences. The Burlington Northern Railroad is located on the west side of CR 15.

### TRANSPORTATION NETWORK

The primary roadways that serve the Project site are described below. Roadway designations were provided in the Town of Berthoud *Transportation Plan Map*, 2021.

#### Roadway Network

**1<sup>st</sup> Street/CR 15** is a north-south major collector. This two-lane road has some sidewalks on the east side between Mountain Avenue and Nebraska Avenue. There are no bike lanes on 1<sup>st</sup> Street. Most of 1<sup>st</sup> Street has no shoulders. There is parking on both side of 1<sup>st</sup> Street between Mountain and Nebraska avenues. The speed limit is 25 mph south of Mountain Avenue, 35 mph south of Nebraska Avenue, and 50 mph adjacent to the project site.

**US 287** is a north-south state highway that connects cities within northern Colorado from Fort Collins south to Longmont. US 287 is a four-lane highway with paved shoulders and room for a center left-turn lane. The speed limit in the study area is 65 mph. In the study area, US 287 is categorized at a R-A, Regional Highway.

**CR 13** is a two-lane north south road. It is classified as a two-lane arterial street. The speed limit is posted at 45 mph. There is no shoulder along CR 13.

**Mountain Avenue** is a two-lane east-west roadway that runs through downtown Berthoud. This road is also SH 56. It is classified as a two-lane Arterial by the Town and a NR-B, Non-Rural Arterial by CDOT. Between CR 13 and 1<sup>st</sup> Street, there are paved shoulders and some sidewalks on the north side near 1<sup>st</sup> Street. The speed limit is 50 mph near CR 13, reduced to 40 mph and then 25 mph east of 1<sup>st</sup> Street. West of 1<sup>st</sup> Street there are sidewalks and parking on both sides of Mountain Avenue

**Nebraska Avenue** is an existing east-west two-lane road. The speed limit is posted at 25 mph. There are sidewalks and parking on the north side of the street. The Town's Transportation Plan will have Nebraska Avenue connecting to Spartan Avenue. Nebraska Avenue will be a minor collector street. West of 1<sup>st</sup> Street, Spartan Avenue will be a major collector street that connects to US 287.

**CR 6C** is an east-west two-lane unpaved road. The speed limit is posted at 40 mph. It is classified as a local street.

**CR 15A** is a two-lane road which is the extension of CR 4E to the east with a connection to CR 15. This is an unpaved road that becomes paved near the intersection with CR 15.

**CR 4E** is a two-lane east-west road. East of Berthoud Parkway it is an unpaved road. West of Berthoud Parkway, CR 4E is paved with no shoulders or sidewalks. The speed limit is posted at 45 mph. The Transportation Plan has identified this road as a Major Collector.

**CR 2E** is an east-west two-lane local street. There are narrow shoulders and no sidewalks. The speed limit is posted at 45 mph.

## **Pedestrian, Bicycle, and Transit Network**

The location of pedestrian and bicycle lanes adjacent to the roads is described above. As areas develop they will include bike lanes and sidewalks within their public rights-of-way. Berthoud has identified several pedestrian/bike trails near the project site. These are identified in the Town's *Berthoud Unified Trail Master Plan*, June 2018.

- The BNSF Fort Collins/Berthoud Trail which will be located adjacent to the Burlington Northern Railroad. Adjacent to the project site this is located to the west of 1<sup>st</sup> Street.
- The Little Thompson River Trail located to the south of the project site. This east-west trail connects east past I-25 and west towards Longmont.
- West of the project site, the Town of Berthoud Regional 10' Concrete Trail. This trail connects to the north through the Heritage Ridge development, by both Berthoud High School and Ivy Stockwell Elementary School, and to Downtown Berthoud.

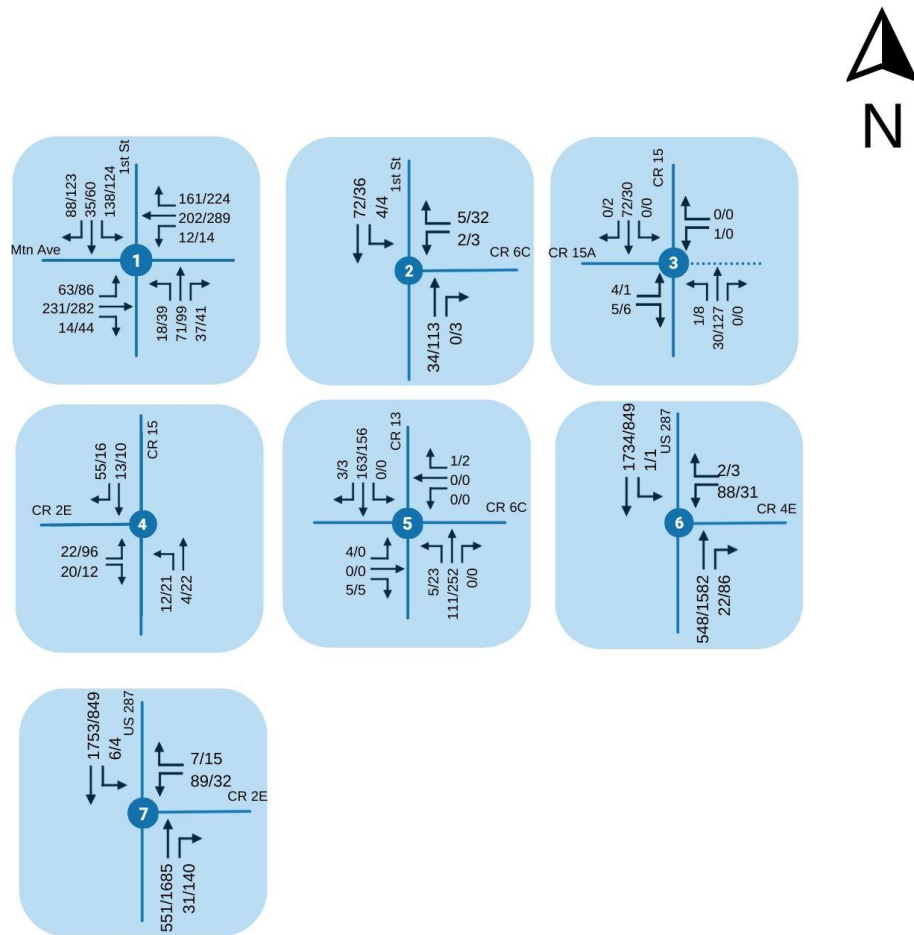
Berthoud is served by Transfort's Flex service. This is a regional bus that serves the communities of Fort Collins, Loveland, Berthoud, Longmont, and Boulder. There are stops on Mountain Avenue at 2<sup>nd</sup> and 3<sup>rd</sup> Streets. Berthoud also operates the Berthoud Area Transportation Service (BATS). It offers door-to-door service within Berthoud and offers service to Loveland and Longmont.

## **EXISTING TRAFFIC CONDITIONS**

Existing intersection operations were evaluated for both the morning and evening peak hours. Intersection count data was collected in May 2024 while school was in session. These counts were performed at the seven existing study intersections.

Appendix A includes the intersection turning movement count data. The counts were compared to peak hour counts conducted when school was in session and the volumes were modified upward to reflect school time conditions. The resulting peak hour turning movement is provided on Figure 4. The current lane configurations of the study intersections are shown on Figure 5.

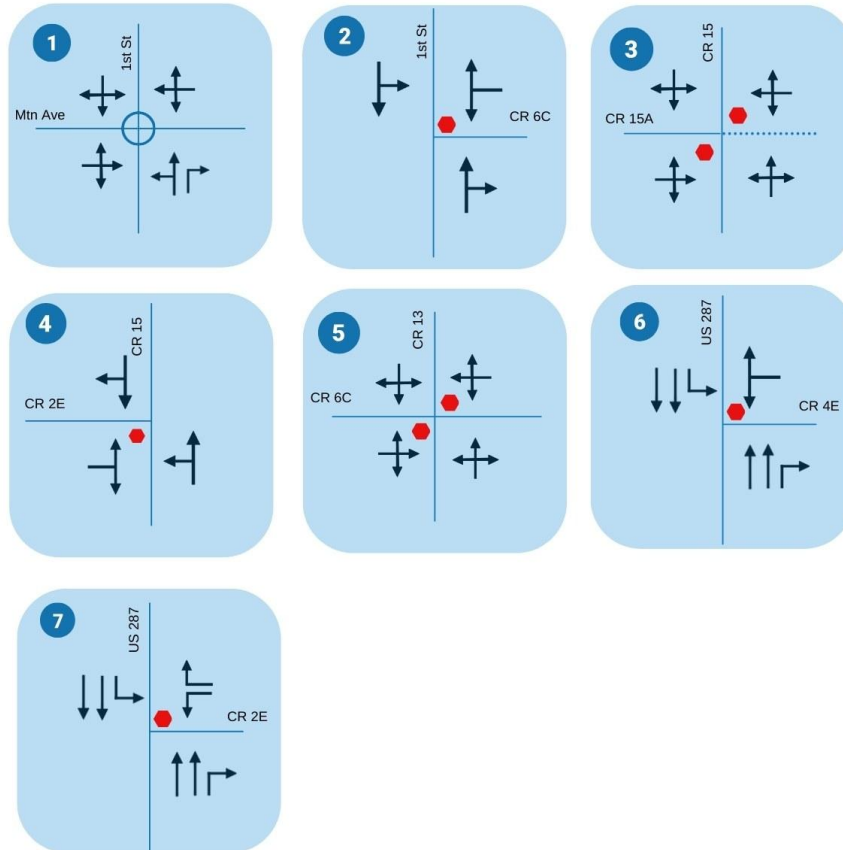
Figure 4 – Existing Peak Hour Traffic Volumes



AM/PM Peak Hour Turning Movements

# = Study Intersection

Figure 5 – Existing Lane Configurations



← = Lane Configuration  
● = Stop Sign  
○ = Roundabout

## Intersection Level of Service Analysis Methodologies

Transportation professionals evaluate intersections to determine how they are currently operating and will operate in the future. The methods employed can be found in the Transportation Research Board's, 6<sup>th</sup> Edition, 2016 *Highway Capacity Manual* (HCM). Level of service (LOS) is based on a "graded" system from LOS A, with very little to no delays to LOS F which represents excessive delays and congestion. Table 1 provides the thresholds for acceptable levels of service. The table is from the *Larimer County Urban Area Street Standards* (LCUASS), August 1, 2021.

**Table 1**  
**Intersection Level of Service Thresholds**

| Intersection Component                                                                                                                                                                                                                                                                                                                                                | Major Intersection <sup>1</sup> | Minor Intersection <sup>2</sup> | Driveway |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|---------------------------------|----------|
| Overall (City Limits)                                                                                                                                                                                                                                                                                                                                                 | LOS C                           | LOS C                           | No Limit |
| Overall (GMAs)                                                                                                                                                                                                                                                                                                                                                        | LOS D                           | LOS D                           | No Limit |
| Any Leg                                                                                                                                                                                                                                                                                                                                                               | LOS D                           | LOS E                           | No Limit |
| Any Movement                                                                                                                                                                                                                                                                                                                                                          | LOS E                           | LOS F                           | No Limit |
| <sup>1</sup> Includes all signalized and unsignalized arterial/arterial and arterial/ major collector intersections.<br><sup>2</sup> Includes all unsignalized intersections (except major intersections) and high volume driveways<br><sup>3</sup> There are no LOS standards for I-25 Interchanges.<br><sup>4</sup> On State Highways, overall LOS D is acceptable. |                                 |                                 |          |

### Signalized Intersection

Peak hour levels of motor vehicle delay at signalized intersections were estimated using methods provided in the HCM. This operations analysis method uses various intersection characteristics (such as traffic volumes, lane geometry, and signal phasing) to estimate the average control delay experienced by motorists traveling through an intersection. Table 2 summarizes the relationship between the average control delay per vehicle and LOS for signalized intersections.



**Table 2**  
**Signalized Intersection Level of Service Definitions**

| Level of Service | Average Control Delay Per Vehicle (Seconds) | Description                                                                                                                                                                                                                                                                                                                                                    |
|------------------|---------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A                | $\leq 10.0$                                 | Free Flow or Insignificant Delays: Operations with very low delay, when signal progression is extremely favorable and most vehicles arrive during the green light phase. Most vehicles do not stop at all.                                                                                                                                                     |
| B                | $> 10.0$ and $\leq 20.0$                    | Stable Operation or Minimal Delays: Generally, occurs with good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average delay. An occasional approach phase is fully utilized.                                                                                                                     |
| C                | $> 20.0$ and $\leq 35.0$                    | Stable Operation or Acceptable Delays: Higher delays resulting from fair signal progression and/or longer cycle lengths. Drivers begin having to wait through more than one red light. Most drivers feel somewhat restricted.                                                                                                                                  |
| D                | $> 35.0$ and $\leq 55.0$                    | Approaching Unstable or Tolerable Delays: Influence of congestion becomes more noticeable. Longer delays result from unfavorable signal progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop. Drivers may have to wait through more than one red light. Queues may develop, but dissipate rapidly, without excessive delays. |
| E                | $> 55.0$ and $\leq 80.0$                    | Unstable Operation or Significant Delays: Considered to be the limit of acceptable delay. High delays indicate poor signal progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.              |
| F                | $> 80.0$                                    | Forced Flow or Excessive Delays: Occurs with oversaturation when flows exceed the intersection capacity. Represents jammed conditions. Many cycle failures. Queues may block upstream intersections.                                                                                                                                                           |

Source: Transportation Research Board, Highway Capacity Manual, 2016.

### Unsignalized Intersection

Peak hour levels of motor vehicle delay at unsignalized intersections were estimated using the method from Chapter 17 of the 2016 *Highway Capacity Manual*. The delays for the entire intersection and the movement and/or approach are determined. Table 3 summarizes the relationship between the average control delay per vehicle and LOS for unsignalized intersections.

**Table 3**  
**Unsignalized Intersection Level of Service Definitions**

| Level of Service | Average Control Delay Per Vehicle (Seconds) | Description                                                                                                 |
|------------------|---------------------------------------------|-------------------------------------------------------------------------------------------------------------|
| A                | $\leq 10.0$                                 | No delay for stop-controlled approaches.                                                                    |
| B                | 10.0 and $\leq 15.0$                        | Operations with minor delay.                                                                                |
| C                | $> 15.0$ and $\leq 25.0$                    | Operations with moderate delays.                                                                            |
| D                | $> 25.0$ and $\leq 35.0$                    | Operations with increasingly unacceptable delays.                                                           |
| E                | $> 35.0$ and $\leq 50.0$                    | Operations with high delays, and long queues.                                                               |
| F                | $> 50.0$                                    | Operations with extreme congestion, and with very high delays and long queues unacceptable to most drivers. |

Source: Transportation Research Board, Highway Capacity Manual, 2016

## Existing Intersection Conditions

Using the HCM methodology, the weekday AM, and PM peak hour intersection operations were determined. The results are provided in Table 4. The Town's LOS thresholds, provided in Table 1, were utilized to evaluate existing operations. As indicated in Table 4, the study intersections are currently operating at acceptable levels of service. The detailed analysis worksheets are provided in Appendix B. It should be noted that at US 287/CR 4E and US 287/CR 2E the westbound direction operates at LOS F, this is a minor intersection, and a LOS F is considered acceptable.

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**Table 4**  
**Existing Weekday Peak-Hour Intersection Level of Service**

| # | Intersection                                     | Overall Movement | Level of Service |            |
|---|--------------------------------------------------|------------------|------------------|------------|
|   |                                                  |                  | AM Peak Hr       | PM Peak Hr |
| 1 | 1 <sup>st</sup> Street & Mountain Ave Roundabout | Overall          | A                | A          |
|   |                                                  | EB Approach      | A                | A          |
|   |                                                  | WB Approach      | A                | A          |
|   |                                                  | NB Approach      | A                | A          |
|   |                                                  | SB Approach      | A                | A          |
| 2 | 1 <sup>st</sup> Street & CR 6C T-Stop            | Overall          | A                | A          |
|   |                                                  | WB Approach      | A                | A          |
|   |                                                  | SB RT            | A                | A          |
| 3 | CR 15 & CR 15A Two-Way Stop                      | Overall          | A                | A          |
|   |                                                  | NB LT            | A                | A          |
|   |                                                  | EB Approach      | A                | A          |
|   |                                                  | WB Driveway      | A                | A          |
|   |                                                  | SB LT            | A                | A          |
| 4 | CR 15 & CR 2E T-Stop                             | Overall          | A                | A          |
|   |                                                  | NB LT            | A                | A          |
|   |                                                  | EB Approach      | A                | A          |
| 5 | CR 13 & CR 6C Two-Way Stop                       | Overall          | A                |            |
|   |                                                  | NB LT            | A                | A          |
|   |                                                  | EB Approach      | B                | A          |
|   |                                                  | WB Approach      | A                | A          |
|   |                                                  | SB LT            | A                | A          |
| 6 | US 287 & CR 4E T-Stop                            | Overall          | A                | A          |
|   |                                                  | WB LT            | F                | F          |
|   |                                                  | WB RT            | B                | C          |
|   |                                                  | SB LT            | A                | C          |
| 7 | US 287 & CR 2E T-Stop                            | Overall          | A                | A          |
|   |                                                  | WB LT            | F                | F          |
|   |                                                  | WB RT            | B                | C          |
|   |                                                  | SB LT            | A                | C          |

1. LOS calculations performed using Synchro which is based on the Transportation Research Board HCM 2016.
2. LOS is reported for both overall intersection and each constrained STOP-controlled movement or approach.

### 3 PROJECT TRAVEL DEMAND

This chapter provides an overview of the project and a description of the travel demand methodology to estimate vehicle trip generation, distribution, and assignment of project-generated traffic along area roadways and intersections.

#### PROJECT CHARACTERISTICS

The proposed River Trails project will include various residential uses. The project site plan is depicted on Figure 2. As shown on the figure, vehicular access to the project will be from locations along CR 6C and CR 15.

#### PROJECT TRIP GENERATION

The trip generation characteristics of the project were estimated using data from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition. Table 5 provides the trip generation estimated for the River Trails project and the trip generation rates that were used. As indicated in the table, the full buildout of the project will result in an estimated net of 2,856 daily, 208 morning, and 261 evening peak hour trips.

**Table 5**  
**Estimated Trip Generation**

| ITE Land Use Code               |               | Project        | Project Trip Generation |    |     |       |     |     |       |
|---------------------------------|---------------|----------------|-------------------------|----|-----|-------|-----|-----|-------|
| Land Use                        | Land Use Code | Dwelling Units | Daily                   | AM |     |       | PM  |     |       |
|                                 |               |                |                         | IN | Out | Total | IN  | Out | Total |
| Single-Family Detached          | 210           | 132            | 1303                    | 24 | 72  | 96    | 81  | 48  | 129   |
| Single Family Attached (Duplex) | 215           | 140            | 1,016                   | 21 | 46  | 67    | 46  | 34  | 80    |
| Multi-Family Low Rise           | 220           | 72             | 537                     | 11 | 34  | 45    | 32  | 19  | 52    |
| Total                           |               | 344            | 2856                    | 56 | 153 | 208   | 159 | 101 | 261   |

| ITE Land Use Code               |               | ITE Trip Generation Rates |                                  |      |       |                                |      |       |                                |
|---------------------------------|---------------|---------------------------|----------------------------------|------|-------|--------------------------------|------|-------|--------------------------------|
| Land Use                        | Land Use Code | Unit                      | Daily                            | AM   |       |                                | PM   |       |                                |
|                                 |               |                           |                                  | % IN | % Out | Total                          | % IN | % Out | Total                          |
| Single-Family Detached          | 210           | DU                        | $EXP((0.92 \cdot LN(DUS))+2.68)$ | 25%  | 75%   | $EXP(0.91 \cdot LN(DUS)+0.12)$ | 25%  | 75%   | $EXP(0.94 \cdot LN(DUS)+0.27)$ |
| Single Family Attached (Duplex) | 215           | DU                        | DUs*7.62-50.48                   | 31%  | 69%   | DUs*0.52-5.7                   | 31%  | 69%   | 0.6*DUS-3.93                   |
| Multi-Family Low Rise           | 220           | DU                        | DUs*6.41+75.31                   | 24%  | 76%   | DUs*0.31+22.85                 | 24%  | 76%   | DUs*0.43+20.55                 |

DU - Dwelling Units

Based on ITE Trip Generation 11<sup>th</sup> Edition

#### PROJECT TRIP DISTRIBUTION | ASSIGNMENT

The distribution of the project traffic onto the roadway system was based on the location of the project within Berthoud and northern Colorado, the roadway system, and existing traffic data. The project trip distribution is depicted on Figure 6. The resulting peak hour traffic associated with the buildout of River Trails is shown on Figure 7. An alternative scenario was analyzed with no access from CR 6C to the east. The existing bridge on

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CR 6C would be restricted to emergency vehicles only and traffic to the west of the bridge could go east to 1<sup>st</sup> Street/CR 15. The project traffic under this transportation scenario is depicted on Figure 8.

**Figure 6 – Trip Distribution**

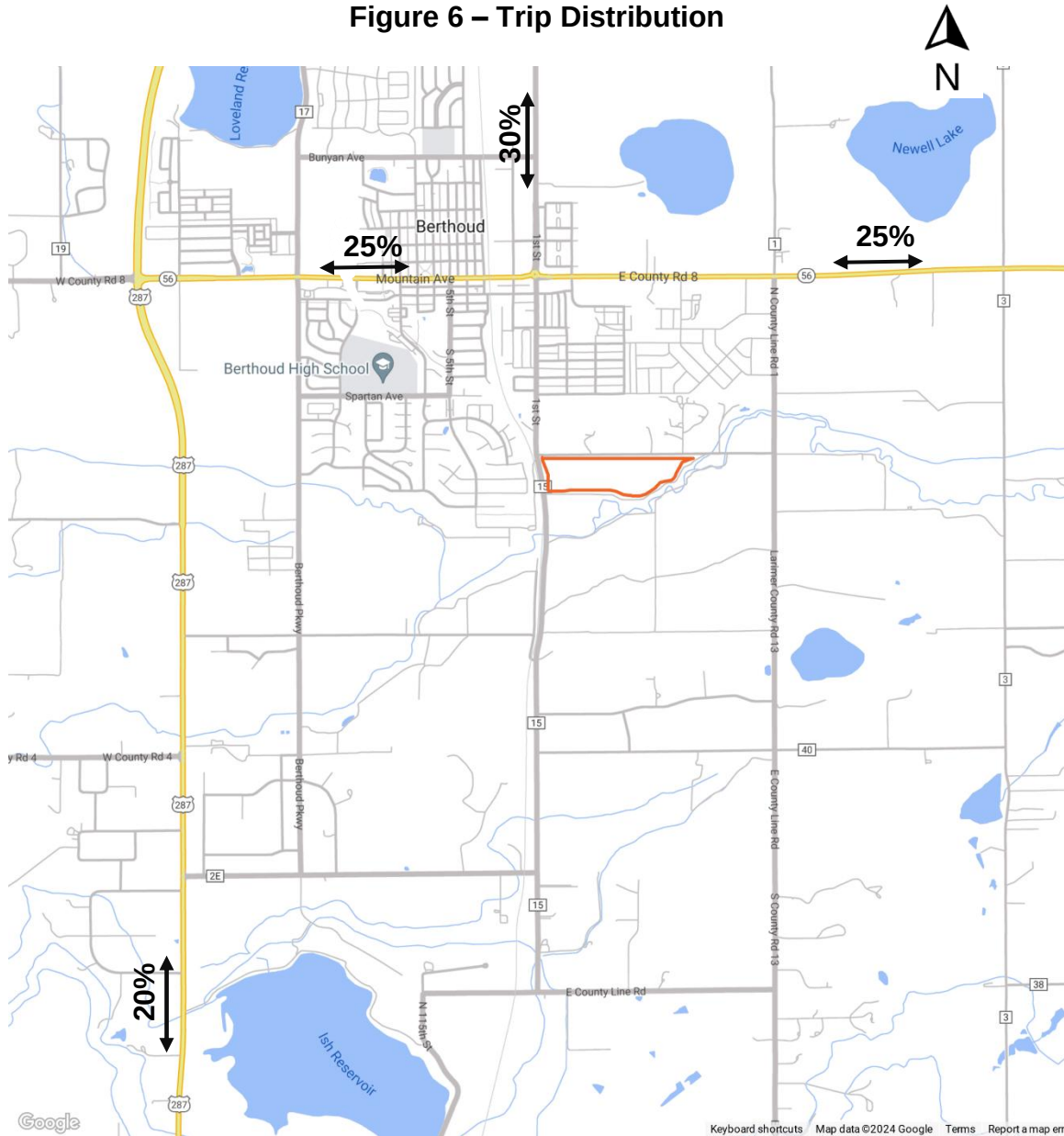
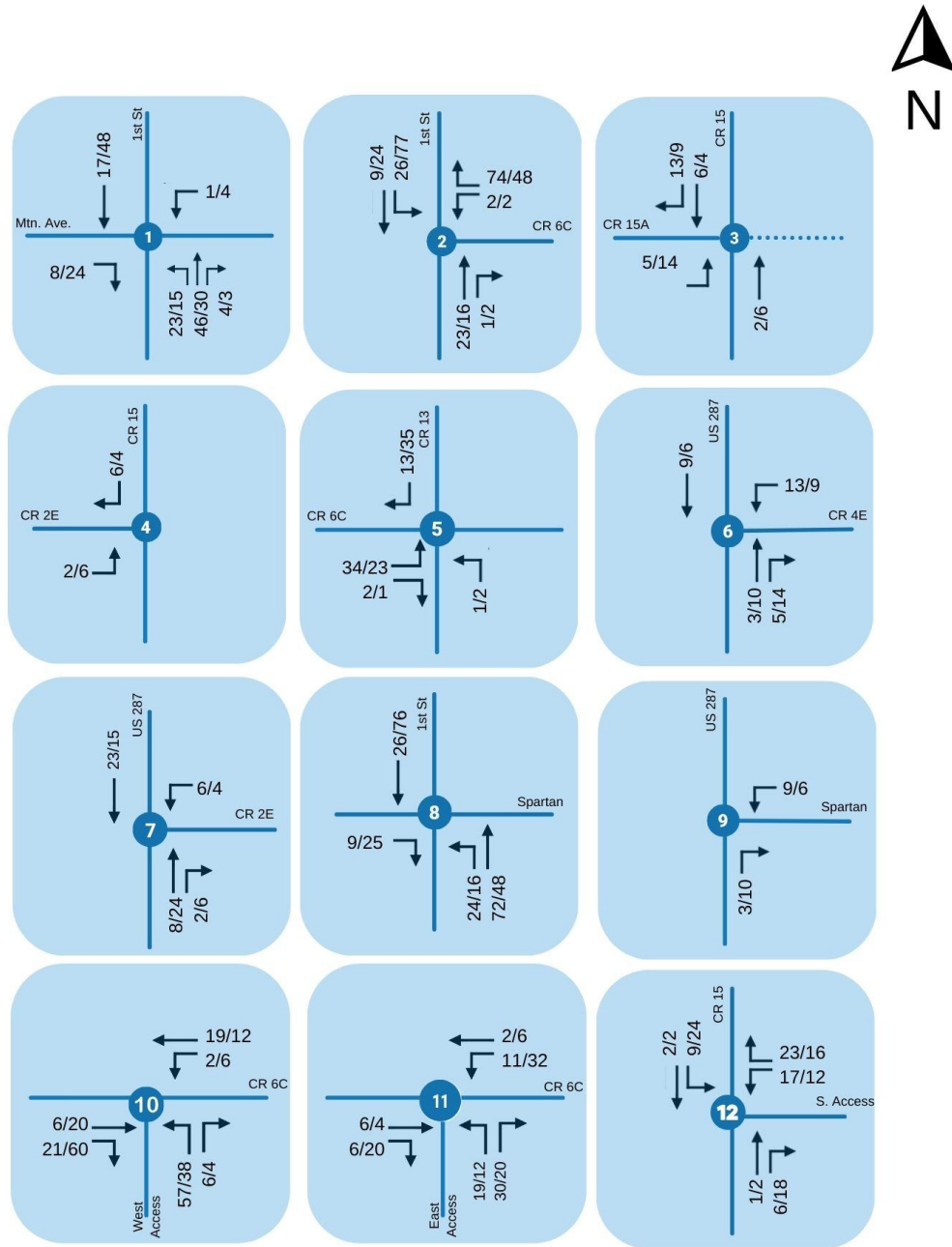




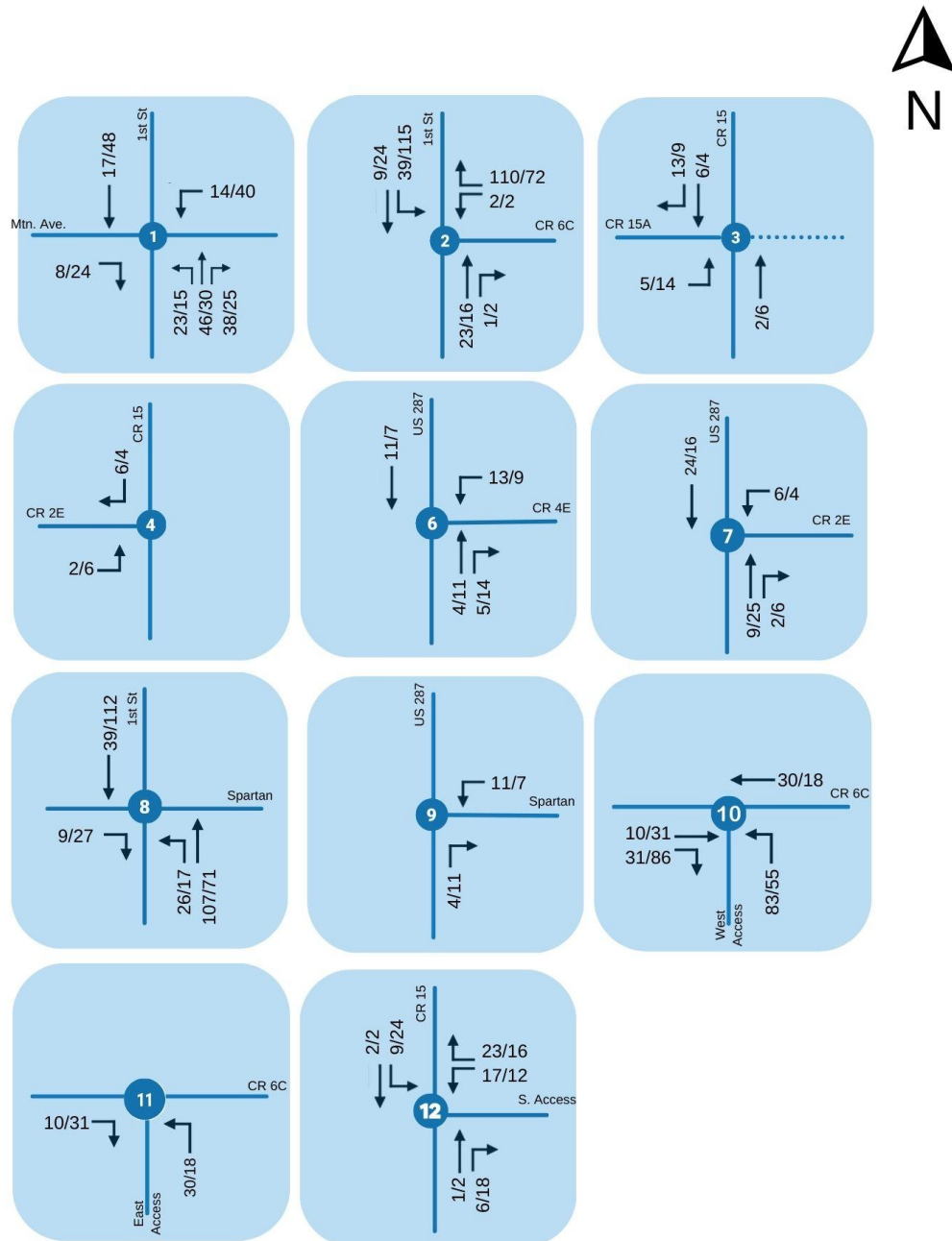
Figure 7 – Project Traffic



AM/PM Peak Hour Turning Movements

# = Study Intersection

Figure 8 – Project Traffic CR 6C Restricted



AM/PM Peak Hour Turning Movements

# = Study Intersection

## 4 FUTURE TRAFFIC PROJECTIONS

Estimates of future traffic conditions both with and without the proposed Project were necessary to evaluate the potential impact of the Project on the local street system. The background base traffic scenario represents future traffic conditions without the addition of the Project, while the total scenario represents future traffic conditions with the completion of the proposed Project. These projections were developed for Year 2042. The development of these future traffic scenarios is described in this chapter. The study intersections included in the 2042 analysis are provided on Figure 9.

### BACKGROUND 2042 TRAFFIC PROJECTIONS

The background traffic projections reflect growth in traffic from two primary sources: ambient growth in the existing traffic volumes due to regional growth both in and outside of the study area, and consideration of traffic generated by nearby planned projects. Each of these elements is described below.

- The growth in traffic was determined based on numerous data sources including the Colorado Department of Transportation (CDOT) and model data from the North Front Range Metropolitan Planning Organization (NFRMPO). For the study intersections on Mountain Avenue, a growth factor of 1.52 was applied. Study intersections on CR 15 and CR 13 were factored by 1.4.
- For intersections along US 287, total traffic projections from the Ludlow Farm (now called Legacy Park) Transportation Impact Study, dated November 2, 2023, were utilized. These projections include full buildout of Legacy Park, Trails at Creekview, Gateway, and Revere. These projections also include a factor of 1.1.
- Traffic projections on CR 4E, total traffic projections from the Ludlow Farm (now called Legacy Park) Transportation Impact Study, dated November 2, 2023, were utilized. These projections include full buildout of Legacy Park, Trails at Creekview, Gateway, and Revere. These projections also included long range projections from the NFRMPO.
- The future Farmstead project, located north of the project, was included. The traffic volume projections were obtained from the *Farmstead Traffic Impact Study*, March 2024, by Delich Associates.
- The future connection of Spartan Avenue between US 287 and CR 13 was assumed to be completed by 2042. The projections for 1<sup>st</sup> Street at Spartan Avenue were developed based on projections at 1<sup>st</sup> Street and Mountain Avenue, and adjacent land use. Projections on US 287 at Spartan Avenue were obtained from the Ludlow Farm traffic study.

The resulting Background 2042 traffic projections for the study intersections are provided on Figure 10.

Figure 9 – 2042 Study Intersections

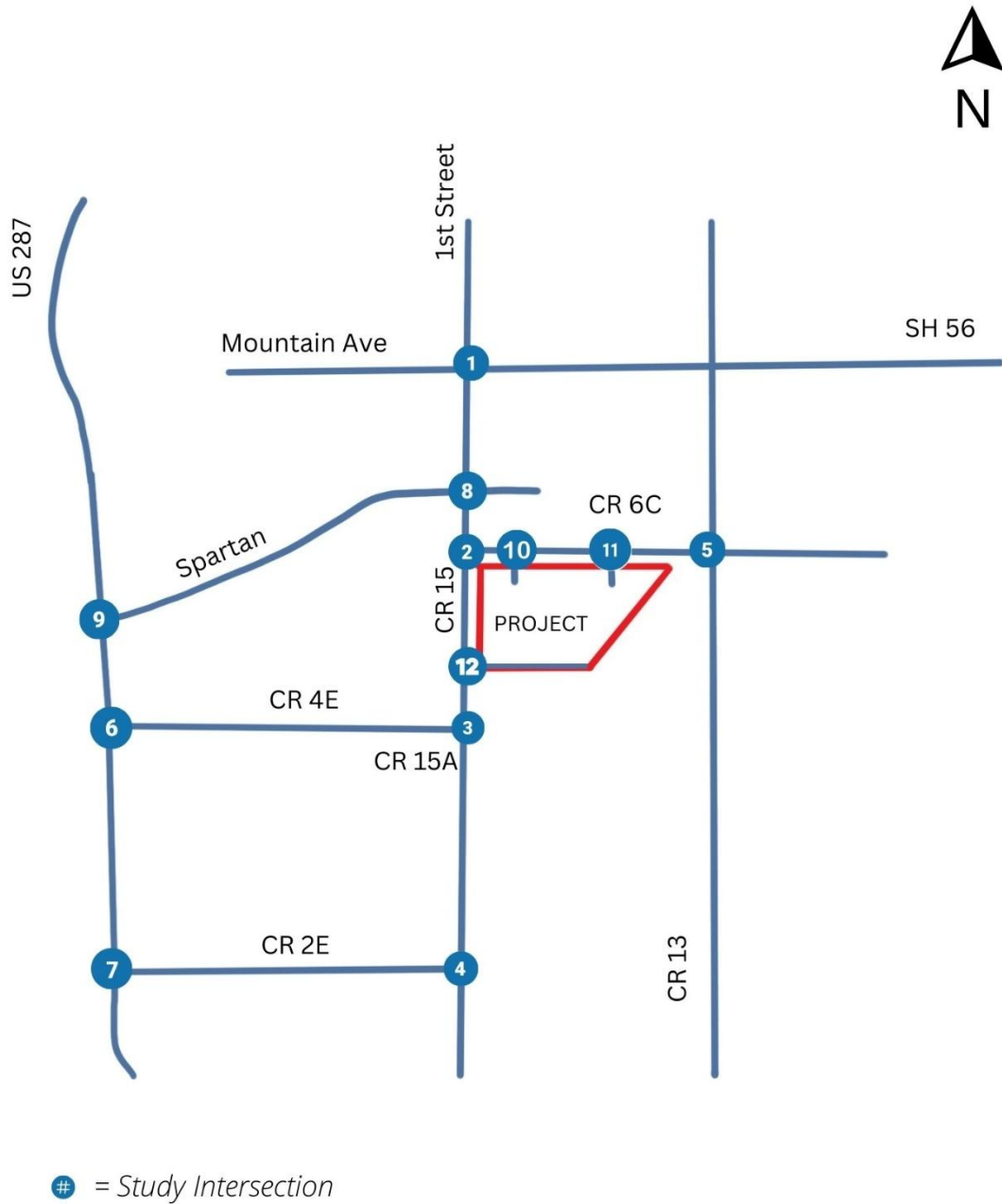
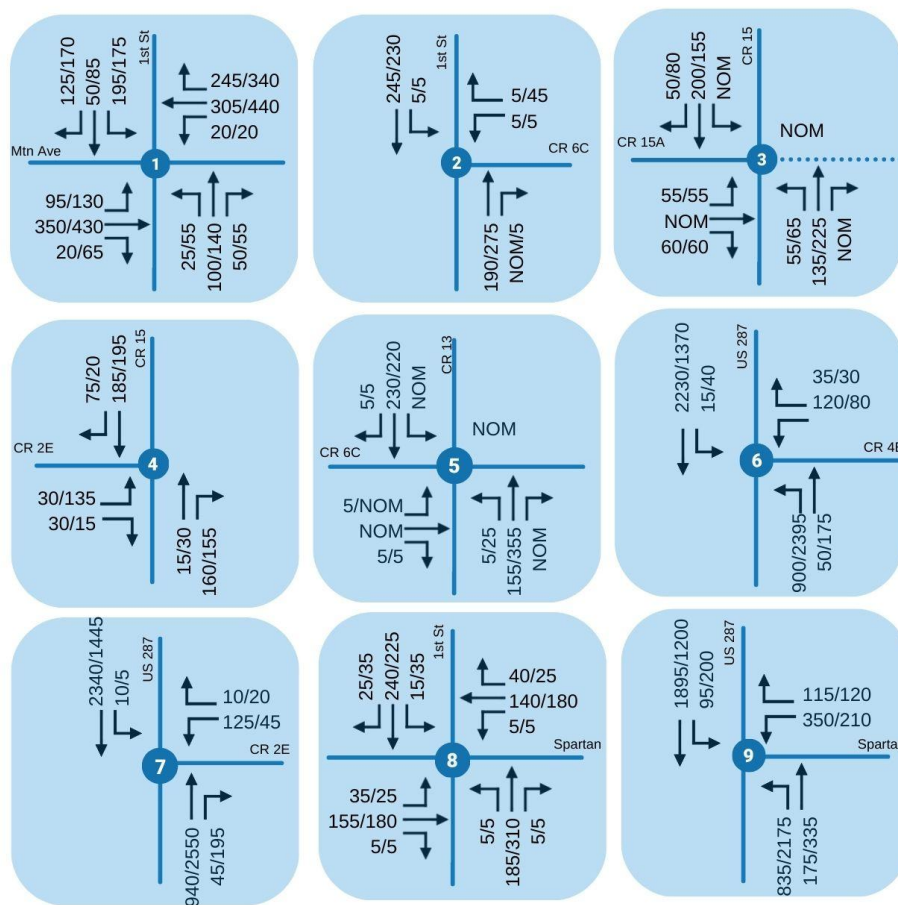


Figure 10 – Background Traffic 2042



AM/PM Peak Hour Turning Movements

# = Study Intersection/ NOM = Nominal

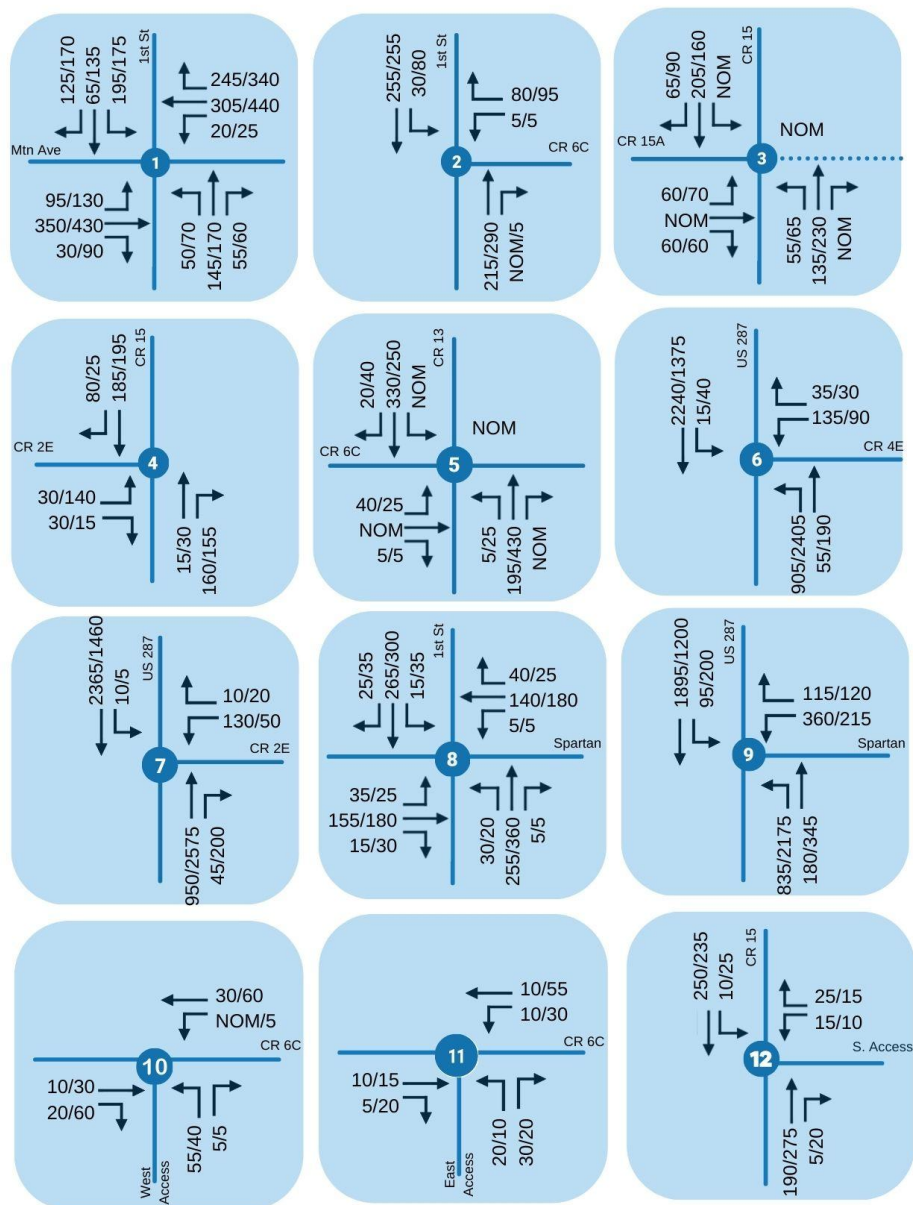
Rounded to nearest 5 vehicles



## **TOTAL TRAFFIC PROJECTIONS**

The total traffic projections include both the background plus project traffic. The project-generated traffic volumes from Figure 7 were added to the Year 2042 background traffic volumes illustrated on Figure 9 to develop background plus project peak hour traffic volumes. The resulting Year 2042 total traffic is depicted on Figure 11 with full access along CR 6C.

Figure 11 – Total Traffic 2042



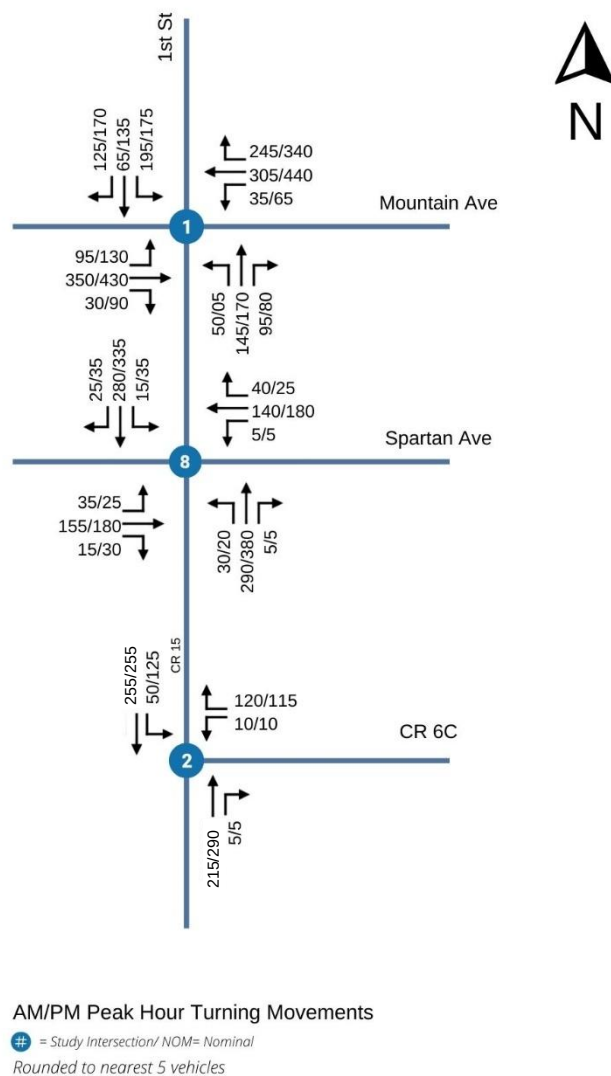
AM/PM Peak Hour Turning Movements

# = Study Intersection/ NOM= Nominal

Rounded to nearest 5 vehicles

The total 2042 traffic projections with restrictions on CR 6C are provided on Figure 12. The key intersections where the traffic volume projections would change are shown. These include 1<sup>st</sup> Street at the following locations Mountain Avenue, Spartan Avenue, and CR 6C. The other study intersections are not impacted by the potential changes to CR 6C.

**Figure 12 – Total Traffic 2042 CR 6C Restricted**



## 5 AUXILIARY LANE ANALYSIS

An analysis was conducted to determine the need for auxiliary turn lanes to the project site from CR 15 and CR 13.

The guidelines from Figure 8-4 in LCUASS (provided in Appendix D) were applied to the total future projected volumes depicted on Figure 10 for 2042 total traffic conditions. Using the LCUASS criteria, it was determined that the intersection of CR 15 at CR 6C would need a southbound left-turn lane. Although the lane requirements were satisfied, the following analysis assumed no southbound left-turn lane to determine intersection operations.

## 6 TRAFFIC IMPACT ANALYSIS

This chapter presents an analysis of the potential impact of the traffic generated by the proposed River Trails project on the local street system. The analysis compares the projected levels of service at each study intersection under future background and total conditions to estimate the incremental increase in the level of service caused by the proposed Project. This provides the information needed to assess the potential impact of the Project using the acceptable operations criteria.

The extension of Spartan Avenue from US 287 to CR 13 was assumed in this analysis. The analysis was performed with a two-way stop control on Spartan Avenue at 1<sup>st</sup> Street and with an all-way stop control.

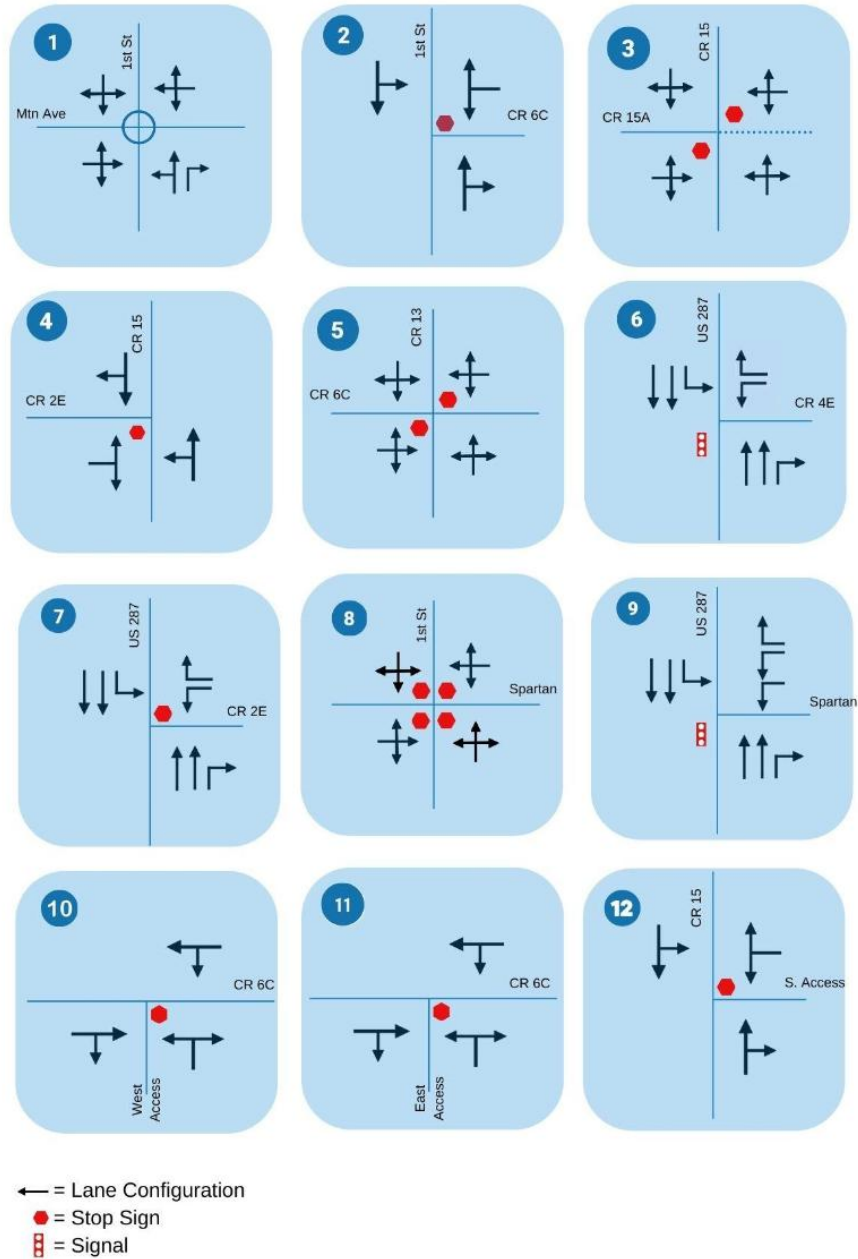
### FUTURE INTERSECTION TRAFFIC CONDITIONS

The future traffic projections at the twelve study intersections were analyzed to determine their operating conditions. The intersection configurations under 2042 conditions are provided on Figure 13. The analysis results are provided in Table 6 for both background and total conditions. Based on the analysis it is recommended that in the long range future, the intersection of 1<sup>st</sup> Street at Spartan Avenue be all-way stop controlled. As indicated in Table 6, the intersections are projected to operate within the acceptable limits established by the Town of Berthoud with the following exceptions:

- The intersection of US 287 and CR 2E will operate with high delays and LOS F under background and total traffic conditions. As delays become longer, the project related traffic using CR 2E to make a westbound left-turn would most likely shift to US 287 at either Spartan Avenue or CR 4E, both would be signalized in the long range future.

The analysis results for conditions where CR 6C is restricted are provided in Table 7. The results indicate that each of the three focus intersections will operate at acceptable levels of service. The intersection configurations remain the same as what is shown on Figure 13.

Figure 13  
2042 Intersection Configurations





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**Table 6**  
**2042 Peak Hour Intersection Level of Service**

| # | Intersection                                     | Overall Movement | Background LOS |              | Total LOS    |              |
|---|--------------------------------------------------|------------------|----------------|--------------|--------------|--------------|
|   |                                                  |                  | AM Peak Hour   | PM Peak Hour | AM Peak Hour | PM Peak Hour |
| 1 | 1 <sup>st</sup> Street & Mountain Ave Roundabout | Overall          | A              | C            | B            | C            |
|   |                                                  | EB Approach      | A              | B            | A            | C            |
|   |                                                  | WB Approach      | B              | D            | B            | D            |
|   |                                                  | NB Approach      | A              | A            | A            | A            |
|   |                                                  | SB Approach      | A              | B            | A            | C            |
| 2 | 1 <sup>st</sup> Street & CR 6C T-Stop            | Overall          | A              | A            | A            | A            |
|   |                                                  | WB Approach      | B              | B            | B            | B            |
|   |                                                  | SB RT            | A              | A            | A            | A            |
| 3 | CR 15 & CR 15A Two-Way Stop                      | Overall          | A              | A            | A            | A            |
|   |                                                  | NB LT            | A              | A            | A            | A            |
|   |                                                  | EB Approach      | B              | B            | B            | C            |
|   |                                                  | WB Driveway      | B              | C            | C            | A            |
|   |                                                  | SB LT            | A              | A            | A            | A            |
| 4 | CR 15 & CR 2E T-Stop                             | Overall          | A              | A            | A            | A            |
|   |                                                  | NB LT            | A              | A            | A            | A            |
|   |                                                  | EB Approach      | B              | B            | B            | B            |
| 5 | CR 13 & CR 6C Two-Way Stop                       | Overall          | A              | A            | A            | A            |
|   |                                                  | NB LT            | A              | A            | A            | A            |
|   |                                                  | EB Approach      | B              | A            | C            | C            |
|   |                                                  | WB Approach      | A              | B            | A            | B            |
|   |                                                  | SB LT            | A              | A            | A            | A            |
| 6 | US 287 & CR 4E Signal                            | Overall          | B              | B            | B            | B            |
|   |                                                  | WB LT            | D              | D            | D            | D            |
|   |                                                  | WB RT            | B              | B            | B            | B            |
|   |                                                  | NB T             | A              | C            | A            | C            |
|   |                                                  | NB RT            | A              | A            | A            | A            |
|   |                                                  | SB LT            | A              | A            | A            | A            |
|   |                                                  | SB T             | B              | A            | B            | A            |
| 7 | US 287 & CR 2E T-Stop                            | Overall          | F              | F            | F            | F            |
|   |                                                  | WB LT            | F              | F            | F            | F            |
|   |                                                  | WB RT            | B              | E            | B            | E            |
|   |                                                  | SB LT            | B              | E            | B            | E            |

1. LOS calculations performed using Synchro which is based on the Transportation Research Board HCM 2016.

2. LOS is reported for both overall intersection and each constrained STOP-controlled movement or approach.

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**Table 6 (continued)**  
**2042 Peak Hour Intersection Level of Service**

| #  | Intersection                                            | Overall Movement | Background LOS |              | Total LOS    |              |
|----|---------------------------------------------------------|------------------|----------------|--------------|--------------|--------------|
|    |                                                         |                  | AM Peak Hour   | PM Peak Hour | AM Peak Hour | PM Peak Hour |
| 8  | 1 <sup>st</sup> Street & Spartan Avenue<br>Two-Way Stop | Overall          | A              | C            | B            | E            |
|    |                                                         | NB LT            | A              | A            | A            | A            |
|    |                                                         | EB Approach      | D              | F            | E            | F            |
|    |                                                         | WB Approach      | C              | E            | D            | F            |
|    |                                                         | SB LT            | A              | A            | A            | A            |
| 8  | 1 <sup>st</sup> Street & Spartan Avenue<br>All-Way Stop | Overall          | B              | C            | C            | D            |
|    |                                                         | NB Approach      | B              | C            | C            | D            |
|    |                                                         | EB Approach      | B              | B            | B            | C            |
|    |                                                         | WB Approach      | B              | B            | B            | C            |
|    |                                                         | SB Approach      | B              | C            | C            | D            |
| 9  | US 287 & Spartan Avenue<br>Signal                       | Overall          | B              | C            | B            | C            |
|    |                                                         | WB LT            | D              | D            | D            | D            |
|    |                                                         | WB RT            | A              | C            | A            | C            |
|    |                                                         | NB T             | B              | D            | B            | D            |
|    |                                                         | NB RT            | A              | A            | A            | B            |
|    |                                                         | SB LT            | A              | E            | A            | E            |
|    |                                                         | SB T             | B              | A            | B            | A            |
| 10 | West Access & CR 6C<br>T-Stop                           | Overall          | -              | -            | A            | A            |
|    |                                                         | NB LT/RT         | -              | -            | A            | A            |
|    |                                                         | WB LT            | -              | -            | A            | A            |
| 11 | East Access & CR 6C<br>T-Stop                           | Overall          | -              | -            | A            | A            |
|    |                                                         | NB LT/RT         | -              | -            | A            | A            |
|    |                                                         | WB LT            | -              | -            | A            | A            |
| 12 | CR 15 & South Access<br>T-Stop                          | Overall          | -              | -            | A            | A            |
|    |                                                         | WB LT/RT         | -              | -            | B            | B            |
|    |                                                         | SB LT            | -              | -            | A            | A            |

1. LOS calculations performed using Synchro which is based on the Transportation Research Board HCM 2016.  
2. LOS is reported for both overall intersection and each constrained STOP-controlled movement or approach.

**Table 7**  
**2042 Peak Hour Intersection Level of Service**  
**CR 6C Restricted**

| # | Intersection                                         | Overall Movement | Background LOS |              | Total LOS    |              |
|---|------------------------------------------------------|------------------|----------------|--------------|--------------|--------------|
|   |                                                      |                  | AM Peak Hour   | PM Peak Hour | AM Peak Hour | PM Peak Hour |
| 1 | 1 <sup>st</sup> Street & Mountain Ave Roundabout     | Overall          | A              | C            | B            | C            |
|   |                                                      | EB Approach      | A              | B            | A            | C            |
|   |                                                      | WB Approach      | B              | D            | B            | D            |
|   |                                                      | NB Approach      | A              | A            | A            | A            |
|   |                                                      | SB Approach      | A              | B            | A            | C            |
| 2 | 1 <sup>st</sup> Street & CR 6C T-Stop                | Overall          | A              | A            | A            | A            |
|   |                                                      | WB Approach      | B              | B            | B            | B            |
|   |                                                      | SB RT            | A              | A            | A            | A            |
| 8 | 1 <sup>st</sup> Street & Spartan Avenue All-Way Stop | Overall          | B              | C            | C            | E            |
|   |                                                      | EB Approach      | B              | C            | C            | E            |
|   |                                                      | WB Approach      | B              | B            | B            | C            |
|   |                                                      | NB Approach      | B              | B            | B            | C            |
|   |                                                      | SB Approach      | B              | C            | C            | E            |

1. LOS calculations performed using Synchro which is based on the Transportation Research Board HCM 2016.
2. LOS is reported for both overall intersection and each constrained STOP-controlled movement or approach.

## 7 CONCLUSIONS

This study was undertaken to analyze the potential long range traffic impacts of the proposed River Trails property in the Town of Berthoud. The following summarizes the results of this analysis:

- The proposed River Trails project is located south of CR 6C and east of CR 15. The site is currently undeveloped.
- The traffic study analyzed the long range 2042 traffic conditions with the full buildout of the project. The analysis was done both with CR 6C as a through road in both directions and restricted to the west direction of travel only for access west of the Little Thompson River bridge.
- The project will include 344 residential dwelling units. Of these, 132 will be single family homes, 140 duplex units, and 72 multi-family dwellings.
- The full buildout of the project is anticipated to result in an estimated 2,856 daily, 208 morning, and 261 evening peak hour trips.
- Currently, the study intersections are at acceptable levels.
- Based on the long range total traffic projections, the need for a southbound left-turn lane on CR 15 at CR 6C is satisfied.
- The study intersections are projected to operate acceptably under the 2042 background and total traffic conditions with the noted exception listed below.
- At the intersection of US 287 and CR 2E there will be long delays for the westbound left-turn and right-turn movements. There may be a need for signalization of this location. The project related traffic will most likely redirect to the future signalized intersections on US 287 at either Spartan Avenue or CR 4E.
- The restriction of travel on CR 6C does not impact the findings of the transportation analysis.

# APPENDICIES

- Appendix A: Intersection Turning Movement Count Data
- Appendix B: Level of Service Worksheets
- Appendix C: LCUASS Left-Turn Warrants

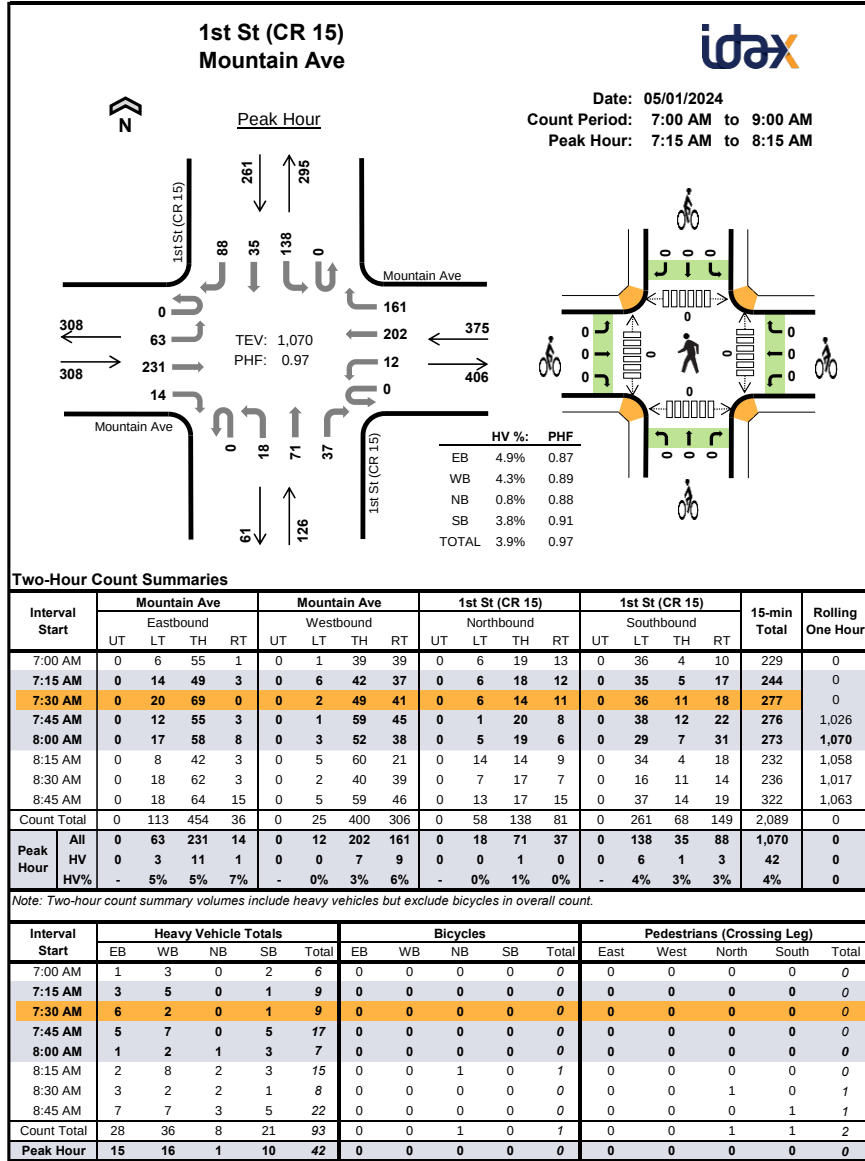
## Appendix A Intersection Turning Movement Count Data



# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

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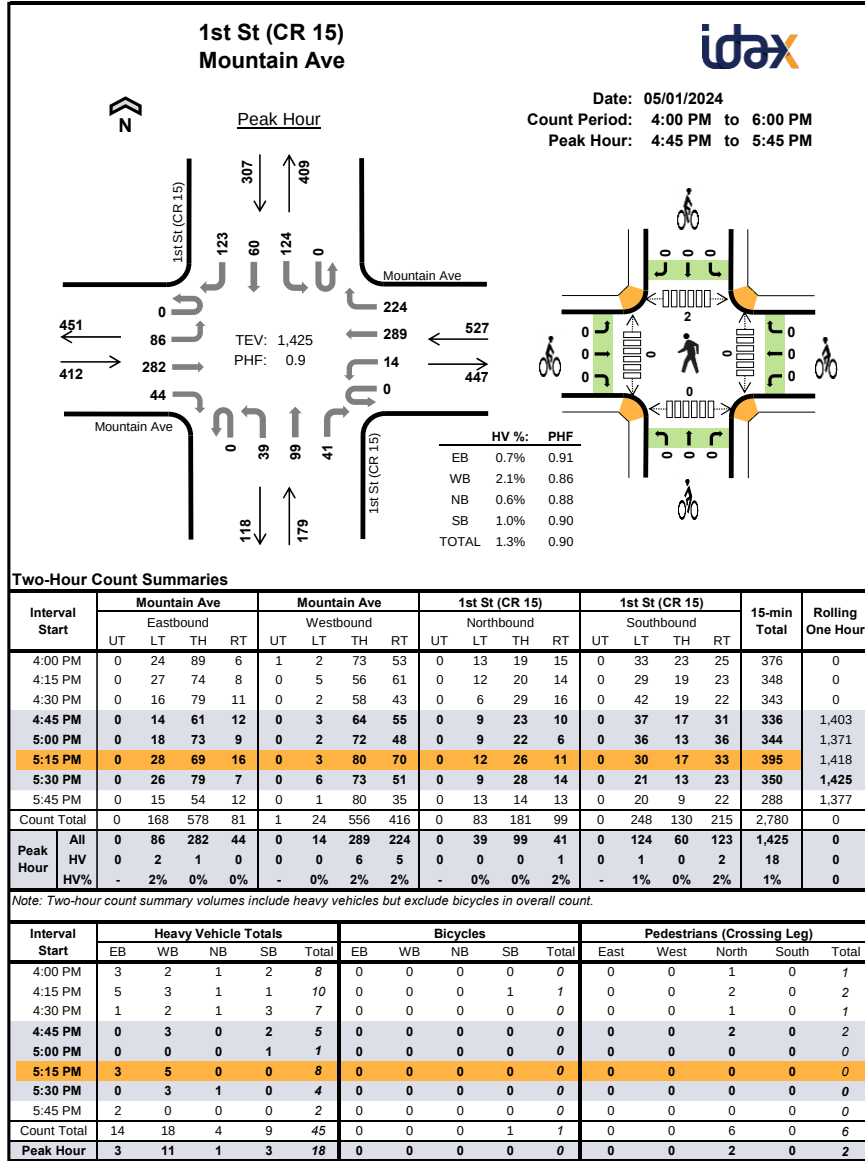


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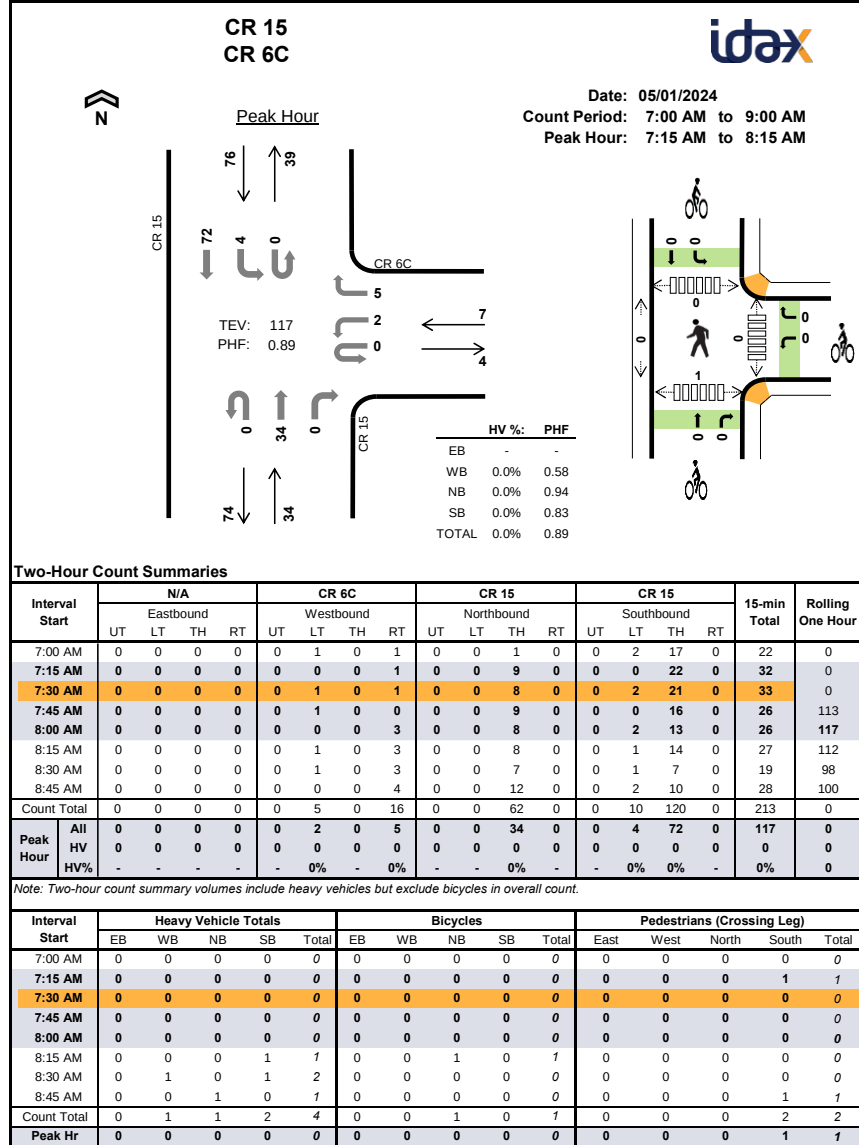


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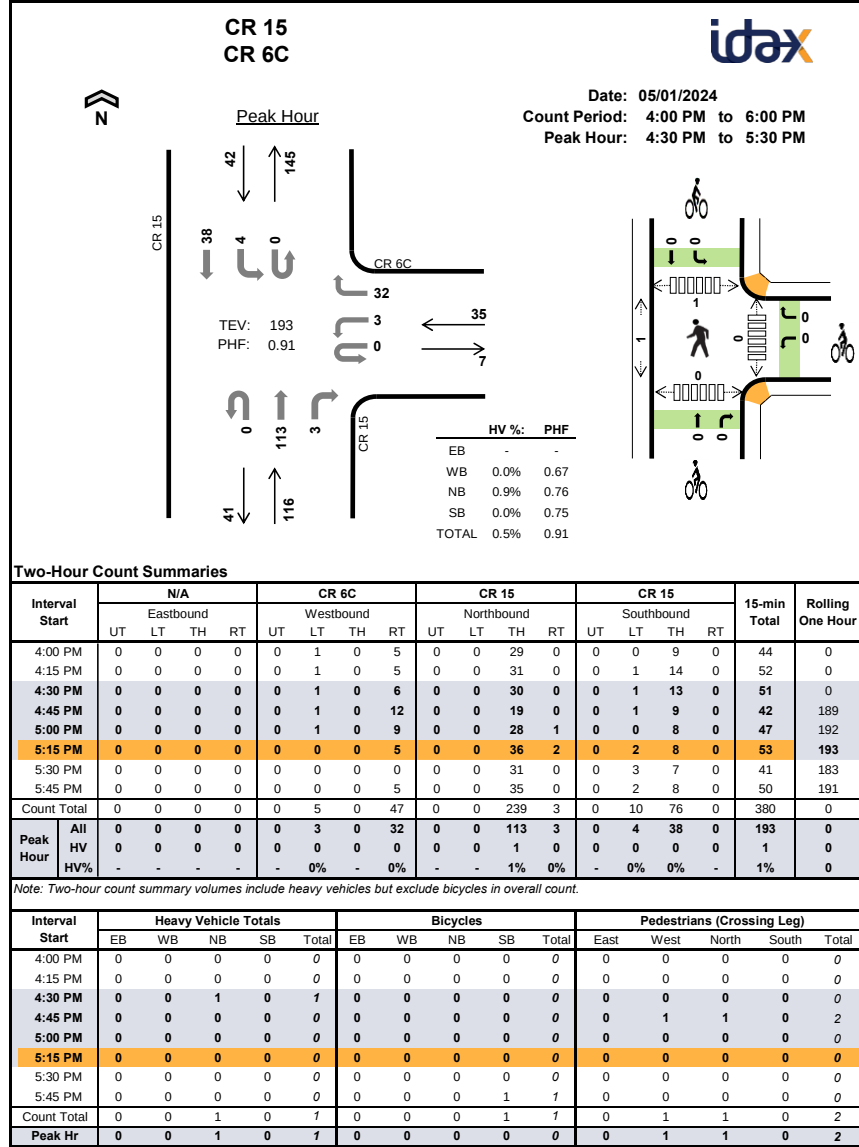
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

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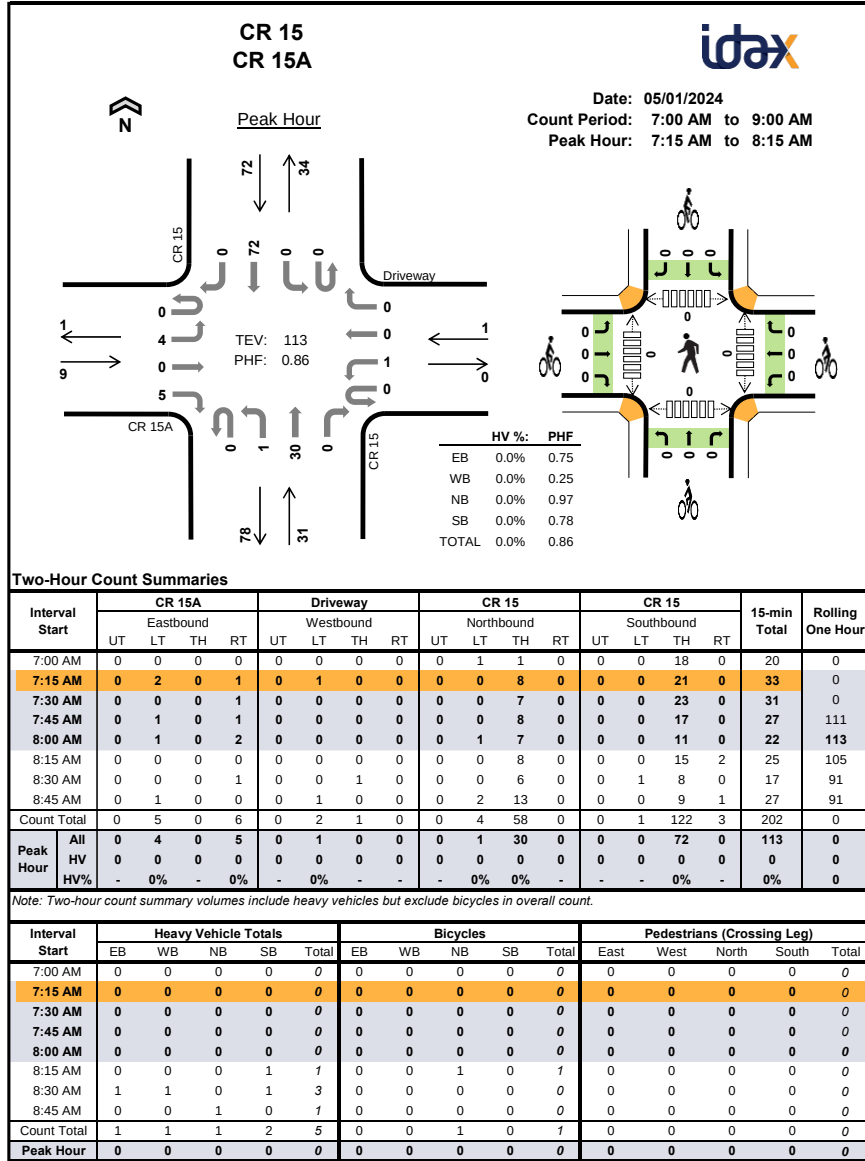


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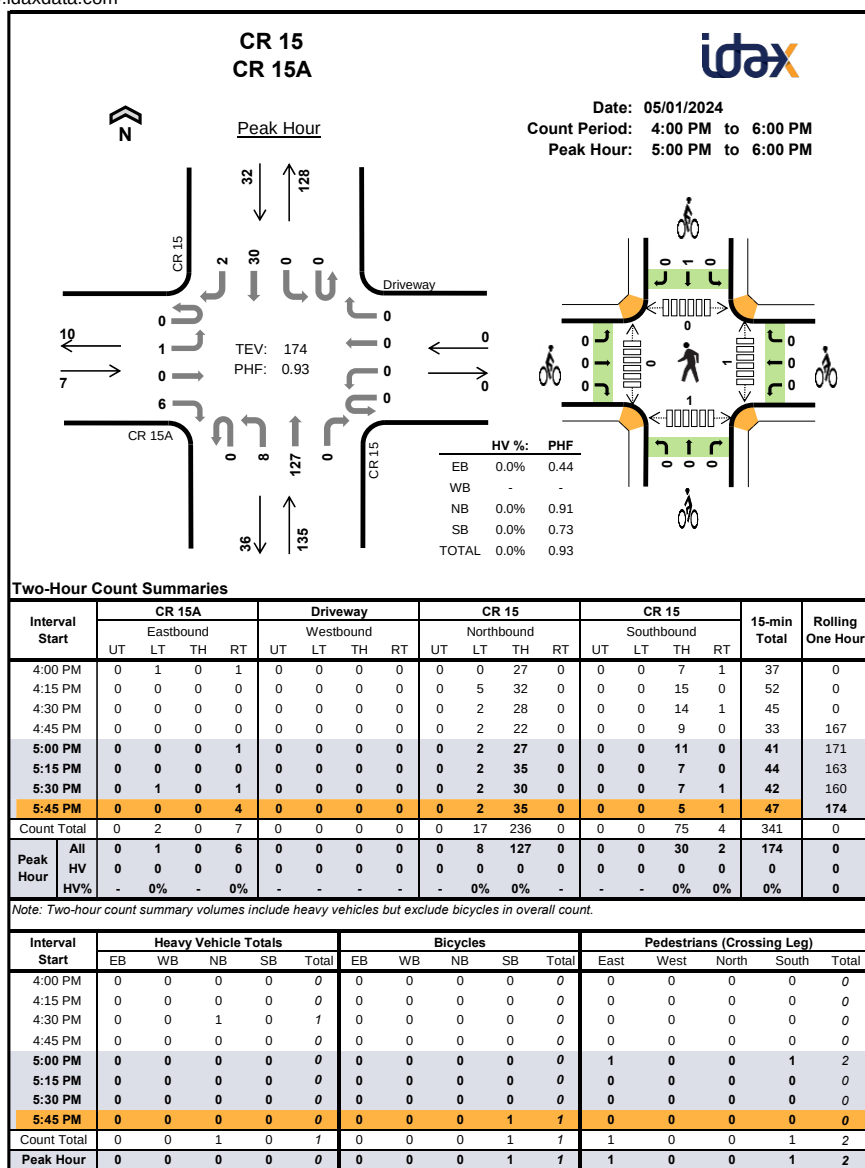


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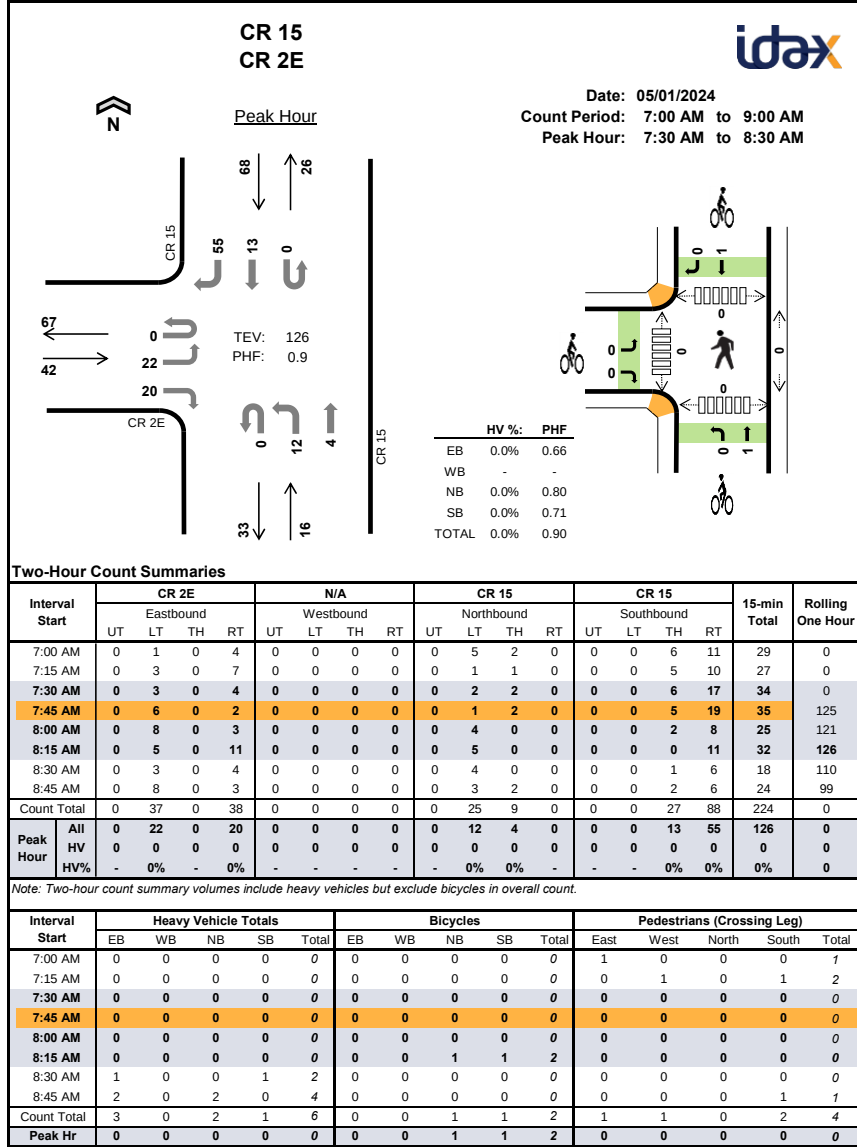
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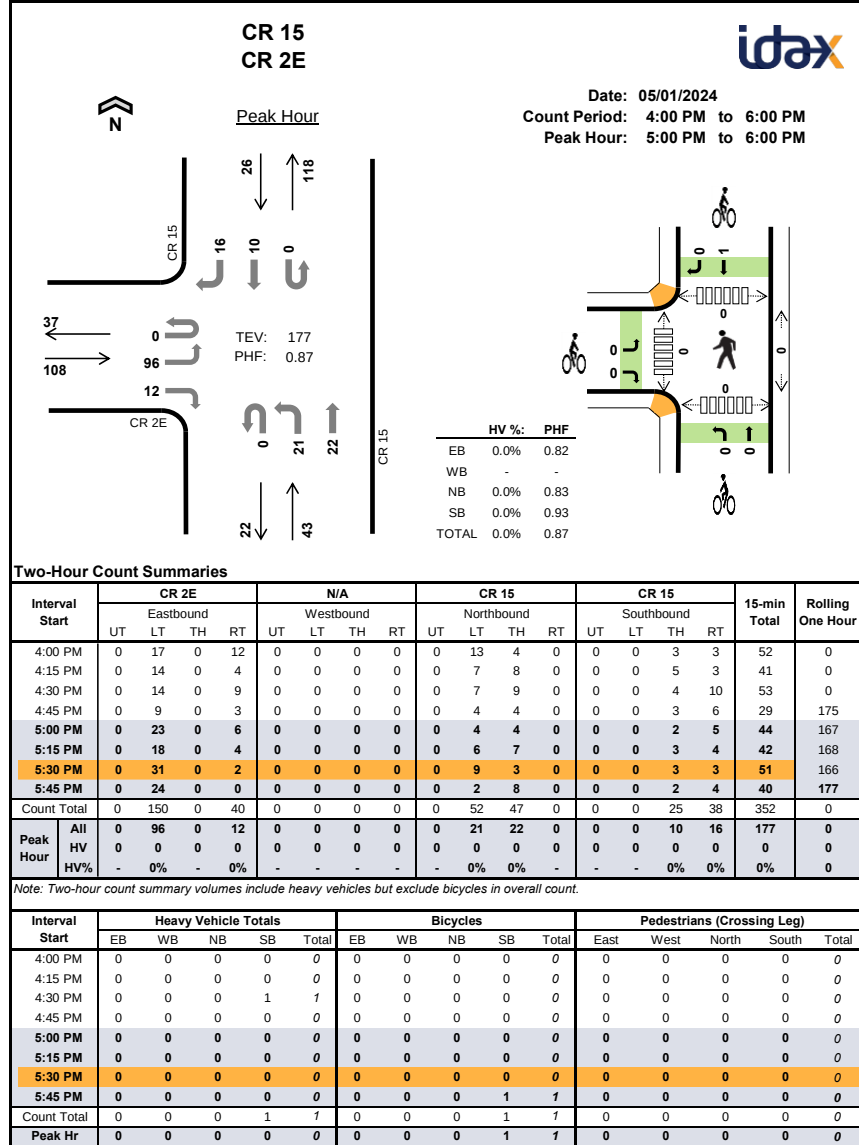
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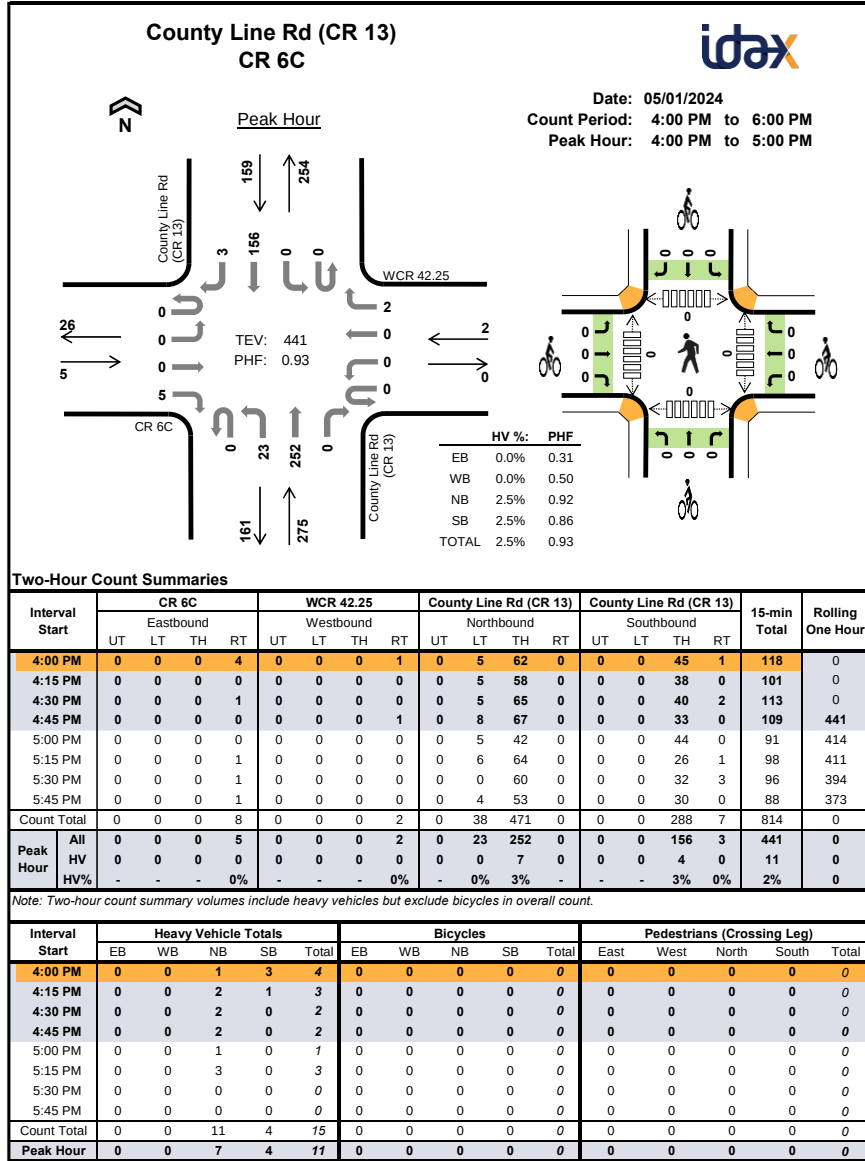
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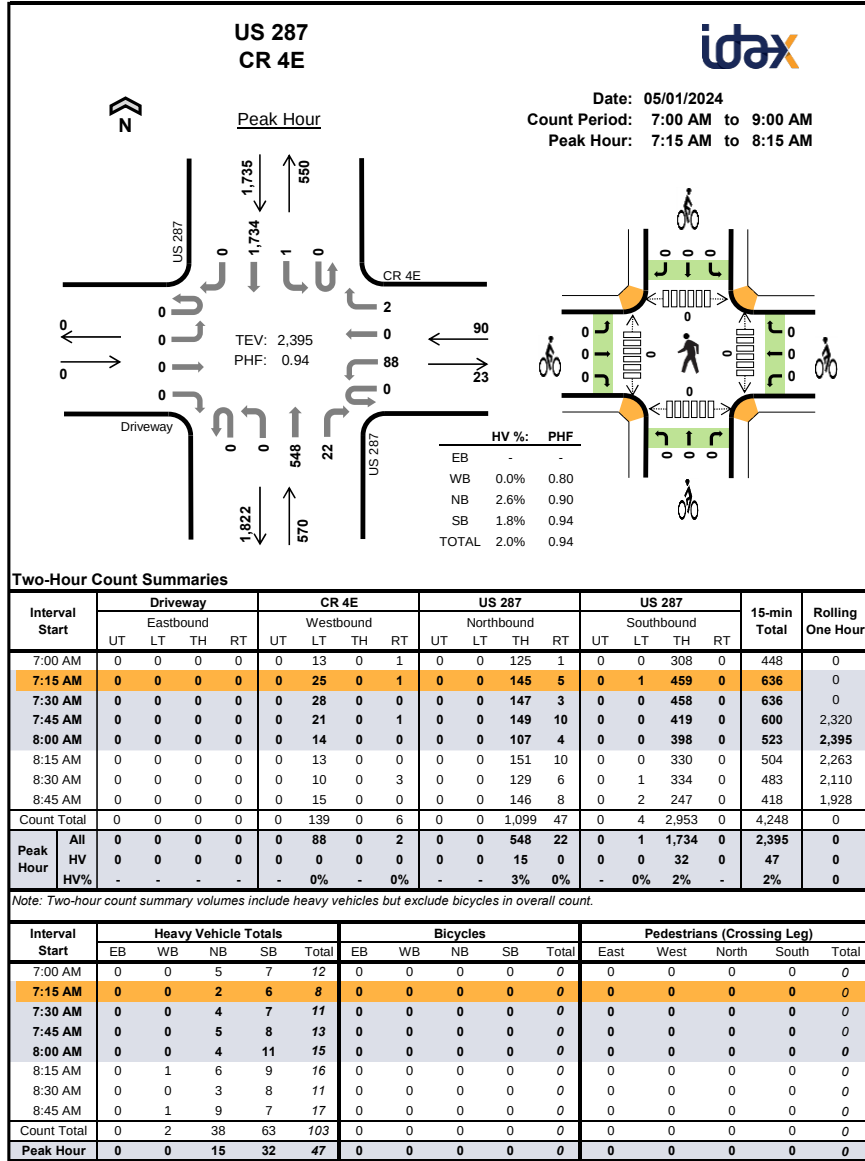
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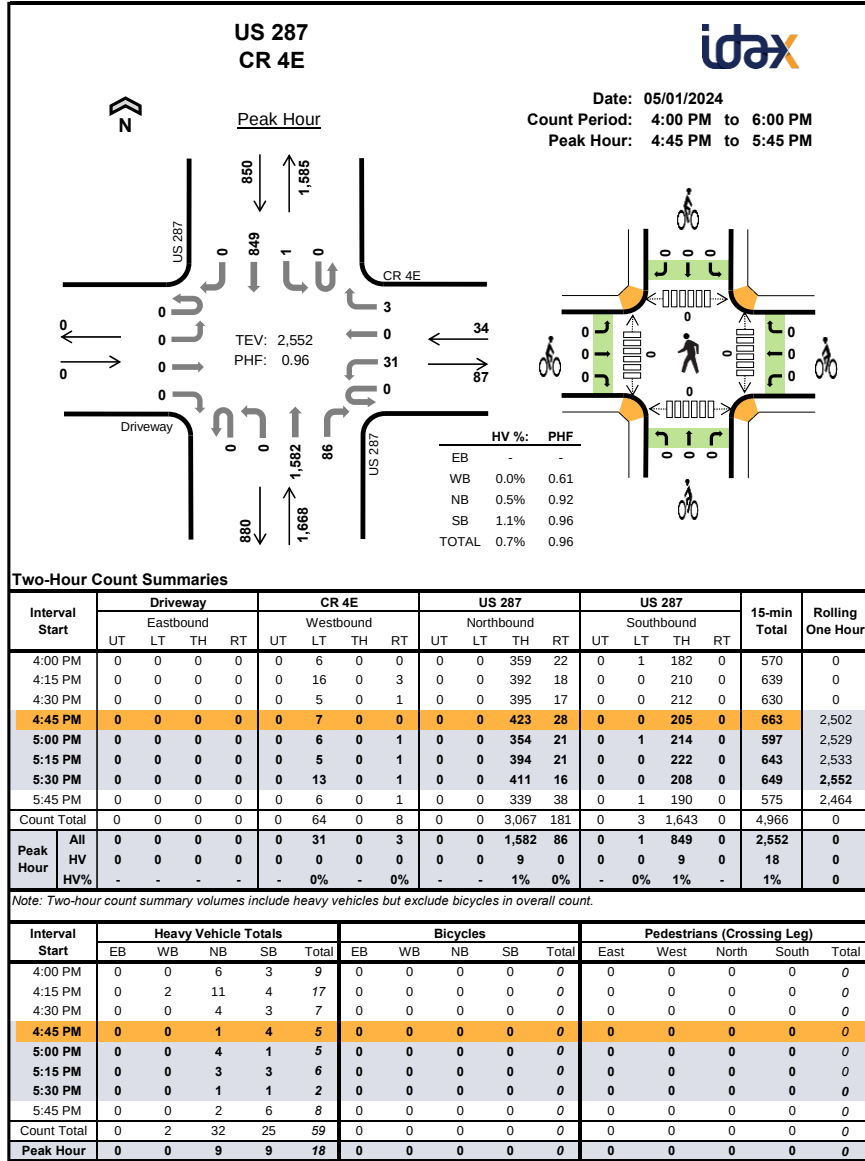
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## Appendix B Level of Service Worksheets

# EXISTING

# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th Roundabout  
1: 1st Street & Mountain Ave

07/14/2024

| Intersection                |       |       |       |       |       |
|-----------------------------|-------|-------|-------|-------|-------|
| Intersection Delay, s/veh   | 6.1   |       |       |       |       |
| Intersection LOS            | A     |       |       |       |       |
| Approach                    | EB    | WB    | NB    | SB    |       |
| Entry Lanes                 | 1     | 1     | 2     | 1     |       |
| Conflicting Circle Lanes    | 1     | 1     | 1     | 1     |       |
| Adj Approach Flow, veh/h    | 317   | 386   | 130   | 269   |       |
| Demand Flow Rate, veh/h     | 331   | 401   | 132   | 280   |       |
| Vehicles Circulating, veh/h | 197   | 161   | 464   | 247   |       |
| Vehicles Exiting, veh/h     | 330   | 435   | 64    | 315   |       |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0     | 0     |       |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000 | 1.000 |       |
| Approach Delay, s/veh       | 6.2   | 6.6   | 4.7   | 6.0   |       |
| Approach LOS                | A     | A     | A     | A     |       |
| Lane                        | Left  | Left  | Left  | Right | Left  |
| Designated Moves            | LT    | TR    | LT    | R     | LR    |
| Assumed Moves               | LT    | TR    | LT    | R     | LR    |
| RT Channelized              |       |       |       |       |       |
| Lane Util                   | 1.000 | 1.000 | 0.705 | 0.295 | 1.000 |
| Follow-Up Headway, s        | 2.609 | 2.609 | 2.535 | 2.535 | 2.609 |
| Critical Headway, s         | 4.976 | 4.976 | 4.544 | 4.544 | 4.976 |
| Entry Flow, veh/h           | 331   | 401   | 93    | 39    | 280   |
| Cap Entry Lane, veh/h       | 1129  | 1171  | 931   | 931   | 1073  |
| Entry HV Adj Factor         | 0.959 | 0.962 | 0.984 | 0.974 | 0.959 |
| Flow Entry, veh/h           | 317   | 386   | 92    | 38    | 269   |
| Cap Entry, veh/h            | 1083  | 1126  | 916   | 907   | 1029  |
| V/C Ratio                   | 0.293 | 0.342 | 0.100 | 0.042 | 0.261 |
| Control Delay, s/veh        | 6.2   | 6.6   | 4.9   | 4.4   | 6.0   |
| LOS                         | A     | A     | A     | A     | A     |
| 95th %ile Queue, veh        | 1     | 2     | 0     | 0     | 1     |

Existing AM River Trails 8:28 am 07/14/2024  
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Synchro 11 Light Report  
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th Roundabout  
1: 1st Street & Mountain Ave

07/14/2024

| Intersection                |       |       |       |       |       |
|-----------------------------|-------|-------|-------|-------|-------|
| Intersection Delay, s/veh   | 8.7   |       |       |       |       |
| Intersection LOS            | A     |       |       |       |       |
| Approach                    | EB    | WB    | NB    | SB    |       |
| Entry Lanes                 | 1     | 1     | 2     | 1     |       |
| Conflicting Circle Lanes    | 1     | 1     | 1     | 1     |       |
| Adj Approach Flow, veh/h    | 458   | 586   | 199   | 342   |       |
| Demand Flow Rate, veh/h     | 467   | 597   | 203   | 349   |       |
| Vehicles Circulating, veh/h | 225   | 254   | 558   | 387   |       |
| Vehicles Exiting, veh/h     | 511   | 507   | 134   | 464   |       |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0     | 0     |       |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000 | 1.000 |       |
| Approach Delay, s/veh       | 7.9   | 10.6  | 5.9   | 8.2   |       |
| Approach LOS                | A     | B     | A     | A     |       |
| Lane                        | Left  | Left  | Left  | Right | Left  |
| Designated Moves            | LT    | TR    | LT    | R     | LR    |
| Assumed Moves               | LT    | TR    | LT    | R     | LR    |
| RT Channelized              |       |       |       |       |       |
| Lane Util                   | 1.000 | 1.000 | 0.768 | 0.232 | 1.000 |
| Follow-Up Headway, s        | 2.609 | 2.609 | 2.535 | 2.535 | 2.609 |
| Critical Headway, s         | 4.976 | 4.976 | 4.544 | 4.544 | 4.976 |
| Entry Flow, veh/h           | 467   | 597   | 156   | 47    | 349   |
| Cap Entry Lane, veh/h       | 1097  | 1065  | 855   | 855   | 930   |
| Entry HV Adj Factor         | 0.980 | 0.981 | 0.980 | 0.979 | 0.979 |
| Flow Entry, veh/h           | 458   | 586   | 153   | 46    | 342   |
| Cap Entry, veh/h            | 1075  | 1045  | 837   | 836   | 910   |
| V/C Ratio                   | 0.426 | 0.561 | 0.183 | 0.055 | 0.375 |
| Control Delay, s/veh        | 7.9   | 10.6  | 6.2   | 4.8   | 8.2   |
| LOS                         | A     | B     | A     | A     | A     |
| 95th %ile Queue, veh        | 2     | 4     | 1     | 0     | 2     |

Existing PM River Trails 12:02 pm 07/14/2024  
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
2: 1st Street & CR 6C

07/14/2024

| Intersection             |                                                                                   |       |                                                                                   |      |        |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.8                                                                               |       |                                                                                   |      |        |                                                                                   |
| Movement                 | WBL                                                                               | WBR   | NBT                                                                               | NBR  | SBL    | SBT                                                                               |
| Lane Configurations      |  |       |  |      |        |  |
| Traffic Vol, veh/h       | 2                                                                                 | 5     | 34                                                                                | 0    | 4      | 72                                                                                |
| Future Vol, veh/h        | 2                                                                                 | 5     | 34                                                                                | 0    | 4      | 72                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0     | 0                                                                                 | 0    | 0      | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop  | Free                                                                              | Free | Free   | Free                                                                              |
| RT Channelized           | -                                                                                 | None  | -                                                                                 | None | -      | None                                                                              |
| Storage Length           | 0                                                                                 | -     | -                                                                                 | -    | -      | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -     | 0                                                                                 | -    | -      | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -     | 0                                                                                 | -    | -      | 0                                                                                 |
| Peak Hour Factor         | 89                                                                                | 89    | 89                                                                                | 89   | 89     | 89                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2     | 2                                                                                 | 2    | 2      | 2                                                                                 |
| Mvmt Flow                | 2                                                                                 | 6     | 38                                                                                | 0    | 4      | 81                                                                                |
|                          |                                                                                   |       |                                                                                   |      |        |                                                                                   |
| Major/Minor              | Minor1                                                                            |       | Major1                                                                            |      | Major2 |                                                                                   |
| Conflicting Flow All     | 127                                                                               | 38    | 0                                                                                 | 0    | 38     | 0                                                                                 |
| Stage 1                  | 38                                                                                | -     | -                                                                                 | -    | -      | -                                                                                 |
| Stage 2                  | 89                                                                                | -     | -                                                                                 | -    | -      | -                                                                                 |
| Critical Hdwy            | 6.42                                                                              | 6.22  | -                                                                                 | -    | 4.12   | -                                                                                 |
| Critical Hdwy Stg 1      | 5.42                                                                              | -     | -                                                                                 | -    | -      | -                                                                                 |
| Critical Hdwy Stg 2      | 5.42                                                                              | -     | -                                                                                 | -    | -      | -                                                                                 |
| Follow-up Hdwy           | 3.518                                                                             | 3.318 | -                                                                                 | -    | 2.218  | -                                                                                 |
| Pot Cap-1 Maneuver       | 868                                                                               | 1034  | -                                                                                 | -    | 1572   | -                                                                                 |
| Stage 1                  | 984                                                                               | -     | -                                                                                 | -    | -      | -                                                                                 |
| Stage 2                  | 934                                                                               | -     | -                                                                                 | -    | -      | -                                                                                 |
| Platoon blocked, %       |                                                                                   |       | -                                                                                 | -    | -      | -                                                                                 |
| Mov Cap-1 Maneuver       | 865                                                                               | 1034  | -                                                                                 | -    | 1572   | -                                                                                 |
| Mov Cap-2 Maneuver       | 865                                                                               | -     | -                                                                                 | -    | -      | -                                                                                 |
| Stage 1                  | 984                                                                               | -     | -                                                                                 | -    | -      | -                                                                                 |
| Stage 2                  | 931                                                                               | -     | -                                                                                 | -    | -      | -                                                                                 |
|                          |                                                                                   |       |                                                                                   |      |        |                                                                                   |
| Approach                 | WB                                                                                |       | NB                                                                                |      | SB     |                                                                                   |
| HCM Control Delay, s     | 8.7                                                                               |       | 0                                                                                 |      | 0.4    |                                                                                   |
| HCM LOS                  | A                                                                                 |       |                                                                                   |      |        |                                                                                   |
|                          |                                                                                   |       |                                                                                   |      |        |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               |       | NBRWBLn1                                                                          |      | SBL    | SBT                                                                               |
| Capacity (veh/h)         | -                                                                                 |       | -                                                                                 |      | 979    | 1572                                                                              |
| HCM Lane V/C Ratio       | -                                                                                 |       | -                                                                                 |      | 0.008  | 0.003                                                                             |
| HCM Control Delay (s)    | -                                                                                 |       | -                                                                                 |      | 8.7    | 7.3                                                                               |
| HCM Lane LOS             | -                                                                                 |       | -                                                                                 |      | A      | A                                                                                 |
| HCM 95th %tile Q(veh)    | -                                                                                 |       | -                                                                                 |      | 0      | 0                                                                                 |

Existing AM River Trails 8:28 am 07/14/2024  
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Synchro 11 Light Report  
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
2: 1st Street & CR 6C

07/14/2024

| Intersection             |                                                                                   |       |                                                                                   |      |        |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1.8                                                                               |       |                                                                                   |      |        |                                                                                   |
| Movement                 | WBL                                                                               | WBR   | NBT                                                                               | NBR  | SBL    | SBT                                                                               |
| Lane Configurations      |  |       |  |      |        |  |
| Traffic Vol, veh/h       | 3                                                                                 | 32    | 113                                                                               | 3    | 4      | 42                                                                                |
| Future Vol, veh/h        | 3                                                                                 | 32    | 113                                                                               | 3    | 4      | 42                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0     | 0                                                                                 | 0    | 0      | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop  | Free                                                                              | Free | Free   | Free                                                                              |
| RT Channelized           | -                                                                                 | None  | -                                                                                 | None | -      | None                                                                              |
| Storage Length           | 0                                                                                 | -     | -                                                                                 | -    | -      | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -     | 0                                                                                 | -    | -      | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -     | 0                                                                                 | -    | -      | 0                                                                                 |
| Peak Hour Factor         | 91                                                                                | 91    | 91                                                                                | 91   | 91     | 91                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2     | 2                                                                                 | 2    | 2      | 2                                                                                 |
| Mmt Flow                 | 3                                                                                 | 35    | 124                                                                               | 3    | 4      | 46                                                                                |
|                          |                                                                                   |       |                                                                                   |      |        |                                                                                   |
| Major/Minor              | Minor1                                                                            |       | Major1                                                                            |      | Major2 |                                                                                   |
| Conflicting Flow All     | 180                                                                               | 126   | 0                                                                                 | 0    | 127    | 0                                                                                 |
| Stage 1                  | 126                                                                               | -     | -                                                                                 | -    | -      | -                                                                                 |
| Stage 2                  | 54                                                                                | -     | -                                                                                 | -    | -      | -                                                                                 |
| Critical Hdwy            | 6.42                                                                              | 6.22  | -                                                                                 | -    | 4.12   | -                                                                                 |
| Critical Hdwy Stg 1      | 5.42                                                                              | -     | -                                                                                 | -    | -      | -                                                                                 |
| Critical Hdwy Stg 2      | 5.42                                                                              | -     | -                                                                                 | -    | -      | -                                                                                 |
| Follow-up Hdwy           | 3.518                                                                             | 3.318 | -                                                                                 | -    | 2.218  | -                                                                                 |
| Pot Cap-1 Maneuver       | 810                                                                               | 924   | -                                                                                 | -    | 1459   | -                                                                                 |
| Stage 1                  | 900                                                                               | -     | -                                                                                 | -    | -      | -                                                                                 |
| Stage 2                  | 969                                                                               | -     | -                                                                                 | -    | -      | -                                                                                 |
| Platoon blocked, %       |                                                                                   |       | -                                                                                 | -    | -      | -                                                                                 |
| Mov Cap-1 Maneuver       | 808                                                                               | 924   | -                                                                                 | -    | 1459   | -                                                                                 |
| Mov Cap-2 Maneuver       | 808                                                                               | -     | -                                                                                 | -    | -      | -                                                                                 |
| Stage 1                  | 900                                                                               | -     | -                                                                                 | -    | -      | -                                                                                 |
| Stage 2                  | 966                                                                               | -     | -                                                                                 | -    | -      | -                                                                                 |
|                          |                                                                                   |       |                                                                                   |      |        |                                                                                   |
| Approach                 | WB                                                                                |       | NB                                                                                |      | SB     |                                                                                   |
| HCM Control Delay, s     | 9.1                                                                               |       | 0                                                                                 |      | 0.6    |                                                                                   |
| HCMLOS                   | A                                                                                 |       |                                                                                   |      |        |                                                                                   |
|                          |                                                                                   |       |                                                                                   |      |        |                                                                                   |
| Minor Lane/Major Mmt     | NBT                                                                               |       | NBRWBLn1                                                                          |      | SBL    | SBT                                                                               |
| Capacity (veh/h)         | -                                                                                 |       | -                                                                                 |      | 913    | 1459                                                                              |
| HCM Lane V/C Ratio       | -                                                                                 |       | -                                                                                 |      | 0.042  | 0.003                                                                             |
| HCM Control Delay (s)    | -                                                                                 |       | -                                                                                 |      | 9.1    | 7.5                                                                               |
| HCM Lane LOS             | -                                                                                 |       | -                                                                                 |      | A      | A                                                                                 |
| HCM95th %tile Q(veh)     | -                                                                                 |       | -                                                                                 |      | 0.1    | 0                                                                                 |

Existing PM River Trails 12:02 pm 07/14/2024  
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC

3: CR 15 & CR 15A/Private Drive way

07/14/2024

| Intersection             |        |       |        |       |        |       |        |      |      |       |      |      |
|--------------------------|--------|-------|--------|-------|--------|-------|--------|------|------|-------|------|------|
| Int Delay, s/veh         | 0.9    |       |        |       |        |       |        |      |      |       |      |      |
| Movement                 | EBL    | EBT   | EBR    | WBL   | WBT    | WBR   | NBL    | NBT  | NBR  | SBL   | SBT  | SBR  |
| Lane Configurations      |        | ↔     |        |       | ↔      |       |        | ↔    |      |       | ↔    |      |
| Traffic Vol, veh/h       | 4      | 0     | 5      | 1     | 0      | 0     | 1      | 30   | 0    | 0     | 72   | 0    |
| Future Vol, veh/h        | 4      | 0     | 5      | 1     | 0      | 0     | 1      | 30   | 0    | 0     | 72   | 0    |
| Conflicting Peds, #/hr   | 0      | 0     | 0      | 0     | 0      | 0     | 0      | 0    | 0    | 0     | 0    | 0    |
| Sign Control             | Stop   | Stop  | Stop   | Stop  | Stop   | Stop  | Free   | Free | Free | Free  | Free | Free |
| RT Channelized           | -      | -     | None   | -     | -      | None  | -      | -    | None | -     | -    | None |
| Storage Length           | -      | -     | -      | -     | -      | -     | -      | -    | -    | -     | -    | -    |
| Veh in Median Storage, # | -      | 0     | -      | -     | 0      | -     | -      | 0    | -    | -     | 0    | -    |
| Grade, %                 | -      | 0     | -      | -     | 0      | -     | -      | 0    | -    | -     | 0    | -    |
| Peak Hour Factor         | 86     | 86    | 86     | 86    | 86     | 86    | 86     | 86   | 86   | 86    | 86   | 86   |
| Heavy Vehicles, %        | 2      | 2     | 2      | 2     | 2      | 2     | 2      | 2    | 2    | 2     | 2    | 2    |
| Mvmt Flow                | 5      | 0     | 6      | 1     | 0      | 0     | 1      | 35   | 0    | 0     | 84   | 0    |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
| Major/Minor              | Minor2 |       | Minor1 |       | Major1 |       | Major2 |      |      |       |      |      |
| Conflicting Flow All     | 121    | 121   | 84     | 124   | 121    | 35    | 84     | 0    | 0    | 35    | 0    | 0    |
| Stage 1                  | 84     | 84    | -      | 37    | 37     | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 37     | 37    | -      | 87    | 84     | -     | -      | -    | -    | -     | -    | -    |
| Critical Hdwy            | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | -    | -    | 4.12  | -    | -    |
| Critical Hdwy Stg 1      | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | -    | -    | -     | -    | -    |
| Critical Hdwy Stg 2      | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | -    | -    | -     | -    | -    |
| Follow-up Hdwy           | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | -    | -    | 2.218 | -    | -    |
| Pot Cap-1 Maneuver       | 854    | 769   | 975    | 850   | 769    | 1038  | 1513   | -    | -    | 1576  | -    | -    |
| Stage 1                  | 924    | 825   | -      | 978   | 864    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 978    | 864   | -      | 921   | 825    | -     | -      | -    | -    | -     | -    | -    |
| Platoon blocked, %       |        |       |        |       |        |       |        | -    | -    | -     | -    | -    |
| Mov Cap-1 Maneuver       | 853    | 768   | 975    | 844   | 768    | 1038  | 1513   | -    | -    | 1576  | -    | -    |
| Mov Cap-2 Maneuver       | 853    | 768   | -      | 844   | 768    | -     | -      | -    | -    | -     | -    | -    |
| Stage 1                  | 923    | 825   | -      | 977   | 863    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 977    | 863   | -      | 916   | 825    | -     | -      | -    | -    | -     | -    | -    |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
| Approach                 | EB     |       | WB     |       | NB     |       | SB     |      |      |       |      |      |
| HCM Control Delay, s     | 9      |       | 9.3    |       | 0.2    |       | 0      |      |      |       |      |      |
| HCM LOS                  | A      |       | A      |       |        |       |        |      |      |       |      |      |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
| Minor Lane/Major Mvmt    | NBL    | NBT   | NBR    | EBLn1 | WBLn1  | SBL   | SBT    | SBR  |      |       |      |      |
| Capacity (veh/h)         | 1513   | -     | -      | 917   | 844    | 1576  | -      | -    |      |       |      |      |
| HCM Lane V/C Ratio       | 0.001  | -     | -      | 0.011 | 0.001  | -     | -      | -    |      |       |      |      |
| HCM Control Delay (s)    | 7.4    | 0     | -      | 9     | 9.3    | 0     | -      | -    |      |       |      |      |
| HCM Lane LOS             | A      | A     | -      | A     | A      | A     | -      | -    |      |       |      |      |
| HCM 95th %tile Q(veh)    | 0      | -     | -      | 0     | 0      | 0     | -      | -    |      |       |      |      |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC

3: CR 15 & CR 15A/Private Drive way

07/21/2024

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.7  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 1    | 0    | 6    | 0    | 0    | 0    | 8    | 127  | 0    | 0    | 30   | 2    |
| Future Vol, veh/h        | 1    | 0    | 6    | 0    | 0    | 0    | 8    | 127  | 0    | 0    | 30   | 2    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 1    | 0    | 7    | 0    | 0    | 0    | 9    | 148  | 0    | 0    | 35   | 2    |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |     |
|----------------------|--------|-------|--------|-------|--------|-------|--------|-----|
| Conflicting Flow All | 202    | 202   | 36     | 206   | 148    | 37    | 0      | 148 |
| Stage 1              | 36     | 36    | -      | 166   | -      | -     | -      | -   |
| Stage 2              | 166    | 166   | -      | 40    | -      | -     | -      | -   |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | -   |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | -   |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | -   |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | -   |
| Pot Cap-1 Maneuver   | 756    | 694   | 1037   | 752   | 693    | 899   | 1574   | -   |
| Stage 1              | 980    | 865   | -      | 836   | 761    | -     | -      | -   |
| Stage 2              | 836    | 761   | -      | 975   | 864    | -     | -      | -   |
| Platoon blocked, %   | -      | -     | -      | -     | -      | -     | -      | -   |
| Mov Cap-1 Maneuver   | 752    | 690   | 1037   | 744   | 689    | 899   | 1574   | -   |
| Mov Cap-2 Maneuver   | 752    | 690   | -      | 744   | 689    | -     | -      | -   |
| Stage 1              | 974    | 865   | -      | 831   | 756    | -     | -      | -   |
| Stage 2              | 831    | 756   | -      | 968   | 864    | -     | -      | -   |

| Approach             | EB  | WB | NB  | SB |
|----------------------|-----|----|-----|----|
| HCM Control Delay, s | 8.7 | 0  | 0.4 | 0  |
| HCM LOS              | A   | A  |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | SBL  | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h)      | 1574  | -   | -   | 984   | -     | 1434 | -   | -   |
| HCM Lane V/C Ratio    | 0.006 | -   | -   | 0.008 | -     | -    | -   | -   |
| HCM Control Delay (s) | 7.3   | 0   | -   | 8.7   | 0     | 0    | -   | -   |
| HCM Lane LOS          | A     | A   | -   | A     | A     | A    | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0     | -     | 0    | -   | -   |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
4: CR 15 & CR 2E

07/14/2024

| Intersection             |        |       |           |      |        |      |
|--------------------------|--------|-------|-----------|------|--------|------|
| Int Delay, s/veh         | 3.7    |       |           |      |        |      |
| Movement                 | EBL    | EBR   | NBL       | NBT  | SBT    | SBR  |
| Lane Configurations      | W      |       |           | W    | W      |      |
| Traffic Vol, veh/h       | 22     | 20    | 12        | 4    | 13     | 55   |
| Future Vol, veh/h        | 22     | 20    | 12        | 4    | 13     | 55   |
| Conflicting Peds, #/hr   | 0      | 0     | 0         | 0    | 0      | 0    |
| Sign Control             | Stop   | Stop  | Free      | Free | Free   | Free |
| RT Channelized           | -      | None  | -         | None | -      | None |
| Storage Length           | 0      | -     | -         | -    | -      | -    |
| Veh in Median Storage, # | 0      | -     | -         | 0    | 0      | -    |
| Grade, %                 | 0      | -     | -         | 0    | 0      | -    |
| Peak Hour Factor         | 90     | 90    | 90        | 90   | 90     | 90   |
| Heavy Vehicles, %        | 2      | 2     | 2         | 2    | 2      | 2    |
| Mvmt Flow                | 24     | 22    | 13        | 4    | 14     | 61   |
|                          |        |       |           |      |        |      |
| Major/Minor              | Minor2 |       | Major1    |      | Major2 |      |
| Conflicting Flow All     | 75     | 45    | 75        | 0    | -      | 0    |
| Stage 1                  | 45     | -     | -         | -    | -      | -    |
| Stage 2                  | 30     | -     | -         | -    | -      | -    |
| Critical Hdwy            | 6.42   | 6.22  | 4.12      | -    | -      | -    |
| Critical Hdwy Stg 1      | 5.42   | -     | -         | -    | -      | -    |
| Critical Hdwy Stg 2      | 5.42   | -     | -         | -    | -      | -    |
| Follow-up Hdwy           | 3.518  | 3.318 | 2.218     | -    | -      | -    |
| Pot Cap-1 Maneuver       | 928    | 1025  | 1524      | -    | -      | -    |
| Stage 1                  | 977    | -     | -         | -    | -      | -    |
| Stage 2                  | 993    | -     | -         | -    | -      | -    |
| Platoon blocked, %       |        |       |           | -    | -      | -    |
| Mov Cap-1 Maneuver       | 920    | 1025  | 1524      | -    | -      | -    |
| Mov Cap-2 Maneuver       | 920    | -     | -         | -    | -      | -    |
| Stage 1                  | 968    | -     | -         | -    | -      | -    |
| Stage 2                  | 993    | -     | -         | -    | -      | -    |
|                          |        |       |           |      |        |      |
| Approach                 | EB     |       | NB        |      | SB     |      |
| HCM Control Delay, s     | 8.9    |       | 5.5       |      | 0      |      |
| HCM LOS                  | A      |       |           |      |        |      |
|                          |        |       |           |      |        |      |
| Minor Lane/Major Mvmt    | NBL    |       | NBT EBLn1 |      | SBT    | SBR  |
| Capacity (veh/h)         | 1524   |       | - 967     |      | -      | -    |
| HCM Lane V/C Ratio       | 0.009  |       | - 0.048   |      | -      | -    |
| HCM Control Delay (s)    | 7.4    |       | 0 8.9     |      | -      | -    |
| HCM Lane LOS             | A      |       | A A       |      | -      | -    |
| HCM 95th %tile Q(veh)    | 0      |       | - 0.2     |      | -      | -    |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
4: CR 15 & CR 2E

07/14/2024

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 6.7                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 96                                                                                | 12     | 21    | 22                                                                                | 10                                                                                | 16   |
| Future Vol, veh/h        | 96                                                                                | 12     | 21    | 22                                                                                | 10                                                                                | 16   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 87                                                                                | 87     | 87    | 87                                                                                | 87                                                                                | 87   |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2     | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 110                                                                               | 14     | 24    | 25                                                                                | 11                                                                                | 18   |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 93                                                                                | 20     | 29    | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 20                                                                                | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 73                                                                                | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.42                                                                              | 6.22   | 4.12  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.518                                                                             | 3.318  | 2.218 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 907                                                                               | 1058   | 1584  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 1003                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 950                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 893                                                                               | 1058   | 1584  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 893                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 988                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 950                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 9.6                                                                               | 3.6    |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1584                                                                              | -      | 909   | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | 0.015                                                                             | -      | 0.137 | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 7.3                                                                               | 0      | 9.6   | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | A      | A     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | 0.5   | -                                                                                 | -                                                                                 |      |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC

5: CR 13 & CR 6C/WCR 42.25

07/14/2024

| Intersection             |        |       |        |       |        |       |        |      |      |       |      |      |
|--------------------------|--------|-------|--------|-------|--------|-------|--------|------|------|-------|------|------|
| Int Delay, s/veh         | 0.5    |       |        |       |        |       |        |      |      |       |      |      |
| Movement                 | EBL    | EBT   | EBR    | WBL   | WBT    | WBR   | NBL    | NBT  | NBR  | SBL   | SBT  | SBR  |
| Lane Configurations      |        | ↕     |        |       | ↕      |       |        | ↕    |      |       | ↕    |      |
| Traffic Vol, veh/h       | 4      | 0     | 5      | 0     | 0      | 1     | 5      | 111  | 0    | 0     | 163  | 3    |
| Future Vol, veh/h        | 4      | 0     | 5      | 0     | 0      | 1     | 5      | 111  | 0    | 0     | 163  | 3    |
| Conflicting Peds, #/hr   | 0      | 0     | 0      | 0     | 0      | 0     | 0      | 0    | 0    | 0     | 0    | 0    |
| Sign Control             | Stop   | Stop  | Stop   | Stop  | Stop   | Stop  | Free   | Free | Free | Free  | Free | Free |
| RT Channelized           | -      | -     | None   | -     | -      | None  | -      | -    | None | -     | -    | None |
| Storage Length           | -      | -     | -      | -     | -      | -     | -      | -    | -    | -     | -    | -    |
| Veh in Median Storage, # | -      | 0     | -      | -     | 0      | -     | -      | 0    | -    | -     | 0    | -    |
| Grade, %                 | -      | 0     | -      | -     | 0      | -     | -      | 0    | -    | -     | 0    | -    |
| Peak Hour Factor         | 83     | 83    | 83     | 83    | 83     | 83    | 83     | 83   | 83   | 83    | 83   | 83   |
| Heavy Vehicles, %        | 2      | 2     | 2      | 2     | 2      | 2     | 2      | 2    | 2    | 2     | 2    | 2    |
| Mvmt Flow                | 5      | 0     | 6      | 0     | 0      | 1     | 6      | 134  | 0    | 0     | 196  | 4    |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
| Major/Minor              | Minor2 |       | Minor1 |       | Major1 |       | Major2 |      |      |       |      |      |
| Conflicting Flow All     | 345    | 344   | 198    | 347   | 346    | 134   | 200    | 0    | 0    | 134   | 0    | 0    |
| Stage 1                  | 198    | 198   | -      | 146   | 146    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 147    | 146   | -      | 201   | 200    | -     | -      | -    | -    | -     | -    | -    |
| Critical Hdwy            | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | -    | -    | 4.12  | -    | -    |
| Critical Hdwy Stg 1      | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | -    | -    | -     | -    | -    |
| Critical Hdwy Stg 2      | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | -    | -    | -     | -    | -    |
| Follow-up Hdwy           | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | -    | -    | 2.218 | -    | -    |
| Pot Cap-1 Maneuver       | 609    | 579   | 843    | 607   | 577    | 915   | 1372   | -    | -    | 1451  | -    | -    |
| Stage 1                  | 804    | 737   | -      | 857   | 776    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 856    | 776   | -      | 801   | 736    | -     | -      | -    | -    | -     | -    | -    |
| Platoon blocked, %       |        |       |        |       |        |       |        | -    | -    | -     | -    | -    |
| Mov Cap-1 Maneuver       | 606    | 576   | 843    | 600   | 574    | 915   | 1372   | -    | -    | 1451  | -    | -    |
| Mov Cap-2 Maneuver       | 606    | 576   | -      | 600   | 574    | -     | -      | -    | -    | -     | -    | -    |
| Stage 1                  | 800    | 737   | -      | 853   | 772    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 851    | 772   | -      | 795   | 736    | -     | -      | -    | -    | -     | -    | -    |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
| Approach                 | EB     |       | WB     |       | NB     |       | SB     |      |      |       |      |      |
| HCM Control Delay, s     | 10.1   |       | 8.9    |       | 0.3    |       | 0      |      |      |       |      |      |
| HCM LOS                  | B      |       | A      |       |        |       |        |      |      |       |      |      |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
| Minor Lane/Major Mvmt    | NBL    | NBT   | NBR    | EBLn1 | WBLn1  | SBL   | SBT    | SBR  |      |       |      |      |
| Capacity (veh/h)         | 1372   | -     | -      | 718   | 915    | 1451  | -      | -    |      |       |      |      |
| HCM Lane V/C Ratio       | 0.004  | -     | -      | 0.015 | 0.001  | -     | -      | -    |      |       |      |      |
| HCM Control Delay (s)    | 7.6    | 0     | -      | 10.1  | 8.9    | 0     | -      | -    |      |       |      |      |
| HCM Lane LOS             | A      | A     | -      | B     | A      | A     | -      | -    |      |       |      |      |
| HCM 95th %tile Q(veh)    | 0      | -     | -      | 0     | 0      | 0     | -      | -    |      |       |      |      |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC

5: CR 13 & CR 6C/WCR 42.25

07/14/2024

| Intersection             |        |       |        |       |        |       |        |      |      |       |      |      |
|--------------------------|--------|-------|--------|-------|--------|-------|--------|------|------|-------|------|------|
| Int Delay, s/veh         | 0.5    |       |        |       |        |       |        |      |      |       |      |      |
| Movement                 | EBL    | EBT   | EBR    | WBL   | WBT    | WBR   | NBL    | NBT  | NBR  | SBL   | SBT  | SBR  |
| Lane Configurations      |        | ↕     |        |       | ↕      |       |        | ↕    |      |       | ↕    |      |
| Traffic Vol, veh/h       | 0      | 0     | 5      | 0     | 0      | 2     | 23     | 252  | 0    | 0     | 156  | 3    |
| Future Vol, veh/h        | 0      | 0     | 5      | 0     | 0      | 2     | 23     | 252  | 0    | 0     | 156  | 3    |
| Conflicting Peds, #/hr   | 0      | 0     | 0      | 0     | 0      | 0     | 0      | 0    | 0    | 0     | 0    | 0    |
| Sign Control             | Stop   | Stop  | Stop   | Stop  | Stop   | Stop  | Free   | Free | Free | Free  | Free | Free |
| RT Channelized           | -      | -     | None   | -     | -      | None  | -      | -    | None | -     | -    | None |
| Storage Length           | -      | -     | -      | -     | -      | -     | -      | -    | -    | -     | -    | -    |
| Veh in Median Storage, # | -      | 0     | -      | -     | 0      | -     | -      | 0    | -    | -     | 0    | -    |
| Grade, %                 | -      | 0     | -      | -     | 0      | -     | -      | 0    | -    | -     | 0    | -    |
| Peak Hour Factor         | 93     | 93    | 93     | 93    | 93     | 93    | 93     | 93   | 93   | 93    | 93   | 93   |
| Heavy Vehicles, %        | 2      | 2     | 2      | 2     | 2      | 2     | 3      | 3    | 3    | 3     | 3    | 3    |
| Mvmt Flow                | 0      | 0     | 5      | 0     | 0      | 2     | 25     | 271  | 0    | 0     | 168  | 3    |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
| Major/Minor              | Minor2 |       | Minor1 |       | Major1 |       | Major2 |      |      |       |      |      |
| Conflicting Flow All     | 492    | 491   | 170    | 493   | 492    | 271   | 171    | 0    | 0    | 271   | 0    | 0    |
| Stage 1                  | 170    | 170   | -      | 321   | 321    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 322    | 321   | -      | 172   | 171    | -     | -      | -    | -    | -     | -    | -    |
| Critical Hdwy            | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.13   | -    | -    | 4.13  | -    | -    |
| Critical Hdwy Stg 1      | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | -    | -    | -     | -    | -    |
| Critical Hdwy Stg 2      | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | -    | -    | -     | -    | -    |
| Follow-up Hdwy           | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.227  | -    | -    | 2.227 | -    | -    |
| Pot Cap-1 Maneuver       | 487    | 478   | 874    | 486   | 478    | 768   | 1400   | -    | -    | 1287  | -    | -    |
| Stage 1                  | 832    | 758   | -      | 691   | 652    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 690    | 652   | -      | 830   | 757    | -     | -      | -    | -    | -     | -    | -    |
| Platoon blocked, %       |        |       |        |       |        |       |        | -    | -    | -     | -    | -    |
| Mov Cap-1 Maneuver       | 478    | 468   | 874    | 475   | 468    | 768   | 1400   | -    | -    | 1287  | -    | -    |
| Mov Cap-2 Maneuver       | 478    | 468   | -      | 475   | 468    | -     | -      | -    | -    | -     | -    | -    |
| Stage 1                  | 815    | 758   | -      | 676   | 638    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 674    | 638   | -      | 825   | 757    | -     | -      | -    | -    | -     | -    | -    |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
| Approach                 | EB     |       | WB     |       | NB     |       | SB     |      |      |       |      |      |
| HCM Control Delay, s     | 9.1    |       | 9.7    |       | 0.6    |       | 0      |      |      |       |      |      |
| HCM LOS                  | A      |       | A      |       |        |       |        |      |      |       |      |      |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
| Minor Lane/Major Mvmt    | NBL    | NBT   | NBR    | EBLn1 | WBLn1  | SBL   | SBT    | SBR  |      |       |      |      |
| Capacity (veh/h)         | 1400   | -     | -      | 874   | 768    | 1287  | -      | -    |      |       |      |      |
| HCM Lane V/C Ratio       | 0.018  | -     | -      | 0.006 | 0.003  | -     | -      | -    |      |       |      |      |
| HCM Control Delay (s)    | 7.6    | 0     | -      | 9.1   | 9.7    | 0     | -      | -    |      |       |      |      |
| HCM Lane LOS             | A      | A     | -      | A     | A      | A     | -      | -    |      |       |      |      |
| HCM 95th %tile Q(veh)    | 0.1    | -     | -      | 0     | 0      | 0     | -      | -    |      |       |      |      |

Existing PM River Trails 12:02 pm 07/14/2024  
RR

Synchro 11 Light Report  
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
6: US 287 & CR 4E

07/14/2024

| Intersection             |        |        |        |       |       |      |
|--------------------------|--------|--------|--------|-------|-------|------|
| Int Delay, s/veh         | 4.4    |        |        |       |       |      |
| Movement                 | WBL    | WBR    | NBT    | NBR   | SBL   | SBT  |
| Lane Configurations      | ↱      | ↱      | ↕↕     | ↱     | ↱     | ↕↕   |
| Traffic Vol, veh/h       | 88     | 2      | 548    | 22    | 1     | 1734 |
| Future Vol, veh/h        | 88     | 2      | 548    | 22    | 1     | 1734 |
| Conflicting Peds, #/hr   | 0      | 0      | 0      | 0     | 0     | 0    |
| Sign Control             | Stop   | Stop   | Free   | Free  | Free  | Free |
| RT Channelized           | -      | None   | -      | None  | -     | None |
| Storage Length           | 0      | 0      | -      | 0     | 0     | -    |
| Veh in Median Storage, # | 0      | -      | 0      | -     | -     | 0    |
| Grade, %                 | 0      | -      | 0      | -     | -     | 0    |
| Peak Hour Factor         | 94     | 94     | 94     | 94    | 94    | 94   |
| Heavy Vehicles, %        | 2      | 2      | 2      | 2     | 2     | 2    |
| Mvmt Flow                | 94     | 2      | 583    | 23    | 1     | 1845 |
| Major/Minor              | Minor1 | Major1 | Major2 |       |       |      |
| Conflicting Flow All     | 1508   | 292    | 0      | 0     | 606   | 0    |
| Stage 1                  | 583    | -      | -      | -     | -     | -    |
| Stage 2                  | 925    | -      | -      | -     | -     | -    |
| Critical Hdwy            | 6.84   | 6.94   | -      | -     | 4.14  | -    |
| Critical Hdwy Stg 1      | 5.84   | -      | -      | -     | -     | -    |
| Critical Hdwy Stg 2      | 5.84   | -      | -      | -     | -     | -    |
| Follow-up Hdwy           | 3.52   | 3.32   | -      | -     | 2.22  | -    |
| Pot Cap-1 Maneuver       | 111    | 704    | -      | -     | 968   | -    |
| Stage 1                  | 521    | -      | -      | -     | -     | -    |
| Stage 2                  | 347    | -      | -      | -     | -     | -    |
| Platoon blocked, %       | -      | -      | -      | -     | -     | -    |
| Mov Cap-1 Maneuver       | 111    | 704    | -      | -     | 968   | -    |
| Mov Cap-2 Maneuver       | 111    | -      | -      | -     | -     | -    |
| Stage 1                  | 521    | -      | -      | -     | -     | -    |
| Stage 2                  | 347    | -      | -      | -     | -     | -    |
| Approach                 | WB     | NB     | SB     |       |       |      |
| HCM Control Delay, s     | 116.2  | 0      | 0      |       |       |      |
| HCM LOS                  | F      |        |        |       |       |      |
| Minor Lane/Major Mvmt    | NBT    | NBR    | WBLn1  | WBLn2 | SBL   | SBT  |
| Capacity (veh/h)         | -      | -      | 111    | 704   | 968   | -    |
| HCM Lane V/C Ratio       | -      | -      | 0.843  | 0.003 | 0.001 | -    |
| HCM Control Delay (s)    | -      | -      | 118.6  | 10.1  | 8.7   | -    |
| HCM Lane LOS             | -      | -      | F      | B     | A     | -    |
| HCM 95th %tile Q(veh)    | -      | -      | 4.9    | 0     | 0     | -    |

Existing AM River Trails 8:28 am 07/14/2024  
RR

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
6: US 287 & CR 4E

07/14/2024

| Intersection             |        |        |        |       |       |      |
|--------------------------|--------|--------|--------|-------|-------|------|
| Int Delay, s/veh         | 2.4    |        |        |       |       |      |
| Movement                 | WBL    | WBR    | NBT    | NBR   | SBL   | SBT  |
| Lane Configurations      | ↵      | ↵      | ↕↕     | ↵     | ↵     | ↕↕   |
| Traffic Vol, veh/h       | 31     | 3      | 1582   | 86    | 1     | 849  |
| Future Vol, veh/h        | 31     | 3      | 1582   | 86    | 1     | 849  |
| Conflicting Peds, #/hr   | 0      | 0      | 0      | 0     | 0     | 0    |
| Sign Control             | Stop   | Stop   | Free   | Free  | Free  | Free |
| RT Channelized           | -      | None   | -      | None  | -     | None |
| Storage Length           | 0      | 0      | -      | 0     | 0     | -    |
| Veh in Median Storage, # | 0      | -      | 0      | -     | -     | 0    |
| Grade, %                 | 0      | -      | 0      | -     | -     | 0    |
| Peak Hour Factor         | 96     | 96     | 96     | 96    | 96    | 96   |
| Heavy Vehicles, %        | 2      | 2      | 2      | 2     | 2     | 2    |
| Mvmt Flow                | 32     | 3      | 1648   | 90    | 1     | 884  |
| Major/Minor              | Minor1 | Major1 | Major2 |       |       |      |
| Conflicting Flow All     | 2092   | 824    | 0      | 0     | 1738  | 0    |
| Stage 1                  | 1648   | -      | -      | -     | -     | -    |
| Stage 2                  | 444    | -      | -      | -     | -     | -    |
| Critical Hdwy            | 6.84   | 6.94   | -      | -     | 4.14  | -    |
| Critical Hdwy Stg 1      | 5.84   | -      | -      | -     | -     | -    |
| Critical Hdwy Stg 2      | 5.84   | -      | -      | -     | -     | -    |
| Follow-up Hdwy           | 3.52   | 3.32   | -      | -     | 2.22  | -    |
| Pot Cap-1 Maneuver       | 45     | 316    | -      | -     | 358   | -    |
| Stage 1                  | 142    | -      | -      | -     | -     | -    |
| Stage 2                  | 614    | -      | -      | -     | -     | -    |
| Platoon blocked, %       | -      | -      | -      | -     | -     | -    |
| Mov Cap-1 Maneuver       | 45     | 316    | -      | -     | 358   | -    |
| Mov Cap-2 Maneuver       | 45     | -      | -      | -     | -     | -    |
| Stage 1                  | 142    | -      | -      | -     | -     | -    |
| Stage 2                  | 612    | -      | -      | -     | -     | -    |
| Approach                 | WB     | NB     | SB     |       |       |      |
| HCM Control Delay, s     | 178.6  | 0      | 0      |       |       |      |
| HCM LOS                  | F      |        |        |       |       |      |
| Minor Lane/Major Mvmt    | NBT    | NBR    | WBLn1  | WBLn2 | SBL   | SBT  |
| Capacity (veh/h)         | -      | -      | 45     | 316   | 358   | -    |
| HCM Lane V/C Ratio       | -      | -      | 0.718  | 0.01  | 0.003 | -    |
| HCM Control Delay (s)    | -      | -      | 194.3  | 16.5  | 15.1  | -    |
| HCM Lane LOS             | -      | -      | F      | C     | C     | -    |
| HCM 95th %tile Q(veh)    | -      | -      | 2.8    | 0     | 0     | -    |

Existing PM River Trails 12:17 pm 07/14/2024  
RR

Synchro 11 Light Report  
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
7: US 287 & CR 2E

07/14/2024

| Intersection             |        |        |        |       |       |      |
|--------------------------|--------|--------|--------|-------|-------|------|
| Int Delay, s/veh         | 5.2    |        |        |       |       |      |
| Movement                 | WBL    | WBR    | NBT    | NBR   | SBL   | SBT  |
| Lane Configurations      | ↱      | ↱      | ↕↕     | ↱     | ↱     | ↕↕   |
| Traffic Vol, veh/h       | 89     | 7      | 551    | 31    | 6     | 1753 |
| Future Vol, veh/h        | 89     | 7      | 551    | 31    | 6     | 1753 |
| Conflicting Peds, #/hr   | 0      | 0      | 0      | 0     | 0     | 0    |
| Sign Control             | Stop   | Stop   | Free   | Free  | Free  | Free |
| RT Channelized           | -      | None   | -      | None  | -     | None |
| Storage Length           | 0      | 0      | -      | 0     | 0     | -    |
| Veh in Median Storage, # | 0      | -      | 0      | -     | -     | 0    |
| Grade, %                 | 0      | -      | 0      | -     | -     | 0    |
| Peak Hour Factor         | 93     | 93     | 93     | 93    | 93    | 93   |
| Heavy Vehicles, %        | 2      | 2      | 2      | 2     | 2     | 2    |
| Mvmt Flow                | 96     | 8      | 592    | 33    | 6     | 1885 |
| Major/Mnor               | Minor1 | Major1 | Major2 |       |       |      |
| Conflicting Flow All     | 1547   | 296    | 0      | 0     | 625   | 0    |
| Stage 1                  | 592    | -      | -      | -     | -     | -    |
| Stage 2                  | 955    | -      | -      | -     | -     | -    |
| Critical Hdwy            | 6.84   | 6.94   | -      | -     | 4.14  | -    |
| Critical Hdwy Stg 1      | 5.84   | -      | -      | -     | -     | -    |
| Critical Hdwy Stg 2      | 5.84   | -      | -      | -     | -     | -    |
| Follow-up Hdwy           | 3.52   | 3.32   | -      | -     | 2.22  | -    |
| Pot Cap-1 Maneuver       | 105    | 700    | -      | -     | 952   | -    |
| Stage 1                  | 516    | -      | -      | -     | -     | -    |
| Stage 2                  | 334    | -      | -      | -     | -     | -    |
| Platoon blocked, %       |        |        | -      | -     | -     | -    |
| Mov Cap-1 Maneuver       | 104    | 700    | -      | -     | 952   | -    |
| Mov Cap-2 Maneuver       | 104    | -      | -      | -     | -     | -    |
| Stage 1                  | 516    | -      | -      | -     | -     | -    |
| Stage 2                  | 332    | -      | -      | -     | -     | -    |
| Approach                 | WB     | NB     | SB     |       |       |      |
| HCM Control Delay, s     | 133    | 0      | 0      |       |       |      |
| HCM LOS                  | F      |        |        |       |       |      |
| Minor Lane/Major Mvmt    | NBT    | NBR    | WBLn1  | WBLn2 | SBL   | SBT  |
| Capacity (veh/h)         | -      | -      | 104    | 700   | 952   | -    |
| HCM Lane V/C Ratio       | -      | -      | 0.92   | 0.011 | 0.007 | -    |
| HCM Control Delay (s)    | -      | -      | 142.7  | 10.2  | 8.8   | -    |
| HCM Lane LOS             | -      | -      | F      | B     | A     | -    |
| HCM 95th %tile Q(veh)    | -      | -      | 5.5    | 0     | 0     | -    |

Existing AM River Trails 8:28 am 07/14/2024  
RR

Synchro 11 Light Report  
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
7: US 287 & CR 2E

07/14/2024

| Intersection             |        |      |               |      |        |      |
|--------------------------|--------|------|---------------|------|--------|------|
| Int Delay, s/veh         | 3.2    |      |               |      |        |      |
| Movement                 | WBL    | WBR  | NBT           | NBR  | SBL    | SBT  |
| Lane Configurations      | ↱      | ↱    | ↕↕            | ↱    | ↱      | ↕↕   |
| Traffic Vol, veh/h       | 32     | 15   | 1685          | 140  | 4      | 849  |
| Future Vol, veh/h        | 32     | 15   | 1685          | 140  | 4      | 849  |
| Conflicting Peds, #/hr   | 0      | 0    | 0             | 0    | 0      | 0    |
| Sign Control             | Stop   | Stop | Free          | Free | Free   | Free |
| RT Channelized           | -      | None | -             | None | -      | None |
| Storage Length           | 0      | 0    | -             | 0    | 0      | -    |
| Veh in Median Storage, # | 0      | -    | 0             | -    | -      | 0    |
| Grade, %                 | 0      | -    | 0             | -    | -      | 0    |
| Peak Hour Factor         | 97     | 97   | 97            | 97   | 97     | 97   |
| Heavy Vehicles, %        | 2      | 2    | 2             | 2    | 2      | 2    |
| Mvmt Flow                | 33     | 15   | 1737          | 144  | 4      | 875  |
| Major/Minor              | Minor1 |      | Major1        |      | Major2 |      |
| Conflicting Flow All     | 2183   | 869  | 0             | 0    | 1881   | 0    |
| Stage 1                  | 1737   | -    | -             | -    | -      | -    |
| Stage 2                  | 446    | -    | -             | -    | -      | -    |
| Critical Hdwy            | 6.84   | 6.94 | -             | -    | 4.14   | -    |
| Critical Hdwy Stg 1      | 5.84   | -    | -             | -    | -      | -    |
| Critical Hdwy Stg 2      | 5.84   | -    | -             | -    | -      | -    |
| Follow-up Hdwy           | 3.52   | 3.32 | -             | -    | 2.22   | -    |
| Pot Cap-1 Maneuver       | 39     | 295  | -             | -    | 315    | -    |
| Stage 1                  | 127    | -    | -             | -    | -      | -    |
| Stage 2                  | 612    | -    | -             | -    | -      | -    |
| Platoon blocked, %       | -      | -    | -             | -    | -      | -    |
| Mov Cap-1 Maneuver       | 38     | 295  | -             | -    | 315    | -    |
| Mov Cap-2 Maneuver       | 38     | -    | -             | -    | -      | -    |
| Stage 1                  | 127    | -    | -             | -    | -      | -    |
| Stage 2                  | 604    | -    | -             | -    | -      | -    |
| Approach                 | WB     |      | NB            |      | SB     |      |
| HCM Control Delay, s     | 185.9  |      | 0             |      | 0.1    |      |
| HCM LOS                  | F      |      |               |      |        |      |
| Minor Lane/Major Mvmt    | NBT    |      | NBRWBLn1WBLn2 |      | SBL    | SBT  |
| Capacity (veh/h)         | -      |      | 38 295        |      | 315    | -    |
| HCM Lane V/C Ratio       | -      |      | 0.868 0.052   |      | 0.013  | -    |
| HCM Control Delay (s)    | -      |      | 264.7 17.9    |      | 16.6   | -    |
| HCM Lane LOS             | -      |      | F C           |      | C      | -    |
| HCM 95th %tile Q(veh)    | -      |      | 3.2 0.2       |      | 0      | -    |

Existing PM River Trails 12:17 pm 07/14/2024  
RR

Synchro 11 Light Report  
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## BACKGROUND 2042

# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th Roundabout  
1: 1st Street & Mountain Ave

07/20/2024

| Intersection                |       |       |       |       |       |
|-----------------------------|-------|-------|-------|-------|-------|
| Intersection Delay, s/veh   | 9.4   |       |       |       |       |
| Intersection LOS            | A     |       |       |       |       |
| Approach                    | EB    | WB    | NB    | SB    |       |
| Entry Lanes                 | 1     | 1     | 2     | 1     |       |
| Conflicting Circle Lanes    | 1     | 1     | 1     | 1     |       |
| Adj Approach Flow, veh/h    | 480   | 588   | 181   | 382   |       |
| Demand Flow Rate, veh/h     | 499   | 612   | 185   | 397   |       |
| Vehicles Circulating, veh/h | 285   | 234   | 686   | 376   |       |
| Vehicles Exiting, veh/h     | 488   | 637   | 98    | 470   |       |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0     | 0     |       |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000 | 1.000 |       |
| Approach Delay, s/veh       | 9.4   | 10.6  | 6.4   | 9.0   |       |
| Approach LOS                | A     | B     | A     | A     |       |
| Lane                        | Left  | Left  | Left  | Right | Left  |
| Designated Moves            | LTR   | LTR   | LT    | R     | LTR   |
| Assumed Moves               | LTR   | LTR   | LT    | R     | LTR   |
| RT Channelized              |       |       |       |       |       |
| Lane Util                   | 1.000 | 1.000 | 0.714 | 0.286 | 1.000 |
| Follow-Up Headway, s        | 2.609 | 2.609 | 2.535 | 2.535 | 2.609 |
| Critical Headway, s         | 4.976 | 4.976 | 4.544 | 4.544 | 4.976 |
| Entry Flow, veh/h           | 499   | 612   | 132   | 53    | 397   |
| Cap Entry Lane, veh/h       | 1032  | 1087  | 761   | 761   | 940   |
| Entry HV Adj Factor         | 0.961 | 0.961 | 0.977 | 0.981 | 0.962 |
| Flow Entry, veh/h           | 480   | 588   | 129   | 52    | 382   |
| Cap Entry, veh/h            | 992   | 1045  | 743   | 746   | 905   |
| V/C Ratio                   | 0.484 | 0.563 | 0.174 | 0.070 | 0.422 |
| Control Delay, s/veh        | 9.4   | 10.6  | 6.7   | 5.5   | 9.0   |
| LOS                         | A     | B     | A     | A     | A     |
| 95th %ile Queue, veh        | 3     | 4     | 1     | 0     | 2     |

Background 2042 AM River Trails 12:50 pm 07/20/2024  
RR

Synchro 11 Light Report  
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th Roundabout  
1: 1st Street & Mountain Ave

07/20/2024

| Intersection                |       |       |       |       |       |
|-----------------------------|-------|-------|-------|-------|-------|
| Intersection Delay, s/veh   | 20.0  |       |       |       |       |
| Intersection LOS            | C     |       |       |       |       |
| Approach                    | EB    | WB    | NB    | SB    |       |
| Entry Lanes                 | 1     | 1     | 2     | 1     |       |
| Conflicting Circle Lanes    | 1     | 1     | 1     | 1     |       |
| Adj Approach Flow, veh/h    | 664   | 851   | 267   | 457   |       |
| Demand Flow Rate, veh/h     | 677   | 867   | 272   | 467   |       |
| Vehicles Circulating, veh/h | 303   | 353   | 797   | 558   |       |
| Vehicles Exiting, veh/h     | 722   | 716   | 183   | 662   |       |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0     | 0     |       |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000 | 1.000 |       |
| Approach Delay, s/veh       | 13.9  | 31.2  | 8.6   | 14.4  |       |
| Approach LOS                | B     | D     | A     | B     |       |
| Lane                        | Left  | Left  | Left  | Right | Left  |
| Designated Moves            | LTR   | LTR   | LT    | R     | LTR   |
| Assumed Moves               | LTR   | LTR   | LT    | R     | LTR   |
| RT Channelized              |       |       |       |       |       |
| Lane Util                   | 1.000 | 1.000 | 0.779 | 0.221 | 1.000 |
| Follow-Up Headway, s        | 2.609 | 2.609 | 2.535 | 2.535 | 2.609 |
| Critical Headway, s         | 4.976 | 4.976 | 4.544 | 4.544 | 4.976 |
| Entry Flow, veh/h           | 677   | 867   | 212   | 60    | 467   |
| Cap Entry Lane, veh/h       | 1013  | 963   | 688   | 688   | 781   |
| Entry HV Adj Factor         | 0.981 | 0.981 | 0.981 | 0.983 | 0.979 |
| Flow Entry, veh/h           | 664   | 851   | 208   | 59    | 457   |
| Cap Entry, veh/h            | 993   | 945   | 675   | 676   | 765   |
| V/C Ratio                   | 0.668 | 0.901 | 0.308 | 0.087 | 0.598 |
| Control Delay, s/veh        | 13.9  | 31.2  | 9.2   | 6.3   | 14.4  |
| LOS                         | B     | D     | A     | A     | B     |
| 95th %ile Queue, veh        | 5     | 13    | 1     | 0     | 4     |

Background 2042 PM River Trails 12:58 pm 07/20/2024  
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Synchro 11 Light Report  
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
2: 1st Street & CR 6C

07/21/2024

| Intersection             |        |       |          |      |        |       |
|--------------------------|--------|-------|----------|------|--------|-------|
| Int Delay, s/veh         | 0.3    |       |          |      |        |       |
| Movement                 | WBL    | WBR   | NBT      | NBR  | SBL    | SBT   |
| Lane Configurations      | ↖      |       | ↗        |      |        | ↖     |
| Traffic Vol, veh/h       | 5      | 5     | 190      | 0    | 5      | 245   |
| Future Vol, veh/h        | 5      | 5     | 190      | 0    | 5      | 245   |
| Conflicting Peds, #/hr   | 0      | 0     | 0        | 0    | 0      | 0     |
| Sign Control             | Stop   | Stop  | Free     | Free | Free   | Free  |
| RT Channelized           | -      | None  | -        | None | -      | None  |
| Storage Length           | 0      | -     | -        | -    | -      | -     |
| Veh in Median Storage, # | 0      | -     | 0        | -    | -      | 0     |
| Grade, %                 | 0      | -     | 0        | -    | -      | 0     |
| Peak Hour Factor         | 89     | 89    | 89       | 89   | 89     | 89    |
| Heavy Vehicles, %        | 2      | 2     | 2        | 2    | 2      | 2     |
| Mmt Flow                 | 6      | 6     | 213      | 0    | 6      | 275   |
| Major/Minor              | Minor1 |       | Major1   |      | Major2 |       |
| Conflicting Flow All     | 500    | 213   | 0        | 0    | 213    | 0     |
| Stage 1                  | 213    | -     | -        | -    | -      | -     |
| Stage 2                  | 287    | -     | -        | -    | -      | -     |
| Critical Hdwy            | 6.42   | 6.22  | -        | -    | 4.12   | -     |
| Critical Hdwy Stg 1      | 5.42   | -     | -        | -    | -      | -     |
| Critical Hdwy Stg 2      | 5.42   | -     | -        | -    | -      | -     |
| Follow-up Hdwy           | 3.518  | 3.318 | -        | -    | 2.218  | -     |
| Pot Cap-1 Maneuver       | 530    | 827   | -        | -    | 1357   | -     |
| Stage 1                  | 823    | -     | -        | -    | -      | -     |
| Stage 2                  | 762    | -     | -        | -    | -      | -     |
| Platoon blocked, %       |        |       | -        | -    | -      | -     |
| Mov Cap-1 Maneuver       | 527    | 827   | -        | -    | 1357   | -     |
| Mov Cap-2 Maneuver       | 527    | -     | -        | -    | -      | -     |
| Stage 1                  | 823    | -     | -        | -    | -      | -     |
| Stage 2                  | 758    | -     | -        | -    | -      | -     |
| Approach                 | WB     |       | NB       |      | SB     |       |
| HCM Control Delay, s     | 10.7   |       | 0        |      | 0.2    |       |
| HCM LOS                  | B      |       |          |      |        |       |
| Minor Lane/Major Mmt     | NBT    |       | NBRWBLn1 |      | SBL    | SBT   |
| Capacity (veh/h)         | -      |       | -        |      | 644    | 1357  |
| HCM Lane V/C Ratio       | -      |       | -        |      | 0.017  | 0.004 |
| HCM Control Delay (s)    | -      |       | -        |      | 10.7   | 7.7   |
| HCM Lane LOS             | -      |       | -        |      | B      | A     |
| HCM 95th %tile Q(veh)    | -      |       | -        |      | 0.1    | 0     |

Background 2042 AM River Trails 12:50 pm 07/20/2024  
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Synchro 11 Light Report  
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
2: 1st Street & CR 6C

07/20/2024

| Intersection             |                                                                                   |       |                                                                                   |      |        |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1                                                                                 |       |                                                                                   |      |        |                                                                                   |
| Movement                 | WBL                                                                               | WBR   | NBT                                                                               | NBR  | SBL    | SBT                                                                               |
| Lane Configurations      |  |       |  |      |        |  |
| Traffic Vol, veh/h       | 5                                                                                 | 45    | 275                                                                               | 5    | 5      | 230                                                                               |
| Future Vol, veh/h        | 5                                                                                 | 45    | 275                                                                               | 5    | 5      | 230                                                                               |
| Conflicting Peds, #/hr   | 0                                                                                 | 0     | 0                                                                                 | 0    | 0      | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop  | Free                                                                              | Free | Free   | Free                                                                              |
| RT Channelized           | -                                                                                 | None  | -                                                                                 | None | -      | None                                                                              |
| Storage Length           | 0                                                                                 | -     | -                                                                                 | -    | -      | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -     | 0                                                                                 | -    | -      | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -     | 0                                                                                 | -    | -      | 0                                                                                 |
| Peak Hour Factor         | 93                                                                                | 93    | 93                                                                                | 93   | 93     | 93                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2     | 2                                                                                 | 2    | 2      | 2                                                                                 |
| Mvmt Flow                | 5                                                                                 | 48    | 296                                                                               | 5    | 5      | 247                                                                               |
|                          |                                                                                   |       |                                                                                   |      |        |                                                                                   |
| Major/Minor              | Minor1                                                                            |       | Major1                                                                            |      | Major2 |                                                                                   |
| Conflicting Flow All     | 556                                                                               | 299   | 0                                                                                 | 0    | 301    | 0                                                                                 |
| Stage 1                  | 299                                                                               | -     | -                                                                                 | -    | -      | -                                                                                 |
| Stage 2                  | 257                                                                               | -     | -                                                                                 | -    | -      | -                                                                                 |
| Critical Hdwy            | 6.42                                                                              | 6.22  | -                                                                                 | -    | 4.12   | -                                                                                 |
| Critical Hdwy Stg 1      | 5.42                                                                              | -     | -                                                                                 | -    | -      | -                                                                                 |
| Critical Hdwy Stg 2      | 5.42                                                                              | -     | -                                                                                 | -    | -      | -                                                                                 |
| Follow-up Hdwy           | 3.518                                                                             | 3.318 | -                                                                                 | -    | 2.218  | -                                                                                 |
| Pot Cap-1 Maneuver       | 492                                                                               | 741   | -                                                                                 | -    | 1260   | -                                                                                 |
| Stage 1                  | 752                                                                               | -     | -                                                                                 | -    | -      | -                                                                                 |
| Stage 2                  | 786                                                                               | -     | -                                                                                 | -    | -      | -                                                                                 |
| Platoon blocked, %       |                                                                                   |       | -                                                                                 | -    | -      | -                                                                                 |
| Mov Cap-1 Maneuver       | 490                                                                               | 741   | -                                                                                 | -    | 1260   | -                                                                                 |
| Mov Cap-2 Maneuver       | 490                                                                               | -     | -                                                                                 | -    | -      | -                                                                                 |
| Stage 1                  | 752                                                                               | -     | -                                                                                 | -    | -      | -                                                                                 |
| Stage 2                  | 782                                                                               | -     | -                                                                                 | -    | -      | -                                                                                 |
|                          |                                                                                   |       |                                                                                   |      |        |                                                                                   |
| Approach                 | WB                                                                                |       | NB                                                                                |      | SB     |                                                                                   |
| HCM Control Delay, s     | 10.5                                                                              |       | 0                                                                                 |      | 0.2    |                                                                                   |
| HCM LOS                  | B                                                                                 |       |                                                                                   |      |        |                                                                                   |
|                          |                                                                                   |       |                                                                                   |      |        |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               |       | NBRWBLn1                                                                          |      | SBL    | SBT                                                                               |
| Capacity (veh/h)         | -                                                                                 |       | -                                                                                 |      | 705    | 1260                                                                              |
| HCM Lane V/C Ratio       | -                                                                                 |       | -                                                                                 |      | 0.076  | 0.004                                                                             |
| HCM Control Delay (s)    | -                                                                                 |       | -                                                                                 |      | 10.5   | 7.9                                                                               |
| HCM Lane LOS             | -                                                                                 |       | -                                                                                 |      | B      | A                                                                                 |
| HCM 95th %tile Q(veh)    | -                                                                                 |       | -                                                                                 |      | 0.2    | 0                                                                                 |

Background 2042 PM River Trails 12:58 pm 07/20/2024  
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Synchro 11 Light Report  
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC

3: CR 15 & CR 15A/Private Drive way

07/20/2024

| Intersection             |        |       |       |        |       |       |        |      |      |        |      |      |  |
|--------------------------|--------|-------|-------|--------|-------|-------|--------|------|------|--------|------|------|--|
| Int Delay, s/veh         | 3.6    |       |       |        |       |       |        |      |      |        |      |      |  |
| Movement                 | EBL    | EBT   | EBR   | WBL    | WBT   | WBR   | NBL    | NBT  | NBR  | SBL    | SBT  | SBR  |  |
| Lane Configurations      |        | ↕     |       |        | ↕     |       |        | ↕    |      |        | ↕    |      |  |
| Traffic Vol, veh/h       | 55     | 0     | 60    | 1      | 0     | 0     | 55     | 135  | 0    | 0      | 200  | 50   |  |
| Future Vol, veh/h        | 55     | 0     | 60    | 1      | 0     | 0     | 55     | 135  | 0    | 0      | 200  | 50   |  |
| Conflicting Peds, #/hr   | 0      | 0     | 0     | 0      | 0     | 0     | 0      | 0    | 0    | 0      | 0    | 0    |  |
| Sign Control             | Stop   | Stop  | Stop  | Stop   | Stop  | Stop  | Free   | Free | Free | Free   | Free | Free |  |
| RT Channelized           | -      | -     | None  | -      | -     | None  | -      | -    | None | -      | -    | None |  |
| Storage Length           | -      | -     | -     | -      | -     | -     | -      | -    | -    | -      | -    | -    |  |
| Veh in Median Storage, # | -      | 0     | -     | -      | 0     | -     | -      | 0    | -    | -      | 0    | -    |  |
| Grade, %                 | -      | 0     | -     | -      | 0     | -     | -      | 0    | -    | -      | 0    | -    |  |
| Peak Hour Factor         | 86     | 86    | 86    | 86     | 86    | 86    | 86     | 86   | 86   | 86     | 86   | 86   |  |
| Heavy Vehicles, %        | 2      | 2     | 2     | 2      | 2     | 2     | 2      | 2    | 2    | 2      | 2    | 2    |  |
| Mvmt Flow                | 64     | 0     | 70    | 1      | 0     | 0     | 64     | 157  | 0    | 0      | 233  | 58   |  |
|                          |        |       |       |        |       |       |        |      |      |        |      |      |  |
| Major/Minor              | Minor2 |       |       | Minor1 |       |       | Major1 |      |      | Major2 |      |      |  |
| Conflicting Flow All     | 547    | 547   | 262   | 582    | 576   | 157   | 291    | 0    | 0    | 157    | 0    | 0    |  |
| Stage 1                  | 262    | 262   | -     | 285    | 285   | -     | -      | -    | -    | -      | -    | -    |  |
| Stage 2                  | 285    | 285   | -     | 297    | 291   | -     | -      | -    | -    | -      | -    | -    |  |
| Critical Hdwy            | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  | 4.12   | -    | -    | 4.12   | -    | -    |  |
| Critical Hdwy Stg 1      | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     | -      | -    | -    | -      | -    | -    |  |
| Critical Hdwy Stg 2      | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     | -      | -    | -    | -      | -    | -    |  |
| Follow-up Hdwy           | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 | 2.218  | -    | -    | 2.218  | -    | -    |  |
| Pot Cap-1 Maneuver       | 448    | 445   | 777   | 424    | 428   | 889   | 1271   | -    | -    | 1423   | -    | -    |  |
| Stage 1                  | 743    | 691   | -     | 722    | 676   | -     | -      | -    | -    | -      | -    | -    |  |
| Stage 2                  | 722    | 676   | -     | 712    | 672   | -     | -      | -    | -    | -      | -    | -    |  |
| Platoon blocked, %       |        |       |       |        |       |       |        | -    | -    | -      | -    | -    |  |
| Mov Cap-1 Maneuver       | 429    | 421   | 777   | 370    | 404   | 889   | 1271   | -    | -    | 1423   | -    | -    |  |
| Mov Cap-2 Maneuver       | 429    | 421   | -     | 370    | 404   | -     | -      | -    | -    | -      | -    | -    |  |
| Stage 1                  | 702    | 691   | -     | 682    | 639   | -     | -      | -    | -    | -      | -    | -    |  |
| Stage 2                  | 682    | 639   | -     | 648    | 672   | -     | -      | -    | -    | -      | -    | -    |  |
|                          |        |       |       |        |       |       |        |      |      |        |      |      |  |
| Approach                 | EB     |       |       | WB     |       |       | NB     |      |      | SB     |      |      |  |
| HCM Control Delay, s     | 13.4   |       |       | 14.8   |       |       | 2.3    |      |      | 0      |      |      |  |
| HCM LOS                  | B      |       |       | B      |       |       |        |      |      |        |      |      |  |
|                          |        |       |       |        |       |       |        |      |      |        |      |      |  |
| Minor Lane/Major Mvmt    | NBL    | NBT   | NBR   | EBLn1  | WBLn1 | SBL   | SBT    | SBR  |      |        |      |      |  |
| Capacity (veh/h)         | 1271   | -     | -     | 560    | 370   | 1423  | -      | -    |      |        |      |      |  |
| HCM Lane V/C Ratio       | 0.05   | -     | -     | 0.239  | 0.003 | -     | -      | -    |      |        |      |      |  |
| HCM Control Delay (s)    | 8      | 0     | -     | 13.4   | 14.8  | 0     | -      | -    |      |        |      |      |  |
| HCM Lane LOS             | A      | A     | -     | B      | B     | A     | -      | -    |      |        |      |      |  |
| HCM 95th %tile Q(veh)    | 0.2    | -     | -     | 0.9    | 0     | 0     | -      | -    |      |        |      |      |  |

Background 2042 AM River Trails 12:50 pm 07/20/2024  
RR

Synchro 11 Light Report  
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC

3: CR 15 & CR 15A/Private Drive way

07/20/2024

| Intersection             |        |       |        |       |       |        |       |      |        |       |      |      |  |
|--------------------------|--------|-------|--------|-------|-------|--------|-------|------|--------|-------|------|------|--|
| Int Delay, s/veh         | 3.4    |       |        |       |       |        |       |      |        |       |      |      |  |
| Movement                 | EBL    | EBT   | EBR    | WBL   | WBT   | WBR    | NBL   | NBT  | NBR    | SBL   | SBT  | SBR  |  |
| Lane Configurations      |        | ↕     |        |       | ↕     |        |       | ↕    |        |       | ↕    |      |  |
| Traffic Vol, veh/h       | 55     | 0     | 60     | 0     | 0     | 0      | 65    | 225  | 0      | 0     | 155  | 80   |  |
| Future Vol, veh/h        | 55     | 0     | 60     | 0     | 0     | 0      | 65    | 225  | 0      | 0     | 155  | 80   |  |
| Conflicting Peds, #/hr   | 0      | 0     | 0      | 0     | 0     | 0      | 0     | 0    | 0      | 0     | 0    | 0    |  |
| Sign Control             | Stop   | Stop  | Stop   | Stop  | Stop  | Stop   | Free  | Free | Free   | Free  | Free | Free |  |
| RT Channelized           | -      | -     | None   | -     | -     | None   | -     | -    | None   | -     | -    | None |  |
| Storage Length           | -      | -     | -      | -     | -     | -      | -     | -    | -      | -     | -    | -    |  |
| Veh in Median Storage, # | -      | 0     | -      | -     | 0     | -      | -     | 0    | -      | -     | 0    | -    |  |
| Grade, %                 | -      | 0     | -      | -     | 0     | -      | -     | 0    | -      | -     | 0    | -    |  |
| Peak Hour Factor         | 86     | 86    | 86     | 86    | 86    | 86     | 86    | 86   | 86     | 86    | 86   | 86   |  |
| Heavy Vehicles, %        | 2      | 2     | 2      | 2     | 2     | 2      | 2     | 2    | 2      | 2     | 2    | 2    |  |
| Mvmt Flow                | 64     | 0     | 70     | 0     | 0     | 0      | 76    | 262  | 0      | 0     | 180  | 93   |  |
|                          |        |       |        |       |       |        |       |      |        |       |      |      |  |
| Major/Minor              | Minor2 |       | Minor1 |       |       | Major1 |       |      | Major2 |       |      |      |  |
| Conflicting Flow All     | 641    | 641   | 227    | 676   | 687   | 262    | 273   | 0    | 0      | 262   | 0    | 0    |  |
| Stage 1                  | 227    | 227   | -      | 414   | 414   | -      | -     | -    | -      | -     | -    | -    |  |
| Stage 2                  | 414    | 414   | -      | 262   | 273   | -      | -     | -    | -      | -     | -    | -    |  |
| Critical Hdwy            | 7.12   | 6.52  | 6.22   | 7.12  | 6.52  | 6.22   | 4.12  | -    | -      | 4.12  | -    | -    |  |
| Critical Hdwy Stg 1      | 6.12   | 5.52  | -      | 6.12  | 5.52  | -      | -     | -    | -      | -     | -    | -    |  |
| Critical Hdwy Stg 2      | 6.12   | 5.52  | -      | 6.12  | 5.52  | -      | -     | -    | -      | -     | -    | -    |  |
| Follow-up Hdwy           | 3.518  | 4.018 | 3.318  | 3.518 | 4.018 | 3.318  | 2.218 | -    | -      | 2.218 | -    | -    |  |
| Pot Cap-1 Maneuver       | 388    | 393   | 812    | 367   | 370   | 777    | 1290  | -    | -      | 1302  | -    | -    |  |
| Stage 1                  | 776    | 716   | -      | 616   | 593   | -      | -     | -    | -      | -     | -    | -    |  |
| Stage 2                  | 616    | 593   | -      | 743   | 684   | -      | -     | -    | -      | -     | -    | -    |  |
| Platoon blocked, %       |        |       |        |       |       |        |       | -    | -      | -     | -    | -    |  |
| Mov Cap-1 Maneuver       | 367    | 366   | 812    | 318   | 344   | 777    | 1290  | -    | -      | 1302  | -    | -    |  |
| Mov Cap-2 Maneuver       | 367    | 366   | -      | 318   | 344   | -      | -     | -    | -      | -     | -    | -    |  |
| Stage 1                  | 722    | 716   | -      | 573   | 552   | -      | -     | -    | -      | -     | -    | -    |  |
| Stage 2                  | 573    | 552   | -      | 679   | 684   | -      | -     | -    | -      | -     | -    | -    |  |
|                          |        |       |        |       |       |        |       |      |        |       |      |      |  |
| Approach                 | EB     |       | WB     |       |       | NB     |       |      | SB     |       |      |      |  |
| HCM Control Delay, s     | 14.4   |       | 0      |       |       | 1.8    |       |      | 0      |       |      |      |  |
| HCM LOS                  | B      |       | A      |       |       |        |       |      |        |       |      |      |  |
|                          |        |       |        |       |       |        |       |      |        |       |      |      |  |
| Minor Lane/Major Mvmt    | NBL    | NBT   | NBR    | EBLn1 | WBLn1 | SBL    | SBT   | SBR  |        |       |      |      |  |
| Capacity (veh/h)         | 1290   | -     | -      | 514   | -     | 1302   | -     | -    |        |       |      |      |  |
| HCM Lane V/C Ratio       | 0.059  | -     | -      | 0.26  | -     | -      | -     | -    |        |       |      |      |  |
| HCM Control Delay (s)    | 8      | 0     | -      | 14.4  | 0     | 0      | -     | -    |        |       |      |      |  |
| HCM Lane LOS             | A      | A     | -      | B     | A     | A      | -     | -    |        |       |      |      |  |
| HCM 95th %tile Q(veh)    | 0.2    | -     | -      | 1     | -     | 0      | -     | -    |        |       |      |      |  |

Background 2042 PM River Trails 12:58 pm 07/20/2024  
RR

Synchro 11 Light Report  
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
4: CR 15 & CR 2E

07/20/2024

| Intersection             |        |        |       |        |      |      |
|--------------------------|--------|--------|-------|--------|------|------|
| Int Delay, s/veh         | 1.6    |        |       |        |      |      |
| Movement                 | EBL    | EBR    | NBL   | NBT    | SBT  | SBR  |
| Lane Configurations      | W      |        |       | W      | W    |      |
| Traffic Vol, veh/h       | 30     | 30     | 15    | 160    | 185  | 75   |
| Future Vol, veh/h        | 30     | 30     | 15    | 160    | 185  | 75   |
| Conflicting Peds, #/hr   | 0      | 0      | 0     | 0      | 0    | 0    |
| Sign Control             | Stop   | Stop   | Free  | Free   | Free | Free |
| RT Channelized           | -      | None   | -     | None   | -    | None |
| Storage Length           | 0      | -      | -     | -      | -    | -    |
| Veh in Median Storage, # | 0      | -      | -     | 0      | 0    | -    |
| Grade, %                 | 0      | -      | -     | 0      | 0    | -    |
| Peak Hour Factor         | 90     | 90     | 90    | 90     | 90   | 90   |
| Heavy Vehicles, %        | 2      | 2      | 2     | 2      | 2    | 2    |
| Mvmt Flow                | 33     | 33     | 17    | 178    | 206  | 83   |
| Major/Minor              | Minor2 | Major1 |       | Major2 |      |      |
| Conflicting Flow All     | 460    | 248    | 289   | 0      | -    | 0    |
| Stage 1                  | 248    | -      | -     | -      | -    | -    |
| Stage 2                  | 212    | -      | -     | -      | -    | -    |
| Critical Hdwy            | 6.42   | 6.22   | 4.12  | -      | -    | -    |
| Critical Hdwy Stg 1      | 5.42   | -      | -     | -      | -    | -    |
| Critical Hdwy Stg 2      | 5.42   | -      | -     | -      | -    | -    |
| Follow-up Hdwy           | 3.518  | 3.318  | 2.218 | -      | -    | -    |
| Pot Cap-1 Maneuver       | 559    | 791    | 1273  | -      | -    | -    |
| Stage 1                  | 793    | -      | -     | -      | -    | -    |
| Stage 2                  | 823    | -      | -     | -      | -    | -    |
| Platoon blocked, %       |        |        |       | -      | -    | -    |
| Mov Cap-1 Maneuver       | 551    | 791    | 1273  | -      | -    | -    |
| Mov Cap-2 Maneuver       | 551    | -      | -     | -      | -    | -    |
| Stage 1                  | 781    | -      | -     | -      | -    | -    |
| Stage 2                  | 823    | -      | -     | -      | -    | -    |
| Approach                 | EB     | NB     |       | SB     |      |      |
| HCM Control Delay, s     | 11.2   | 0.7    |       | 0      |      |      |
| HCM LOS                  | B      |        |       |        |      |      |
| Minor Lane/Major Mvmt    | NBL    | NBT    | EBLn1 | SBT    | SBR  |      |
| Capacity (veh/h)         | 1273   | -      | 650   | -      | -    |      |
| HCM Lane V/C Ratio       | 0.013  | -      | 0.103 | -      | -    |      |
| HCM Control Delay (s)    | 7.9    | 0      | 11.2  | -      | -    |      |
| HCM Lane LOS             | A      | A      | B     | -      | -    |      |
| HCM 95th %tile Q(veh)    | 0      | -      | 0.3   | -      | -    |      |

Background 2042 AM River Trails 12:50 pm 07/20/2024  
RR

Synchro 11 Light Report  
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
4: CR 15 & CR 2E

07/20/2024

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 4.4                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 135                                                                               | 15     | 30    | 155                                                                               | 195                                                                               | 20   |
| Future Vol, veh/h        | 135                                                                               | 15     | 30    | 155                                                                               | 195                                                                               | 20   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 87                                                                                | 87     | 87    | 87                                                                                | 87                                                                                | 87   |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2     | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 155                                                                               | 17     | 34    | 178                                                                               | 224                                                                               | 23   |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 482                                                                               | 236    | 247   | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 236                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 246                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.42                                                                              | 6.22   | 4.12  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.518                                                                             | 3.318  | 2.218 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 543                                                                               | 803    | 1319  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 803                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 795                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 527                                                                               | 803    | 1319  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 527                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 780                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 795                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 14.6                                                                              | 1.3    |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | B                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1319                                                                              | -      | 546   | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | 0.026                                                                             | -      | 0.316 | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 7.8                                                                               | 0      | 14.6  | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | A      | B     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -      | 1.3   | -                                                                                 | -                                                                                 |      |

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Synchro 11 Light Report  
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
5: CR 13 & CR 6C/WCR 42.25

01/18/2025

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.3  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      |
| Traffic Vol, veh/h       | 5    | 0    | 5    | 0    | 0    | 1    | 5    | 195  | 0    | 0    | 330  | 5    |
| Future Vol, veh/h        | 5    | 0    | 5    | 0    | 0    | 1    | 5    | 195  | 0    | 0    | 330  | 5    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 6    | 0    | 6    | 0    | 0    | 1    | 6    | 235  | 0    | 0    | 398  | 6    |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |     |
|----------------------|--------|-------|--------|-------|--------|-------|--------|-----|
| Conflicting Flow All | 649    | 648   | 401    | 651   | 235    | 404   | 0      | 235 |
| Stage 1              | 401    | 401   | -      | 247   | 247    | -     | -      | -   |
| Stage 2              | 248    | 247   | -      | 404   | 404    | -     | -      | -   |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | -   |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | -   |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | -   |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | -   |
| Pot Cap-1 Maneuver   | 383    | 389   | 649    | 382   | 388    | 804   | 1155   | -   |
| Stage 1              | 626    | 601   | -      | 757   | 702    | -     | -      | -   |
| Stage 2              | 756    | 702   | -      | 623   | 599    | -     | -      | -   |
| Platoon blocked, %   | -      | -     | -      | -     | -      | -     | -      | -   |
| Mov Cap-1 Maneuver   | 381    | 387   | 649    | 377   | 386    | 804   | 1155   | -   |
| Mov Cap-2 Maneuver   | 381    | 387   | -      | 377   | 386    | -     | -      | -   |
| Stage 1              | 622    | 601   | -      | 752   | 698    | -     | -      | -   |
| Stage 2              | 750    | 698   | -      | 617   | 599    | -     | -      | -   |

| Approach             | EB   | WB  | NB  | SB |
|----------------------|------|-----|-----|----|
| HCM Control Delay, s | 12.7 | 9.5 | 0.2 | 0  |
| HCM LOS              | B    | A   |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | SBL  | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h)      | 1155  | -   | -   | 480   | 804   | 1332 | -   | -   |
| HCM Lane V/C Ratio    | 0.005 | -   | -   | 0.025 | 0.001 | -    | -   | -   |
| HCM Control Delay (s) | 8.1   | 0   | -   | 12.7  | 9.5   | 0    | -   | -   |
| HCM Lane LOS          | A     | A   | -   | B     | A     | A    | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0.1   | 0     | 0    | -   | -   |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
5: CR 13 & CR 6C/WCR 42.25

01/18/2025

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.4  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 0    | 0    | 5    | 0    | 0    | 2    | 25   | 430  | 0    | 0    | 250  | 5    |
| Future Vol, veh/h        | 0    | 0    | 5    | 0    | 0    | 2    | 25   | 430  | 0    | 0    | 250  | 5    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 3    | 3    | 3    | 3    | 3    | 3    |
| Mvmt Flow                | 0    | 0    | 5    | 0    | 0    | 2    | 27   | 462  | 0    | 0    | 269  | 5    |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |     |
|----------------------|--------|-------|--------|-------|--------|-------|--------|-----|
| Conflicting Flow All | 789    | 788   | 272    | 790   | 462    | 274   | 0      | 462 |
| Stage 1              | 272    | 272   | -      | 516   | 516    | -     | -      | -   |
| Stage 2              | 517    | 516   | -      | 274   | 274    | -     | -      | -   |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.13   | -   |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | -   |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | -   |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.227  | -   |
| Pot Cap-1 Maneuver   | 308    | 323   | 767    | 308   | 322    | 600   | 1283   | -   |
| Stage 1              | 734    | 685   | -      | 542   | 534    | -     | -      | -   |
| Stage 2              | 541    | 534   | -      | 732   | 683    | -     | -      | -   |
| Platoon blocked, %   | -      | -     | -      | -     | -      | -     | -      | -   |
| Mov Cap-1 Maneuver   | 300    | 314   | 767    | 299   | 313    | 600   | 1283   | -   |
| Mov Cap-2 Maneuver   | 300    | 314   | -      | 299   | 313    | -     | -      | -   |
| Stage 1              | 713    | 685   | -      | 527   | 519    | -     | -      | -   |
| Stage 2              | 524    | 519   | -      | 727   | 683    | -     | -      | -   |

| Approach             | EB  | WB | NB  | SB |
|----------------------|-----|----|-----|----|
| HCM Control Delay, s | 9.7 | 11 | 0.4 | 0  |
| HCM LOS              | A   | B  |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1WBLn1 | SBL   | SBT  | SBR |
|-----------------------|-------|-----|-----|------------|-------|------|-----|
| Capacity (veh/h)      | 1283  | -   | -   | 767        | 600   | 1094 | -   |
| HCM Lane V/C Ratio    | 0.021 | -   | -   | 0.007      | 0.004 | -    | -   |
| HCM Control Delay (s) | 7.9   | 0   | -   | 9.7        | 11    | 0    | -   |
| HCM Lane LOS          | A     | A   | -   | A          | B     | A    | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 0          | 0     | 0    | -   |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

Lanes, Volumes, Timings

6: US 287 & CR 4E

07/20/2024

| Lane Group                 | WBL   | WBR   | NBT   | NBR   | SBL   | SBT  |
|----------------------------|-------|-------|-------|-------|-------|------|
| Lane Configurations        |       |       |       |       |       |      |
| Traffic Volume (vph)       | 120   | 35    | 900   | 50    | 15    | 2230 |
| Future Volume (vph)        | 120   | 35    | 900   | 50    | 15    | 2230 |
| Ideal Flow (vphpl)         | 1900  | 1900  | 1900  | 1900  | 1900  | 1900 |
| Lane Width (ft)            | 12    | 12    | 12    | 12    | 12    | 12   |
| Grade (%)                  | 0%    |       | 0%    |       |       | 0%   |
| Storage Length (ft)        | 0     | 0     |       | 0     | 0     |      |
| Storage Lanes              | 1     | 1     |       | 1     | 1     |      |
| Taper Length (ft)          | 25    |       |       |       | 25    |      |
| Lane Util. Factor          | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95 |
| Ped Bike Factor            |       |       |       |       |       |      |
| Frt                        |       | 0.850 |       | 0.850 |       |      |
| Flt Protected              | 0.950 |       |       |       | 0.950 |      |
| Satd. Flow (prot)          | 1770  | 1583  | 3539  | 1583  | 1770  | 3539 |
| Flt Permitted              | 0.950 |       |       |       | 0.258 |      |
| Satd. Flow (perm)          | 1770  | 1583  | 3539  | 1583  | 481   | 3539 |
| Right Turn on Red          |       | Yes   |       | Yes   |       |      |
| Satd. Flow (RTOR)          |       | 37    |       | 53    |       |      |
| Link Speed (mph)           | 45    |       | 65    |       |       | 65   |
| Link Distance (ft)         | 2121  |       | 10840 |       |       | 1730 |
| Travel Time (s)            | 32.1  |       | 113.7 |       |       | 18.1 |
| Confl. Peds. (#/hr)        |       |       |       |       |       |      |
| Confl. Bikes (#/hr)        |       |       |       |       |       |      |
| Peak Hour Factor           | 0.94  | 0.94  | 0.94  | 0.94  | 0.94  | 0.94 |
| Growth Factor              | 100%  | 100%  | 100%  | 100%  | 100%  | 100% |
| Heavy Vehicles (%)         | 2%    | 2%    | 2%    | 2%    | 2%    | 2%   |
| Bus Blockages (#/hr)       | 0     | 0     | 0     | 0     | 0     | 0    |
| Parking (#/hr)             |       |       |       |       |       |      |
| Mid-Block Traffic (%)      | 0%    |       | 0%    |       |       | 0%   |
| Adj. Flow (vph)            | 128   | 37    | 957   | 53    | 16    | 2372 |
| Shared Lane Traffic (%)    |       |       |       |       |       |      |
| Lane Group Flow (vph)      | 128   | 37    | 957   | 53    | 16    | 2372 |
| Enter Blocked Intersection | No    | No    | No    | No    | No    | No   |
| Lane Alignment             | Left  | Right | Left  | Right | Left  | Left |
| Median Width(ft)           | 12    |       | 12    |       |       | 12   |
| Link Offset(ft)            | 0     |       | 0     |       |       | 0    |
| Crosswalk Width(ft)        | 16    |       | 16    |       |       | 16   |
| Two way Left Turn Lane     |       |       |       |       |       |      |
| Headway Factor             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |
| Turning Speed (mph)        | 15    | 9     |       | 9     | 15    |      |
| Number of Detectors        | 1     | 1     | 2     | 1     | 1     | 2    |
| Detector Template          | Left  | Right | Thru  | Right | Left  | Thru |
| Leading Detector (ft)      | 20    | 20    | 100   | 20    | 20    | 100  |
| Trailing Detector (ft)     | 0     | 0     | 0     | 0     | 0     | 0    |
| Turn Type                  | Prot  | Perm  | NA    | Perm  | pm+pt | NA   |
| Protected Phases           | 8     |       | 2     |       | 1     | 6    |
| Permitted Phases           |       | 8     |       | 2     | 6     |      |
| Detector Phase             | 8     | 8     | 2     | 2     | 1     | 6    |
| Switch Phase               |       |       |       |       |       |      |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

Lanes, Volumes, Timings

6: US 287 & CR 4E

07/20/2024

| Lane Group                 | WBL   | WBR   | NBT   | NBR   | SBL   | SBT  |
|----------------------------|-------|-------|-------|-------|-------|------|
| Lane Configurations        |       |       |       |       |       |      |
| Traffic Volume (vph)       | 120   | 35    | 900   | 50    | 15    | 2230 |
| Future Volume (vph)        | 120   | 35    | 900   | 50    | 15    | 2230 |
| Ideal Flow (vphpl)         | 1900  | 1900  | 1900  | 1900  | 1900  | 1900 |
| Lane Width (ft)            | 12    | 12    | 12    | 12    | 12    | 12   |
| Grade (%)                  | 0%    |       | 0%    |       |       | 0%   |
| Storage Length (ft)        | 0     | 0     |       | 0     | 0     |      |
| Storage Lanes              | 1     | 1     |       | 1     | 1     |      |
| Taper Length (ft)          | 25    |       |       |       | 25    |      |
| Lane Util. Factor          | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95 |
| Ped Bike Factor            |       |       |       |       |       |      |
| Frt                        |       | 0.850 |       | 0.850 |       |      |
| Flt Protected              | 0.950 |       |       |       | 0.950 |      |
| Satd. Flow (prot)          | 1770  | 1583  | 3539  | 1583  | 1770  | 3539 |
| Flt Permitted              | 0.950 |       |       |       | 0.258 |      |
| Satd. Flow (perm)          | 1770  | 1583  | 3539  | 1583  | 481   | 3539 |
| Right Turn on Red          |       | Yes   |       | Yes   |       |      |
| Satd. Flow (RTOR)          |       | 37    |       | 53    |       |      |
| Link Speed (mph)           | 45    |       | 65    |       |       | 65   |
| Link Distance (ft)         | 2121  |       | 10840 |       |       | 1730 |
| Travel Time (s)            | 32.1  |       | 113.7 |       |       | 18.1 |
| Confl. Peds. (#/hr)        |       |       |       |       |       |      |
| Confl. Bikes (#/hr)        |       |       |       |       |       |      |
| Peak Hour Factor           | 0.94  | 0.94  | 0.94  | 0.94  | 0.94  | 0.94 |
| Growth Factor              | 100%  | 100%  | 100%  | 100%  | 100%  | 100% |
| Heavy Vehicles (%)         | 2%    | 2%    | 2%    | 2%    | 2%    | 2%   |
| Bus Blockages (#/hr)       | 0     | 0     | 0     | 0     | 0     | 0    |
| Parking (#/hr)             |       |       |       |       |       |      |
| Mid-Block Traffic (%)      | 0%    |       | 0%    |       |       | 0%   |
| Adj. Flow (vph)            | 128   | 37    | 957   | 53    | 16    | 2372 |
| Shared Lane Traffic (%)    |       |       |       |       |       |      |
| Lane Group Flow (vph)      | 128   | 37    | 957   | 53    | 16    | 2372 |
| Enter Blocked Intersection | No    | No    | No    | No    | No    | No   |
| Lane Alignment             | Left  | Right | Left  | Right | Left  | Left |
| Median Width(ft)           | 12    |       | 12    |       |       | 12   |
| Link Offset(ft)            | 0     |       | 0     |       |       | 0    |
| Crosswalk Width(ft)        | 16    |       | 16    |       |       | 16   |
| Two way Left Turn Lane     |       |       |       |       |       |      |
| Headway Factor             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |
| Turning Speed (mph)        | 15    | 9     |       | 9     | 15    |      |
| Number of Detectors        | 1     | 1     | 2     | 1     | 1     | 2    |
| Detector Template          | Left  | Right | Thru  | Right | Left  | Thru |
| Leading Detector (ft)      | 20    | 20    | 100   | 20    | 20    | 100  |
| Trailing Detector (ft)     | 0     | 0     | 0     | 0     | 0     | 0    |
| Turn Type                  | Prot  | Perm  | NA    | Perm  | pm+pt | NA   |
| Protected Phases           | 8     |       | 2     |       | 1     | 6    |
| Permitted Phases           |       | 8     |       | 2     | 6     |      |
| Detector Phase             | 8     | 8     | 2     | 2     | 1     | 6    |
| Switch Phase               |       |       |       |       |       |      |

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RIVER TRAILS | TRANSPORTATION IMPACT STUDY  
Town of Berthoud

Lanes, Volumes, Timings

6: US 287 & CR 4E

07/20/2024

Splits and Phases: 6: US 287 & CR 4E



# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

Lanes, Volumes, Timings

6: US 287 & CR 4E

07/20/2024

| Lane Group                 | WBL   | WBR   | NBT   | NBR   | SBL   | SBT  |
|----------------------------|-------|-------|-------|-------|-------|------|
| Lane Configurations        |       |       |       |       |       |      |
| Traffic Volume (vph)       | 80    | 30    | 2395  | 175   | 40    | 1370 |
| Future Volume (vph)        | 80    | 30    | 2395  | 175   | 40    | 1370 |
| Ideal Flow (vphpl)         | 1900  | 1900  | 1900  | 1900  | 1900  | 1900 |
| Lane Width (ft)            | 12    | 12    | 12    | 12    | 12    | 12   |
| Grade (%)                  | 0%    |       | 0%    |       |       | 0%   |
| Storage Length (ft)        | 0     | 0     |       | 0     | 0     |      |
| Storage Lanes              | 1     | 1     |       | 1     | 1     |      |
| Taper Length (ft)          | 25    |       |       |       | 25    |      |
| Lane Util. Factor          | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95 |
| Ped Bike Factor            |       |       |       |       |       |      |
| Frt                        |       | 0.850 |       | 0.850 |       |      |
| Flt Protected              | 0.950 |       |       |       | 0.950 |      |
| Satd. Flow (prot)          | 1770  | 1583  | 3539  | 1583  | 1770  | 3539 |
| Flt Permitted              | 0.950 |       |       |       | 0.046 |      |
| Satd. Flow (perm)          | 1770  | 1583  | 3539  | 1583  | 86    | 3539 |
| Right Turn on Red          |       | Yes   |       | Yes   |       |      |
| Satd. Flow (RTOR)          |       | 32    |       | 123   |       |      |
| Link Speed (mph)           | 45    |       | 65    |       | 65    |      |
| Link Distance (ft)         | 2121  |       | 10840 |       | 1730  |      |
| Travel Time (s)            | 32.1  |       | 113.7 |       | 18.1  |      |
| Confl. Peds. (#/hr)        |       |       |       |       |       |      |
| Confl. Bikes (#/hr)        |       |       |       |       |       |      |
| Peak Hour Factor           | 0.94  | 0.94  | 0.94  | 0.94  | 0.94  | 0.94 |
| Growth Factor              | 100%  | 100%  | 100%  | 100%  | 100%  | 100% |
| Heavy Vehicles (%)         | 2%    | 2%    | 2%    | 2%    | 2%    | 2%   |
| Bus Blockages (#/hr)       | 0     | 0     | 0     | 0     | 0     | 0    |
| Parking (#/hr)             |       |       |       |       |       |      |
| Mid-Block Traffic (%)      | 0%    |       | 0%    |       |       | 0%   |
| Adj. Flow (vph)            | 85    | 32    | 2548  | 186   | 43    | 1457 |
| Shared Lane Traffic (%)    |       |       |       |       |       |      |
| Lane Group Flow (vph)      | 85    | 32    | 2548  | 186   | 43    | 1457 |
| Enter Blocked Intersection | No    | No    | No    | No    | No    | No   |
| Lane Alignment             | Left  | Right | Left  | Right | Left  | Left |
| Median Width(ft)           | 12    |       | 12    |       |       | 12   |
| Link Offset(ft)            | 0     |       | 0     |       |       | 0    |
| Crosswalk Width(ft)        | 16    |       | 16    |       |       | 16   |
| Two way Left Turn Lane     |       |       |       |       |       |      |
| Headway Factor             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |
| Turning Speed (mph)        | 15    | 9     |       | 9     | 15    |      |
| Number of Detectors        | 1     | 1     | 2     | 1     | 1     | 2    |
| Detector Template          | Left  | Right | Thru  | Right | Left  | Thru |
| Leading Detector (ft)      | 20    | 20    | 100   | 20    | 20    | 100  |
| Trailing Detector (ft)     | 0     | 0     | 0     | 0     | 0     | 0    |
| Turn Type                  | Prot  | Perm  | NA    | Perm  | pm+pt | NA   |
| Protected Phases           | 8     |       | 2     |       | 1     | 6    |
| Permitted Phases           |       | 8     |       | 2     | 6     |      |
| Detector Phase             | 8     | 8     | 2     | 2     | 1     | 6    |
| Switch Phase               |       |       |       |       |       |      |

Background 2042 PM River Trails 12:35 pm 07/20/2024  
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Synchro 11 Light Report  
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

### Lanes, Volumes, Timings

6: US 287 & CR 4E

07/20/2024

|                                                                 |  |  |  |  |  |  |
|-----------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                                                      | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Minimum Initial (s)                                             | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |
| Minimum Split (s)                                               | 22.5                                                                              | 22.5                                                                              | 22.5                                                                              | 22.5                                                                              | 9.5                                                                               | 22.5                                                                              |
| Total Split (s)                                                 | 30.5                                                                              | 30.5                                                                              | 80.0                                                                              | 80.0                                                                              | 9.5                                                                               | 89.5                                                                              |
| Total Split (%)                                                 | 25.4%                                                                             | 25.4%                                                                             | 66.7%                                                                             | 66.7%                                                                             | 7.9%                                                                              | 74.6%                                                                             |
| Maximum Green (s)                                               | 26.0                                                                              | 26.0                                                                              | 75.5                                                                              | 75.5                                                                              | 5.0                                                                               | 85.0                                                                              |
| Yellow Time (s)                                                 | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               |
| All-Red Time (s)                                                | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |
| Lost Time Adjust (s)                                            | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Lost Time (s)                                             | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |
| Lead/Lag                                                        |                                                                                   |                                                                                   | Lag                                                                               | Lag                                                                               | Lead                                                                              |                                                                                   |
| Lead-Lag Optimize?                                              |                                                                                   |                                                                                   | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   |
| Vehicle Extension (s)                                           | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |
| Minimum Gap (s)                                                 | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |
| Time Before Reduce (s)                                          | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Time To Reduce (s)                                              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Recall Mode                                                     | None                                                                              | None                                                                              | Max                                                                               | Max                                                                               | None                                                                              | Max                                                                               |
| Walk Time (s)                                                   | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               |
| Flash Dont Walk (s)                                             | 11.0                                                                              | 11.0                                                                              | 11.0                                                                              | 11.0                                                                              |                                                                                   | 11.0                                                                              |
| Pedestrian Calls (#/hr)                                         | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |
| Act Effct Green (s)                                             | 10.4                                                                              | 10.4                                                                              | 82.7                                                                              | 82.7                                                                              | 89.3                                                                              | 90.2                                                                              |
| Actuated g/C Ratio                                              | 0.10                                                                              | 0.10                                                                              | 0.78                                                                              | 0.78                                                                              | 0.84                                                                              | 0.85                                                                              |
| v/c Ratio                                                       | 0.49                                                                              | 0.17                                                                              | 0.93                                                                              | 0.15                                                                              | 0.28                                                                              | 0.49                                                                              |
| Control Delay                                                   | 54.7                                                                              | 16.6                                                                              | 21.0                                                                              | 2.1                                                                               | 8.0                                                                               | 3.6                                                                               |
| Queue Delay                                                     | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Delay                                                     | 54.7                                                                              | 16.6                                                                              | 21.0                                                                              | 2.1                                                                               | 8.0                                                                               | 3.6                                                                               |
| LOS                                                             | D                                                                                 | B                                                                                 | C                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 |
| Approach Delay                                                  | 44.3                                                                              |                                                                                   | 19.7                                                                              |                                                                                   |                                                                                   | 3.7                                                                               |
| Approach LOS                                                    | D                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |
| Queue Length 50th (ft)                                          | 55                                                                                | 0                                                                                 | 759                                                                               | 10                                                                                | 4                                                                                 | 121                                                                               |
| Queue Length 95th (ft)                                          | 104                                                                               | 28                                                                                | #1138                                                                             | 33                                                                                | 17                                                                                | 194                                                                               |
| Internal Link Dist (ft)                                         | 2041                                                                              |                                                                                   | 10760                                                                             |                                                                                   |                                                                                   | 1650                                                                              |
| Turn Bay Length (ft)                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Base Capacity (vph)                                             | 432                                                                               | 410                                                                               | 2747                                                                              | 1256                                                                              | 151                                                                               | 2999                                                                              |
| Starvation Cap Reductn                                          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Spillback Cap Reductn                                           | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Storage Cap Reductn                                             | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Reduced v/c Ratio                                               | 0.20                                                                              | 0.08                                                                              | 0.93                                                                              | 0.15                                                                              | 0.28                                                                              | 0.49                                                                              |
| Intersection Summary                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                                                      | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Cycle Length:                                                   | 120                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length:                                          | 106.5                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Natural Cycle:                                                  | 130                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:                                                   | Semi Act-Uncoord                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Maximum v/c Ratio:                                              | 0.93                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Signal Delay:                                      | 14.8                                                                              |                                                                                   |                                                                                   | Intersection LOS: B                                                               |                                                                                   |                                                                                   |
| Intersection Capacity Utilization                               | 78.1%                                                                             |                                                                                   |                                                                                   | ICU Level of Service D                                                            |                                                                                   |                                                                                   |
| Analysis Period (min)                                           | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| # 95th percentile volume exceeds capacity, queue may be longer. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

Background 2042 PM River Trails 12:35 pm 07/20/2024  
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Synchro 11 Light Report  
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RIVER TRAILS | TRANSPORTATION IMPACT STUDY  
Town of Berthoud

Lanes, Volumes, Timings

6: US 287 & CR 4E

07/20/2024

Queue shown is maximum after two cycles.

Splits and Phases: 6: US 287 & CR 4E



# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
7: US 287 & CR 2E

07/20/2024

| Intersection                                                                                                         |        |        |        |       |       |      |
|----------------------------------------------------------------------------------------------------------------------|--------|--------|--------|-------|-------|------|
| Int Delay, s/veh                                                                                                     | 61     |        |        |       |       |      |
| Movement                                                                                                             | WBL    | WBR    | NBT    | NBR   | SBL   | SBT  |
| Lane Configurations                                                                                                  | ↘      | ↗      | ↕      | ↗     | ↘     | ↕    |
| Traffic Vol, veh/h                                                                                                   | 125    | 10     | 940    | 45    | 10    | 2340 |
| Future Vol, veh/h                                                                                                    | 125    | 10     | 940    | 45    | 10    | 2340 |
| Conflicting Peds, #/hr                                                                                               | 0      | 0      | 0      | 0     | 0     | 0    |
| Sign Control                                                                                                         | Stop   | Stop   | Free   | Free  | Free  | Free |
| RT Channelized                                                                                                       | -      | None   | -      | None  | -     | None |
| Storage Length                                                                                                       | 0      | 0      | -      | 0     | 0     | -    |
| Veh in Median Storage, #                                                                                             | 0      | -      | 0      | -     | -     | 0    |
| Grade, %                                                                                                             | 0      | -      | 0      | -     | -     | 0    |
| Peak Hour Factor                                                                                                     | 93     | 93     | 93     | 93    | 93    | 93   |
| Heavy Vehicles, %                                                                                                    | 2      | 2      | 2      | 2     | 2     | 2    |
| Mmt Flow                                                                                                             | 134    | 11     | 1011   | 48    | 11    | 2516 |
| Major/Minor                                                                                                          | Minor1 | Major1 | Major2 |       |       |      |
| Conflicting Flow All                                                                                                 | 2291   | 506    | 0      | 0     | 1059  | 0    |
| Stage 1                                                                                                              | 1011   | -      | -      | -     | -     | -    |
| Stage 2                                                                                                              | 1280   | -      | -      | -     | -     | -    |
| Critical Hdwy                                                                                                        | 6.84   | 6.94   | -      | -     | 4.14  | -    |
| Critical Hdwy Stg 1                                                                                                  | 5.84   | -      | -      | -     | -     | -    |
| Critical Hdwy Stg 2                                                                                                  | 5.84   | -      | -      | -     | -     | -    |
| Follow-up Hdwy                                                                                                       | 3.52   | 3.32   | -      | -     | 2.22  | -    |
| Pot Cap-1 Maneuver                                                                                                   | ~ 33   | 512    | -      | -     | 653   | -    |
| Stage 1                                                                                                              | 312    | -      | -      | -     | -     | -    |
| Stage 2                                                                                                              | 225    | -      | -      | -     | -     | -    |
| Platoon blocked, %                                                                                                   | -      | -      | -      | -     | -     | -    |
| Mov Cap-1 Maneuver                                                                                                   | ~ 32   | 512    | -      | -     | 653   | -    |
| Mov Cap-2 Maneuver                                                                                                   | ~ 32   | -      | -      | -     | -     | -    |
| Stage 1                                                                                                              | 312    | -      | -      | -     | -     | -    |
| Stage 2                                                                                                              | 221    | -      | -      | -     | -     | -    |
| Approach                                                                                                             | WB     | NB     | SB     |       |       |      |
| HCM Control Delay, s                                                                                                 | 1568.1 | 0      | 0      |       |       |      |
| HCM LOS                                                                                                              | F      |        |        |       |       |      |
| Minor Lane/Major Mmt                                                                                                 | NBT    | NBR    | WBLn1  | WBLn2 | SBL   | SBT  |
| Capacity (veh/h)                                                                                                     | -      | -      | 32     | 512   | 653   | -    |
| HCM Lane V/C Ratio                                                                                                   | -      | -      | 4.2    | 0.021 | 0.016 | -    |
| HCM Control Delay (s)                                                                                                | -      | -      | 1692.6 | 12.2  | 10.6  | -    |
| HCM Lane LOS                                                                                                         | -      | -      | F      | B     | B     | -    |
| HCM 95th %tile Q(veh)                                                                                                | -      | -      | 16     | 0.1   | 0.1   | -    |
| Notes                                                                                                                |        |        |        |       |       |      |
| ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon |        |        |        |       |       |      |

Background 2042 AM River Trails 12:21 pm 07/20/2024  
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Synchro 11 Light Report  
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
7: US 287 & CR 2E

07/20/2024

| Intersection                                                                                                         |        |      |               |      |        |       |
|----------------------------------------------------------------------------------------------------------------------|--------|------|---------------|------|--------|-------|
| Int Delay, s/veh                                                                                                     | 71.4   |      |               |      |        |       |
| Movement                                                                                                             | WBL    | WBR  | NBT           | NBR  | SBL    | SBT   |
| Lane Configurations                                                                                                  | ↱      | ↱    | ↕↕            | ↱    | ↱      | ↕↕    |
| Traffic Vol, veh/h                                                                                                   | 45     | 20   | 2550          | 195  | 5      | 1445  |
| Future Vol, veh/h                                                                                                    | 45     | 20   | 2550          | 195  | 5      | 1445  |
| Conflicting Peds, #/hr                                                                                               | 0      | 0    | 0             | 0    | 0      | 0     |
| Sign Control                                                                                                         | Stop   | Stop | Free          | Free | Free   | Free  |
| RT Channelized                                                                                                       | -      | None | -             | None | -      | None  |
| Storage Length                                                                                                       | 0      | 0    | -             | 0    | 0      | -     |
| Veh in Median Storage, #                                                                                             | 0      | -    | 0             | -    | -      | 0     |
| Grade, %                                                                                                             | 0      | -    | 0             | -    | -      | 0     |
| Peak Hour Factor                                                                                                     | 93     | 93   | 93            | 93   | 93     | 93    |
| Heavy Vehicles, %                                                                                                    | 2      | 2    | 2             | 2    | 2      | 2     |
| Mvmt Flow                                                                                                            | 48     | 22   | 2742          | 210  | 5      | 1554  |
|                                                                                                                      |        |      |               |      |        |       |
| Major/Minor                                                                                                          | Minor1 |      | Major1        |      | Major2 |       |
| Conflicting Flow All                                                                                                 | 3529   | 1371 | 0             | 0    | 2952   | 0     |
| Stage 1                                                                                                              | 2742   | -    | -             | -    | -      | -     |
| Stage 2                                                                                                              | 787    | -    | -             | -    | -      | -     |
| Critical Hdwy                                                                                                        | 6.84   | 6.94 | -             | -    | 4.14   | -     |
| Critical Hdwy Stg 1                                                                                                  | 5.84   | -    | -             | -    | -      | -     |
| Critical Hdwy Stg 2                                                                                                  | 5.84   | -    | -             | -    | -      | -     |
| Follow-up Hdwy                                                                                                       | 3.52   | 3.32 | -             | -    | 2.22   | -     |
| Pot Cap-1 Maneuver                                                                                                   | ~ 4    | 136  | -             | -    | 118    | -     |
| Stage 1                                                                                                              | ~ 34   | -    | -             | -    | -      | -     |
| Stage 2                                                                                                              | 409    | -    | -             | -    | -      | -     |
| Platoon blocked, %                                                                                                   |        |      | -             | -    | -      | -     |
| Mov Cap-1 Maneuver                                                                                                   | ~ 4    | 136  | -             | -    | 118    | -     |
| Mov Cap-2 Maneuver                                                                                                   | ~ 4    | -    | -             | -    | -      | -     |
| Stage 1                                                                                                              | ~ 34   | -    | -             | -    | -      | -     |
| Stage 2                                                                                                              | 392    | -    | -             | -    | -      | -     |
|                                                                                                                      |        |      |               |      |        |       |
| Approach                                                                                                             | WB     |      | NB            |      | SB     |       |
| HCM Control Delay, s                                                                                                 | 4676.2 |      | 0             |      | 0.1    |       |
| HCM LOS                                                                                                              | F      |      |               |      |        |       |
|                                                                                                                      |        |      |               |      |        |       |
| Minor Lane/Major Mvmt                                                                                                | NBT    |      | NBRWBLn1WBLn2 |      | SBL    | SBT   |
| Capacity (veh/h)                                                                                                     | -      |      | 4             |      | 136    | 118   |
| HCM Lane V/C Ratio                                                                                                   | -      |      | -12.097       |      | 0.158  | 0.046 |
| HCM Control Delay (s)                                                                                                | -      |      | \$ 6738.4     |      | 36.4   | 37    |
| HCM Lane LOS                                                                                                         | -      |      | F             |      | E      | E     |
| HCM 95th %tile Q(veh)                                                                                                | -      |      | 7.9           |      | 0.5    | 0.1   |
|                                                                                                                      |        |      |               |      |        |       |
| Notes                                                                                                                |        |      |               |      |        |       |
| ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon |        |      |               |      |        |       |

Background 2042 PM River Trails 12:35 pm 07/20/2024  
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Synchro 11 Light Report  
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
8: Spartan Ave & 1st Street

03/14/2025

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 9.9  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 35   | 155  | 5    | 5    | 140  | 40   | 5    | 185  | 5    | 15   | 240  | 25   |
| Future Vol, veh/h        | 35   | 155  | 5    | 5    | 140  | 40   | 5    | 185  | 5    | 15   | 240  | 25   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 39   | 174  | 6    | 6    | 157  | 45   | 6    | 208  | 6    | 17   | 270  | 28   |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|
| Conflicting Flow All | 642    | 544   | 284    | 631   | 555    | 211   | 298    | 0 |
| Stage 1              | 318    | 318   | -      | 223   | 223    | -     | -      | - |
| Stage 2              | 324    | 226   | -      | 408   | 332    | -     | -      | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - |
| Pot Cap-1 Maneuver   | 387    | 446   | 755    | 394   | 440    | 829   | 1263   | - |
| Stage 1              | 693    | 654   | -      | 780   | 719    | -     | -      | - |
| Stage 2              | 688    | 717   | -      | 620   | 644    | -     | -      | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - |
| Mov Cap-1 Maneuver   | 259    | 437   | 755    | 266   | 431    | 829   | 1263   | - |
| Mov Cap-2 Maneuver   | 259    | 437   | -      | 266   | 431    | -     | -      | - |
| Stage 1              | 690    | 644   | -      | 776   | 715    | -     | -      | - |
| Stage 2              | 505    | 713   | -      | 442   | 634    | -     | -      | - |

| Approach             | EB   | WB   | NB  | SB  |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 25.1 | 18.5 | 0.2 | 0.4 |
| HCM LOS              | D    | C    |     |     |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | SBL   | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 1263  | -   | -   | 393   | 472   | 1356  | -   | -   |
| HCM Lane V/C Ratio    | 0.004 | -   | -   | 0.558 | 0.44  | 0.012 | -   | -   |
| HCM Control Delay (s) | 7.9   | 0   | -   | 25.1  | 18.5  | 7.7   | 0   | -   |
| HCM Lane LOS          | A     | A   | -   | D     | C     | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 3.3   | 2.2   | 0     | -   | -   |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
8: Spartan Ave & 1st Street

03/14/2025

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 18.4 |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 25   | 180  | 5    | 5    | 180  | 25   | 5    | 310  | 5    | 35   | 225  | 35   |
| Future Vol, veh/h        | 25   | 180  | 5    | 5    | 180  | 25   | 5    | 310  | 5    | 35   | 225  | 35   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 28   | 202  | 6    | 6    | 202  | 28   | 6    | 348  | 6    | 39   | 253  | 39   |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|
| Conflicting Flow All | 829    | 717   | 273    | 818   | 733    | 351   | 292    | 0 |
| Stage 1              | 351    | 351   | -      | 363   | 363    | -     | -      | - |
| Stage 2              | 478    | 366   | -      | 455   | 370    | -     | -      | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - |
| Pot Cap-1 Maneuver   | 290    | 355   | 766    | 295   | 348    | 692   | 1270   | - |
| Stage 1              | 666    | 632   | -      | 656   | 625    | -     | -      | - |
| Stage 2              | 568    | 623   | -      | 585   | 620    | -     | -      | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - |
| Mov Cap-1 Maneuver   | 139    | 339   | 766    | 149   | 332    | 692   | 1270   | - |
| Mov Cap-2 Maneuver   | 139    | 339   | -      | 149   | 332    | -     | -      | - |
| Stage 1              | 662    | 607   | -      | 652   | 621    | -     | -      | - |
| Stage 2              | 365    | 619   | -      | 372   | 596    | -     | -      | - |

| Approach             | EB   | WB   | NB  | SB |
|----------------------|------|------|-----|----|
| HCM Control Delay, s | 53.3 | 35.7 | 0.1 | 1  |
| HCM LOS              | F    | E    |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | SBL   | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 1270  | -   | -   | 293   | 343   | 1205  | -   | -   |
| HCM Lane V/C Ratio    | 0.004 | -   | -   | 0.805 | 0.688 | 0.033 | -   | -   |
| HCM Control Delay (s) | 7.8   | 0   | -   | 53.3  | 35.7  | 8.1   | 0   | -   |
| HCM Lane LOS          | A     | A   | -   | F     | E     | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 6.5   | 4.9   | 0.1   | -   | -   |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th AWSC  
8: Spartan Ave & 1st Street

03/14/2025

| Intersection               |       |       |       |       |      |      |      |      |      |      |      |      |
|----------------------------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Intersection Delay, s/veh  | 12.5  |       |       |       |      |      |      |      |      |      |      |      |
| Intersection LOS           | B     |       |       |       |      |      |      |      |      |      |      |      |
| Movement                   | EBL   | EBT   | EBR   | WBL   | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations        |       | ↔     |       |       | ↔    |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h         | 35    | 155   | 5     | 5     | 140  | 40   | 5    | 185  | 5    | 15   | 240  | 25   |
| Future Vol, veh/h          | 35    | 155   | 5     | 5     | 140  | 40   | 5    | 185  | 5    | 15   | 240  | 25   |
| Peak Hour Factor           | 0.89  | 0.89  | 0.89  | 0.89  | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles, %          | 2     | 2     | 2     | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                  | 39    | 174   | 6     | 6     | 157  | 45   | 6    | 208  | 6    | 17   | 270  | 28   |
| Number of Lanes            | 0     | 1     | 0     | 0     | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |
| Approach                   | EB    |       |       | WB    |      |      | NB   |      |      | SB   |      |      |
| Opposing Approach          | WB    |       |       | EB    |      |      | SB   |      |      | NB   |      |      |
| Opposing Lanes             | 1     |       |       | 1     |      |      | 1    |      |      | 1    |      |      |
| Conflicting Approach Left  | SB    |       |       | NB    |      |      | EB   |      |      | WB   |      |      |
| Conflicting Lanes Left     | 1     |       |       | 1     |      |      | 1    |      |      | 1    |      |      |
| Conflicting Approach Right | NB    |       |       | SB    |      |      | WB   |      |      | EB   |      |      |
| Conflicting Lanes Right    | 1     |       |       | 1     |      |      | 1    |      |      | 1    |      |      |
| HCM Control Delay          | 12.2  |       |       | 11.6  |      |      | 11.9 |      |      | 13.7 |      |      |
| HCM LOS                    | B     |       |       | B     |      |      | B    |      |      | B    |      |      |
| Lane                       | NBLn1 | EBLn1 | WBLn1 | SBLn1 |      |      |      |      |      |      |      |      |
| Vol Left, %                | 3%    | 18%   | 3%    | 5%    |      |      |      |      |      |      |      |      |
| Vol Thru, %                | 95%   | 79%   | 76%   | 86%   |      |      |      |      |      |      |      |      |
| Vol Right, %               | 3%    | 3%    | 22%   | 9%    |      |      |      |      |      |      |      |      |
| Sign Control               | Stop  | Stop  | Stop  | Stop  |      |      |      |      |      |      |      |      |
| Traffic Vol by Lane        | 195   | 195   | 185   | 280   |      |      |      |      |      |      |      |      |
| LT Vol                     | 5     | 35    | 5     | 15    |      |      |      |      |      |      |      |      |
| Through Vol                | 185   | 155   | 140   | 240   |      |      |      |      |      |      |      |      |
| RT Vol                     | 5     | 5     | 40    | 25    |      |      |      |      |      |      |      |      |
| Lane Flow Rate             | 219   | 219   | 208   | 315   |      |      |      |      |      |      |      |      |
| Geometry Grp               | 1     | 1     | 1     | 1     |      |      |      |      |      |      |      |      |
| Degree of Util (X)         | 0.348 | 0.356 | 0.331 | 0.483 |      |      |      |      |      |      |      |      |
| Departure Headway (Hd)     | 5.719 | 5.846 | 5.731 | 5.525 |      |      |      |      |      |      |      |      |
| Convergence, Y/N           | Yes   | Yes   | Yes   | Yes   |      |      |      |      |      |      |      |      |
| Cap                        | 624   | 611   | 624   | 648   |      |      |      |      |      |      |      |      |
| Service Time               | 3.791 | 3.917 | 3.804 | 3.59  |      |      |      |      |      |      |      |      |
| HCM Lane V/C Ratio         | 0.351 | 0.358 | 0.333 | 0.486 |      |      |      |      |      |      |      |      |
| HCM Control Delay          | 11.9  | 12.2  | 11.6  | 13.7  |      |      |      |      |      |      |      |      |
| HCM Lane LOS               | B     | B     | B     | B     |      |      |      |      |      |      |      |      |
| HCM 95th-tile Q            | 1.6   | 1.6   | 1.4   | 2.6   |      |      |      |      |      |      |      |      |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th AWSC  
8: Spartan Ave & 1st Street

03/14/2025

| Intersection               |       |       |       |       |      |      |      |      |      |      |      |      |
|----------------------------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Intersection Delay, s/veh  | 17.1  |       |       |       |      |      |      |      |      |      |      |      |
| Intersection LOS           | C     |       |       |       |      |      |      |      |      |      |      |      |
| Movement                   | EBL   | EBT   | EBR   | WBL   | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations        |       | ↔     |       |       | ↔    |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h         | 25    | 180   | 5     | 5     | 180  | 25   | 5    | 310  | 5    | 35   | 225  | 35   |
| Future Vol, veh/h          | 25    | 180   | 5     | 5     | 180  | 25   | 5    | 310  | 5    | 35   | 225  | 35   |
| Peak Hour Factor           | 0.89  | 0.89  | 0.89  | 0.89  | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles, %          | 2     | 2     | 2     | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                  | 28    | 202   | 6     | 6     | 202  | 28   | 6    | 348  | 6    | 39   | 253  | 39   |
| Number of Lanes            | 0     | 1     | 0     | 0     | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |
| Approach                   | EB    |       |       | WB    |      |      | NB   |      |      | SB   |      |      |
| Opposing Approach          | WB    |       |       | EB    |      |      | SB   |      |      | NB   |      |      |
| Opposing Lanes             | 1     |       |       | 1     |      |      | 1    |      |      | 1    |      |      |
| Conflicting Approach Left  | SB    |       |       | NB    |      |      | EB   |      |      | WB   |      |      |
| Conflicting Lanes Left     | 1     |       |       | 1     |      |      | 1    |      |      | 1    |      |      |
| Conflicting Approach Right | NB    |       |       | SB    |      |      | WB   |      |      | EB   |      |      |
| Conflicting Lanes Right    | 1     |       |       | 1     |      |      | 1    |      |      | 1    |      |      |
| HCM Control Delay          | 15    |       |       | 14.8  |      |      | 19.3 |      |      | 17.7 |      |      |
| HCM LOS                    | B     |       |       | B     |      |      | C    |      |      | C    |      |      |
| Lane                       | NBLn1 | EBLn1 | WBLn1 | SBLn1 |      |      |      |      |      |      |      |      |
| Vol Left, %                | 2%    | 12%   | 2%    | 12%   |      |      |      |      |      |      |      |      |
| Vol Thru, %                | 97%   | 86%   | 86%   | 76%   |      |      |      |      |      |      |      |      |
| Vol Right, %               | 2%    | 2%    | 12%   | 12%   |      |      |      |      |      |      |      |      |
| Sign Control               | Stop  | Stop  | Stop  | Stop  |      |      |      |      |      |      |      |      |
| Traffic Vol by Lane        | 320   | 210   | 210   | 295   |      |      |      |      |      |      |      |      |
| LT Vol                     | 5     | 25    | 5     | 35    |      |      |      |      |      |      |      |      |
| Through Vol                | 310   | 180   | 180   | 225   |      |      |      |      |      |      |      |      |
| RT Vol                     | 5     | 5     | 25    | 35    |      |      |      |      |      |      |      |      |
| Lane Flow Rate             | 360   | 236   | 236   | 331   |      |      |      |      |      |      |      |      |
| Geometry Grp               | 1     | 1     | 1     | 1     |      |      |      |      |      |      |      |      |
| Degree of Util (X)         | 0.625 | 0.44  | 0.436 | 0.578 |      |      |      |      |      |      |      |      |
| Departure Headway (Hd)     | 6.257 | 6.72  | 6.65  | 6.278 |      |      |      |      |      |      |      |      |
| Convergence, Y/N           | Yes   | Yes   | Yes   | Yes   |      |      |      |      |      |      |      |      |
| Cap                        | 575   | 533   | 538   | 573   |      |      |      |      |      |      |      |      |
| Service Time               | 4.321 | 4.796 | 4.725 | 4.345 |      |      |      |      |      |      |      |      |
| HCM Lane V/C Ratio         | 0.626 | 0.443 | 0.439 | 0.578 |      |      |      |      |      |      |      |      |
| HCM Control Delay          | 19.3  | 15    | 14.8  | 17.7  |      |      |      |      |      |      |      |      |
| HCM Lane LOS               | C     | B     | B     | C     |      |      |      |      |      |      |      |      |
| HCM 95th-tile Q            | 4.3   | 2.2   | 2.2   | 3.7   |      |      |      |      |      |      |      |      |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

Lanes, Volumes, Timings

9: US 287 & Spartan Avenue

07/20/2024

| Lane Group                 | WBL   | WBR   | NBT  | NBR   | SBL   | SBT  |
|----------------------------|-------|-------|------|-------|-------|------|
| Lane Configurations        | ←     | →     | ↑    | →     | ←     | →    |
| Traffic Volume (vph)       | 350   | 115   | 835  | 175   | 95    | 1895 |
| Future Volume (vph)        | 350   | 115   | 835  | 175   | 95    | 1895 |
| Ideal Flow (vphpl)         | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 |
| Lane Width (ft)            | 12    | 12    | 12   | 12    | 12    | 12   |
| Grade (%)                  | 0%    |       | 0%   |       |       | 0%   |
| Storage Length (ft)        | 0     | 0     |      | 0     | 0     |      |
| Storage Lanes              | 2     | 1     |      | 1     | 1     |      |
| Taper Length (ft)          | 25    |       |      |       | 25    |      |
| Lane Util. Factor          | 0.97  | 1.00  | 0.95 | 1.00  | 1.00  | 0.95 |
| Ped Bike Factor            |       |       |      |       |       |      |
| Frt                        |       | 0.850 |      | 0.850 |       |      |
| Flt Protected              | 0.950 |       |      |       | 0.950 |      |
| Satd. Flow (prot)          | 3433  | 1583  | 3539 | 1583  | 1770  | 3539 |
| Flt Permitted              | 0.950 |       |      |       | 0.251 |      |
| Satd. Flow (perm)          | 3433  | 1583  | 3539 | 1583  | 468   | 3539 |
| Right Turn on Red          |       | Yes   |      | Yes   |       |      |
| Satd. Flow (RTOR)          |       | 125   |      | 190   |       |      |
| Link Speed (mph)           | 30    |       | 30   |       |       | 30   |
| Link Distance (ft)         | 1610  |       | 240  |       |       | 2709 |
| Travel Time (s)            | 36.6  |       | 5.5  |       |       | 61.6 |
| Confl. Peds. (#/hr)        |       |       |      |       |       |      |
| Confl. Bikes (#/hr)        |       |       |      |       |       |      |
| Peak Hour Factor           | 0.92  | 0.92  | 0.92 | 0.92  | 0.92  | 0.92 |
| Growth Factor              | 100%  | 100%  | 100% | 100%  | 100%  | 100% |
| Heavy Vehicles (%)         | 2%    | 2%    | 2%   | 2%    | 2%    | 2%   |
| Bus Blockages (#/hr)       | 0     | 0     | 0    | 0     | 0     | 0    |
| Parking (#/hr)             |       |       |      |       |       |      |
| Mid-Block Traffic (%)      | 0%    |       | 0%   |       |       | 0%   |
| Adj. Flow (vph)            | 380   | 125   | 908  | 190   | 103   | 2060 |
| Shared Lane Traffic (%)    |       |       |      |       |       |      |
| Lane Group Flow (vph)      | 380   | 125   | 908  | 190   | 103   | 2060 |
| Enter Blocked Intersection | No    | No    | No   | No    | No    | No   |
| Lane Alignment             | Left  | Right | Left | Right | Left  | Left |
| Median Width(ft)           | 24    |       | 12   |       |       | 12   |
| Link Offset(ft)            | 0     |       | 0    |       |       | 0    |
| Crosswalk Width(ft)        | 16    |       | 16   |       |       | 16   |
| Two way Left Turn Lane     |       |       |      |       |       |      |
| Headway Factor             | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 |
| Turning Speed (mph)        | 15    | 9     |      | 9     | 15    |      |
| Number of Detectors        | 1     | 1     | 2    | 1     | 1     | 2    |
| Detector Template          | Left  | Right | Thru | Right | Left  | Thru |
| Leading Detector (ft)      | 20    | 20    | 100  | 20    | 20    | 100  |
| Trailing Detector (ft)     | 0     | 0     | 0    | 0     | 0     | 0    |
| Turn Type                  | Prot  | Perm  | NA   | Perm  | pm+pt | NA   |
| Protected Phases           | 8     |       | 2    |       | 1     | 6    |
| Permitted Phases           |       | 8     |      | 2     | 6     |      |
| Detector Phase             | 8     | 8     | 2    | 2     | 1     | 6    |
| Switch Phase               |       |       |      |       |       |      |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

Lanes, Volumes, Timings  
9: US 287 & Spartan Avenue

07/20/2024

|                                                                      |  |       |  |       |  |       |  |  |  |  |  |  |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------|--|
| Lane Group                                                           | WBL                                                                               | WBR   | NBT                                                                               | NBR   | SBL                                                                               | SBT   |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Minimum Initial (s)                                                  | 5.0                                                                               | 5.0   | 5.0                                                                               | 5.0   | 5.0                                                                               | 5.0   |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Minimum Split (s)                                                    | 22.5                                                                              | 22.5  | 22.5                                                                              | 22.5  | 9.5                                                                               | 22.5  |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Total Split (s)                                                      | 22.5                                                                              | 22.5  | 67.1                                                                              | 67.1  | 10.4                                                                              | 77.5  |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Total Split (%)                                                      | 22.5%                                                                             | 22.5% | 67.1%                                                                             | 67.1% | 10.4%                                                                             | 77.5% |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Maximum Green (s)                                                    | 18.0                                                                              | 18.0  | 62.6                                                                              | 62.6  | 5.9                                                                               | 73.0  |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Yellow Time (s)                                                      | 3.5                                                                               | 3.5   | 3.5                                                                               | 3.5   | 3.5                                                                               | 3.5   |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| All-Red Time (s)                                                     | 1.0                                                                               | 1.0   | 1.0                                                                               | 1.0   | 1.0                                                                               | 1.0   |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Lost Time Adjust (s)                                                 | 0.0                                                                               | 0.0   | 0.0                                                                               | 0.0   | 0.0                                                                               | 0.0   |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Total Lost Time (s)                                                  | 4.5                                                                               | 4.5   | 4.5                                                                               | 4.5   | 4.5                                                                               | 4.5   |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Lead/Lag                                                             |                                                                                   |       | Lag                                                                               | Lag   | Lead                                                                              |       |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Lead-Lag Optimize?                                                   |                                                                                   |       | Yes                                                                               | Yes   | Yes                                                                               |       |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Vehicle Extension (s)                                                | 3.0                                                                               | 3.0   | 3.0                                                                               | 3.0   | 3.0                                                                               | 3.0   |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Minimum Gap (s)                                                      | 3.0                                                                               | 3.0   | 3.0                                                                               | 3.0   | 3.0                                                                               | 3.0   |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Time Before Reduce (s)                                               | 0.0                                                                               | 0.0   | 0.0                                                                               | 0.0   | 0.0                                                                               | 0.0   |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Time To Reduce (s)                                                   | 0.0                                                                               | 0.0   | 0.0                                                                               | 0.0   | 0.0                                                                               | 0.0   |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Recall Mode                                                          | Max                                                                               | Max   | Max                                                                               | Max   | Max                                                                               | Max   |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Walk Time (s)                                                        | 7.0                                                                               | 7.0   | 7.0                                                                               | 7.0   |                                                                                   | 7.0   |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Flash Dont Walk (s)                                                  | 11.0                                                                              | 11.0  | 11.0                                                                              | 11.0  |                                                                                   | 11.0  |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Pedestrian Calls (#/hr)                                              | 0                                                                                 | 0     | 0                                                                                 | 0     |                                                                                   | 0     |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Act Effct Green (s)                                                  | 18.0                                                                              | 18.0  | 62.6                                                                              | 62.6  | 73.0                                                                              | 73.0  |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Actuated g/C Ratio                                                   | 0.18                                                                              | 0.18  | 0.63                                                                              | 0.63  | 0.73                                                                              | 0.73  |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| v/c Ratio                                                            | 0.62                                                                              | 0.32  | 0.41                                                                              | 0.18  | 0.25                                                                              | 0.80  |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Control Delay                                                        | 42.7                                                                              | 9.0   | 10.1                                                                              | 1.5   | 5.3                                                                               | 11.8  |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Queue Delay                                                          | 0.0                                                                               | 0.0   | 0.0                                                                               | 0.0   | 0.0                                                                               | 0.0   |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Total Delay                                                          | 42.7                                                                              | 9.0   | 10.1                                                                              | 1.5   | 5.3                                                                               | 11.8  |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| LOS                                                                  | D                                                                                 | A     | B                                                                                 | A     | A                                                                                 | B     |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Approach Delay                                                       | 34.4                                                                              |       | 8.6                                                                               |       |                                                                                   | 11.5  |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Approach LOS                                                         | C                                                                                 |       | A                                                                                 |       |                                                                                   | B     |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Queue Length 50th (ft)                                               | 116                                                                               | 0     | 140                                                                               | 0     | 16                                                                                | 378   |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Queue Length 95th (ft)                                               | 164                                                                               | 49    | 180                                                                               | 24    | 30                                                                                | 478   |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Internal Link Dist (ft)                                              | 1530                                                                              |       | 160                                                                               |       |                                                                                   | 2629  |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Turn Bay Length (ft)                                                 |                                                                                   |       |                                                                                   |       |                                                                                   |       |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Base Capacity (vph)                                                  | 617                                                                               | 387   | 2215                                                                              | 1062  | 418                                                                               | 2583  |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Starvation Cap Reductn                                               | 0                                                                                 | 0     | 0                                                                                 | 0     | 0                                                                                 | 0     |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Spillback Cap Reductn                                                | 0                                                                                 | 0     | 0                                                                                 | 0     | 0                                                                                 | 0     |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Storage Cap Reductn                                                  | 0                                                                                 | 0     | 0                                                                                 | 0     | 0                                                                                 | 0     |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Reduced v/c Ratio                                                    | 0.62                                                                              | 0.32  | 0.41                                                                              | 0.18  | 0.25                                                                              | 0.80  |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Intersection Summary                                                 |                                                                                   |       |                                                                                   |       |                                                                                   |       |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Area Type:                                                           | Other                                                                             |       |                                                                                   |       |                                                                                   |       |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Cycle Length: 100                                                    |                                                                                   |       |                                                                                   |       |                                                                                   |       |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Actuated Cycle Length: 100                                           |                                                                                   |       |                                                                                   |       |                                                                                   |       |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |                                                                                   |       |                                                                                   |       |                                                                                   |       |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Natural Cycle: 75                                                    |                                                                                   |       |                                                                                   |       |                                                                                   |       |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Control Type: Pretimed                                               |                                                                                   |       |                                                                                   |       |                                                                                   |       |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Maximum v/c Ratio: 0.80                                              |                                                                                   |       |                                                                                   |       |                                                                                   |       |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Intersection Signal Delay: 13.7                                      | Intersection LOS: B                                                               |       |                                                                                   |       |                                                                                   |       |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Intersection Capacity Utilization 69.9%                              | ICU Level of Service C                                                            |       |                                                                                   |       |                                                                                   |       |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Analysis Period (min) 15                                             |                                                                                   |       |                                                                                   |       |                                                                                   |       |                                                                                   |  |                                                                                   |  |                                                                                   |  |

Background 2042 AM River Trails 12:21 pm 07/20/2024  
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RIVER TRAILS | TRANSPORTATION IMPACT STUDY  
Town of Berthoud

Lanes, Volumes, Timings

9: US 287 & Spartan Avenue

07/20/2024

Splits and Phases: 9: US 287 & Spartan Avenue



# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

### Lanes, Volumes, Timings

9: US 287 & Spartan Avenue

07/21/2024

| Lane Group                 | WBL   | WBR   | NBT  | NBR   | SBL   | SBT  |
|----------------------------|-------|-------|------|-------|-------|------|
| Lane Configurations        | ←     | →     | ↑    | →     | ←     | →    |
| Traffic Volume (vph)       | 210   | 120   | 2175 | 335   | 200   | 1200 |
| Future Volume (vph)        | 210   | 120   | 2175 | 335   | 200   | 1200 |
| Ideal Flow (vphpl)         | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 |
| Lane Width (ft)            | 12    | 12    | 12   | 12    | 12    | 12   |
| Grade (%)                  | 0%    |       | 0%   |       |       | 0%   |
| Storage Length (ft)        | 0     | 0     |      | 0     | 0     |      |
| Storage Lanes              | 2     | 1     |      | 1     | 1     |      |
| Taper Length (ft)          | 25    |       |      |       | 25    |      |
| Lane Util. Factor          | 0.97  | 1.00  | 0.95 | 1.00  | 1.00  | 0.95 |
| Ped Bike Factor            |       |       |      |       |       |      |
| Frt                        |       | 0.850 |      | 0.850 |       |      |
| Flt Protected              | 0.950 |       |      |       | 0.950 |      |
| Satd. Flow (prot)          | 3433  | 1583  | 3539 | 1583  | 1770  | 3539 |
| Flt Permitted              | 0.950 |       |      |       | 0.049 |      |
| Satd. Flow (perm)          | 3433  | 1583  | 3539 | 1583  | 91    | 3539 |
| Right Turn on Red          |       | Yes   |      | Yes   |       |      |
| Satd. Flow (RTOR)          |       | 7     |      | 269   |       |      |
| Link Speed (mph)           | 30    |       | 30   |       |       | 30   |
| Link Distance (ft)         | 1610  |       | 240  |       |       | 2709 |
| Travel Time (s)            | 36.6  |       | 5.5  |       |       | 61.6 |
| Confl. Peds. (#/hr)        |       |       |      |       |       |      |
| Confl. Bikes (#/hr)        |       |       |      |       |       |      |
| Peak Hour Factor           | 0.94  | 0.94  | 0.94 | 0.94  | 0.94  | 0.94 |
| Growth Factor              | 100%  | 100%  | 100% | 100%  | 100%  | 100% |
| Heavy Vehicles (%)         | 2%    | 2%    | 2%   | 2%    | 2%    | 2%   |
| Bus Blockages (#/hr)       | 0     | 0     | 0    | 0     | 0     | 0    |
| Parking (#/hr)             |       |       |      |       |       |      |
| Mid-Block Traffic (%)      | 0%    |       | 0%   |       |       | 0%   |
| Adj. Flow (vph)            | 223   | 128   | 2314 | 356   | 213   | 1277 |
| Shared Lane Traffic (%)    |       |       |      |       |       |      |
| Lane Group Flow (vph)      | 223   | 128   | 2314 | 356   | 213   | 1277 |
| Enter Blocked Intersection | No    | No    | No   | No    | No    | No   |
| Lane Alignment             | Left  | Right | Left | Right | Left  | Left |
| Median Width(ft)           | 24    |       | 12   |       |       | 12   |
| Link Offset(ft)            | 0     |       | 0    |       |       | 0    |
| Crosswalk Width(ft)        | 16    |       | 16   |       |       | 16   |
| Two way Left Turn Lane     |       |       |      |       |       |      |
| Headway Factor             | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 |
| Turning Speed (mph)        | 15    | 9     |      | 9     | 15    |      |
| Number of Detectors        | 1     | 1     | 2    | 1     | 1     | 2    |
| Detector Template          | Left  | Right | Thru | Right | Left  | Thru |
| Leading Detector (ft)      | 20    | 20    | 100  | 20    | 20    | 100  |
| Trailing Detector (ft)     | 0     | 0     | 0    | 0     | 0     | 0    |
| Turn Type                  | Prot  | pm+ov | NA   | Perm  | pm+pt | NA   |
| Protected Phases           | 8     | 1     | 2    |       | 1     | 6    |
| Permitted Phases           |       | 8     |      | 2     | 6     |      |
| Detector Phase             | 8     | 1     | 2    | 2     | 1     | 6    |
| Switch Phase               |       |       |      |       |       |      |

Background 2042 PM River Trails 12:35 pm 07/20/2024  
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

Lanes, Volumes, Timings  
9: US 287 & Spartan Avenue

07/21/2024

|                                                                      |  |  |  |  |  |  |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                                                           | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Minimum Initial (s)                                                  | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |
| Minimum Split (s)                                                    | 22.5                                                                              | 9.5                                                                               | 22.5                                                                              | 22.5                                                                              | 9.5                                                                               | 22.5                                                                              |
| Total Split (s)                                                      | 22.5                                                                              | 16.0                                                                              | 81.5                                                                              | 81.5                                                                              | 16.0                                                                              | 97.5                                                                              |
| Total Split (%)                                                      | 18.8%                                                                             | 13.3%                                                                             | 67.9%                                                                             | 67.9%                                                                             | 13.3%                                                                             | 81.3%                                                                             |
| Maximum Green (s)                                                    | 18.0                                                                              | 11.5                                                                              | 77.0                                                                              | 77.0                                                                              | 11.5                                                                              | 93.0                                                                              |
| Yellow Time (s)                                                      | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               |
| All-Red Time (s)                                                     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |
| Lost Time Adjust (s)                                                 | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Lost Time (s)                                                  | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |
| Lead/Lag                                                             |                                                                                   | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              |                                                                                   |
| Lead-Lag Optimize?                                                   |                                                                                   | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   |
| Vehicle Extension (s)                                                | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |
| Minimum Gap (s)                                                      | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |
| Time Before Reduce (s)                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Time To Reduce (s)                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Recall Mode                                                          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               |
| Walk Time (s)                                                        | 7.0                                                                               |                                                                                   | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               |
| Flash Dont Walk (s)                                                  | 11.0                                                                              |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                   | 11.0                                                                              |
| Pedestrian Calls (#/hr)                                              | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |
| Act Effct Green (s)                                                  | 18.0                                                                              | 34.0                                                                              | 77.0                                                                              | 77.0                                                                              | 93.0                                                                              | 93.0                                                                              |
| Actuated g/C Ratio                                                   | 0.15                                                                              | 0.28                                                                              | 0.64                                                                              | 0.64                                                                              | 0.78                                                                              | 0.78                                                                              |
| v/c Ratio                                                            | 0.43                                                                              | 0.28                                                                              | 1.02                                                                              | 0.32                                                                              | 0.92                                                                              | 0.47                                                                              |
| Control Delay                                                        | 49.3                                                                              | 33.7                                                                              | 46.0                                                                              | 3.1                                                                               | 75.0                                                                              | 5.4                                                                               |
| Queue Delay                                                          | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Delay                                                          | 49.3                                                                              | 33.7                                                                              | 46.0                                                                              | 3.1                                                                               | 75.0                                                                              | 5.4                                                                               |
| LOS                                                                  | D                                                                                 | C                                                                                 | D                                                                                 | A                                                                                 | E                                                                                 | A                                                                                 |
| Approach Delay                                                       | 43.6                                                                              |                                                                                   | 40.3                                                                              |                                                                                   |                                                                                   | 15.3                                                                              |
| Approach LOS                                                         | D                                                                                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | B                                                                                 |
| Queue Length 50th (ft)                                               | 81                                                                                | 73                                                                                | ~1000                                                                             | 24                                                                                | 114                                                                               | 153                                                                               |
| Queue Length 95th (ft)                                               | 122                                                                               | 128                                                                               | #1133                                                                             | 60                                                                                | #264                                                                              | 186                                                                               |
| Internal Link Dist (ft)                                              | 1530                                                                              |                                                                                   | 160                                                                               |                                                                                   |                                                                                   | 2629                                                                              |
| Turn Bay Length (ft)                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Base Capacity (vph)                                                  | 514                                                                               | 453                                                                               | 2270                                                                              | 1112                                                                              | 231                                                                               | 2742                                                                              |
| Starvation Cap Reductn                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Spillback Cap Reductn                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Storage Cap Reductn                                                  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Reduced v/c Ratio                                                    | 0.43                                                                              | 0.28                                                                              | 1.02                                                                              | 0.32                                                                              | 0.92                                                                              | 0.47                                                                              |
| Intersection Summary                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                                                           | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Cycle Length: 120                                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length: 120                                           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Natural Cycle: 120                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type: Pretimed                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Maximum v/c Ratio: 1.02                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Signal Delay: 32.3                                      |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: C                                                               |                                                                                   |                                                                                   |
| Intersection Capacity Utilization 88.4%                              |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service E                                                            |                                                                                   |                                                                                   |
| Analysis Period (min) 15                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

Background 2042 PM River Trails 12:35 pm 07/20/2024  
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

### Lanes, Volumes, Timings

9: US 287 & Spartan Avenue

07/21/2024

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: US 287 & Spartan Avenue



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**TOTAL 2042**



**RIVER TRAILS | TRANSPORTATION IMPACT STUDY**  
**Town of Berthoud**

HCM 6th Roundabout  
1: 1st Street & Mountain Ave

01/18/2025

| Intersection                |       |       |       |       |       |
|-----------------------------|-------|-------|-------|-------|-------|
| Intersection Delay, s/veh   | 10.3  |       |       |       |       |
| Intersection LOS            | B     |       |       |       |       |
| Approach                    | EB    | WB    | NB    | SB    |       |
| Entry Lanes                 | 1     | 1     | 2     | 1     |       |
| Conflicting Circle Lanes    | 1     | 1     | 1     | 1     |       |
| Adj Approach Flow, veh/h    | 490   | 588   | 258   | 397   |       |
| Demand Flow Rate, veh/h     | 509   | 612   | 263   | 413   |       |
| Vehicles Circulating, veh/h | 301   | 307   | 686   | 402   |       |
| Vehicles Exiting, veh/h     | 514   | 642   | 124   | 517   |       |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0     | 0     |       |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000 | 1.000 |       |
| Approach Delay, s/veh       | 9.8   | 12.3  | 7.4   | 9.7   |       |
| Approach LOS                | A     | B     | A     | A     |       |
| Lane                        | Left  | Left  | Left  | Right | Left  |
| Designated Moves            | LTR   | LTR   | LT    | R     | LTR   |
| Assumed Moves               | LTR   | LTR   | LT    | R     | LTR   |
| RT Channelized              |       |       |       |       |       |
| Lane Util                   | 1.000 | 1.000 | 0.779 | 0.221 | 1.000 |
| Follow-Up Headway, s        | 2.609 | 2.609 | 2.535 | 2.535 | 2.609 |
| Critical Headway, s         | 4.976 | 4.976 | 4.544 | 4.544 | 4.976 |
| Entry Flow, veh/h           | 509   | 612   | 205   | 58    | 413   |
| Cap Entry Lane, veh/h       | 1015  | 1009  | 761   | 761   | 916   |
| Entry HV Adj Factor         | 0.962 | 0.961 | 0.981 | 0.983 | 0.962 |
| Flow Entry, veh/h           | 490   | 588   | 201   | 57    | 397   |
| Cap Entry, veh/h            | 976   | 970   | 746   | 748   | 881   |
| V/C Ratio                   | 0.501 | 0.607 | 0.270 | 0.076 | 0.451 |
| Control Delay, s/veh        | 9.8   | 12.3  | 7.9   | 5.6   | 9.7   |
| LOS                         | A     | B     | A     | A     | A     |
| 95th %tile Queue, veh       | 3     | 4     | 1     | 0     | 2     |

Total 2042 AM Updated Jan 2025 River Trails 2:15 pm 07/20/2024  
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th Roundabout  
1: 1st Street & Mountain Ave

01/18/2025

| Intersection                |       |       |       |       |       |
|-----------------------------|-------|-------|-------|-------|-------|
| Intersection Delay, s/veh   | 20.6  |       |       |       |       |
| Intersection LOS            | C     |       |       |       |       |
| Approach                    | EB    | WB    | NB    | SB    |       |
| Entry Lanes                 | 1     | 1     | 2     | 1     |       |
| Conflicting Circle Lanes    | 1     | 1     | 1     | 1     |       |
| Adj Approach Flow, veh/h    | 664   | 822   | 305   | 490   |       |
| Demand Flow Rate, veh/h     | 678   | 839   | 310   | 500   |       |
| Vehicles Circulating, veh/h | 351   | 384   | 767   | 557   |       |
| Vehicles Exiting, veh/h     | 706   | 693   | 262   | 666   |       |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0     | 0     |       |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000 | 1.000 |       |
| Approach Delay, s/veh       | 15.8  | 31.7  | 9.0   | 15.8  |       |
| Approach LOS                | C     | D     | A     | C     |       |
| Lane                        | Left  | Left  | Left  | Right | Left  |
| Designated Moves            | LTR   | LTR   | LT    | R     | LTR   |
| Assumed Moves               | LTR   | LTR   | LT    | R     | LTR   |
| RT Channelized              |       |       |       |       |       |
| Lane Util                   | 1.000 | 1.000 | 0.800 | 0.200 | 1.000 |
| Follow-Up Headway, s        | 2.609 | 2.609 | 2.535 | 2.535 | 2.609 |
| Critical Headway, s         | 4.976 | 4.976 | 4.544 | 4.544 | 4.976 |
| Entry Flow, veh/h           | 678   | 839   | 248   | 62    | 500   |
| Cap Entry Lane, veh/h       | 965   | 933   | 707   | 707   | 782   |
| Entry HV Adj Factor         | 0.980 | 0.980 | 0.982 | 0.984 | 0.980 |
| Flow Entry, veh/h           | 664   | 822   | 244   | 61    | 490   |
| Cap Entry, veh/h            | 945   | 914   | 694   | 695   | 767   |
| V/C Ratio                   | 0.703 | 0.900 | 0.351 | 0.088 | 0.640 |
| Control Delay, s/veh        | 15.8  | 31.7  | 9.7   | 6.1   | 15.8  |
| LOS                         | C     | D     | A     | A     | C     |
| 95th %tile Queue, veh       | 6     | 13    | 2     | 0     | 5     |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
2: 1st Street & CR 6C

01/18/2025

| Intersection             |        |          |        |       |       |      |
|--------------------------|--------|----------|--------|-------|-------|------|
| Int Delay, s/veh         | 1.9    |          |        |       |       |      |
| Movement                 | WBL    | WBR      | NBT    | NBR   | SBL   | SBT  |
| Lane Configurations      | ↔      |          | ↔      |       |       | ↔    |
| Traffic Vol, veh/h       | 5      | 80       | 215    | 1     | 30    | 255  |
| Future Vol, veh/h        | 5      | 80       | 215    | 1     | 30    | 255  |
| Conflicting Peds, #/hr   | 0      | 0        | 0      | 0     | 0     | 0    |
| Sign Control             | Stop   | Stop     | Free   | Free  | Free  | Free |
| RT Channelized           | -      | None     | -      | None  | -     | None |
| Storage Length           | 0      | -        | -      | -     | -     | -    |
| Veh in Median Storage, # | 0      | -        | 0      | -     | -     | 0    |
| Grade, %                 | 0      | -        | 0      | -     | -     | 0    |
| Peak Hour Factor         | 89     | 89       | 89     | 89    | 89    | 89   |
| Heavy Vehicles, %        | 2      | 2        | 2      | 2     | 2     | 2    |
| Mvmt Flow                | 6      | 90       | 242    | 1     | 34    | 287  |
| Major/Minor              | Minor1 | Major1   | Major2 |       |       |      |
| Conflicting Flow All     | 598    | 243      | 0      | 0     | 243   | 0    |
| Stage 1                  | 243    | -        | -      | -     | -     | -    |
| Stage 2                  | 355    | -        | -      | -     | -     | -    |
| Critical Hdwy            | 6.42   | 6.22     | -      | -     | 4.12  | -    |
| Critical Hdwy Stg 1      | 5.42   | -        | -      | -     | -     | -    |
| Critical Hdwy Stg 2      | 5.42   | -        | -      | -     | -     | -    |
| Follow-up Hdwy           | 3.518  | 3.318    | -      | -     | 2.218 | -    |
| Pot Cap-1 Maneuver       | 465    | 796      | -      | -     | 1323  | -    |
| Stage 1                  | 797    | -        | -      | -     | -     | -    |
| Stage 2                  | 710    | -        | -      | -     | -     | -    |
| Platoon blocked, %       |        | -        | -      | -     | -     | -    |
| Mov Cap-1 Maneuver       | 451    | 796      | -      | -     | 1323  | -    |
| Mov Cap-2 Maneuver       | 451    | -        | -      | -     | -     | -    |
| Stage 1                  | 797    | -        | -      | -     | -     | -    |
| Stage 2                  | 688    | -        | -      | -     | -     | -    |
| Approach                 | WB     | NB       |        | SB    |       |      |
| HCM Control Delay, s     | 10.4   | 0        |        | 0.8   |       |      |
| HCM LOS                  | B      |          |        |       |       |      |
| Minor Lane/Major Mvmt    | NBT    | NBRWBLn1 | SBL    | SBT   |       |      |
| Capacity (veh/h)         | -      | -        | 762    | 1323  | -     |      |
| HCM Lane V/C Ratio       | -      | -        | 0.125  | 0.025 | -     |      |
| HCM Control Delay (s)    | -      | -        | 10.4   | 7.8   | 0     |      |
| HCM Lane LOS             | -      | -        | B      | A     | A     |      |
| HCM 95th %tile Q(veh)    | -      | -        | 0.4    | 0.1   | -     |      |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
2: 1st Street & CR 6C

01/18/2025

| Intersection             |        |       |          |      |        |      |
|--------------------------|--------|-------|----------|------|--------|------|
| Int Delay, s/veh         | 2.4    |       |          |      |        |      |
| Movement                 | WBL    | WBR   | NBT      | NBR  | SBL    | SBT  |
| Lane Configurations      | ↔      | ↔     | ↔        | ↔    | ↔      | ↔    |
| Traffic Vol, veh/h       | 5      | 95    | 290      | 5    | 80     | 255  |
| Future Vol, veh/h        | 5      | 95    | 290      | 5    | 80     | 255  |
| Conflicting Peds, #/hr   | 0      | 0     | 0        | 0    | 0      | 0    |
| Sign Control             | Stop   | Stop  | Free     | Free | Free   | Free |
| RT Channelized           | -      | None  | -        | None | -      | None |
| Storage Length           | 0      | -     | -        | -    | -      | -    |
| Veh in Median Storage, # | 0      | -     | 0        | -    | -      | 0    |
| Grade, %                 | 0      | -     | 0        | -    | -      | 0    |
| Peak Hour Factor         | 93     | 93    | 93       | 93   | 93     | 93   |
| Heavy Vehicles, %        | 2      | 2     | 2        | 2    | 2      | 2    |
| Mvmt Flow                | 5      | 102   | 312      | 5    | 86     | 274  |
| Major/Minor              | Minor1 |       | Major1   |      | Major2 |      |
| Conflicting Flow All     | 761    | 315   | 0        | 0    | 317    | 0    |
| Stage 1                  | 315    | -     | -        | -    | -      | -    |
| Stage 2                  | 446    | -     | -        | -    | -      | -    |
| Critical Hdwy            | 6.42   | 6.22  | -        | -    | 4.12   | -    |
| Critical Hdwy Stg 1      | 5.42   | -     | -        | -    | -      | -    |
| Critical Hdwy Stg 2      | 5.42   | -     | -        | -    | -      | -    |
| Follow-up Hdwy           | 3.518  | 3.318 | -        | -    | 2.218  | -    |
| Pot Cap-1 Maneuver       | 373    | 725   | -        | -    | 1243   | -    |
| Stage 1                  | 740    | -     | -        | -    | -      | -    |
| Stage 2                  | 645    | -     | -        | -    | -      | -    |
| Platoon blocked, %       | -      | -     | -        | -    | -      | -    |
| Mov Cap-1 Maneuver       | 342    | 725   | -        | -    | 1243   | -    |
| Mov Cap-2 Maneuver       | 342    | -     | -        | -    | -      | -    |
| Stage 1                  | 740    | -     | -        | -    | -      | -    |
| Stage 2                  | 592    | -     | -        | -    | -      | -    |
| Approach                 | WB     |       | NB       |      | SB     |      |
| HCM Control Delay, s     | 11.2   |       | 0        |      | 1.9    |      |
| HCM LOS                  | B      |       |          |      |        |      |
| Minor Lane/Major Mvmt    | NBT    |       | NBRWBLn1 |      | SBL    |      |
| Capacity (veh/h)         | -      |       | 687      |      | 1243   |      |
| HCM Lane V/C Ratio       | -      |       | 0.157    |      | 0.069  |      |
| HCM Control Delay (s)    | -      |       | 11.2     |      | 8.1    |      |
| HCM Lane LOS             | -      |       | B        |      | A      |      |
| HCM 95th %tile Q(veh)    | -      |       | 0.6      |      | 0.2    |      |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC

3: CR 15 & CR 15A/Private Driveway

01/18/2025

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.7  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      |
| Traffic Vol, veh/h       | 60   | 0    | 60   | 1    | 0    | 0    | 55   | 135  | 0    | 0    | 205  | 65   |
| Future Vol, veh/h        | 60   | 0    | 60   | 1    | 0    | 0    | 55   | 135  | 0    | 0    | 205  | 65   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 70   | 0    | 70   | 1    | 0    | 0    | 64   | 157  | 0    | 0    | 238  | 76   |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|
| Conflicting Flow All | 561    | 561   | 276    | 596   | 599    | 157   | 314    | 0 |
| Stage 1              | 276    | 276   | -      | 285   | 285    | -     | -      | - |
| Stage 2              | 285    | 285   | -      | 311   | 314    | -     | -      | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - |
| Pot Cap-1 Maneuver   | 438    | 436   | 763    | 415   | 415    | 889   | 1246   | - |
| Stage 1              | 730    | 682   | -      | 722   | 676    | -     | -      | - |
| Stage 2              | 722    | 676   | -      | 699   | 656    | -     | -      | - |
| Platoon blocked, %   | -      | -     | -      | -     | -      | -     | -      | - |
| Mov Cap-1 Maneuver   | 419    | 412   | 763    | 361   | 392    | 889   | 1246   | - |
| Mov Cap-2 Maneuver   | 419    | 412   | -      | 361   | 392    | -     | -      | - |
| Stage 1              | 689    | 682   | -      | 682   | 638    | -     | -      | - |
| Stage 2              | 682    | 638   | -      | 635   | 656    | -     | -      | - |

| Approach             | EB | WB | NB  | SB |
|----------------------|----|----|-----|----|
| HCM Control Delay, s | 14 | 15 | 2.3 | 0  |
| HCM LOS              | B  | C  |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | SBL  | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h)      | 1246  | -   | -   | 541   | 361   | 1423 | -   | -   |
| HCM Lane V/C Ratio    | 0.051 | -   | -   | 0.258 | 0.003 | -    | -   | -   |
| HCM Control Delay (s) | 8     | 0   | -   | 14    | 15    | 0    | -   | -   |
| HCM Lane LOS          | A     | A   | -   | B     | C     | A    | -   | -   |
| HCM 95th %tile Q(veh) | 0.2   | -   | -   | 1     | 0     | 0    | -   | -   |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC

3: CR 15 & CR 15A/Private Driveway

01/18/2025

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.8  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 70   | 0    | 60   | 0    | 0    | 0    | 65   | 230  | 0    | 0    | 160  | 90   |
| Future Vol, veh/h        | 70   | 0    | 60   | 0    | 0    | 0    | 65   | 230  | 0    | 0    | 160  | 90   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 81   | 0    | 70   | 0    | 0    | 0    | 76   | 267  | 0    | 0    | 186  | 105  |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   | Major2 |     |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|--------|-----|
| Conflicting Flow All | 658    | 658   | 239    | 693   | 710    | 267   | 291    | 0 | 0      | 267 |
| Stage 1              | 239    | 239   | -      | 419   | 419    | -     | -      | - | -      | -   |
| Stage 2              | 419    | 419   | -      | 274   | 291    | -     | -      | - | -      | -   |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | 4.12   | -   |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | -      | -   |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | -      | -   |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | 2.218  | -   |
| Pot Cap-1 Maneuver   | 378    | 384   | 800    | 358   | 359    | 772   | 1271   | - | 1297   | -   |
| Stage 1              | 764    | 708   | -      | 612   | 590    | -     | -      | - | -      | -   |
| Stage 2              | 612    | 590   | -      | 732   | 672    | -     | -      | - | -      | -   |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | -      | -   |
| Mov Cap-1 Maneuver   | 358    | 357   | 800    | 309   | 334    | 772   | 1271   | - | 1297   | -   |
| Mov Cap-2 Maneuver   | 358    | 357   | -      | 309   | 334    | -     | -      | - | -      | -   |
| Stage 1              | 711    | 708   | -      | 569   | 549    | -     | -      | - | -      | -   |
| Stage 2              | 569    | 549   | -      | 668   | 672    | -     | -      | - | -      | -   |

| Approach             | EB   | WB | NB  | SB |
|----------------------|------|----|-----|----|
| HCM Control Delay, s | 15.9 | 0  | 1.8 | 0  |
| HCM LOS              | C    | A  |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | SBL  | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h)      | 1271  | -   | -   | 481   | -     | 1297 | -   | -   |
| HCM Lane V/C Ratio    | 0.059 | -   | -   | 0.314 | -     | -    | -   | -   |
| HCM Control Delay (s) | 8     | 0   | -   | 15.9  | 0     | 0    | -   | -   |
| HCM Lane LOS          | A     | A   | -   | C     | A     | A    | -   | -   |
| HCM 95th %tile Q(veh) | 0.2   | -   | -   | 1.3   | -     | 0    | -   | -   |

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**RIVER TRAILS | TRANSPORTATION IMPACT STUDY**  
**Town of Berthoud**

HCM 6th TWSC  
4: CR 15 & CR 2E

01/18/2025

| Intersection             |        |       |           |      |         |      |
|--------------------------|--------|-------|-----------|------|---------|------|
| Int Delay, s/veh         | 1.6    |       |           |      |         |      |
| Movement                 | EBL    | EBR   | NBL       | NBT  | SBT     | SBR  |
| Lane Configurations      | ↔      |       |           | ↔    | ↔       |      |
| Traffic Vol, veh/h       | 30     | 30    | 15        | 160  | 185     | 80   |
| Future Vol, veh/h        | 30     | 30    | 15        | 160  | 185     | 80   |
| Conflicting Peds, #/hr   | 0      | 0     | 0         | 0    | 0       | 0    |
| Sign Control             | Stop   | Stop  | Free      | Free | Free    | Free |
| RT Channelized           | -      | None  | -         | None | -       | None |
| Storage Length           | 0      | -     | -         | -    | -       | -    |
| Veh in Median Storage, # | 0      | -     | -         | 0    | 0       | -    |
| Grade, %                 | 0      | -     | -         | 0    | 0       | -    |
| Peak Hour Factor         | 90     | 90    | 90        | 90   | 90      | 90   |
| Heavy Vehicles, %        | 2      | 2     | 2         | 2    | 2       | 2    |
| Mvmt Flow                | 33     | 33    | 17        | 178  | 206     | 89   |
| Major/Minor              | Minor2 |       | Major1    |      | Major2  |      |
| Conflicting Flow All     | 463    | 251   | 295       | 0    | -       | 0    |
| Stage 1                  | 251    | -     | -         | -    | -       | -    |
| Stage 2                  | 212    | -     | -         | -    | -       | -    |
| Critical Hdwy            | 6.42   | 6.22  | 4.12      | -    | -       | -    |
| Critical Hdwy Stg 1      | 5.42   | -     | -         | -    | -       | -    |
| Critical Hdwy Stg 2      | 5.42   | -     | -         | -    | -       | -    |
| Follow-up Hdwy           | 3.518  | 3.318 | 2.218     | -    | -       | -    |
| Pot Cap-1 Maneuver       | 557    | 788   | 1266      | -    | -       | -    |
| Stage 1                  | 791    | -     | -         | -    | -       | -    |
| Stage 2                  | 823    | -     | -         | -    | -       | -    |
| Platoon blocked, %       | -      | -     | -         | -    | -       | -    |
| Mov Cap-1 Maneuver       | 549    | 788   | 1266      | -    | -       | -    |
| Mov Cap-2 Maneuver       | 549    | -     | -         | -    | -       | -    |
| Stage 1                  | 779    | -     | -         | -    | -       | -    |
| Stage 2                  | 823    | -     | -         | -    | -       | -    |
| Approach                 | EB     |       | NB        |      | SB      |      |
| HCM Control Delay, s     | 11.2   |       | 0.7       |      | 0       |      |
| HCM LOS                  | B      |       |           |      |         |      |
| Minor Lane/Major Mvmt    | NBL    |       | NBT EBLn1 |      | SBT SBR |      |
| Capacity (veh/h)         | 1266   |       | - 647     |      | - -     |      |
| HCM Lane V/C Ratio       | 0.013  |       | - 0.103   |      | - -     |      |
| HCM Control Delay (s)    | 7.9    |       | 0 11.2    |      | - -     |      |
| HCM Lane LOS             | A      |       | A B       |      | - -     |      |
| HCM 95th %tile Q(veh)    | 0      |       | - 0.3     |      | - -     |      |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
4: CR 15 & CR 2E

01/18/2025

| Intersection             |        |       |           |      |         |      |
|--------------------------|--------|-------|-----------|------|---------|------|
| Int Delay, s/veh         | 4.5    |       |           |      |         |      |
| Movement                 | EBL    | EBR   | NBL       | NBT  | SBT     | SBR  |
| Lane Configurations      | ↔      |       |           | ↔    | ↔       |      |
| Traffic Vol, veh/h       | 140    | 15    | 30        | 155  | 195     | 25   |
| Future Vol, veh/h        | 140    | 15    | 30        | 155  | 195     | 25   |
| Conflicting Peds, #/hr   | 0      | 0     | 0         | 0    | 0       | 0    |
| Sign Control             | Stop   | Stop  | Free      | Free | Free    | Free |
| RT Channelized           | -      | None  | -         | None | -       | None |
| Storage Length           | 0      | -     | -         | -    | -       | -    |
| Veh in Median Storage, # | 0      | -     | -         | 0    | 0       | -    |
| Grade, %                 | 0      | -     | -         | 0    | 0       | -    |
| Peak Hour Factor         | 87     | 87    | 87        | 87   | 87      | 87   |
| Heavy Vehicles, %        | 2      | 2     | 2         | 2    | 2       | 2    |
| Mvmt Flow                | 161    | 17    | 34        | 178  | 224     | 29   |
| Major/Minor              | Minor2 |       | Major1    |      | Major2  |      |
| Conflicting Flow All     | 485    | 239   | 253       | 0    | -       | 0    |
| Stage 1                  | 239    | -     | -         | -    | -       | -    |
| Stage 2                  | 246    | -     | -         | -    | -       | -    |
| Critical Hdwy            | 6.42   | 6.22  | 4.12      | -    | -       | -    |
| Critical Hdwy Stg 1      | 5.42   | -     | -         | -    | -       | -    |
| Critical Hdwy Stg 2      | 5.42   | -     | -         | -    | -       | -    |
| Follow-up Hdwy           | 3.518  | 3.318 | 2.218     | -    | -       | -    |
| Pot Cap-1 Maneuver       | 541    | 800   | 1312      | -    | -       | -    |
| Stage 1                  | 801    | -     | -         | -    | -       | -    |
| Stage 2                  | 795    | -     | -         | -    | -       | -    |
| Platoon blocked, %       | -      | -     | -         | -    | -       | -    |
| Mov Cap-1 Maneuver       | 525    | 800   | 1312      | -    | -       | -    |
| Mov Cap-2 Maneuver       | 525    | -     | -         | -    | -       | -    |
| Stage 1                  | 778    | -     | -         | -    | -       | -    |
| Stage 2                  | 795    | -     | -         | -    | -       | -    |
| Approach                 | EB     |       | NB        |      | SB      |      |
| HCM Control Delay, s     | 14.8   |       | 1.3       |      | 0       |      |
| HCM LOS                  | B      |       |           |      |         |      |
| Minor Lane/Major Mvmt    | NBL    |       | NBT EBLn1 |      | SBT SBR |      |
| Capacity (veh/h)         | 1312   |       | - 543     |      | - -     |      |
| HCM Lane V/C Ratio       | 0.026  |       | - 0.328   |      | - -     |      |
| HCM Control Delay (s)    | 7.8    |       | 0 14.8    |      | - -     |      |
| HCM Lane LOS             | A      |       | A B       |      | - -     |      |
| HCM 95th %tile Q(veh)    | 0.1    |       | - 1.4     |      | - -     |      |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
5: CR 13 & CR 6C/WCR 42.25

01/18/2025

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Int Delay, s/veh         | 1.4  |      |      |      |      |      |      |      |      |      |      |      |  |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |  |
| Traffic Vol, veh/h       | 45   | 0    | 5    | 0    | 0    | 1    | 5    | 195  | 0    | 0    | 330  | 20   |  |
| Future Vol, veh/h        | 45   | 0    | 5    | 0    | 0    | 1    | 5    | 195  | 0    | 0    | 330  | 20   |  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |  |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |  |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |  |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |  |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |  |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |  |
| Peak Hour Factor         | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   |  |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |  |
| Mvmt Flow                | 54   | 0    | 6    | 0    | 0    | 1    | 6    | 235  | 0    | 0    | 398  | 24   |  |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |  |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|--|
| Conflicting Flow All | 658    | 657   | 410    | 660   | 669    | 235   | 422    | 0 | 0 | 235   | 0 | 0 |  |
| Stage 1              | 410    | 410   | -      | 247   | 247    | -     | -      | - | - | -     | - | - |  |
| Stage 2              | 248    | 247   | -      | 413   | 422    | -     | -      | - | - | -     | - | - |  |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |  |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |  |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |  |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |  |
| Pot Cap-1 Maneuver   | 378    | 385   | 642    | 376   | 379    | 804   | 1137   | - | - | 1332  | - | - |  |
| Stage 1              | 619    | 595   | -      | 757   | 702    | -     | -      | - | - | -     | - | - |  |
| Stage 2              | 756    | 702   | -      | 616   | 588    | -     | -      | - | - | -     | - | - |  |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |  |
| Mov Cap-1 Maneuver   | 376    | 383   | 642    | 371   | 377    | 804   | 1137   | - | - | 1332  | - | - |  |
| Mov Cap-2 Maneuver   | 376    | 383   | -      | 371   | 377    | -     | -      | - | - | -     | - | - |  |
| Stage 1              | 615    | 595   | -      | 752   | 698    | -     | -      | - | - | -     | - | - |  |
| Stage 2              | 750    | 698   | -      | 610   | 588    | -     | -      | - | - | -     | - | - |  |

| Approach             | EB   | WB  | NB  | SB |
|----------------------|------|-----|-----|----|
| HCM Control Delay, s | 15.8 | 9.5 | 0.2 | 0  |
| HCM LOS              | C    | A   |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | SBL  | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h)      | 1137  | -   | -   | 392   | 804   | 1332 | -   | -   |
| HCM Lane V/C Ratio    | 0.005 | -   | -   | 0.154 | 0.001 | -    | -   | -   |
| HCM Control Delay (s) | 8.2   | 0   | -   | 15.8  | 9.5   | 0    | -   | -   |
| HCM Lane LOS          | A     | A   | -   | C     | A     | A    | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0.5   | 0     | 0    | -   | -   |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
5: CR 13 & CR 6C/WCR 42.25

01/18/2025

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.9  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↔    |      |      | ↔    |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h       | 25   | 0    | 5    | 0    | 0    | 2    | 25   | 430  | 0    | 0    | 250  | 40   |
| Future Vol, veh/h        | 25   | 0    | 5    | 0    | 0    | 2    | 25   | 430  | 0    | 0    | 250  | 40   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 3    | 3    | 3    | 3    | 3    | 3    |
| Mvmt Flow                | 27   | 0    | 5    | 0    | 0    | 2    | 27   | 462  | 0    | 0    | 269  | 43   |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 808    | 807   | 291    | 809   | 828    | 462   | 312    | 0 | 0 | 462   | 0 | 0 |
| Stage 1              | 291    | 291   | -      | 516   | 516    | -     | -      | - | - | -     | - | - |
| Stage 2              | 517    | 516   | -      | 293   | 312    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.13   | - | - | 4.13  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.227  | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver   | 299    | 315   | 748    | 299   | 306    | 600   | 1243   | - | - | 1094  | - | - |
| Stage 1              | 717    | 672   | -      | 542   | 534    | -     | -      | - | - | -     | - | - |
| Stage 2              | 541    | 534   | -      | 715   | 658    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 291    | 306   | 748    | 290   | 297    | 600   | 1243   | - | - | 1094  | - | - |
| Mov Cap-2 Maneuver   | 291    | 306   | -      | 290   | 297    | -     | -      | - | - | -     | - | - |
| Stage 1              | 696    | 672   | -      | 526   | 519    | -     | -      | - | - | -     | - | - |
| Stage 2              | 523    | 519   | -      | 710   | 658    | -     | -      | - | - | -     | - | - |

| Approach             | EB   | WB | NB  | SB |
|----------------------|------|----|-----|----|
| HCM Control Delay, s | 17.3 | 11 | 0.4 | 0  |
| HCM LOS              | C    | B  |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | SBL  | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h)      | 1243  | -   | -   | 324   | 600   | 1094 | -   | -   |
| HCM Lane V/C Ratio    | 0.022 | -   | -   | 0.1   | 0.004 | -    | -   | -   |
| HCM Control Delay (s) | 8     | 0   | -   | 17.3  | 11    | 0    | -   | -   |
| HCM Lane LOS          | A     | A   | -   | C     | B     | A    | -   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 0.3   | 0     | 0    | -   | -   |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

Lanes, Volumes, Timings

6: US 287 & CR 4E

01/20/2025

| Lane Group                 | WBL   | WBR   | NBT   | NBR   | SBL   | SBT  |
|----------------------------|-------|-------|-------|-------|-------|------|
| Lane Configurations        | ←     | →     | ↑     | →     | ←     | →    |
| Traffic Volume (vph)       | 135   | 35    | 905   | 55    | 15    | 2240 |
| Future Volume (vph)        | 135   | 35    | 905   | 55    | 15    | 2240 |
| Ideal Flow (vphpl)         | 1900  | 1900  | 1900  | 1900  | 1900  | 1900 |
| Lane Width (ft)            | 12    | 12    | 12    | 12    | 12    | 12   |
| Grade (%)                  | 0%    |       | 0%    |       |       | 0%   |
| Storage Length (ft)        | 0     | 0     |       | 0     | 0     |      |
| Storage Lanes              | 1     | 1     |       | 1     | 1     |      |
| Taper Length (ft)          | 25    |       |       |       | 25    |      |
| Lane Util. Factor          | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95 |
| Ped Bike Factor            |       |       |       |       |       |      |
| Frt                        |       | 0.850 |       | 0.850 |       |      |
| Flt Protected              | 0.950 |       |       |       | 0.950 |      |
| Satd. Flow (prot)          | 1770  | 1583  | 3539  | 1583  | 1770  | 3539 |
| Flt Permitted              | 0.950 |       |       |       | 0.254 |      |
| Satd. Flow (perm)          | 1770  | 1583  | 3539  | 1583  | 473   | 3539 |
| Right Turn on Red          |       | Yes   |       | Yes   |       |      |
| Satd. Flow (RTOR)          |       | 37    |       | 59    |       |      |
| Link Speed (mph)           | 45    |       | 65    |       |       | 65   |
| Link Distance (ft)         | 2121  |       | 10840 |       |       | 1730 |
| Travel Time (s)            | 32.1  |       | 113.7 |       |       | 18.1 |
| Confl. Peds. (#/hr)        |       |       |       |       |       |      |
| Confl. Bikes (#/hr)        |       |       |       |       |       |      |
| Peak Hour Factor           | 0.94  | 0.94  | 0.94  | 0.94  | 0.94  | 0.94 |
| Growth Factor              | 100%  | 100%  | 100%  | 100%  | 100%  | 100% |
| Heavy Vehicles (%)         | 2%    | 2%    | 2%    | 2%    | 2%    | 2%   |
| Bus Blockages (#/hr)       | 0     | 0     | 0     | 0     | 0     | 0    |
| Parking (#/hr)             |       |       |       |       |       |      |
| Mid-Block Traffic (%)      | 0%    |       | 0%    |       |       | 0%   |
| Adj. Flow (vph)            | 144   | 37    | 963   | 59    | 16    | 2383 |
| Shared Lane Traffic (%)    |       |       |       |       |       |      |
| Lane Group Flow (vph)      | 144   | 37    | 963   | 59    | 16    | 2383 |
| Enter Blocked Intersection | No    | No    | No    | No    | No    | No   |
| Lane Alignment             | Left  | Right | Left  | Right | Left  | Left |
| Median Width(ft)           | 12    |       | 12    |       |       | 12   |
| Link Offset(ft)            | 0     |       | 0     |       |       | 0    |
| Crosswalk Width(ft)        | 16    |       | 16    |       |       | 16   |
| Two way Left Turn Lane     |       |       |       |       |       |      |
| Headway Factor             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |
| Turning Speed (mph)        | 15    | 9     |       | 9     | 15    |      |
| Number of Detectors        | 1     | 1     | 2     | 1     | 1     | 2    |
| Detector Template          | Left  | Right | Thru  | Right | Left  | Thru |
| Leading Detector (ft)      | 20    | 20    | 100   | 20    | 20    | 100  |
| Trailing Detector (ft)     | 0     | 0     | 0     | 0     | 0     | 0    |
| Turn Type                  | Prot  | Perm  | NA    | Perm  | pm+pt | NA   |
| Protected Phases           | 8     |       | 2     |       | 1     | 6    |
| Permitted Phases           |       | 8     |       | 2     | 6     |      |
| Detector Phase             | 8     | 8     | 2     | 2     | 1     | 6    |
| Switch Phase               |       |       |       |       |       |      |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

Lanes, Volumes, Timings  
6: US 287 & CR 4E

01/20/2025

|                                         |  |  |  |  |  |  |
|-----------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                              | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Minimum Initial (s)                     | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |
| Minimum Split (s)                       | 22.5                                                                              | 22.5                                                                              | 22.5                                                                              | 22.5                                                                              | 9.5                                                                               | 22.5                                                                              |
| Total Split (s)                         | 22.5                                                                              | 22.5                                                                              | 68.0                                                                              | 68.0                                                                              | 9.5                                                                               | 77.5                                                                              |
| Total Split (%)                         | 22.5%                                                                             | 22.5%                                                                             | 68.0%                                                                             | 68.0%                                                                             | 9.5%                                                                              | 77.5%                                                                             |
| Maximum Green (s)                       | 18.0                                                                              | 18.0                                                                              | 63.5                                                                              | 63.5                                                                              | 5.0                                                                               | 73.0                                                                              |
| Yellow Time (s)                         | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               |
| All-Red Time (s)                        | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |
| Lost Time Adjust (s)                    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Lost Time (s)                     | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |
| Lead/Lag                                |                                                                                   |                                                                                   | Lag                                                                               | Lag                                                                               | Lead                                                                              |                                                                                   |
| Lead-Lag Optimize?                      |                                                                                   |                                                                                   | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   |
| Vehicle Extension (s)                   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |
| Minimum Gap (s)                         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |
| Time Before Reduce (s)                  | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Time To Reduce (s)                      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Recall Mode                             | None                                                                              | None                                                                              | Max                                                                               | Max                                                                               | None                                                                              | Max                                                                               |
| Walk Time (s)                           | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               |
| Flash Dont Walk (s)                     | 11.0                                                                              | 11.0                                                                              | 11.0                                                                              | 11.0                                                                              |                                                                                   | 11.0                                                                              |
| Pedestrian Calls (#/hr)                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |
| Act Effct Green (s)                     | 13.3                                                                              | 13.3                                                                              | 73.9                                                                              | 73.9                                                                              | 77.7                                                                              | 77.7                                                                              |
| Actuated g/C Ratio                      | 0.13                                                                              | 0.13                                                                              | 0.74                                                                              | 0.74                                                                              | 0.78                                                                              | 0.78                                                                              |
| v/c Ratio                               | 0.62                                                                              | 0.15                                                                              | 0.37                                                                              | 0.05                                                                              | 0.04                                                                              | 0.87                                                                              |
| Control Delay                           | 51.4                                                                              | 13.1                                                                              | 6.2                                                                               | 1.9                                                                               | 3.5                                                                               | 13.2                                                                              |
| Queue Delay                             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Delay                             | 51.4                                                                              | 13.1                                                                              | 6.2                                                                               | 1.9                                                                               | 3.5                                                                               | 13.2                                                                              |
| LOS                                     | D                                                                                 | B                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 | B                                                                                 |
| Approach Delay                          | 43.5                                                                              |                                                                                   | 5.9                                                                               |                                                                                   |                                                                                   | 13.1                                                                              |
| Approach LOS                            | D                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | B                                                                                 |
| Queue Length 50th (ft)                  | 84                                                                                | 0                                                                                 | 77                                                                                | 0                                                                                 | 2                                                                                 | 427                                                                               |
| Queue Length 95th (ft)                  | 144                                                                               | 27                                                                                | 187                                                                               | 14                                                                                | 8                                                                                 | 732                                                                               |
| Internal Link Dist (ft)                 | 2041                                                                              |                                                                                   | 10760                                                                             |                                                                                   |                                                                                   | 1650                                                                              |
| Turn Bay Length (ft)                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Base Capacity (vph)                     | 319                                                                               | 315                                                                               | 2614                                                                              | 1184                                                                              | 432                                                                               | 2750                                                                              |
| Starvation Cap Reductn                  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Spillback Cap Reductn                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Storage Cap Reductn                     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Reduced v/c Ratio                       | 0.45                                                                              | 0.12                                                                              | 0.37                                                                              | 0.05                                                                              | 0.04                                                                              | 0.87                                                                              |
| Intersection Summary                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Cycle Length: 100                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length: 100              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Natural Cycle: 90                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type: Semi Act-Uncoord          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Maximum v/c Ratio: 0.87                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Signal Delay: 12.6         |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: B                                                               |                                                                                   |                                                                                   |
| Intersection Capacity Utilization 76.9% |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service D                                                            |                                                                                   |                                                                                   |
| Analysis Period (min) 15                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

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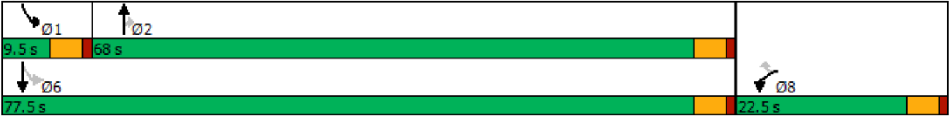
RIVER TRAILS | TRANSPORTATION IMPACT STUDY  
Town of Berthoud

Lanes, Volumes, Timings

6: US 287 & CR 4E

01/20/2025

Splits and Phases: 6: US 287 & CR 4E





# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

Lanes, Volumes, Timings

6: US 287 & CR 4E

01/20/2025

| Lane Group                 | WBL   | WBR   | NBT   | NBR   | SBL   | SBT  |
|----------------------------|-------|-------|-------|-------|-------|------|
| Lane Configurations        | ←     | →     | ↑     | →     | ←     | →    |
| Traffic Volume (vph)       | 90    | 30    | 2405  | 190   | 40    | 1375 |
| Future Volume (vph)        | 90    | 30    | 2405  | 190   | 40    | 1375 |
| Ideal Flow (vphpl)         | 1900  | 1900  | 1900  | 1900  | 1900  | 1900 |
| Lane Width (ft)            | 12    | 12    | 12    | 12    | 12    | 12   |
| Grade (%)                  | 0%    |       | 0%    |       |       | 0%   |
| Storage Length (ft)        | 0     | 0     |       | 0     | 0     |      |
| Storage Lanes              | 1     | 1     |       | 1     | 1     |      |
| Taper Length (ft)          | 25    |       |       |       | 25    |      |
| Lane Util. Factor          | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95 |
| Ped Bike Factor            |       |       |       |       |       |      |
| Frt                        |       | 0.850 |       | 0.850 |       |      |
| Flt Protected              | 0.950 |       |       |       | 0.950 |      |
| Satd. Flow (prot)          | 1770  | 1583  | 3539  | 1583  | 1770  | 3539 |
| Flt Permitted              | 0.950 |       |       |       | 0.047 |      |
| Satd. Flow (perm)          | 1770  | 1583  | 3539  | 1583  | 88    | 3539 |
| Right Turn on Red          |       | Yes   |       | Yes   |       |      |
| Satd. Flow (RTOR)          |       | 32    |       | 125   |       |      |
| Link Speed (mph)           | 45    |       | 65    |       |       | 65   |
| Link Distance (ft)         | 2121  |       | 10840 |       |       | 1730 |
| Travel Time (s)            | 32.1  |       | 113.7 |       |       | 18.1 |
| Confl. Peds. (#/hr)        |       |       |       |       |       |      |
| Confl. Bikes (#/hr)        |       |       |       |       |       |      |
| Peak Hour Factor           | 0.94  | 0.94  | 0.94  | 0.94  | 0.94  | 0.94 |
| Growth Factor              | 100%  | 100%  | 100%  | 100%  | 100%  | 100% |
| Heavy Vehicles (%)         | 2%    | 2%    | 2%    | 2%    | 2%    | 2%   |
| Bus Blockages (#/hr)       | 0     | 0     | 0     | 0     | 0     | 0    |
| Parking (#/hr)             |       |       |       |       |       |      |
| Mid-Block Traffic (%)      | 0%    |       | 0%    |       |       | 0%   |
| Adj. Flow (vph)            | 96    | 32    | 2559  | 202   | 43    | 1463 |
| Shared Lane Traffic (%)    |       |       |       |       |       |      |
| Lane Group Flow (vph)      | 96    | 32    | 2559  | 202   | 43    | 1463 |
| Enter Blocked Intersection | No    | No    | No    | No    | No    | No   |
| Lane Alignment             | Left  | Right | Left  | Right | Left  | Left |
| Median Width(ft)           | 12    |       | 12    |       |       | 12   |
| Link Offset(ft)            | 0     |       | 0     |       |       | 0    |
| Crosswalk Width(ft)        | 16    |       | 16    |       |       | 16   |
| Two way Left Turn Lane     |       |       |       |       |       |      |
| Headway Factor             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |
| Turning Speed (mph)        | 15    | 9     |       | 9     | 15    |      |
| Number of Detectors        | 1     | 1     | 2     | 1     | 1     | 2    |
| Detector Template          | Left  | Right | Thru  | Right | Left  | Thru |
| Leading Detector (ft)      | 20    | 20    | 100   | 20    | 20    | 100  |
| Trailing Detector (ft)     | 0     | 0     | 0     | 0     | 0     | 0    |
| Turn Type                  | Prot  | Perm  | NA    | Perm  | pm+pt | NA   |
| Protected Phases           | 8     |       | 2     |       | 1     | 6    |
| Permitted Phases           |       | 8     |       | 2     | 6     |      |
| Detector Phase             | 8     | 8     | 2     | 2     | 1     | 6    |
| Switch Phase               |       |       |       |       |       |      |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

Lanes, Volumes, Timings

6: US 287 & CR 4E

01/20/2025

|                                                             |  |       |       |                        |      |       |
|-------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-------|------------------------|------|-------|
| Lane Group                                                  | WBL                                                                               | WBR   | NBT   | NBR                    | SBL  | SBT   |
| Minimum Initial (s)                                         | 5.0                                                                               | 5.0   | 5.0   | 5.0                    | 5.0  | 5.0   |
| Minimum Split (s)                                           | 22.5                                                                              | 22.5  | 22.5  | 22.5                   | 9.5  | 22.5  |
| Total Split (s)                                             | 33.5                                                                              | 33.5  | 77.0  | 77.0                   | 9.5  | 86.5  |
| Total Split (%)                                             | 27.9%                                                                             | 27.9% | 64.2% | 64.2%                  | 7.9% | 72.1% |
| Maximum Green (s)                                           | 29.0                                                                              | 29.0  | 72.5  | 72.5                   | 5.0  | 82.0  |
| Yellow Time (s)                                             | 3.5                                                                               | 3.5   | 3.5   | 3.5                    | 3.5  | 3.5   |
| All-Red Time (s)                                            | 1.0                                                                               | 1.0   | 1.0   | 1.0                    | 1.0  | 1.0   |
| Lost Time Adjust (s)                                        | 0.0                                                                               | 0.0   | 0.0   | 0.0                    | 0.0  | 0.0   |
| Total Lost Time (s)                                         | 4.5                                                                               | 4.5   | 4.5   | 4.5                    | 4.5  | 4.5   |
| Lead/Lag                                                    |                                                                                   |       | Lag   | Lag                    | Lead |       |
| Lead-Lag Optimize?                                          |                                                                                   |       | Yes   | Yes                    | Yes  |       |
| Vehicle Extension (s)                                       | 3.0                                                                               | 3.0   | 3.0   | 3.0                    | 3.0  | 3.0   |
| Minimum Gap (s)                                             | 3.0                                                                               | 3.0   | 3.0   | 3.0                    | 3.0  | 3.0   |
| Time Before Reduce (s)                                      | 0.0                                                                               | 0.0   | 0.0   | 0.0                    | 0.0  | 0.0   |
| Time To Reduce (s)                                          | 0.0                                                                               | 0.0   | 0.0   | 0.0                    | 0.0  | 0.0   |
| Recall Mode                                                 | None                                                                              | None  | Max   | Max                    | None | Max   |
| Walk Time (s)                                               | 7.0                                                                               | 7.0   | 7.0   | 7.0                    |      | 7.0   |
| Flash Dont Walk (s)                                         | 11.0                                                                              | 11.0  | 11.0  | 11.0                   |      | 11.0  |
| Pedestrian Calls (#/hr)                                     | 0                                                                                 | 0     | 0     | 0                      |      | 0     |
| Act Effct Green (s)                                         | 11.0                                                                              | 11.0  | 81.4  | 81.4                   | 87.3 | 87.3  |
| Actuated g/C Ratio                                          | 0.10                                                                              | 0.10  | 0.76  | 0.76                   | 0.81 | 0.81  |
| v/c Ratio                                                   | 0.53                                                                              | 0.17  | 0.95  | 0.16                   | 0.29 | 0.51  |
| Control Delay                                               | 55.0                                                                              | 16.0  | 23.6  | 2.4                    | 8.0  | 4.2   |
| Queue Delay                                                 | 0.0                                                                               | 0.0   | 0.0   | 0.0                    | 0.0  | 0.0   |
| Total Delay                                                 | 55.0                                                                              | 16.0  | 23.6  | 2.4                    | 8.0  | 4.2   |
| LOS                                                         | D                                                                                 | B     | C     | A                      | A    | A     |
| Approach Delay                                              | 45.2                                                                              |       | 22.1  |                        |      | 4.3   |
| Approach LOS                                                | D                                                                                 |       | C     |                        |      | A     |
| Queue Length 50th (ft)                                      | 60                                                                                | 0     | ~833  | 13                     | 4    | 125   |
| Queue Length 95th (ft)                                      | 112                                                                               | 27    | #1143 | 39                     | 17   | 204   |
| Internal Link Dist (ft)                                     | 2041                                                                              |       | 10760 |                        |      | 1650  |
| Turn Bay Length (ft)                                        |                                                                                   |       |       |                        |      |       |
| Base Capacity (vph)                                         | 478                                                                               | 451   | 2683  | 1230                   | 149  | 2878  |
| Starvation Cap Reductn                                      | 0                                                                                 | 0     | 0     | 0                      | 0    | 0     |
| Spillback Cap Reductn                                       | 0                                                                                 | 0     | 0     | 0                      | 0    | 0     |
| Storage Cap Reductn                                         | 0                                                                                 | 0     | 0     | 0                      | 0    | 0     |
| Reduced v/c Ratio                                           | 0.20                                                                              | 0.07  | 0.95  | 0.16                   | 0.29 | 0.51  |
| Intersection Summary                                        |                                                                                   |       |       |                        |      |       |
| Area Type:                                                  | Other                                                                             |       |       |                        |      |       |
| Cycle Length:                                               | 120                                                                               |       |       |                        |      |       |
| Actuated Cycle Length:                                      | 107.4                                                                             |       |       |                        |      |       |
| Natural Cycle:                                              | 130                                                                               |       |       |                        |      |       |
| Control Type:                                               | Semi Act-Uncoord                                                                  |       |       |                        |      |       |
| Maximum v/c Ratio:                                          | 0.95                                                                              |       |       |                        |      |       |
| Intersection Signal Delay:                                  | 16.7                                                                              |       |       | Intersection LOS: B    |      |       |
| Intersection Capacity Utilization                           | 79.0%                                                                             |       |       | ICU Level of Service D |      |       |
| Analysis Period (min)                                       | 15                                                                                |       |       |                        |      |       |
| ~ Volume exceeds capacity, queue is theoretically infinite. |                                                                                   |       |       |                        |      |       |

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Town of Berthoud

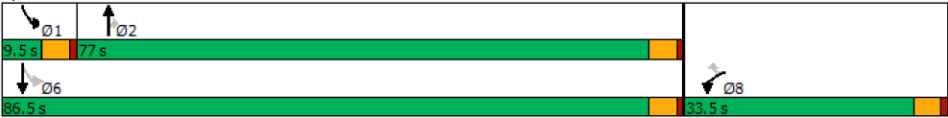
Lanes, Volumes, Timings

6: US 287 & CR 4E

01/20/2025

Queue shown is maximum after two cycles.  
# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 6: US 287 & CR 4E



# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
7: US 287 & CR 2E

01/18/2025

| Intersection                                                                                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh                                                                                                     | 68.1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Movement                                                                                                             | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations                                                                                                  |  |  |  |  |  |  |
| Traffic Vol, veh/h                                                                                                   | 130                                                                               | 10                                                                                | 950                                                                               | 45                                                                                | 10                                                                                | 2365                                                                              |
| Future Vol, veh/h                                                                                                    | 130                                                                               | 10                                                                                | 950                                                                               | 45                                                                                | 10                                                                                | 2365                                                                              |
| Conflicting Peds, #/hr                                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Sign Control                                                                                                         | Stop                                                                              | Stop                                                                              | Free                                                                              | Free                                                                              | Free                                                                              | Free                                                                              |
| RT Channelized                                                                                                       | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length                                                                                                       | 0                                                                                 | 0                                                                                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Veh in Median Storage, #                                                                                             | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                 | -                                                                                 | 0                                                                                 |
| Grade, %                                                                                                             | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                 | -                                                                                 | 0                                                                                 |
| Peak Hour Factor                                                                                                     | 93                                                                                | 93                                                                                | 93                                                                                | 93                                                                                | 93                                                                                | 93                                                                                |
| Heavy Vehicles, %                                                                                                    | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                                                                                                            | 140                                                                               | 11                                                                                | 1022                                                                              | 48                                                                                | 11                                                                                | 2543                                                                              |
|                                                                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Major/Minor                                                                                                          | Minor1                                                                            | Major1                                                                            |                                                                                   | Major2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All                                                                                                 | 2316                                                                              | 511                                                                               | 0                                                                                 | 0                                                                                 | 1070                                                                              | 0                                                                                 |
| Stage 1                                                                                                              | 1022                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                                                                                                              | 1294                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy                                                                                                        | 6.84                                                                              | 6.94                                                                              | -                                                                                 | -                                                                                 | 4.14                                                                              | -                                                                                 |
| Critical Hdwy Stg 1                                                                                                  | 5.84                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2                                                                                                  | 5.84                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Follow-up Hdwy                                                                                                       | 3.52                                                                              | 3.32                                                                              | -                                                                                 | -                                                                                 | 2.22                                                                              | -                                                                                 |
| Pot Cap-1 Maneuver                                                                                                   | ~ 32                                                                              | 508                                                                               | -                                                                                 | -                                                                                 | 647                                                                               | -                                                                                 |
| Stage 1                                                                                                              | 308                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                                                                                                              | 221                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Platoon blocked, %                                                                                                   |                                                                                   | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-1 Maneuver                                                                                                   | ~ 31                                                                              | 508                                                                               | -                                                                                 | -                                                                                 | 647                                                                               | -                                                                                 |
| Mov Cap-2 Maneuver                                                                                                   | ~ 31                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                                                                                                              | 308                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                                                                                                              | 217                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
|                                                                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach                                                                                                             | WB                                                                                | NB                                                                                |                                                                                   | SB                                                                                |                                                                                   |                                                                                   |
| HCM Control Delay, \$                                                                                                | 1707.2                                                                            | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |
| HCM LOS                                                                                                              | F                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|                                                                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt                                                                                                | NBT                                                                               | NBR                                                                               | WBLn1                                                                             | WBLn2                                                                             | SBL                                                                               | SBT                                                                               |
| Capacity (veh/h)                                                                                                     | -                                                                                 | -                                                                                 | 31                                                                                | 508                                                                               | 647                                                                               | -                                                                                 |
| HCM Lane V/C Ratio                                                                                                   | -                                                                                 | -                                                                                 | 4.509                                                                             | 0.021                                                                             | 0.017                                                                             | -                                                                                 |
| HCM Control Delay (s)                                                                                                | -                                                                                 | \$                                                                                | 1837.6                                                                            | 12.2                                                                              | 10.7                                                                              | -                                                                                 |
| HCM Lane LOS                                                                                                         | -                                                                                 | -                                                                                 | F                                                                                 | B                                                                                 | B                                                                                 | -                                                                                 |
| HCM 95th %tile Q(veh)                                                                                                | -                                                                                 | -                                                                                 | 16.7                                                                              | 0.1                                                                               | 0.1                                                                               | -                                                                                 |
| Notes                                                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
7: US 287 & CR 2E

01/18/2025

| Intersection                                                                                                         |        |               |        |       |      |      |
|----------------------------------------------------------------------------------------------------------------------|--------|---------------|--------|-------|------|------|
| Int Delay, s/veh                                                                                                     | 85.4   |               |        |       |      |      |
| Movement                                                                                                             | WBL    | WBR           | NBT    | NBR   | SBL  | SBT  |
| Lane Configurations                                                                                                  | ↵      | ↵             | ↕↕     | ↵     | ↵    | ↕↕   |
| Traffic Vol, veh/h                                                                                                   | 50     | 20            | 2580   | 200   | 5    | 1460 |
| Future Vol, veh/h                                                                                                    | 50     | 20            | 2580   | 200   | 5    | 1460 |
| Conflicting Peds, #/hr                                                                                               | 0      | 0             | 0      | 0     | 0    | 0    |
| Sign Control                                                                                                         | Stop   | Stop          | Free   | Free  | Free | Free |
| RT Channelized                                                                                                       | -      | None          | -      | None  | -    | None |
| Storage Length                                                                                                       | 0      | 0             | -      | 0     | 0    | -    |
| Veh in Median Storage, #                                                                                             | 0      | -             | 0      | -     | -    | 0    |
| Grade, %                                                                                                             | 0      | -             | 0      | -     | -    | 0    |
| Peak Hour Factor                                                                                                     | 93     | 93            | 93     | 93    | 93   | 93   |
| Heavy Vehicles, %                                                                                                    | 2      | 2             | 2      | 2     | 2    | 2    |
| Mvmt Flow                                                                                                            | 54     | 22            | 2774   | 215   | 5    | 1570 |
| Major/Minor                                                                                                          | Minor1 | Major1        | Major2 |       |      |      |
| Conflicting Flow All                                                                                                 | 3569   | 1387          | 0      | 0     | 2989 | 0    |
| Stage 1                                                                                                              | 2774   | -             | -      | -     | -    | -    |
| Stage 2                                                                                                              | 795    | -             | -      | -     | -    | -    |
| Critical Hdwy                                                                                                        | 6.84   | 6.94          | -      | -     | 4.14 | -    |
| Critical Hdwy Stg 1                                                                                                  | 5.84   | -             | -      | -     | -    | -    |
| Critical Hdwy Stg 2                                                                                                  | 5.84   | -             | -      | -     | -    | -    |
| Follow-up Hdwy                                                                                                       | 3.52   | 3.32          | -      | -     | 2.22 | -    |
| Pot Cap-1 Maneuver                                                                                                   | ~ 4    | 133           | -      | -     | 114  | -    |
| Stage 1                                                                                                              | ~ 33   | -             | -      | -     | -    | -    |
| Stage 2                                                                                                              | 405    | -             | -      | -     | -    | -    |
| Platoon blocked, %                                                                                                   | -      | -             | -      | -     | -    | -    |
| Mov Cap-1 Maneuver                                                                                                   | ~ 4    | 133           | -      | -     | 114  | -    |
| Mov Cap-2 Maneuver                                                                                                   | ~ 4    | -             | -      | -     | -    | -    |
| Stage 1                                                                                                              | ~ 33   | -             | -      | -     | -    | -    |
| Stage 2                                                                                                              | 387    | -             | -      | -     | -    | -    |
| Approach                                                                                                             | WB     | NB            | SB     |       |      |      |
| HCM Control Delay, \$ 5259.3                                                                                         |        | 0             | 0.1    |       |      |      |
| HCM LOS                                                                                                              | F      |               |        |       |      |      |
| Minor Lane/Major Mvmt                                                                                                | NBT    | NBRWBLn1WBLn2 | SBL    | SBT   |      |      |
| Capacity (veh/h)                                                                                                     | -      | -             | 4      | 133   | 114  | -    |
| HCM Lane V/C Ratio                                                                                                   | -      | -13.441       | 0.162  | 0.047 | -    | -    |
| HCM Control Delay (s)                                                                                                | -      | \$ 7348.2     | 37.2   | 38.1  | -    | -    |
| HCM Lane LOS                                                                                                         | -      | -             | F      | E     | E    | -    |
| HCM 95th %tile Q(veh)                                                                                                | -      | -             | 8.6    | 0.6   | 0.1  | -    |
| Notes                                                                                                                |        |               |        |       |      |      |
| ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon |        |               |        |       |      |      |

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Synchro 11 Light Report  
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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
8: Spartan Ave & 1st Street

03/14/2025

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 14.9 |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 35   | 155  | 15   | 5    | 140  | 40   | 30   | 255  | 5    | 15   | 265  | 25   |
| Future Vol, veh/h        | 35   | 155  | 15   | 5    | 140  | 40   | 30   | 255  | 5    | 15   | 265  | 25   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 39   | 174  | 17   | 6    | 157  | 45   | 34   | 287  | 6    | 17   | 298  | 28   |

| Major/Minor          | Minor2 |       |       | Minor1 |       |       | Major1 |   |   | Major2 |   |   |
|----------------------|--------|-------|-------|--------|-------|-------|--------|---|---|--------|---|---|
| Conflicting Flow All | 805    | 707   | 312   | 800    | 718   | 290   | 326    | 0 | 0 | 293    | 0 | 0 |
| Stage 1              | 346    | 346   | -     | 358    | 358   | -     | -      | - | - | -      | - | - |
| Stage 2              | 459    | 361   | -     | 442    | 360   | -     | -      | - | - | -      | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  | 4.12   | - | - | 4.12   | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     | -      | - | - | -      | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     | -      | - | - | -      | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 | 2.218  | - | - | 2.218  | - | - |
| Pot Cap-1 Maneuver   | 301    | 360   | 728   | 303    | 355   | 749   | 1234   | - | - | 1269   | - | - |
| Stage 1              | 670    | 635   | -     | 660    | 628   | -     | -      | - | - | -      | - | - |
| Stage 2              | 582    | 626   | -     | 594    | 626   | -     | -      | - | - | -      | - | - |
| Platoon blocked, %   | -      | -     | -     | -      | -     | -     | -      | - | - | -      | - | - |
| Mov Cap-1 Maneuver   | 174    | 343   | 728   | 172    | 338   | 749   | 1234   | - | - | 1269   | - | - |
| Mov Cap-2 Maneuver   | 174    | 343   | -     | 172    | 338   | -     | -      | - | - | -      | - | - |
| Stage 1              | 648    | 625   | -     | 638    | 607   | -     | -      | - | - | -      | - | - |
| Stage 2              | 392    | 605   | -     | 412    | 616   | -     | -      | - | - | -      | - | - |

| Approach             | EB | WB   | NB  | SB  |
|----------------------|----|------|-----|-----|
| HCM Control Delay, s | 46 | 26.3 | 0.8 | 0.4 |
| HCM LOS              | E  | D    |     |     |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | SBL   | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 1234  | -   | -   | 304   | 372   | 1269  | -   | -   |
| HCM Lane V/C Ratio    | 0.027 | -   | -   | 0.758 | 0.559 | 0.013 | -   | -   |
| HCM Control Delay (s) | 8     | 0   | -   | 46    | 26.3  | 7.9   | 0   | -   |
| HCM Lane LOS          | A     | A   | -   | E     | D     | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 5.8   | 3.3   | 0     | -   | -   |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
8: Spartan Ave & 1st Street

03/14/2025

| Intersection             |        |       |       |        |       |       |        |      |      |        |      |      |
|--------------------------|--------|-------|-------|--------|-------|-------|--------|------|------|--------|------|------|
| Int Delay, s/veh         | 47.4   |       |       |        |       |       |        |      |      |        |      |      |
| Movement                 | EBL    | EBT   | EBR   | WBL    | WBT   | WBR   | NBL    | NBT  | NBR  | SBL    | SBT  | SBR  |
| Lane Configurations      |        | ↔     |       |        | ↔     |       |        | ↔    |      |        | ↔    |      |
| Traffic Vol, veh/h       | 25     | 180   | 30    | 5      | 180   | 25    | 20     | 360  | 5    | 35     | 300  | 35   |
| Future Vol, veh/h        | 25     | 180   | 30    | 5      | 180   | 25    | 20     | 360  | 5    | 35     | 300  | 35   |
| Conflicting Peds, #/hr   | 0      | 0     | 0     | 0      | 0     | 0     | 0      | 0    | 0    | 0      | 0    | 0    |
| Sign Control             | Stop   | Stop  | Stop  | Stop   | Stop  | Stop  | Free   | Free | Free | Free   | Free | Free |
| RT Channelized           | -      | -     | None  | -      | -     | None  | -      | -    | None | -      | -    | None |
| Storage Length           | -      | -     | -     | -      | -     | -     | -      | -    | -    | -      | -    | -    |
| Veh in Median Storage, # | -      | 0     | -     | -      | 0     | -     | -      | 0    | -    | -      | 0    | -    |
| Grade, %                 | -      | 0     | -     | -      | 0     | -     | -      | 0    | -    | -      | 0    | -    |
| Peak Hour Factor         | 89     | 89    | 89    | 89     | 89    | 89    | 89     | 89   | 89   | 89     | 89   | 89   |
| Heavy Vehicles, %        | 2      | 2     | 2     | 2      | 2     | 2     | 2      | 2    | 2    | 2      | 2    | 2    |
| Mvmt Flow                | 28     | 202   | 34    | 6      | 202   | 28    | 22     | 404  | 6    | 39     | 337  | 39   |
|                          |        |       |       |        |       |       |        |      |      |        |      |      |
| Major/Minor              | Minor2 |       |       | Minor1 |       |       | Major1 |      |      | Major2 |      |      |
| Conflicting Flow All     | 1001   | 889   | 357   | 1004   | 905   | 407   | 376    | 0    | 0    | 410    | 0    | 0    |
| Stage 1                  | 435    | 435   | -     | 451    | 451   | -     | -      | -    | -    | -      | -    | -    |
| Stage 2                  | 566    | 454   | -     | 553    | 454   | -     | -      | -    | -    | -      | -    | -    |
| Critical Hdwy            | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  | 4.12   | -    | -    | 4.12   | -    | -    |
| Critical Hdwy Stg 1      | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     | -      | -    | -    | -      | -    | -    |
| Critical Hdwy Stg 2      | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     | -      | -    | -    | -      | -    | -    |
| Follow-up Hdwy           | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 | 2.218  | -    | -    | 2.218  | -    | -    |
| Pot Cap-1 Maneuver       | 222    | 282   | 687   | 220    | 276   | 644   | 1182   | -    | -    | 1149   | -    | -    |
| Stage 1                  | 600    | 580   | -     | 588    | 571   | -     | -      | -    | -    | -      | -    | -    |
| Stage 2                  | 509    | 569   | -     | 517    | 569   | -     | -      | -    | -    | -      | -    | -    |
| Platoon blocked, %       |        |       |       |        |       |       |        | -    | -    | -      | -    | -    |
| Mov Cap-1 Maneuver       | 72     | 263   | 687   | 74     | 258   | 644   | 1182   | -    | -    | 1149   | -    | -    |
| Mov Cap-2 Maneuver       | 72     | 263   | -     | 74     | 258   | -     | -      | -    | -    | -      | -    | -    |
| Stage 1                  | 586    | 555   | -     | 574    | 557   | -     | -      | -    | -    | -      | -    | -    |
| Stage 2                  | 303    | 555   | -     | 299    | 545   | -     | -      | -    | -    | -      | -    | -    |
|                          |        |       |       |        |       |       |        |      |      |        |      |      |
| Approach                 | EB     |       |       | WB     |       |       | NB     |      |      | SB     |      |      |
| HCM Control Delay, s     | 172.9  |       |       | 75.2   |       |       | 0.4    |      |      | 0.8    |      |      |
| HCM LOS                  | F      |       |       | F      |       |       |        |      |      |        |      |      |
|                          |        |       |       |        |       |       |        |      |      |        |      |      |
| Minor Lane/Major Mvmt    | NBL    | NBT   | NBR   | EBLn1  | WBLn1 | SBL   | SBT    | SBR  |      |        |      |      |
| Capacity (veh/h)         | 1182   | -     | -     | 219    | 261   | 1149  | -      | -    |      |        |      |      |
| HCM Lane V/C Ratio       | 0.019  | -     | -     | 1.206  | 0.904 | 0.034 | -      | -    |      |        |      |      |
| HCM Control Delay (s)    | 8.1    | 0     | -     | 172.9  | 75.2  | 8.2   | 0      | -    |      |        |      |      |
| HCM Lane LOS             | A      | A     | -     | F      | F     | A     | A      | -    |      |        |      |      |
| HCM 95th %tile Q(veh)    | 0.1    | -     | -     | 13.2   | 8     | 0.1   | -      | -    |      |        |      |      |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th AWSC  
8: Spartan Ave & 1st Street

03/14/2025

| Intersection               |       |                                                                                   |       |       |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |
|----------------------------|-------|-----------------------------------------------------------------------------------|-------|-------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|
| Intersection Delay, s/veh  | 15.4  |                                                                                   |       |       |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |
| Intersection LOS           | C     |                                                                                   |       |       |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |
| Movement                   | EBL   | EBT                                                                               | EBR   | WBL   | WBT                                                                               | WBR  | NBL  | NBT                                                                                 | NBR  | SBL  | SBT                                                                                 | SBR  |
| Lane Configurations        |       |  |       |       |  |      |      |  |      |      |  |      |
| Traffic Vol, veh/h         | 35    | 155                                                                               | 15    | 5     | 140                                                                               | 40   | 30   | 255                                                                                 | 5    | 15   | 265                                                                                 | 25   |
| Future Vol, veh/h          | 35    | 155                                                                               | 15    | 5     | 140                                                                               | 40   | 30   | 255                                                                                 | 5    | 15   | 265                                                                                 | 25   |
| Peak Hour Factor           | 0.89  | 0.89                                                                              | 0.89  | 0.89  | 0.89                                                                              | 0.89 | 0.89 | 0.89                                                                                | 0.89 | 0.89 | 0.89                                                                                | 0.89 |
| Heavy Vehicles, %          | 2     | 2                                                                                 | 2     | 2     | 2                                                                                 | 2    | 2    | 2                                                                                   | 2    | 2    | 2                                                                                   | 2    |
| Mvmt Flow                  | 39    | 174                                                                               | 17    | 6     | 157                                                                               | 45   | 34   | 287                                                                                 | 6    | 17   | 298                                                                                 | 28   |
| Number of Lanes            | 0     | 1                                                                                 | 0     | 0     | 1                                                                                 | 0    | 0    | 1                                                                                   | 0    | 0    | 1                                                                                   | 0    |
| Approach                   | EB    |                                                                                   |       | WB    |                                                                                   |      | NB   |                                                                                     |      | SB   |                                                                                     |      |
| Opposing Approach          | WB    |                                                                                   |       | EB    |                                                                                   |      | SB   |                                                                                     |      | NB   |                                                                                     |      |
| Opposing Lanes             | 1     |                                                                                   |       | 1     |                                                                                   |      | 1    |                                                                                     |      | 1    |                                                                                     |      |
| Conflicting Approach Left  | SB    |                                                                                   |       | NB    |                                                                                   |      | EB   |                                                                                     |      | WB   |                                                                                     |      |
| Conflicting Lanes Left     | 1     |                                                                                   |       | 1     |                                                                                   |      | 1    |                                                                                     |      | 1    |                                                                                     |      |
| Conflicting Approach Right | NB    |                                                                                   |       | SB    |                                                                                   |      | WB   |                                                                                     |      | EB   |                                                                                     |      |
| Conflicting Lanes Right    | 1     |                                                                                   |       | 1     |                                                                                   |      | 1    |                                                                                     |      | 1    |                                                                                     |      |
| HCM Control Delay          | 14    |                                                                                   |       | 13.2  |                                                                                   |      | 16.4 |                                                                                     |      | 16.8 |                                                                                     |      |
| HCM LOS                    | B     |                                                                                   |       | B     |                                                                                   |      | C    |                                                                                     |      | C    |                                                                                     |      |
| Lane                       | NBLn1 | EBLn1                                                                             | WBLn1 | SBLn1 |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |
| Vol Left, %                | 10%   | 17%                                                                               | 3%    | 5%    |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |
| Vol Thru, %                | 88%   | 76%                                                                               | 76%   | 87%   |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |
| Vol Right, %               | 2%    | 7%                                                                                | 22%   | 8%    |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |
| Sign Control               | Stop  | Stop                                                                              | Stop  | Stop  |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |
| Traffic Vol by Lane        | 290   | 205                                                                               | 185   | 305   |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |
| LT Vol                     | 30    | 35                                                                                | 5     | 15    |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |
| Through Vol                | 255   | 155                                                                               | 140   | 265   |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |
| RT Vol                     | 5     | 15                                                                                | 40    | 25    |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |
| Lane Flow Rate             | 326   | 230                                                                               | 208   | 343   |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |
| Geometry Grp               | 1     | 1                                                                                 | 1     | 1     |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |
| Degree of Util (X)         | 0.55  | 0.413                                                                             | 0.37  | 0.571 |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |
| Departure Headway (Hd)     | 6.081 | 6.454                                                                             | 6.406 | 6.003 |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |
| Convergence, Y/N           | Yes   | Yes                                                                               | Yes   | Yes   |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |
| Cap                        | 593   | 557                                                                               | 561   | 600   |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |
| Service Time               | 4.129 | 4.506                                                                             | 4.458 | 4.05  |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |
| HCM Lane V/C Ratio         | 0.55  | 0.413                                                                             | 0.371 | 0.572 |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |
| HCM Control Delay          | 16.4  | 14                                                                                | 13.2  | 16.8  |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |
| HCM Lane LOS               | C     | B                                                                                 | B     | C     |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |
| HCM 95th-tile Q            | 3.3   | 2                                                                                 | 1.7   | 3.6   |                                                                                   |      |      |                                                                                     |      |      |                                                                                     |      |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th AWSC  
8: Spartan Ave & 1st Street

03/14/2025

| Intersection               |       |       |       |       |      |      |      |      |      |      |      |      |
|----------------------------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Intersection Delay, s/veh  | 26.9  |       |       |       |      |      |      |      |      |      |      |      |
| Intersection LOS           | D     |       |       |       |      |      |      |      |      |      |      |      |
| Movement                   | EBL   | EBT   | EBR   | WBL   | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations        |       | ↔     |       |       | ↔    |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h         | 25    | 180   | 30    | 5     | 180  | 25   | 20   | 360  | 5    | 35   | 300  | 35   |
| Future Vol, veh/h          | 25    | 180   | 30    | 5     | 180  | 25   | 20   | 360  | 5    | 35   | 300  | 35   |
| Peak Hour Factor           | 0.91  | 0.91  | 0.91  | 0.91  | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles, %          | 2     | 2     | 2     | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                  | 27    | 198   | 33    | 5     | 198  | 27   | 22   | 396  | 5    | 38   | 330  | 38   |
| Number of Lanes            | 0     | 1     | 0     | 0     | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |
| Approach                   | EB    |       |       | WB    |      |      | NB   |      |      | SB   |      |      |
| Opposing Approach          | WB    |       |       | EB    |      |      | SB   |      |      | NB   |      |      |
| Opposing Lanes             | 1     |       |       | 1     |      |      | 1    |      |      | 1    |      |      |
| Conflicting Approach Left  | SB    |       |       | NB    |      |      | EB   |      |      | WB   |      |      |
| Conflicting Lanes Left     | 1     |       |       | 1     |      |      | 1    |      |      | 1    |      |      |
| Conflicting Approach Right | NB    |       |       | SB    |      |      | WB   |      |      | EB   |      |      |
| Conflicting Lanes Right    | 1     |       |       | 1     |      |      | 1    |      |      | 1    |      |      |
| HCM Control Delay          | 19.1  |       |       | 17.8  |      |      | 33.3 |      |      | 30.4 |      |      |
| HCM LOS                    | C     |       |       | C     |      |      | D    |      |      | D    |      |      |
| Lane                       | NBLn1 | EBLn1 | WBLn1 | SBLn1 |      |      |      |      |      |      |      |      |
| Vol Left, %                | 5%    | 11%   | 2%    | 9%    |      |      |      |      |      |      |      |      |
| Vol Thru, %                | 94%   | 77%   | 86%   | 81%   |      |      |      |      |      |      |      |      |
| Vol Right, %               | 1%    | 13%   | 12%   | 9%    |      |      |      |      |      |      |      |      |
| Sign Control               | Stop  | Stop  | Stop  | Stop  |      |      |      |      |      |      |      |      |
| Traffic Vol by Lane        | 385   | 235   | 210   | 370   |      |      |      |      |      |      |      |      |
| LT Vol                     | 20    | 25    | 5     | 35    |      |      |      |      |      |      |      |      |
| Through Vol                | 360   | 180   | 180   | 300   |      |      |      |      |      |      |      |      |
| RT Vol                     | 5     | 30    | 25    | 35    |      |      |      |      |      |      |      |      |
| Lane Flow Rate             | 423   | 258   | 231   | 407   |      |      |      |      |      |      |      |      |
| Geometry Grp               | 1     | 1     | 1     | 1     |      |      |      |      |      |      |      |      |
| Degree of Util (X)         | 0.81  | 0.539 | 0.488 | 0.779 |      |      |      |      |      |      |      |      |
| Departure Headway (Hd)     | 6.891 | 7.513 | 7.606 | 6.895 |      |      |      |      |      |      |      |      |
| Convergence, Y/N           | Yes   | Yes   | Yes   | Yes   |      |      |      |      |      |      |      |      |
| Cap                        | 525   | 478   | 471   | 525   |      |      |      |      |      |      |      |      |
| Service Time               | 4.963 | 5.596 | 5.693 | 4.969 |      |      |      |      |      |      |      |      |
| HCM Lane V/C Ratio         | 0.806 | 0.54  | 0.49  | 0.775 |      |      |      |      |      |      |      |      |
| HCM Control Delay          | 33.3  | 19.1  | 17.8  | 30.4  |      |      |      |      |      |      |      |      |
| HCM Lane LOS               | D     | C     | C     | D     |      |      |      |      |      |      |      |      |
| HCM 95th-tile Q            | 7.8   | 3.1   | 2.6   | 7.1   |      |      |      |      |      |      |      |      |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

Lanes, Volumes, Timings  
9: US 287 & Spartan Avenue

01/20/2025

| Lane Group                 | WBL   | WBR   | NBT  | NBR   | SBL   | SBT  |
|----------------------------|-------|-------|------|-------|-------|------|
| Lane Configurations        | ←     | →     | ↑    | →     | ←     | →    |
| Traffic Volume (vph)       | 360   | 115   | 835  | 180   | 95    | 1895 |
| Future Volume (vph)        | 360   | 115   | 835  | 180   | 95    | 1895 |
| Ideal Flow (vphpl)         | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 |
| Lane Width (ft)            | 12    | 12    | 12   | 12    | 12    | 12   |
| Grade (%)                  | 0%    |       | 0%   |       |       | 0%   |
| Storage Length (ft)        | 0     | 0     |      | 0     | 0     |      |
| Storage Lanes              | 2     | 1     |      | 1     | 1     |      |
| Taper Length (ft)          | 25    |       |      |       | 25    |      |
| Lane Util. Factor          | 0.97  | 1.00  | 0.95 | 1.00  | 1.00  | 0.95 |
| Ped Bike Factor            |       |       |      |       |       |      |
| Frt                        |       | 0.850 |      | 0.850 |       |      |
| Flt Protected              | 0.950 |       |      |       | 0.950 |      |
| Satd. Flow (prot)          | 3433  | 1583  | 3539 | 1583  | 1770  | 3539 |
| Flt Permitted              | 0.950 |       |      |       | 0.251 |      |
| Satd. Flow (perm)          | 3433  | 1583  | 3539 | 1583  | 468   | 3539 |
| Right Turn on Red          |       | Yes   |      | Yes   |       |      |
| Satd. Flow (RTOR)          |       | 125   |      | 196   |       |      |
| Link Speed (mph)           | 30    |       | 30   |       |       | 30   |
| Link Distance (ft)         | 1610  |       | 240  |       |       | 2709 |
| Travel Time (s)            | 36.6  |       | 5.5  |       |       | 61.6 |
| Confl. Peds. (#/hr)        |       |       |      |       |       |      |
| Confl. Bikes (#/hr)        |       |       |      |       |       |      |
| Peak Hour Factor           | 0.92  | 0.92  | 0.92 | 0.92  | 0.92  | 0.92 |
| Growth Factor              | 100%  | 100%  | 100% | 100%  | 100%  | 100% |
| Heavy Vehicles (%)         | 2%    | 2%    | 2%   | 2%    | 2%    | 2%   |
| Bus Blockages (#/hr)       | 0     | 0     | 0    | 0     | 0     | 0    |
| Parking (#/hr)             |       |       |      |       |       |      |
| Mid-Block Traffic (%)      | 0%    |       | 0%   |       |       | 0%   |
| Adj. Flow (vph)            | 391   | 125   | 908  | 196   | 103   | 2060 |
| Shared Lane Traffic (%)    |       |       |      |       |       |      |
| Lane Group Flow (vph)      | 391   | 125   | 908  | 196   | 103   | 2060 |
| Enter Blocked Intersection | No    | No    | No   | No    | No    | No   |
| Lane Alignment             | Left  | Right | Left | Right | Left  | Left |
| Median Width(ft)           | 24    |       | 12   |       |       | 12   |
| Link Offset(ft)            | 0     |       | 0    |       |       | 0    |
| Crosswalk Width(ft)        | 16    |       | 16   |       |       | 16   |
| Two way Left Turn Lane     |       |       |      |       |       |      |
| Headway Factor             | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 |
| Turning Speed (mph)        | 15    | 9     |      | 9     | 15    |      |
| Number of Detectors        | 1     | 1     | 2    | 1     | 1     | 2    |
| Detector Template          | Left  | Right | Thru | Right | Left  | Thru |
| Leading Detector (ft)      | 20    | 20    | 100  | 20    | 20    | 100  |
| Trailing Detector (ft)     | 0     | 0     | 0    | 0     | 0     | 0    |
| Turn Type                  | Prot  | Perm  | NA   | Perm  | pm+pt | NA   |
| Protected Phases           | 8     |       | 2    |       | 1     | 6    |
| Permitted Phases           |       | 8     |      | 2     | 6     |      |
| Detector Phase             | 8     | 8     | 2    | 2     | 1     | 6    |
| Switch Phase               |       |       |      |       |       |      |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

Lanes, Volumes, Timings  
9: US 287 & Spartan Avenue

01/20/2025

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                        | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Minimum Initial (s)               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |
| Minimum Split (s)                 | 22.5                                                                              | 22.5                                                                              | 22.5                                                                              | 22.5                                                                              | 9.5                                                                               | 22.5                                                                              |
| Total Split (s)                   | 22.5                                                                              | 22.5                                                                              | 67.1                                                                              | 67.1                                                                              | 10.4                                                                              | 77.5                                                                              |
| Total Split (%)                   | 22.5%                                                                             | 22.5%                                                                             | 67.1%                                                                             | 67.1%                                                                             | 10.4%                                                                             | 77.5%                                                                             |
| Maximum Green (s)                 | 18.0                                                                              | 18.0                                                                              | 62.6                                                                              | 62.6                                                                              | 5.9                                                                               | 73.0                                                                              |
| Yellow Time (s)                   | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               |
| All-Red Time (s)                  | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |
| Lost Time Adjust (s)              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Lost Time (s)               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |
| Lead/Lag                          |                                                                                   |                                                                                   | Lag                                                                               | Lag                                                                               | Lead                                                                              |                                                                                   |
| Lead-Lag Optimize?                |                                                                                   |                                                                                   | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   |
| Vehicle Extension (s)             | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |
| Minimum Gap (s)                   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |
| Time Before Reduce (s)            | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Time To Reduce (s)                | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Recall Mode                       | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               |
| Walk Time (s)                     | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               |
| Flash Dont Walk (s)               | 11.0                                                                              | 11.0                                                                              | 11.0                                                                              | 11.0                                                                              |                                                                                   | 11.0                                                                              |
| Pedestrian Calls (#/hr)           | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |
| Act Effct Green (s)               | 18.0                                                                              | 18.0                                                                              | 62.6                                                                              | 62.6                                                                              | 73.0                                                                              | 73.0                                                                              |
| Actuated g/C Ratio                | 0.18                                                                              | 0.18                                                                              | 0.63                                                                              | 0.63                                                                              | 0.73                                                                              | 0.73                                                                              |
| v/c Ratio                         | 0.63                                                                              | 0.32                                                                              | 0.41                                                                              | 0.18                                                                              | 0.25                                                                              | 0.80                                                                              |
| Control Delay                     | 43.2                                                                              | 9.0                                                                               | 10.1                                                                              | 1.5                                                                               | 5.3                                                                               | 11.8                                                                              |
| Queue Delay                       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Delay                       | 43.2                                                                              | 9.0                                                                               | 10.1                                                                              | 1.5                                                                               | 5.3                                                                               | 11.8                                                                              |
| LOS                               | D                                                                                 | A                                                                                 | B                                                                                 | A                                                                                 | A                                                                                 | B                                                                                 |
| Approach Delay                    | 34.9                                                                              |                                                                                   | 8.6                                                                               |                                                                                   |                                                                                   | 11.5                                                                              |
| Approach LOS                      | C                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | B                                                                                 |
| Queue Length 50th (ft)            | 120                                                                               | 0                                                                                 | 140                                                                               | 0                                                                                 | 16                                                                                | 378                                                                               |
| Queue Length 95th (ft)            | 169                                                                               | 49                                                                                | 180                                                                               | 25                                                                                | 30                                                                                | 478                                                                               |
| Internal Link Dist (ft)           | 1530                                                                              |                                                                                   | 160                                                                               |                                                                                   |                                                                                   | 2629                                                                              |
| Turn Bay Length (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Base Capacity (vph)               | 617                                                                               | 387                                                                               | 2215                                                                              | 1064                                                                              | 418                                                                               | 2583                                                                              |
| Starvation Cap Reductn            | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Spillback Cap Reductn             | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Storage Cap Reductn               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Reduced v/c Ratio                 | 0.63                                                                              | 0.32                                                                              | 0.41                                                                              | 0.18                                                                              | 0.25                                                                              | 0.80                                                                              |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                        | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Cycle Length:                     | 100                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length:            | 100                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Offset:                           | 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Natural Cycle:                    | 75                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:                     | Pretimed                                                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Maximum v/c Ratio:                | 0.80                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Signal Delay:        | 13.8                                                                              |                                                                                   |                                                                                   | Intersection LOS: B                                                               |                                                                                   |                                                                                   |
| Intersection Capacity Utilization | 70.2%                                                                             |                                                                                   |                                                                                   | ICU Level of Service C                                                            |                                                                                   |                                                                                   |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

Lanes, Volumes, Timings

9: US 287 & Spartan Avenue

01/20/2025

Splits and Phases: 9: US 287 & Spartan Avenue



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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

Lanes, Volumes, Timings  
9: US 287 & Spartan Avenue

01/20/2025

| Lane Group                 | WBL   | WBR   | NBT  | NBR   | SBL   | SBT  |
|----------------------------|-------|-------|------|-------|-------|------|
| Lane Configurations        | ←←    | →     | ↑↑   | →     | ←     | →    |
| Traffic Volume (vph)       | 215   | 120   | 2175 | 345   | 200   | 1200 |
| Future Volume (vph)        | 215   | 120   | 2175 | 345   | 200   | 1200 |
| Ideal Flow (vphpl)         | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 |
| Lane Width (ft)            | 12    | 12    | 12   | 12    | 12    | 12   |
| Grade (%)                  | 0%    |       | 0%   |       |       | 0%   |
| Storage Length (ft)        | 0     | 0     |      | 0     | 0     |      |
| Storage Lanes              | 2     | 1     |      | 1     | 1     |      |
| Taper Length (ft)          | 25    |       |      |       | 25    |      |
| Lane Util. Factor          | 0.97  | 1.00  | 0.95 | 1.00  | 1.00  | 0.95 |
| Ped Bike Factor            |       |       |      |       |       |      |
| Frt                        |       | 0.850 |      | 0.850 |       |      |
| Flt Protected              | 0.950 |       |      |       | 0.950 |      |
| Satd. Flow (prot)          | 3433  | 1583  | 3539 | 1583  | 1770  | 3539 |
| Flt Permitted              | 0.950 |       |      |       | 0.049 |      |
| Satd. Flow (perm)          | 3433  | 1583  | 3539 | 1583  | 91    | 3539 |
| Right Turn on Red          |       | Yes   |      | Yes   |       |      |
| Satd. Flow (RTOR)          |       | 7     |      | 277   |       |      |
| Link Speed (mph)           | 30    |       | 30   |       |       | 30   |
| Link Distance (ft)         | 1610  |       | 240  |       |       | 2709 |
| Travel Time (s)            | 36.6  |       | 5.5  |       |       | 61.6 |
| Confl. Peds. (#/hr)        |       |       |      |       |       |      |
| Confl. Bikes (#/hr)        |       |       |      |       |       |      |
| Peak Hour Factor           | 0.94  | 0.94  | 0.94 | 0.94  | 0.94  | 0.94 |
| Growth Factor              | 100%  | 100%  | 100% | 100%  | 100%  | 100% |
| Heavy Vehicles (%)         | 2%    | 2%    | 2%   | 2%    | 2%    | 2%   |
| Bus Blockages (#/hr)       | 0     | 0     | 0    | 0     | 0     | 0    |
| Parking (#/hr)             |       |       |      |       |       |      |
| Mid-Block Traffic (%)      | 0%    |       | 0%   |       |       | 0%   |
| Adj. Flow (vph)            | 229   | 128   | 2314 | 367   | 213   | 1277 |
| Shared Lane Traffic (%)    |       |       |      |       |       |      |
| Lane Group Flow (vph)      | 229   | 128   | 2314 | 367   | 213   | 1277 |
| Enter Blocked Intersection | No    | No    | No   | No    | No    | No   |
| Lane Alignment             | Left  | Right | Left | Right | Left  | Left |
| Median Width(ft)           | 24    |       | 12   |       |       | 12   |
| Link Offset(ft)            | 0     |       | 0    |       |       | 0    |
| Crosswalk Width(ft)        | 16    |       | 16   |       |       | 16   |
| Two way Left Turn Lane     |       |       |      |       |       |      |
| Headway Factor             | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 |
| Turning Speed (mph)        | 15    | 9     |      | 9     | 15    |      |
| Number of Detectors        | 1     | 1     | 2    | 1     | 1     | 2    |
| Detector Template          | Left  | Right | Thru | Right | Left  | Thru |
| Leading Detector (ft)      | 20    | 20    | 100  | 20    | 20    | 100  |
| Trailing Detector (ft)     | 0     | 0     | 0    | 0     | 0     | 0    |
| Turn Type                  | Prot  | pm+ov | NA   | Perm  | pm+pt | NA   |
| Protected Phases           | 8     | 1     | 2    |       | 1     | 6    |
| Permitted Phases           |       | 8     |      | 2     | 6     |      |
| Detector Phase             | 8     | 1     | 2    | 2     | 1     | 6    |
| Switch Phase               |       |       |      |       |       |      |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

Lanes, Volumes, Timings  
9: US 287 & Spartan Avenue

01/20/2025

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                        | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Minimum Initial (s)               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |
| Minimum Split (s)                 | 22.5                                                                              | 9.5                                                                               | 22.5                                                                              | 22.5                                                                              | 9.5                                                                               | 22.5                                                                              |
| Total Split (s)                   | 22.5                                                                              | 16.0                                                                              | 81.5                                                                              | 81.5                                                                              | 16.0                                                                              | 97.5                                                                              |
| Total Split (%)                   | 18.8%                                                                             | 13.3%                                                                             | 67.9%                                                                             | 67.9%                                                                             | 13.3%                                                                             | 81.3%                                                                             |
| Maximum Green (s)                 | 18.0                                                                              | 11.5                                                                              | 77.0                                                                              | 77.0                                                                              | 11.5                                                                              | 93.0                                                                              |
| Yellow Time (s)                   | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               |
| All-Red Time (s)                  | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |
| Lost Time Adjust (s)              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Lost Time (s)               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |
| Lead/Lag                          |                                                                                   | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              |                                                                                   |
| Lead-Lag Optimize?                |                                                                                   | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   |
| Vehicle Extension (s)             | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |
| Minimum Gap (s)                   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |
| Time Before Reduce (s)            | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Time To Reduce (s)                | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Recall Mode                       | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               |
| Walk Time (s)                     | 7.0                                                                               |                                                                                   | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               |
| Flash Dont Walk (s)               | 11.0                                                                              |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                   | 11.0                                                                              |
| Pedestrian Calls (#/hr)           | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |
| Act Effct Green (s)               | 18.0                                                                              | 34.0                                                                              | 77.0                                                                              | 77.0                                                                              | 93.0                                                                              | 93.0                                                                              |
| Actuated g/C Ratio                | 0.15                                                                              | 0.28                                                                              | 0.64                                                                              | 0.64                                                                              | 0.78                                                                              | 0.78                                                                              |
| v/c Ratio                         | 0.45                                                                              | 0.28                                                                              | 1.02                                                                              | 0.33                                                                              | 0.92                                                                              | 0.47                                                                              |
| Control Delay                     | 49.6                                                                              | 33.7                                                                              | 46.0                                                                              | 3.2                                                                               | 75.0                                                                              | 5.4                                                                               |
| Queue Delay                       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Delay                       | 49.6                                                                              | 33.7                                                                              | 46.0                                                                              | 3.2                                                                               | 75.0                                                                              | 5.4                                                                               |
| LOS                               | D                                                                                 | C                                                                                 | D                                                                                 | A                                                                                 | E                                                                                 | A                                                                                 |
| Approach Delay                    | 43.9                                                                              |                                                                                   | 40.2                                                                              |                                                                                   |                                                                                   | 15.3                                                                              |
| Approach LOS                      | D                                                                                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | B                                                                                 |
| Queue Length 50th (ft)            | 84                                                                                | 73                                                                                | ~1000                                                                             | 25                                                                                | 114                                                                               | 153                                                                               |
| Queue Length 95th (ft)            | 125                                                                               | 128                                                                               | #1133                                                                             | 62                                                                                | #264                                                                              | 186                                                                               |
| Internal Link Dist (ft)           | 1530                                                                              |                                                                                   | 160                                                                               |                                                                                   |                                                                                   | 2629                                                                              |
| Turn Bay Length (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Base Capacity (vph)               | 514                                                                               | 453                                                                               | 2270                                                                              | 1115                                                                              | 231                                                                               | 2742                                                                              |
| Starvation Cap Reductn            | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Spillback Cap Reductn             | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Storage Cap Reductn               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Reduced v/c Ratio                 | 0.45                                                                              | 0.28                                                                              | 1.02                                                                              | 0.33                                                                              | 0.92                                                                              | 0.47                                                                              |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                        | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Cycle Length:                     | 120                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length:            | 120                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Offset:                           | 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Natural Cycle:                    | 120                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:                     | Pretimed                                                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Maximum v/c Ratio:                | 1.02                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Signal Delay:        | 32.3                                                                              |                                                                                   |                                                                                   | Intersection LOS: C                                                               |                                                                                   |                                                                                   |
| Intersection Capacity Utilization | 88.6%                                                                             |                                                                                   |                                                                                   | ICU Level of Service E                                                            |                                                                                   |                                                                                   |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

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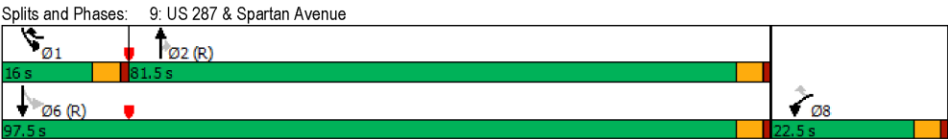
RIVER TRAILS | TRANSPORTATION IMPACT STUDY  
Town of Berthoud

Lanes, Volumes, Timings

9: US 287 & Spartan Avenue

01/20/2025

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.



**RIVER TRAILS | TRANSPORTATION IMPACT STUDY**  
**Town of Berthoud**

HCM 6th TWSC  
 10: West Access & CR 6C

01/18/2025

| Intersection             |                                                                                   |        |        |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 4.5                                                                               |        |        |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR    | WBL    | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |        |        |  |  |       |
| Traffic Vol, veh/h       | 10                                                                                | 20     | 1      | 30                                                                                | 55                                                                                | 5     |
| Future Vol, veh/h        | 10                                                                                | 20     | 1      | 30                                                                                | 55                                                                                | 5     |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0      | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free                                                                              | Free   | Free   | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None   | -      | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -      | -      | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -      | -      | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -      | -      | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 92                                                                                | 92     | 92     | 92                                                                                | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2      | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 11                                                                                | 22     | 1      | 33                                                                                | 60                                                                                | 5     |
|                          |                                                                                   |        |        |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            | Major2 | Minor1 |                                                                                   |                                                                                   |       |
| Conflicting Flow All     | 0                                                                                 | 0      | 33     | 0                                                                                 | 57                                                                                | 22    |
| Stage 1                  | -                                                                                 | -      | -      | -                                                                                 | 22                                                                                | -     |
| Stage 2                  | -                                                                                 | -      | -      | -                                                                                 | 35                                                                                | -     |
| Critical Hdwy            | -                                                                                 | -      | 4.12   | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -                                                                                 | -      | -      | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -      | -      | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -      | 2.218  | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | -                                                                                 | -      | 1579   | -                                                                                 | 950                                                                               | 1055  |
| Stage 1                  | -                                                                                 | -      | -      | -                                                                                 | 1001                                                                              | -     |
| Stage 2                  | -                                                                                 | -      | -      | -                                                                                 | 987                                                                               | -     |
| Platoon blocked, %       | -                                                                                 | -      | -      | -                                                                                 | -                                                                                 | -     |
| Mov Cap-1 Maneuver       | -                                                                                 | -      | 1579   | -                                                                                 | 949                                                                               | 1055  |
| Mov Cap-2 Maneuver       | -                                                                                 | -      | -      | -                                                                                 | 949                                                                               | -     |
| Stage 1                  | -                                                                                 | -      | -      | -                                                                                 | 1001                                                                              | -     |
| Stage 2                  | -                                                                                 | -      | -      | -                                                                                 | 986                                                                               | -     |
|                          |                                                                                   |        |        |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                |        | WB     |                                                                                   | NB                                                                                |       |
| HCM Control Delay, s     | 0                                                                                 |        | 0.2    |                                                                                   | 9                                                                                 |       |
| HCM LOS                  |                                                                                   |        |        |                                                                                   | A                                                                                 |       |
|                          |                                                                                   |        |        |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT    | EBR    | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 957                                                                               | -      | -      | 1579                                                                              | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.068                                                                             | -      | -      | 0.001                                                                             | -                                                                                 |       |
| HCM Control Delay (s)    | 9                                                                                 | -      | -      | 7.3                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | A                                                                                 | -      | -      | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.2                                                                               | -      | -      | 0                                                                                 | -                                                                                 |       |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
10: West Access & CR 6C

01/18/2025

| Intersection             |                                                                                   |        |        |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 2.3                                                                               |        |        |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR    | WBL    | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |        |        |  |  |       |
| Traffic Vol, veh/h       | 30                                                                                | 60     | 5      | 60                                                                                | 40                                                                                | 5     |
| Future Vol, veh/h        | 30                                                                                | 60     | 5      | 60                                                                                | 40                                                                                | 5     |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0      | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free                                                                              | Free   | Free   | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None   | -      | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -      | -      | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -      | -      | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -      | -      | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 92                                                                                | 92     | 92     | 92                                                                                | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2      | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 33                                                                                | 65     | 5      | 65                                                                                | 43                                                                                | 5     |
|                          |                                                                                   |        |        |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            | Major2 | Minor1 |                                                                                   |                                                                                   |       |
| Conflicting Flow All     | 0                                                                                 | 0      | 98     | 0                                                                                 | 141                                                                               | 66    |
| Stage 1                  | -                                                                                 | -      | -      | -                                                                                 | 66                                                                                | -     |
| Stage 2                  | -                                                                                 | -      | -      | -                                                                                 | 75                                                                                | -     |
| Critical Hdwy            | -                                                                                 | -      | 4.12   | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -                                                                                 | -      | -      | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -      | -      | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -      | 2.218  | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | -                                                                                 | -      | 1495   | -                                                                                 | 852                                                                               | 998   |
| Stage 1                  | -                                                                                 | -      | -      | -                                                                                 | 957                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -      | -                                                                                 | 948                                                                               | -     |
| Platoon blocked, %       | -                                                                                 | -      | -      | -                                                                                 | -                                                                                 | -     |
| Mov Cap-1 Maneuver       | -                                                                                 | -      | 1495   | -                                                                                 | 849                                                                               | 998   |
| Mov Cap-2 Maneuver       | -                                                                                 | -      | -      | -                                                                                 | 849                                                                               | -     |
| Stage 1                  | -                                                                                 | -      | -      | -                                                                                 | 957                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -      | -                                                                                 | 945                                                                               | -     |
|                          |                                                                                   |        |        |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                | WB     |        | NB                                                                                |                                                                                   |       |
| HCM Control Delay, s     | 0                                                                                 | 0.6    |        | 9.4                                                                               |                                                                                   |       |
| HCM LOS                  |                                                                                   |        |        | A                                                                                 |                                                                                   |       |
|                          |                                                                                   |        |        |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT    | EBR    | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 863                                                                               | -      | -      | 1495                                                                              | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.057                                                                             | -      | -      | 0.004                                                                             | -                                                                                 |       |
| HCM Control Delay (s)    | 9.4                                                                               | -      | -      | 7.4                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | A                                                                                 | -      | -      | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.2                                                                               | -      | -      | 0                                                                                 | -                                                                                 |       |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
11: East Access & CR 6C

01/18/2025

| Intersection             |        |      |        |       |        |       |
|--------------------------|--------|------|--------|-------|--------|-------|
| Int Delay, s/veh         | 6      |      |        |       |        |       |
| Movement                 | EBT    | EBR  | WBL    | WBT   | NBL    | NBR   |
| Lane Configurations      | ↶      |      |        | ↶     | ↶      |       |
| Traffic Vol, veh/h       | 10     | 5    | 10     | 10    | 20     | 30    |
| Future Vol, veh/h        | 10     | 5    | 10     | 10    | 20     | 30    |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0     | 0      | 0     |
| Sign Control             | Free   | Free | Free   | Free  | Stop   | Stop  |
| RT Channelized           | -      | None | -      | None  | -      | None  |
| Storage Length           | -      | -    | -      | -     | 0      | -     |
| Veh in Median Storage, # | 0      | -    | -      | 0     | 0      | -     |
| Grade, %                 | 0      | -    | -      | 0     | 0      | -     |
| Peak Hour Factor         | 92     | 92   | 92     | 92    | 92     | 92    |
| Heavy Vehicles, %        | 2      | 2    | 2      | 2     | 2      | 2     |
| Mvmt Flow                | 11     | 5    | 11     | 11    | 22     | 33    |
| Major/Minor              | Major1 |      | Major2 |       | Minor1 |       |
| Conflicting Flow All     | 0      | 0    | 16     | 0     | 47     | 14    |
| Stage 1                  | -      | -    | -      | -     | 14     | -     |
| Stage 2                  | -      | -    | -      | -     | 33     | -     |
| Critical Hdwy            | -      | -    | 4.12   | -     | 6.42   | 6.22  |
| Critical Hdwy Stg 1      | -      | -    | -      | -     | 5.42   | -     |
| Critical Hdwy Stg 2      | -      | -    | -      | -     | 5.42   | -     |
| Follow-up Hdwy           | -      | -    | 2.218  | -     | 3.518  | 3.318 |
| Pot Cap-1 Maneuver       | -      | -    | 1602   | -     | 963    | 1066  |
| Stage 1                  | -      | -    | -      | -     | 1009   | -     |
| Stage 2                  | -      | -    | -      | -     | 989    | -     |
| Platoon blocked, %       | -      | -    | -      | -     | -      | -     |
| Mov Cap-1 Maneuver       | -      | -    | 1602   | -     | 956    | 1066  |
| Mov Cap-2 Maneuver       | -      | -    | -      | -     | 956    | -     |
| Stage 1                  | -      | -    | -      | -     | 1009   | -     |
| Stage 2                  | -      | -    | -      | -     | 982    | -     |
| Approach                 | EB     |      | WB     |       | NB     |       |
| HCM Control Delay, s     | 0      |      | 3.6    |       | 8.7    |       |
| HCM LOS                  |        |      |        |       | A      |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBT  | EBR    | WBL   | WBT    |       |
| Capacity (veh/h)         | 1019   | -    | -      | 1602  | -      |       |
| HCM Lane V/C Ratio       | 0.053  | -    | -      | 0.007 | -      |       |
| HCM Control Delay (s)    | 8.7    | -    | -      | 7.3   | 0      |       |
| HCM Lane LOS             | A      | -    | -      | A     | A      |       |
| HCM 95th %tile Q(veh)    | 0.2    | -    | -      | 0     | -      |       |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC  
11: East Access & CR 6C

01/18/2025

| Intersection             |                                                                                   |        |        |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 3.3                                                                               |        |        |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR    | WBL    | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |        |        |  |  |       |
| Traffic Vol, veh/h       | 15                                                                                | 20     | 30     | 55                                                                                | 10                                                                                | 20    |
| Future Vol, veh/h        | 15                                                                                | 20     | 30     | 55                                                                                | 10                                                                                | 20    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0      | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free                                                                              | Free   | Free   | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None   | -      | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -      | -      | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -      | -      | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -      | -      | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 92                                                                                | 92     | 92     | 92                                                                                | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2      | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 16                                                                                | 22     | 33     | 60                                                                                | 11                                                                                | 22    |
|                          |                                                                                   |        |        |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            | Major2 | Minor1 |                                                                                   |                                                                                   |       |
| Conflicting Flow All     | 0                                                                                 | 0      | 38     | 0                                                                                 | 153                                                                               | 27    |
| Stage 1                  | -                                                                                 | -      | -      | -                                                                                 | 27                                                                                | -     |
| Stage 2                  | -                                                                                 | -      | -      | -                                                                                 | 126                                                                               | -     |
| Critical Hdwy            | -                                                                                 | -      | 4.12   | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -                                                                                 | -      | -      | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -      | -      | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -      | 2.218  | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | -                                                                                 | -      | 1572   | -                                                                                 | 839                                                                               | 1048  |
| Stage 1                  | -                                                                                 | -      | -      | -                                                                                 | 996                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -      | -                                                                                 | 900                                                                               | -     |
| Platoon blocked, %       | -                                                                                 | -      | -      | -                                                                                 | -                                                                                 | -     |
| Mov Cap-1 Maneuver       | -                                                                                 | -      | 1572   | -                                                                                 | 821                                                                               | 1048  |
| Mov Cap-2 Maneuver       | -                                                                                 | -      | -      | -                                                                                 | 821                                                                               | -     |
| Stage 1                  | -                                                                                 | -      | -      | -                                                                                 | 996                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -      | -                                                                                 | 880                                                                               | -     |
|                          |                                                                                   |        |        |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                | WB     |        | NB                                                                                |                                                                                   |       |
| HCM Control Delay, s     | 0                                                                                 | 2.6    |        | 8.9                                                                               |                                                                                   |       |
| HCM LOS                  |                                                                                   |        |        | A                                                                                 |                                                                                   |       |
|                          |                                                                                   |        |        |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT    | EBR    | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 960                                                                               | -      | -      | 1572                                                                              | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.034                                                                             | -      | -      | 0.021                                                                             | -                                                                                 |       |
| HCM Control Delay (s)    | 8.9                                                                               | -      | -      | 7.3                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | A                                                                                 | -      | -      | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -      | -      | 0.1                                                                               | -                                                                                 |       |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC

12: CR 15/1st Street & West Access

01/18/2025

| Intersection             |        |          |        |       |       |      |
|--------------------------|--------|----------|--------|-------|-------|------|
| Int Delay, s/veh         | 1      |          |        |       |       |      |
| Movement                 | WBL    | WBR      | NBT    | NBR   | SBL   | SBT  |
| Lane Configurations      | ↔      | ↔        | ↔      | ↔     | ↔     | ↔    |
| Traffic Vol, veh/h       | 15     | 25       | 190    | 5     | 10    | 250  |
| Future Vol, veh/h        | 15     | 25       | 190    | 5     | 10    | 250  |
| Conflicting Peds, #/hr   | 0      | 0        | 0      | 0     | 0     | 0    |
| Sign Control             | Stop   | Stop     | Free   | Free  | Free  | Free |
| RT Channelized           | -      | None     | -      | None  | -     | None |
| Storage Length           | 0      | -        | -      | -     | -     | -    |
| Veh in Median Storage, # | 0      | -        | 0      | -     | -     | 0    |
| Grade, %                 | 0      | -        | 0      | -     | -     | 0    |
| Peak Hour Factor         | 92     | 92       | 92     | 92    | 92    | 92   |
| Heavy Vehicles, %        | 2      | 2        | 2      | 2     | 2     | 2    |
| Mvmt Flow                | 16     | 27       | 207    | 5     | 11    | 272  |
| Major/Minor              | Minor1 | Major1   | Major2 |       |       |      |
| Conflicting Flow All     | 504    | 210      | 0      | 0     | 212   | 0    |
| Stage 1                  | 210    | -        | -      | -     | -     | -    |
| Stage 2                  | 294    | -        | -      | -     | -     | -    |
| Critical Hdwy            | 6.42   | 6.22     | -      | -     | 4.12  | -    |
| Critical Hdwy Stg 1      | 5.42   | -        | -      | -     | -     | -    |
| Critical Hdwy Stg 2      | 5.42   | -        | -      | -     | -     | -    |
| Follow-up Hdwy           | 3.518  | 3.318    | -      | -     | 2.218 | -    |
| Pot Cap-1 Maneuver       | 528    | 830      | -      | -     | 1358  | -    |
| Stage 1                  | 825    | -        | -      | -     | -     | -    |
| Stage 2                  | 756    | -        | -      | -     | -     | -    |
| Platoon blocked, %       | -      | -        | -      | -     | -     | -    |
| Mov Cap-1 Maneuver       | 523    | 830      | -      | -     | 1358  | -    |
| Mov Cap-2 Maneuver       | 523    | -        | -      | -     | -     | -    |
| Stage 1                  | 825    | -        | -      | -     | -     | -    |
| Stage 2                  | 748    | -        | -      | -     | -     | -    |
| Approach                 | WB     | NB       | SB     |       |       |      |
| HCM Control Delay, s     | 10.7   | 0        | 0.3    |       |       |      |
| HCM LOS                  | B      |          |        |       |       |      |
| Minor Lane/Major Mvmt    | NBT    | NBRWBLn1 | SBL    | SBT   |       |      |
| Capacity (veh/h)         | -      | -        | 680    | 1358  | -     |      |
| HCM Lane V/C Ratio       | -      | -        | 0.064  | 0.008 | -     |      |
| HCM Control Delay (s)    | -      | -        | 10.7   | 7.7   | 0     |      |
| HCM Lane LOS             | -      | -        | B      | A     | A     |      |
| HCM 95th %tile Q(veh)    | -      | -        | 0.2    | 0     | -     |      |

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# RIVER TRAILS | TRANSPORTATION IMPACT STUDY

## Town of Berthoud

HCM 6th TWSC

12: CR 15/1st Street & West Access

01/18/2025

| Intersection             |        |          |        |       |       |      |
|--------------------------|--------|----------|--------|-------|-------|------|
| Int Delay, s/veh         | 0.9    |          |        |       |       |      |
| Movement                 | WBL    | WBR      | NBT    | NBR   | SBL   | SBT  |
| Lane Configurations      | ↔      | ↔        | ↔      | ↔     | ↔     | ↔    |
| Traffic Vol, veh/h       | 10     | 15       | 275    | 20    | 25    | 235  |
| Future Vol, veh/h        | 10     | 15       | 275    | 20    | 25    | 235  |
| Conflicting Peds, #/hr   | 0      | 0        | 0      | 0     | 0     | 0    |
| Sign Control             | Stop   | Stop     | Free   | Free  | Free  | Free |
| RT Channelized           | -      | None     | -      | None  | -     | None |
| Storage Length           | 0      | -        | -      | -     | -     | -    |
| Veh in Median Storage, # | 0      | -        | 0      | -     | -     | 0    |
| Grade, %                 | 0      | -        | 0      | -     | -     | 0    |
| Peak Hour Factor         | 92     | 92       | 92     | 92    | 92    | 92   |
| Heavy Vehicles, %        | 2      | 2        | 2      | 2     | 2     | 2    |
| Mvmt Flow                | 11     | 16       | 299    | 22    | 27    | 255  |
| Major/Minor              | Minor1 | Major1   | Major2 |       |       |      |
| Conflicting Flow All     | 619    | 310      | 0      | 0     | 321   | 0    |
| Stage 1                  | 310    | -        | -      | -     | -     | -    |
| Stage 2                  | 309    | -        | -      | -     | -     | -    |
| Critical Hdwy            | 6.42   | 6.22     | -      | -     | 4.12  | -    |
| Critical Hdwy Stg 1      | 5.42   | -        | -      | -     | -     | -    |
| Critical Hdwy Stg 2      | 5.42   | -        | -      | -     | -     | -    |
| Follow-up Hdwy           | 3.518  | 3.318    | -      | -     | 2.218 | -    |
| Pot Cap-1 Maneuver       | 452    | 730      | -      | -     | 1239  | -    |
| Stage 1                  | 744    | -        | -      | -     | -     | -    |
| Stage 2                  | 745    | -        | -      | -     | -     | -    |
| Platoon blocked, %       | -      | -        | -      | -     | -     | -    |
| Mov Cap-1 Maneuver       | 441    | 730      | -      | -     | 1239  | -    |
| Mov Cap-2 Maneuver       | 441    | -        | -      | -     | -     | -    |
| Stage 1                  | 744    | -        | -      | -     | -     | -    |
| Stage 2                  | 726    | -        | -      | -     | -     | -    |
| Approach                 | WB     | NB       | SB     |       |       |      |
| HCM Control Delay, s     | 11.5   | 0        | 0.8    |       |       |      |
| HCM LOS                  | B      |          |        |       |       |      |
| Minor Lane/Major Mvmt    | NBT    | NBRWBLn1 | SBL    | SBT   |       |      |
| Capacity (veh/h)         | -      | -        | 578    | 1239  | -     |      |
| HCM Lane V/C Ratio       | -      | -        | 0.047  | 0.022 | -     |      |
| HCM Control Delay (s)    | -      | -        | 11.5   | 8     | 0     |      |
| HCM Lane LOS             | -      | -        | B      | A     | A     |      |
| HCM 95th %tile Q(veh)    | -      | -        | 0.1    | 0.1   | -     |      |

Total 2042 PM Updated Jan 2025 River Trails 2:29 pm 07/20/2024  
RR

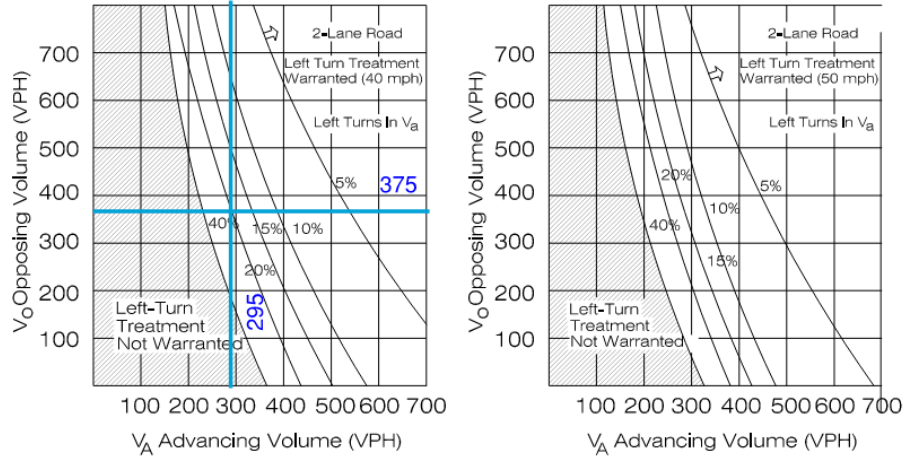
Synchro 11 Light Report  
Page 1



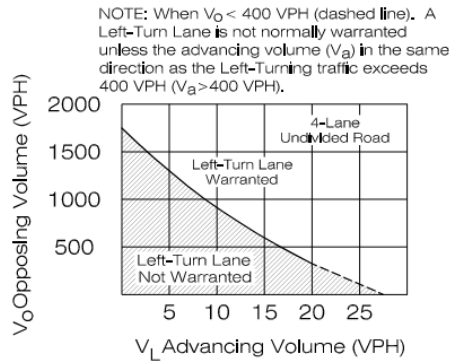
## Appendix C - LCUASS Left-Turn Warrants

**RIVER TRAILS | TRANSPORTATION IMPACT STUDY**  
**Town of Berthoud**

CR 15 at CR 6C Total 2042 Traffic PM Peak Hour



Left Turns in  $V_a = 24\%$



Notes: 1. Left turn lanes are required at all intersections and all-movement accesses on arterial roadways except where roundabouts are provided.

**VOLUME WARRANTS FOR LEFT TURN LANES AT UNSIGNALIZED INTER.**

LARIMER COUNTY  
 URBAN AREA  
 STREET STANDARDS

DESIGN  
 FIGURE

REVISION NO:  
 DATE: 12/14/00

FIGURE  
 8-1

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# **River Trails Development**

## **Ecological Characterization Study**

---

**July 2024**



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**Appendix A:** Photo Log

**Appendix B:** CODEX Report

# River Trails Development

## Ecological Characterization Study

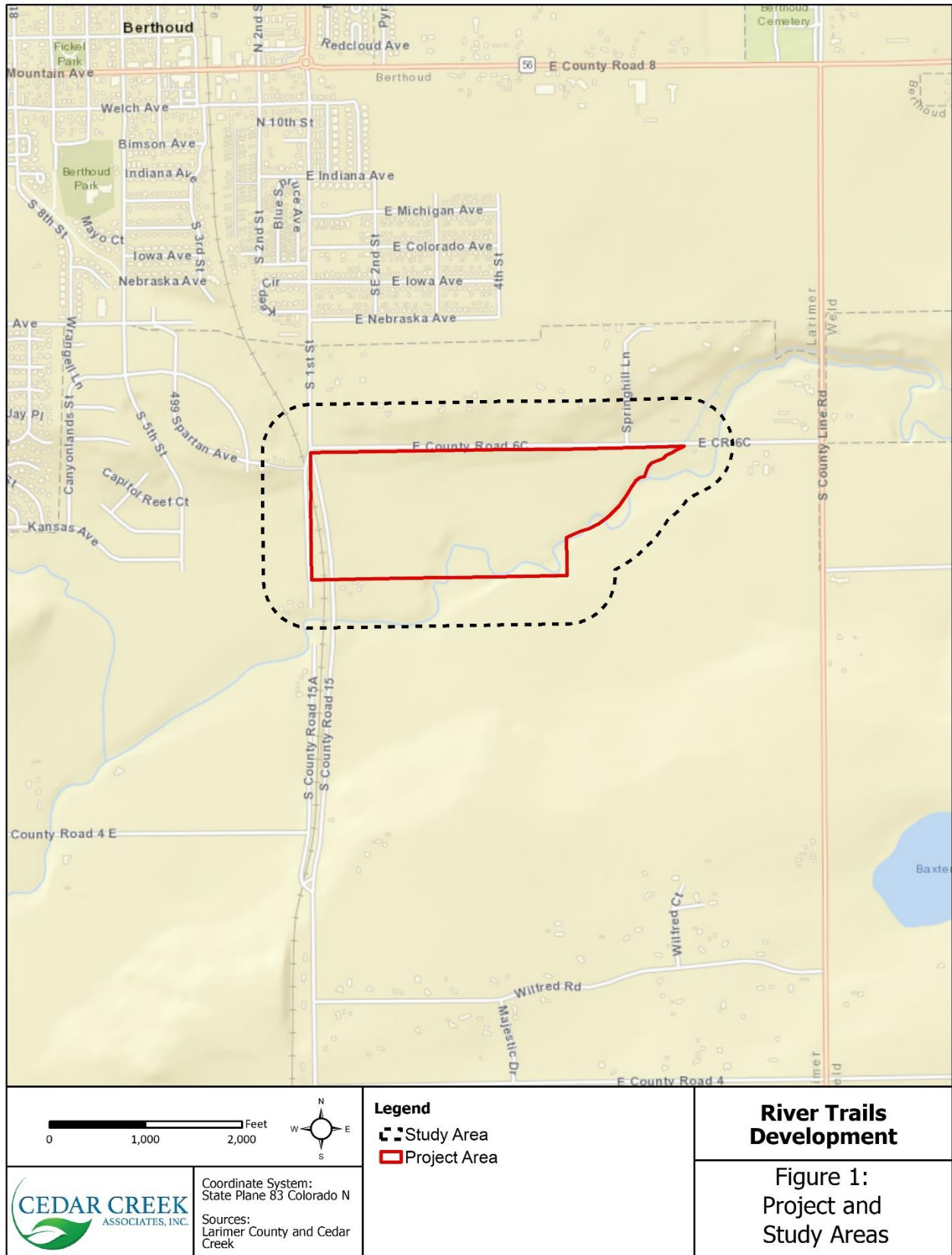
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### 1.0 INTRODUCTION

The River Trails Development project proposes a development of Parcel # 9424000006. The site is located southeast of downtown Berthoud, south of East County Road 6 and east of South County Rd 15, and north of the Little Thompson River (Figure 1). The approximately 97.5-acre Project Area is entirely within Section 24, Township 4 North, Range 69 West, of the Sixth Principal Meridian. The Project Area is fairly level in approximate elevations between 4,940 feet and 4,970 feet with a generally southeast aspect. An Ecological Characterization Study (ECS) is required, under Chapter 30, Section 2-119 of the Town's Development Code (DC 30-2-119). DC 30-2-119 stipulates buffers of 150-feet be applied to the various natural resources present on site, approved exceptions notwithstanding. The Study Area for the ECS extends 500 feet from the property boundary (Figure 1).

This Ecological Characterization Study (ECS) provides a summary of the findings of field work, including wildlife observations, wetland delineations, characterization of vegetative communities, potential habits of special status species, and invasive weed inventory. The field survey was conducted on June 14, 2024 by Gloria Sargent, a botanist with Cedar Creek Associates, Inc. (Cedar Creek) and Hunter Koperweis, and ecologist with Cedar Creek.

Section 2.0 provides a Site description, Section 3.0 presents the methodologies used, Section 4.0 contains a summary of findings, and Section 5.0 provides potential mitigation measures and recommendations. Appendix B contains the Colorado's Conservation Data Explorer report for the Project.





## **2.0 METHODS**

### **2.1 Desktop Review**

A data review was conducted to gather information and assist in the evaluation of potential natural biological resources within the property. The data review entailed an evaluation of online resources and publications to determine the presence or potential occurrence of important natural and biological resources. This data review included:

- U.S. Fish and Wildlife Service (USFWS) Federally Listed and Proposed Endangered, Threatened, and Candidate Species and Critical Habitat as identified by the USFWS Information, Planning, and Conservation System (IPaC) Official Species List and Critical Habitat Mapper;
- Colorado's Conservation Data Explorer (CODEX);
- Migratory Bird Treaty Act (MBTA) and Bald and Golden Eagle Protection Act (BGEPA) protected species as identified on the IPAC Trust Resources Report;
- The Colorado Natural Heritage Program database statewide species and natural community tracking list for Larimer County;
- Colorado Parks and Wildlife (CPW) Threatened and Endangered Species List;
- The Town's Development Code (Chapter 30, Section 30-2-119);
- The Town's Parks, Recreation, Open Space and Trails Plan (2016);
- The Colorado Wetland Inventory (CWI);
- USGS National Hydrography Dataset (NHD);
- USFWS National Wetlands Inventory (NWI); and
- US Natural Resources Conservation Service (NRCS) Web Soil Survey.

### **2.2 Site Assessment**

Field surveys for the ECS focused on wetland delineations, characterization of vegetative communities, potential habits of special status species, noxious weed observations, and assessment of wildlife habitat and utilization. Wetlands were delineated based on the presence of hydrophytic vegetation where wetland hydrology was also present. Areas delineated as wetlands were confined to the Little Thompson River or abutting areas.

### **3.0 ECOLOGICAL CHARACTERIZATION**

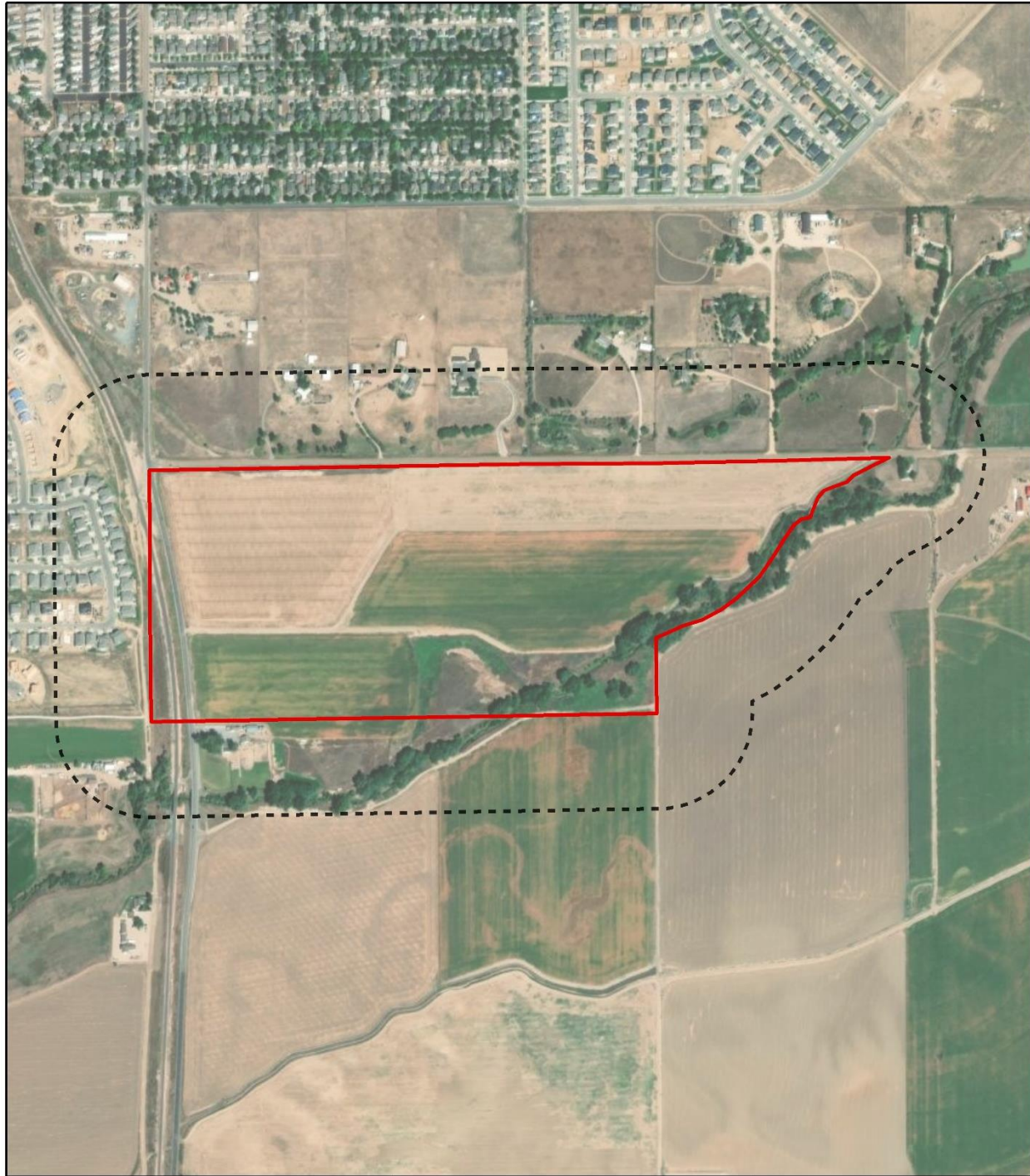
#### **3.1 Vegetation**

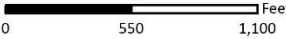
Field surveys were conducted during the growing season (April to September) on June 14, 2024, to appropriately describe the habitat features and vegetative communities on Site. Figure 2 depicts the vegetation communities in the Project Area.

Habitats on the Site are dominated by cultivated cropland (wheat and corn) which does not support any stands of mature vegetation. Relatively minor habitats of non-native grasslands (comprised of smooth brome [*Bromus inermis*]) exist in the areas surrounding the cropland, primarily between the croplands and Little Thompson River. Non-native annual species such as burning bush (*Kochia scoparia*) and prickly lettuce (*Lactuca serriola*) were found in upland areas of fallow cropland and non-native grassland. Wetland habitats were found along the Little Thompson River in the southern portion of the property. The vegetation along Little Thompson River was primarily coyote willow (*Salix exigua*), cottonwoods (*Populus deltoides* and *Populus angustifolia*), cattail (*Typha latifolia*), and mesic graminoids, such as softstem bullrush (*Schoenoplectus tabernaemontani*) and reed canary grass (*Phalaris arundinacea*).

##### **3.1.1 Noxious Weeds**

Within the croplands field bindweed (*Convolvulus arvensis*, C-list) was routinely observed. Canada thistle (*Cirsium arvense*, B-List), Russian Olive (*Elaeagnus angustifolia*, B-List), cheatgrass (*Bromus tectorum*, C-List), and field bindweed were observed along the Little Thompson River. Cheatgrass was also found in various upland areas.



|                                                                                                                                                                         |                                                                                                                                                                                                                     |                                                 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|
|   | <b>Legend</b><br> Study Area<br> Project Area | <b>River Trails Development</b>                 |
|                                                                                      | Coordinate System:<br>State Plane 83 Colorado N<br>Sources:<br>Larimer County and Cedar Creek                                                                                                                       | <b>Figure 2:<br/>Vegetation<br/>Communities</b> |

## **3.2 Wetlands**

### **3.2.1 Desktop Analysis**

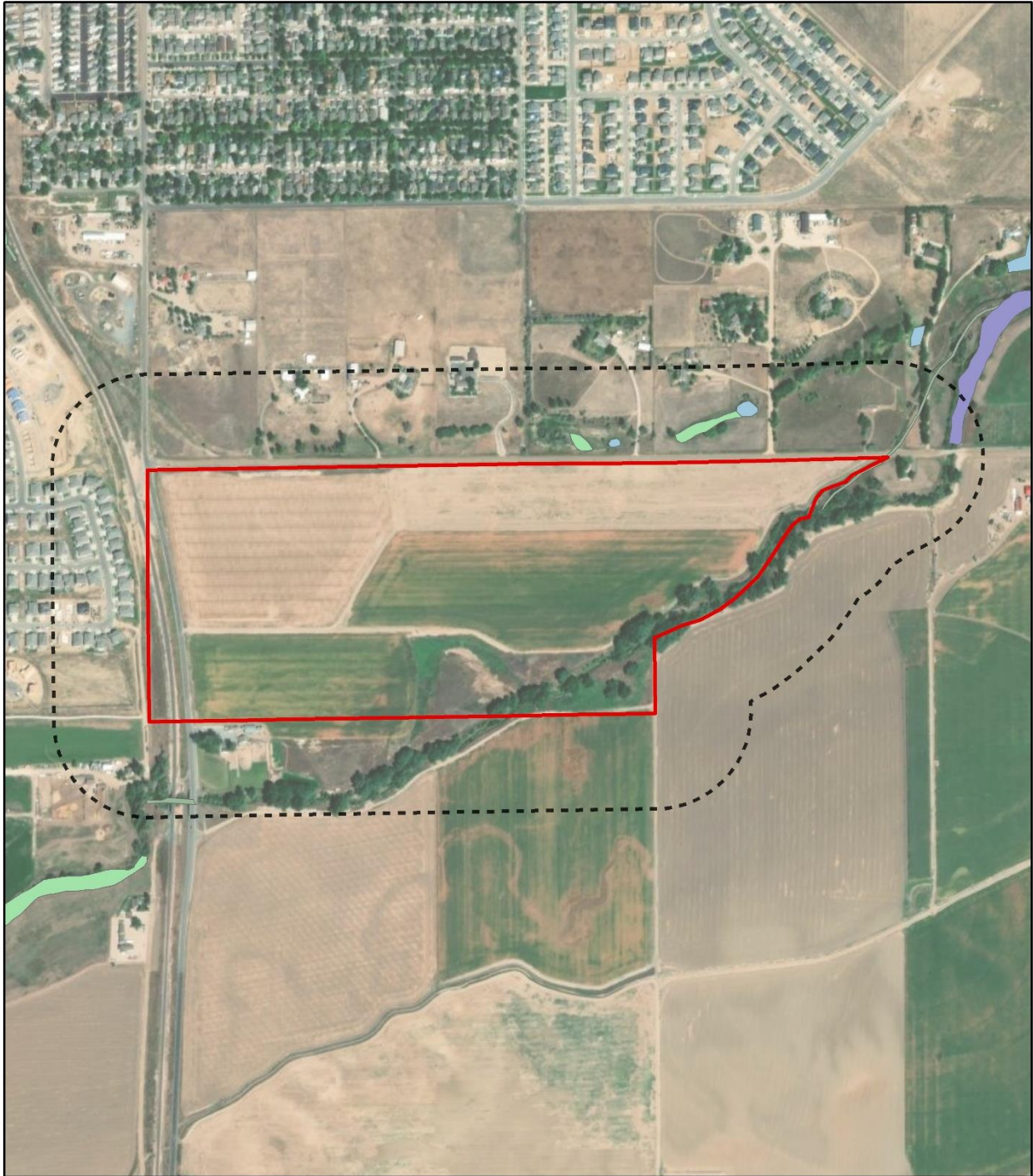
Figure 3 displays the National Inventory identified features within close proximity to the Project Area. Soils according to Web Soil Survey are generally gently sloping, well-drained loam, clay loam, and sandy loam series which are not comprised of hydric soils. All potential aquatic features within the Project Area were visited during the field survey.

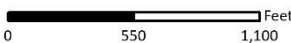
### **3.2.2 Field Sampling**

Figure 4 displays the wetlands that were delineated on June 14, 2024. The field survey occurred during the growing season to ensure wetland plants could be properly identified and boundaries were as accurate as possible. The USACE 50/20 rule and wetland hydrology indicators were used to determine boundaries between wetland and upland communities. Dominant species were determined to have greater than 50% combined strata cover and any single species contributing 20% or more relative strata cover. If dominant species within an area were obligate wetland and/or facultative wetland species and demonstrated necessary hydrology, the area was delineated as a wetland.

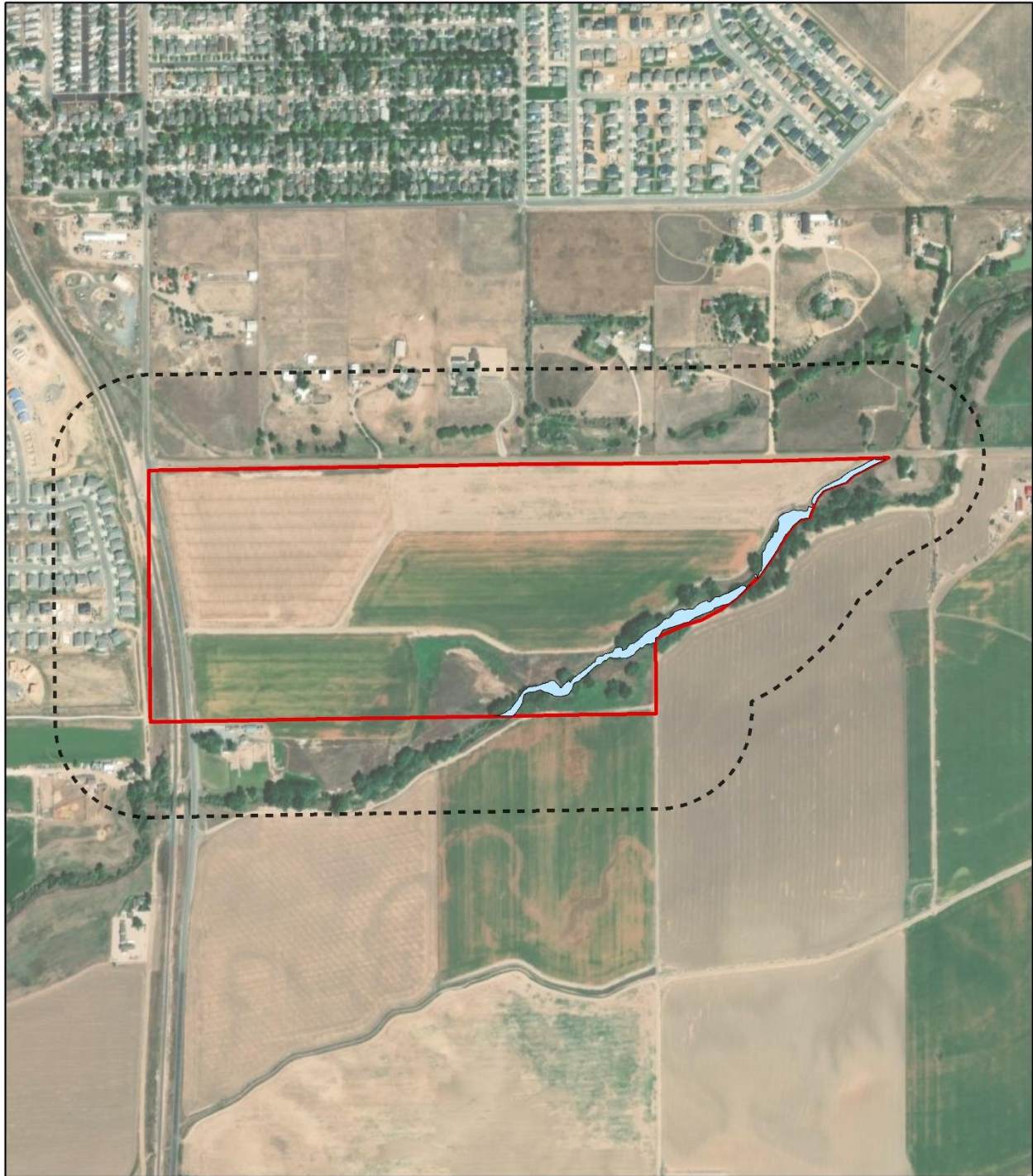
Field delineated wetlands are displayed in Figure 4. Wetlands throughout the site consist of wetland species such as coyote willow (*Salix exigua*), cottonwoods (*Populus deltoides* and *Populus angustifolia*), cattail (*Typha latifolia*), and mesic graminoids, such as softstem bullrush (*Schoenoplectus tabernaemontani*) and reed canary grass (*Phalaris arundinacea*), common spike-rush (*Eleocharis palustris*), and showy milkweed (*Asclepias speciosa*). Wetlands on Site provide cover, forage, and nesting habitat for a variety of species. Additionally, these wetlands function as a flood control and groundwater recharge system that benefits the industrial, rural, and residential uses within and nearby the site.





|                                                                                                                                                                         |                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|
|   |                                                                                                            | <p><b>Legend</b></p> <p> Study Area</p> <p> Project Area</p> <p><b>Wetland Type</b></p> <p> Freshwater Emergent Wetland</p> <p> Freshwater Forested/Shrub Wetland</p> <p> Freshwater Pond</p> <p> Riverine</p> | <p><b>River Trails Development</b></p>                 |
|                                                                                      | <p>Coordinate System:<br/>State Plane 83 Colorado N</p> <p>Sources:<br/>Larimer County and Cedar Creek</p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p><b>Figure 3:<br/>National Wetland Inventory</b></p> |





|                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                         |                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
|   | <b>Legend</b><br> Field Verified Wetland Areas<br> Study Area<br> Project Area | <b>River Trails Development</b>                       |
|                                                                                      | Coordinate System:<br>State Plane 83 Colorado N<br><br>Sources:<br>Larimer County and Cedar Creek                                                                                                                                                                                                                                       | <b>Figure 4:<br/>Field Verified<br/>Wetland Areas</b> |

### **3.3 Wildlife**

Wildlife observations were conducted during the June 14, 2024, field survey. Most of the wildlife habitats, and observations of wildlife, are along the Little Thompson River. The river serves as a wildlife corridor and habitats are beneficial to big game, urban mammals, raptors, and migratory birds. This section discusses the species that have the potential to utilize habitats within the Project Area.

#### **3.3.1 Big Game**

Two big game animals could potentially frequent the property and adjacent area year round – pronghorn antelope (*Antilocapra americana*), and mule deer (*Odocoileus hemionus*). The value of the Project Area and adjacent areas to big game is low due to the proximity to urban development and will continue to decline as urban development increases. No crucial big game habitats are recognized on Project Area. Little Thompson River is likely utilized as a movement corridor and provide some marginal cover/shelter for big game. Additionally, the agricultural fields could provide some cover and/or feed when crops are mature.

#### **3.3.2 Predators**

Mid-sized predators including red fox (*Vulpes vulpes*) and coyote (*Canis latrans*) would be expected to occasionally frequent the Project Area and adjacent properties. Mink (*Neovison vison*), long-tailed weasel (*Mustela frenata*), and badger (*Taxidea taxus*) would be less common visitors. The value to predators is relatively low due to the lack of prey species on Project Area and the proximity proximity to urban development and will continue to decline as urban development increases.

#### **3.3.3 Other Mammals**

A variety of small and medium sized mammal species are known to occur in the area, although not observed during field surveys, including various small rodents such as mice, rats, ground squirrels, chipmunks, voles, prairie dogs, and rabbits. Such prey species are cyclically common, widespread throughout the region, and are important food sources for raptors and other predators. Striped skunks (*Mephitis mephitis*) and Eastern cottontails (*Sylvilagus floridanus*) thrive in urban areas and semi-urban areas. Various bats could also frequent the Little Thompson River. Two common bat species that are consistently found in Larimer County and roost primarily in trees are hoary bats (*Lasiurus cinereus*) and silver-haired bats (*Lasionycteris noctivagans*).

#### **3.3.4 Raptors**

No nests were observed on Project Area or in trees in the Study Area.

Raptor species known to occur in the region, although not observed during field surveys, include turkey vulture (*Cathartes aura*), bald eagle (*Haliaeetus leucocephalus*), golden eagle (*Aquila chrysaetos*), ferruginous hawk (*Buteo regalis*), Swainson's hawk (*Buteo swainsoni*), northern harrier (*Circus cyaneus*),



rough-legged hawk (*Buteo lagopus*), and prairie falcon (*Falco mexicanus*). Some of these species are year-round residents, some are seasonal visitors, and some are migrants. Additional owl species which could potentially frequent the property include the barn owl (*Tyto alba*), great horned owl (*Bubo virginianus*), long-eared owl (*Asio otus*), and short-eared owl (*Asio flammeus*). There is no suitable habitat for the northern goshawk (*Accipiter gentilis*), screech owl (*Megascops* spp.), or peregrine falcon (*Falco peregrinus*).

### **3.3.5 Upland Game Birds**

Four species of upland game birds have the potential to occur on Project Area, although not observed during field surveys, including mourning doves (*Zenaida macroura*), wild turkey (*Meleagris gallopavo*), gray (or Hungarian) partridge (*Perdix perdix*), and ring-necked pheasant (*Phasianellus colchicus*).

### **3.3.6 Waterfowl and Shorebirds**

A few species of waterfowl and shorebirds are common in the area, including mallards (*Anas platyrhynchos*), killdeer (*Charadrius vociferus*), and great blue heron (*Ardea herodias*). USFWS IPaC database also lists Clark's grebe (*Aechmophorus clarkia*), lesser yellowlegs (*Tringa flavipes*), and long-billed curlew (*Numenius americanus*) as potential migratory birds found in the area.

The Project Area provides some value to resident or water-obligate migratory stopovers, waterfowl, and shorebirds in the form of cover and food sources provided by perennial waterbodies (Little Thompson River and associated wetlands). Such species include American wigeon (*Anas americana*), wood duck (*Aix sponsa*), gulls, belted kingfisher (*Megasceryle alcyon*), swifts, and swallows. The Project Area and adjacent areas are not a concentration area for migratory or nesting waterfowl or shorebirds; however Canada geese (*Branta canadensis*) could occasionally glean agricultural leftovers from the cultivated fields in large numbers.

### **3.3.7 Migratory Songbirds**

Several migratory species of songbirds are common in the area, and are likely to utilize habitat within the Project Area including red-winged blackbird (*Agelaius phoeniceus*), barn swallow (*Hirundo rustica*), Brewer's blackbird (*Euphagus cyanocephalus*), cliff swallow (*Petrochelidon pyrrhonota*), Bullock's oriole (*Icterus bullockii*), western kingbird (*Tyrannus verticalis*), house finch (*Haemorhous mexicanus*), American goldfinch (*Spinus tristis*), and chestnut-collared longspur (*Calcarius ornatus*).

Nesting activity, whether on the ground or in trees/shrubs, along the Little Thompson River is likely. Foraging grounds and cover for a number of species, including woodpeckers, sparrows, and black-capped chickadee (*Poecile atricapillus*), are possible in the same areas.

### **3.3.8 Amphibians, Reptiles, and Aquatic Species**

No amphibians, reptiles, or aquatic species were observed on Project Area or in areas adjacent to the Project Area.

Little Thompson River provides perennial aquatic habitat for a diversity of fish and macroinvertebrates. The wetlands provide potential habitat for locally common riparian amphibian and reptiles, including the western chorus frog (*Pseudacris triseriata*), bullfrogs (*Lithobates catesbeianus*), plains spadefoot (*Spea bombifrons*), Woodhouse's toad (*Bufo woodhousei*), and tiger salamander (*Ambystoma tigrinum*). Less common riparian species include the common garter snake (*Thamnophis sirtalis*), wandering (terrestrial) gartersnake (*Thamnophis elegans vagrans*), western painted turtle (*Chrysemys picta bellii*), eastern snapping turtle (*Chelydra serpentina serpentina*), and ornate box turtle (*Terrapene ornata ornata*). The presence of small mammals provides suitable prey base for other common upland reptile species, including the prairie rattlesnake (*Crotalus viridis*), eastern yellow-bellied racer (*Coluber constrictor flaviventris*), and plains hog-nosed snake (*Heterodon nasicus*).

### **3.4 Prominent Views**

There are no un-obstructed prominent views from the Project Area. Views across the Site to the north and west are immediately met with residential development, views to the east views are met with cropland, and views to the south are of the Little Thompson River. The foothills of the Rocky Mountains and Longs Peak can be viewed to the west.

### **3.5 Sensitive and Specially Valued Species**

A current list of federally threatened, endangered, proposed, and candidate species, and designated critical habitat that may occur within the boundary of the Site and/or may be affected by the proposed development was obtained from the USFWS IPaC website (2024). Table 2 lists the species and their designated and proposed critical habitats. Suitable habitat for CPW, Larimer County, and the Town's species of concern/interest is limited due to the habitat alteration resulting from current land uses, including the Preble's meadow jumping mouse (*Zapus hudsonius preblei*). None of these species were observed within the Site.

The bald eagle was removed from the federal list of Threatened and Endangered species in 2007, but it continues to enjoy protection under the Migratory Bird Act Treaty (MBAT) and the Bald and Golden Eagle Protection Act (BGEPA).

**Table 2 Special Status Species with Potential to Occur on the Site**

| Species                                                                  | Federal Status <sup>1</sup> | Habitat                                                                                                                                           | Habitat Present?           | Determination  |
|--------------------------------------------------------------------------|-----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|----------------|
| <b>Mammals</b>                                                           |                             |                                                                                                                                                   |                            |                |
| Canada Lynx<br>( <i>Lynx canadensis</i> )                                | T                           | Moist boreal/subalpine forests in the Western U.S. with cold, snowy winters and a high-density snowshoe hare prey base.                           | No                         | No Effect      |
| Preble's Meadow Jumping Mouse<br>( <i>Zapus hudsonius preblei</i> )      | T                           | Lush vegetation along watercourses or herbaceous understories in wooded areas near water.                                                         | No                         | No Effect      |
| <b>Birds</b>                                                             |                             |                                                                                                                                                   |                            |                |
| Eastern Black Rail<br>( <i>Laterallus jamaicensis ssp. jamaicensis</i> ) |                             | Salt, brackish, and freshwater marshes, pond borders, wet meadows, and grassy "swamps."                                                           | Minimal wet meadow         | No Effect      |
| Piping Plover<br>( <i>Charadrius melodus</i> )                           | T                           | Sandy beaches, sandflats, dredge islands, and drained river floodplains.                                                                          | No water depletion         | No Effect      |
| Whooping Crane<br>( <i>Grus americana</i> )                              | E                           | Wetlands, inland marshes, lakes, ponds, wet meadows and rivers, and agricultural fields.                                                          | No water bodies or marshes | Minimal Effect |
| <b>Fishes</b>                                                            |                             |                                                                                                                                                   |                            |                |
| Greenback Cutthroat Trout<br>( <i>Oncorhynchus clarkii stomias</i> )     | T                           | This species inhabits cold water streams and lakes with adequate stream spawning habitat during spring.                                           | No                         | No Effect      |
| Pallid Sturgeon<br>( <i>Scaphirhynchus albus</i> )                       | E                           | Large, free-flowing, warm-water, and turbid rivers with a diverse assemblage of physical habitats.                                                | No free-flowing water      | No Effect      |
| <b>Insects</b>                                                           |                             |                                                                                                                                                   |                            |                |
| Monarch Butterfly<br>( <i>Danaus plexippus</i> )                         | C                           | No critical habitat has been designated for this species. Known to inhabit open fields and meadows with milkweed in the spring and summer months. | Minimal wet meadows        | No Effect      |
| <b>Flowering Plants</b>                                                  |                             |                                                                                                                                                   |                            |                |
| Ute Ladies'-tresses<br>( <i>Spiranthes diluvialis</i> )                  | T                           | Seasonally moist soils and wet meadows of drainages below 7,000 ft. of elevation.                                                                 | Minimal wet meadow         | No Effect      |
| Western Prairie Fringed Orchid<br>( <i>Platanthera praeclara</i> )       | T                           | Tall grass prairie on unplowed, calcareous soils, and sedge meadows.                                                                              | Minimal wet meadow         | No Effect      |

<sup>1</sup>DL = Delisted, E = Endangered, T = Threatened, PT = Proposed Threatened, C = Candidate

The only habitat useful to any of these species is the wetlands located along the Little Thompson River. These features would be included in the habitat buffer associated with wetlands, thereby protecting it from future disturbance and development. The CODEX report shows that the only known protected species within a mile of the project in Bald Eagle.

### **3.6 Wildlife Migration Corridors**

The Project Area is located on the outskirts of urban areas associated with the town of Berthoud and is surrounded by residential development and active agricultural fields. There are unobstructed connections along Little Thompson River which serves as a significant migration corridor for wildlife. Wildlife most likely to benefit from the migratory access Dry Creek provides are resident urban-adapted wildlife such as red foxes, raccoons, coyotes, and skunks in addition to providing temporary stopover habitat for migrating birds. Canada geese likely glean agricultural remains in the crop fields. Resulting changes to wildlife corridor quality should be minimal because the property is in a developed area where wildlife is already accustomed to structures, roads, bridges, fences, buildings, and other habitat modifications.

### **3.7 General Ecological Functions**

The general ecological functions provided by the Project Area have been reduced by multiple human-induced stressors including agricultural production and adjacent residential development. The wetland habitat supported by the Little Thompson River provide shading, cover, and nesting opportunity for a variety of wildlife species, flood abatement, water infiltration, and aesthetic appeal.

### **3.8 Timing of Development in Relation to Ecological Character**

The MBTA specifically protects migratory birds and their nests from possession, sale, purchase, barter, transport, import, export, and take. The regulatory definition of take (50 CFR 10.12) means to pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt these actions. It is recommended that ground-disturbing activities be conducted from late summer to late winter to avoid the avian nesting and breeding season. If that is not compatible with construction schedules, additional surveys are recommended prior to commencement of ground-disturbing activities to ensure compliance with the MBTA.

#### **4.0 MITIGATION MEASURES AND RECOMMENDATIONS**

In accordance with the Town's environmental considerations (DC 30-2-119), the use of natural buffer zones will be used to ensure the protection of wildlife and natural areas. Natural Areas are defined by the Town to include: floodplains and floodways, natural drainage and water ways, significant native trees and vegetation, wildlife travel corridors and habitats, special habitat features such as raptor nest sites, key nesting, breeding or feeding areas for birds; fox and coyote dens, remnant native habitat, cottonwood galleries, and any wetland greater than one-quarter acre in size as identified on the 1975 National Wetland Inventory. The Town recommends that a 150-foot natural area buffer zone is placed between any natural area and proposed development to ensure the habitat is not degraded. The Town may decrease the buffer size if it can be proven to impose an exceptional hardship upon the property owner and appropriate mitigation measures approved by the Town are taken.

Exceptions of disturbance within natural area buffer zones are: mitigation of development activities, restoration of previously degraded areas, emergency public safety activities and utility installations when such activities and installations cannot reasonably be contained within other nearby developed areas, construction of a trail that will provide public access for educational or recreational purposes, or the enhancement of the habitat value and/or other natural resource values of a Natural Area. These activities must be approved by the Town prior to disturbance.

Recommended mitigation measures for the River Trails Development project include maintaining a natural area buffer zone around the Little Thompson River and the associated delineated wetlands. Should areas of approved disturbance occur within the buffer zone, ecological restoration practices encouraging habitat enhancement should be employed. Such practices include the planting of native trees, shrubs, and vegetative communities and should be detailed in a natural habitat buffer zone plan.

Light spillage is a potential impact to the natural resources on Site and should follow the ordinance found in Chapter 30 section 2-118 of the Town's Development Code.

## 5.0 LITERATURE CITED AND DATA SOURCES

Town of Berthoud – Parks and Recreation Department. 2016. Parks, Recreation, Open Space, and Trails Plan 2016-current.

Colorado Parks and Wildlife (CPW). Threatened and Endangered Species List.

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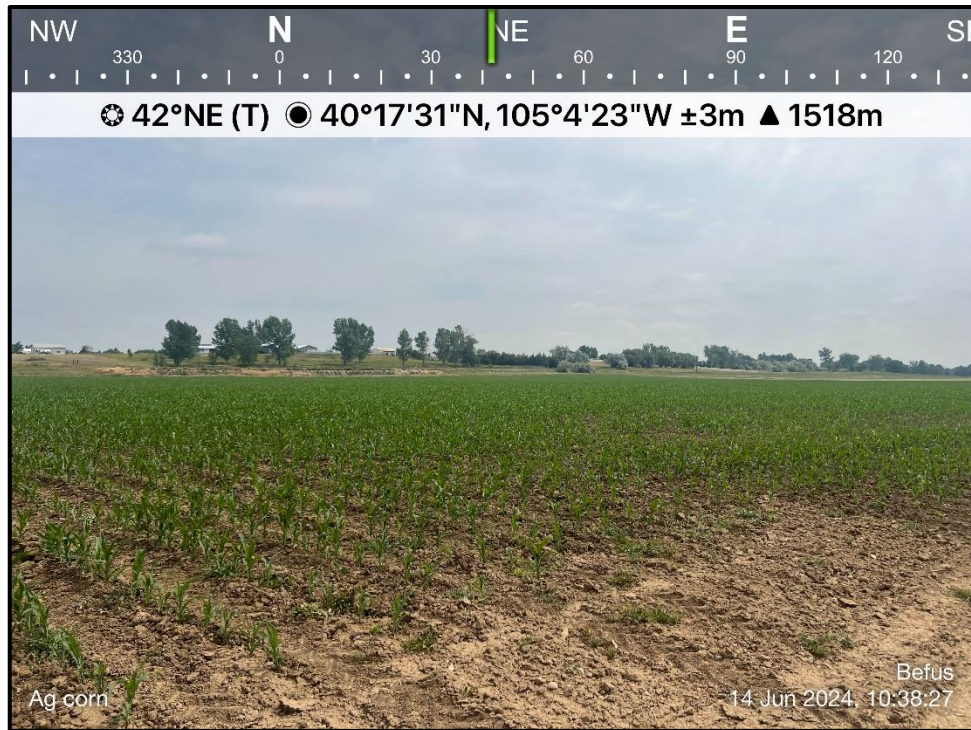
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## **Appendix A**

### **Photos**





Corn crops in Project Area



Wheat Crops in Project Area



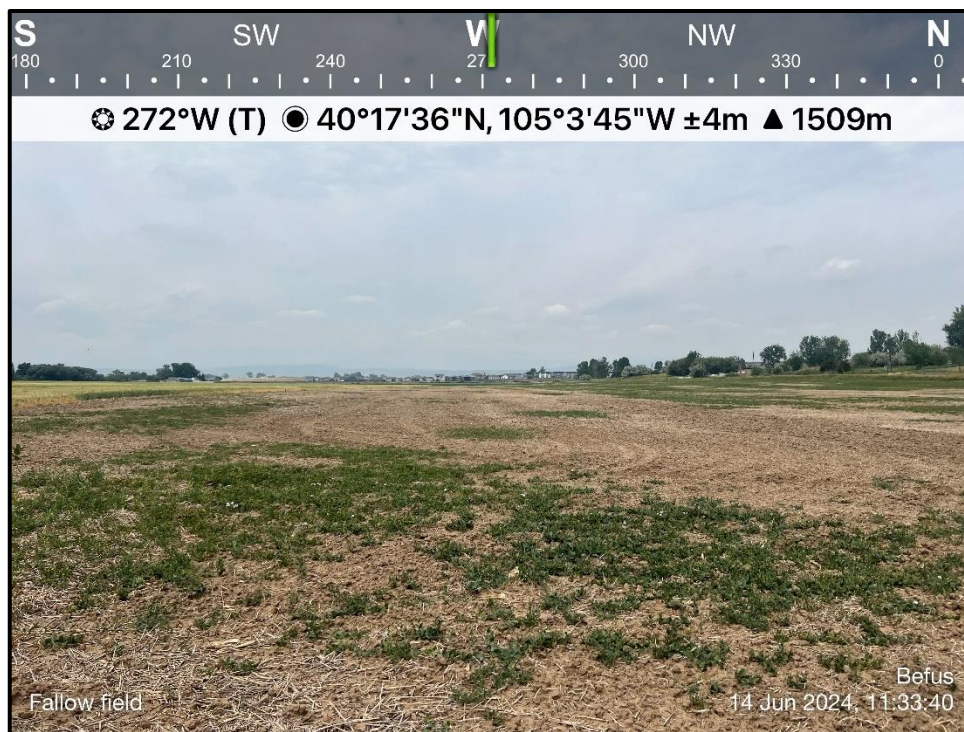


Little Thompson River Wetland Habitats



Little Thompson River Wetland Habitats





Fallow Agricultural Field



Roadside Non-native Vegetation

## **Appendix B**

### **CODEX Report**

## **River Trails Rezone Narrative** **January 30, 2025**

River Trails rezone is approximately 100.5 acres. The site is located west S County Road 15 and south of E County Road 6C. The existing zoning is Larimer County RR2-Rural Residential and we are requesting a change to Suburban Residential (SR) and Agriculture (AG).

These changes include:

1. Parcel 1: RR2 to SR (suburban residential) zoning
2. Parcel 2: RR2 to AG (agriculture) zoning

### **Written Statement Describing the Proposal and Addressing the Following Points:**

#### **I. Rationale for the proposed zoning:**

The zone changes are intended to switch from County zoning (RR2 – Rural Residential) to Town of Berthoud zoning and be in conformance with the 2021 Comprehensive Plan. The Future Land Use Map identifies this property as suited for suburban residential development, open space and agriculture. These designations are consistent with the proposed zoning with SR zoning proposed for the northern portion of the property and AG proposed for the southern portion of the property. The Town of Berthoud owns the southern portion of the property and does not intend to develop it.

#### **II. Present and future impacts on the existing adjacent zone districts, uses, and physical character of the surrounding area:**

Impacts on existing adjacent properties are anticipated to be minimal. The property is bordered by E County Road 6C and existing residential development to the north, the Heritage Ridge subdivision to the west, and existing residential development to the north. The Town of Berthoud will acquire the property south of the Little Thompson River which will remain undeveloped and serve as a buffer to other county parcels along the edge of the Town's growth management area. The River Trails development is consistent with the comprehensive plan and will establish the pattern of a high-quality residential neighborhood in Berthoud.

#### **III. Impact of the proposed zone on area accesses and traffic patterns:**

Traffic impacts of the River Trails rezone will be minimal. A preliminary traffic study has been submitted with this package which provides information on potential improvements required at the time of plat. Access to the site will be provided at multiple locations to help spread out the traffic impacts. These access points include connections to S County Road 15 and E County Road 6C. Improvements to the road network will be incorporated into construction documents (future entitlement) as required per the traffic study analysis. This will include improvements to County Road 6c and County Road 15. As part of any future platting application, pedestrian connections to regional trails and the inclusion of new local trails will further enhance the overall circulation options for the community.

#### IV. Availability of utilities for any potential development:

##### Water

Domestic water service for the project will be provided by the Town of Berthoud. On-site water mains will be looped through the development to provide domestic water service and fire flows. The water network will connect to the Town's system in two places: 1) West, across 1st Street/CR 15, connecting in the Heritage Ridge subdivision, and 2) Northeast of the site, connecting to a waterline in Springhill Lane that extends north. Currently, there is a Little Thompson Water District (LTWD) main that runs east/west located south of Nebraska Avenue in the Farmstead West subdivision; a branch off that main extends south within Springhill Lane for approximately 725-feet (where the 2nd connection point is). As part of this project, the branch line will be disconnected from the LTWD main and extended north where it will be connected to the 12" water main within Nebraska Avenue.

##### Sanitary Sewer

Sanitary sewer service for the project will be provided from the Town of Berthoud. The sewer service will be connected via gravity flow to the 24" sewer main that runs on the south side of the project site conveying flows east to the wastewater treatment plant.

V: Present and future impacts on public facilities and services, including, but not limited to, fire, police, water, sanitation, roadways, parks, schools, and transit:

Impacts on public facilities and services are acknowledged. The site was designed based on the criteria as defined in the Comprehensive Plan, Open Space and Trails Master Plans to create a connected development. Due to the increase in residential units and traffic, there will be an increase in service calls for law enforcement and fire protection. Parks, open space, transportation improvements, and trails are all planned components of this development. This property is a critical piece of the larger Little Thompson River Corridor district and preservation of that corridor and connections via this development are integral components of the design. The developer believes that by providing these facilities within the development, there will be minimal impact on existing Town facilities. Similar to all of the other development in the area, the residents will utilize the Town's parks and trail facilities. As part of the Town's review process, we understand that proposed designs will be referred to different agencies such as fire, schools, water & sanitation districts etc. and information collected from these agencies will be incorporated into future plans.

#### VI. The relationship between the proposal and the Town Comprehensive Plan:

The rezoning is consistent with the Town's Comprehensive Plan 2021 Land Use Goals with proposed zoning matching the Future Land Use Plan. The Future Land Use Map identifies this property for residential development which is consistent with the proposed zoning of Suburban Residential. The proposed zoning will allow for land use design which supports several goals as established in the Comprehensive Plan including but not limited to:

- Providing logical extensions of the Town's infrastructure to allow for efficient development.
- Providing logical and safe extensions of the Town's road network.
- Providing the framework for parks and open space areas to support the residential development. Significant buffers are provided around the perimeter of the property. In addition, a large buffer is maintained along the Little Thompson River. Pocket parks and

greenbelts throughout the development will serve as connections to the larger open space area on the south side of the property.

- Providing access and connectivity to open space and natural areas. A robust trail system is planned for this community. It will include a mix of hard surface and soft surface trails. In addition, there will be a mix of detached walks and neighborhood trails which connect the street network, the park network and the open space areas.
- Expanding the pedestrian and bicycle trail facilities in the community. A combination of on-street bike lanes, neighborhood trails, detached walks and a connection to the future town regional trail (located on the south side of the Little Thompson River) will provide a robust and safe network for both pedestrians and bicyclists.
- Expanding the opportunity for residential development and diversity of product types. There are three unique product types included with this development. This will provide both a mix of product types and price points for the community.

## VII. Public benefits arising from the proposal:

This property currently has County zoning (RR2-Rural Residential). With annexation to the Town of Berthoud, Suburban Residential (SR) zoning is proposed for this property, consistent with the Comprehensive Plan. While similar residential density is permitted in the County, it will be a greater benefit for this property to develop as a Town of Berthoud property due to the location within the GMA (there is additional property to the east, west and south within the town's GMA) and to best align the development with the goals of the Town. This will ensure that park and open space design, architectural features and overall development standards are aligned with the Town's standards.

A variety of housing is planned for the proposed community, including townhomes, duplexes, and detached single family homes, offering the area residents a variety of housing options in the area. The neighborhood park, situated along the Little Thompson River will be a focal point not only for the new residents of the project but will be enjoyed by all of the town's residents. A regional trail is planned along the Little Thompson River, providing a vital connection in the Town's overall trail system. In addition, the development will preserve the Little Thompson River corridor with a significant buffer to the development. This is aligned with the Town's vision of the corridor. The numerous amenities will provide a high quality of life not only for the residents of the project, but for the surrounding community as well. Additionally, the increased sales and property taxes generated by the community along with the infrastructure constructed during its completion will offset any impacts on the Town.



RIVER TRAILS ZONING MAP  
716 S. COUNTY ROAD 15, AND VACANT LAND  
SITUATE IN THE SOUTH HALF OF SECTION 24 AND THE NORTHWEST QUARTER OF SECTION 25,  
TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M.  
TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

LEGAL DESCRIPTION AND DEDICATION:

A parcel of land situate in the South half of Section Twenty-four (24), Township Four North (T.4N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), and the Northwest quarter of Section Twenty-five (25), Township Four North (T.4N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), being more particularly described as follows:

All that portion of the South half (S1/2) of the Southeast Quarter (SE1/4) of Section Twenty-four (24), in Township Four (4) North, of Range Sixty-nine (69) West of the 6th P.M. lying North and West of the Center of the Little Thompson River, County of Larimer, State of Colorado,  
Except that portion thereof conveyed to Joseph H. Stumpf in deed recorded January 30, 1931 in Book 600 at Page 574.

Also, the South half (S1/2) of the Southwest quarter (SW1/4) of Section Twenty-four (24), in Township Four (4) North, of Range Sixty-nine (69) West of the 6th P.M., County of Larimer, State of Colorado,  
Subject to easement and right of way and occupation heretofore granted to the Colorado Central Railway Company;

Also, a tract of land described as follows: Beginning at a point on the Section line between Sections Twenty-four (24) and Twenty-five (25), in Township Four (4) North, of Range Sixty-nine (69) West of the 6th P.M., County of Larimer, State of Colorado, 1320 feet West of the Northeast corner of the Northwest quarter (NW1/4) of said Section Twenty-five (25);  
Thence South 80° West 1139 feet;  
Thence South 2° West 200 feet;  
Thence South 88° 15' East 971 feet;  
Thence North 20° 15' East 453 feet to Place of Beginning (Magnetic variation 14° 30' East);

Also, a certain tract of land in the Northwest Quarter (NW1/4) of Section Twenty-five (25), in Township Four (4) North, of Range Sixty-nine (69) West of the 6th P.M., County of Larimer, State of Colorado, described as follows:  
Beginning at a point 230 feet East of the Northwest corner of said Section Twenty-five (25), on the Section line;  
Thence South 200 feet;  
Thence Northeasterly to a point on the North line of said Section Twenty-five (25), 80 rods East of the Northwest corner of said Section;  
Thence West on the Section line to Place of Beginning;

Source: Land Title Guarantee Company Order Number FCIF25212815, dated August 9, 2024

Said described parcel contains 4,377,782 Square Feet or 100.50 Acres more or less.

OWNER: Jon Turner, River Trails LLC

BY: \_\_\_\_\_  
Jon Turner

NOTARIAL CERTIFICATE:

STATE OF COLORADO) ss  
COUNTY OF LARIMER)  
The foregoing instrument was acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 20 \_\_, BY  
Jon Turner as Owner of River Trails, LLC  
Witness my hand and official seal.

\_\_\_\_\_  
Notary Public  
My commission expires: \_\_\_\_\_.

APPROVAL CERTIFICATES:

This is to certify that the rezoning of the above described property was approved by Ordinance No. \_\_\_\_\_ of the Town of Berthoud, passed and adopted on the \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_, and the Mayor of the Town of Berthoud as authorized by said ordinance on behalf of the Town of Berthoud hereby for all acknowledges and adopts the said annexation upon which the certificate is endorsed for all indicated hereon.

Approval by the Board of Trustees of the Town of Berthoud, Colorado this \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_.

\_\_\_\_\_  
Mayor

This forgoing map is approved for the filing and accepted by the Town of Berthoud, Colorado this \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_.

Attest: \_\_\_\_\_  
Town Clerk

SURVEYOR'S CERTIFICATE

I, Steven Parks, a Licensed Land Surveyor in the State of Colorado, do hereby state that this Zoning Map of River Trails is an accurate representation of the property to the best of my knowledge, information, belief, and in my professional opinion.

PRELIMINARY

Steven Parks - On Behalf of Majestic Surveying, LLC  
Colorado Licensed Professional Land Surveyor #38348

APPROVAL CERTIFICATES:

Approved by the Planning Commission of the Town of Berthoud, Colorado this \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_.

\_\_\_\_\_  
Chairperson

The following map is approved for filing and accepted by the Town of Berthoud, Colorado this \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_.

Attest: \_\_\_\_\_  
Planning Technician

TITLE COMMITMENT NOTE

For all information regarding easements, rights-of-way and title of records, Majestic Surveying, LLC relied upon Title Commitment Number FCIF25212815, dated August 9, 2024, as prepared by Land Title Guarantee Company to delineate the aforesaid information. This survey does not constitute a title search by Majestic Surveying, LLC to determine ownership or easements of record.

FLOOD PLAIN NOTE

Portions of the subject property are in the regulatory floodway, zone AE, and zone X, "0.2% annual chance flood hazard, areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile" per FEMA flood maps 08069C1387H and 08069C1391H, revised January 15, 2021.

NOTES:

- Subject Property Address: 716 S. County Road 15, and Vacant Land, Berthoud, CO 80513
- There may be other documents related to the Subject Property that were not discovered by the land surveyor or title company.
- Adjacent property owner information per the Larimer County Assessor's Map.
- Zoning information per the Town of Berthoud Zoning Map and GIS portal.
- This map does not represent a monumental land survey, it is intended only to depict the attached zoning descriptions.

PROJECT CONTACTS:

OWNER:

Jon Turner  
River Trails, LLC  
6355 N. Fairgrounds Ave, Suite 300  
Windsor, CO  
970-204-9393

SURVEYOR:

Majestic Surveying, LLC  
C/O Steven Parks, PLS  
1111 Diamond Valley Drive, Suite 104  
Windsor, CO 80550  
970-833-5698

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. (13-80-105 C.R.S. 2012)

LEGAL DESCRIPTIONS OF PROPOSED REZONING

PROPOSED SUBURBAN RESIDENTIAL PARCEL (PARCEL 1)

A parcel of land situate in the South half (S1/2) of Section Twenty-four (24), Township Four North (T.4N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the Northwest corner of the S1/2 of the Southwest Quarter (SW1/4) of said Section 24 and assuming the North line of said S1/2 of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 30.00 feet to the POINT OF BEGINNING;  
THENCE North 89°02'27" East, continuing along said North line, a distance of 20.00 feet;  
THENCE North 00°21'20" West a distance of 35.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;  
THENCE North 89°02'27" East, along said North right of way, a distance of 1943.37 feet;  
THENCE South 00°19'57" East, a distance of 5.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Golden Acres Minor Land Division 02-S1964, recorded August 22, 2003 as Reception Number 20030107937 of the Records of the Larimer County Clerk and Recorder;  
THENCE North 89°02'27" East, along said North right of way, a distance of 664.43 feet to a point on the East line of the North half of said SW1/4, from which the Center-South Sixteenth Corner of said Section 24 bears South 00°19'12" East a distance of 30.00 feet;  
THENCE North 89°02'42" East, continuing along said North right of way, a distance of 2627.70 feet;  
THENCE South 00°17'41" East a distance of 60.00 feet to a point on the South right of way of said County Road 6C;  
THENCE South 89°02'42" West a distance of 1435.31 feet to a point on the approximate centerline of Rockwell Ditch;  
THENCE South 61°08'42" West, along said approximate centerline of Rockwell Ditch, a distance of 358.09 feet;  
THENCE South 23°25'42" West a distance of 142.60 feet to the approximate confluence of Rockwell Ditch and the Little Thompson River;  
The following 8 courses are along the centerline of said Little Thompson River.  
THENCE North 75°15'42" West a distance of 89.83 feet;  
THENCE South 38°48'59" West a distance of 75.80 feet;  
THENCE South 30°41'09" West a distance of 150.28 feet;  
THENCE South 12°10'45" West a distance of 120.83 feet;  
THENCE South 40°45'06" West a distance of 110.06 feet;  
THENCE South 62°50'06" West a distance of 144.57 feet;  
THENCE South 67°38'42" West a distance of 325.77 feet;  
THENCE South 52°17'46" West a distance of 99.24 feet to a point on the East line of the S1/2 of the SW1/4 of said Section 24;  
THENCE South 00°19'12" East, along said East line, a distance of 392.52 feet to the South Quarter Corner of said Section 24, monumented by a #6 rebar with 3.25" aluminum cap stamped 13446;  
THENCE South 88°58'50" West, along the South line of said SW1/4 a distance of 2467.51 feet to a point on the assumed West right of way line of County Road 15, lying 30' Westerly and parallel to the surveyed centerline of said road, said point also being the beginning point of a curve, non-tangent to the aforesaid line;  
THENCE along the arc of a curve concave to the West a distance of 110.45 feet, having a Radius of 6302.52 feet, a Delta of 01°00'15" and is subtended by a Chord that bears North 05°16'56" West a distance of 110.45 feet;  
THENCE North 05°46'33" West, continuing along said assumed West right of way, a distance of 280.74 feet to the beginning point of a curve, non-tangent to the aforesaid line;  
THENCE along the arc of a curve concave to the Southwest a distance of 527.01 feet, having a Radius of 4800.49 feet, a Delta of 06°17'24" and is subtended by a Chord that bears North 09°42'19" West a distance of 526.74 feet;  
THENCE North 12°47'22" West, continuing along said assumed West right of way, a distance of 175.97 feet;  
THENCE North 00°21'21" West a distance of 243.63 feet to the POINT OF BEGINNING.

Said described parcel of land contains 4,186,052 Square Feet or 96.099 Acres, more or less (±).

PROPOSED AGRICULTURAL PARCEL (PARCEL 2)

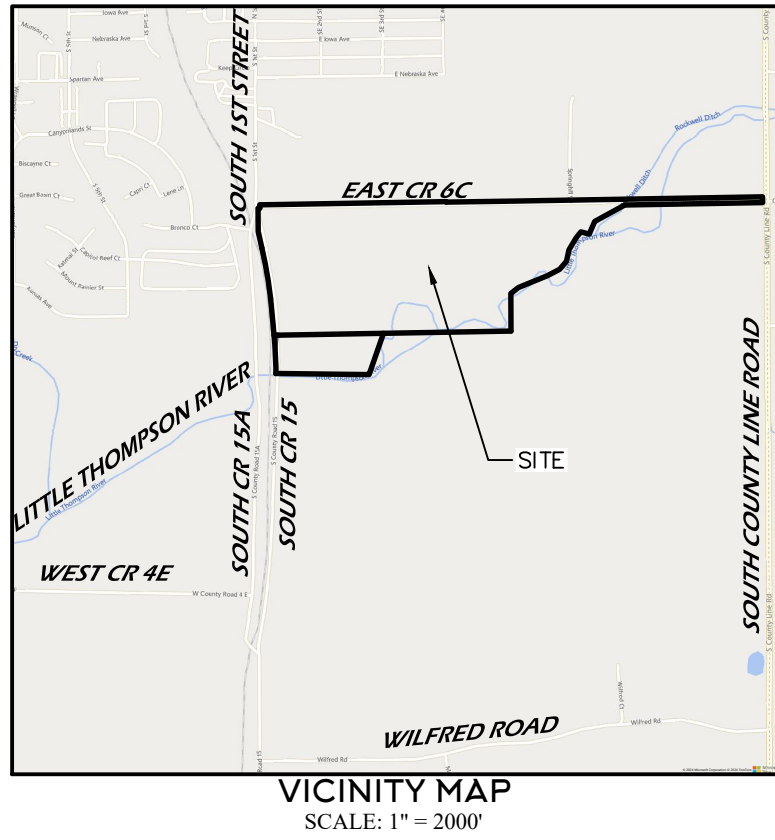
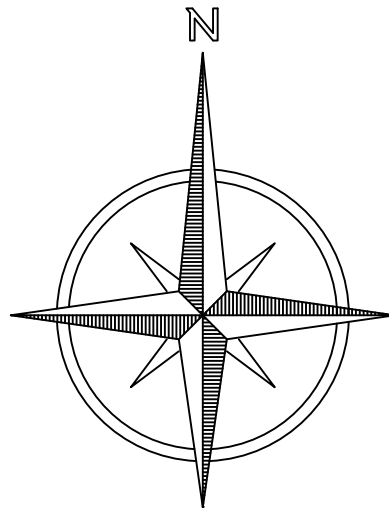
A parcel of land situate in the Northwest Quarter (NW1/4) of Section Twenty-five (25), Township Four North (T.4N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the Northwest corner of said Section 25 and assuming the North line of said NW1/4 as bearing North 88°58'50" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2656.99 feet Monumented by a #6 rebar with 3.25" aluminum cap stamped LS 38348 on the West end and a #6 rebar with 3.25" aluminum cap stamped LS 13446 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 88°58'50" East, along said North line, a distance of 189.48 feet to the POINT OF BEGINNING;  
THENCE North 88°58'50" East, continuing along said North line, a distance of 1139.04 feet;  
THENCE South 19°17'04" West a distance of 455.71 feet;  
THENCE North 89°16'21" West a distance of 971.00 feet;  
THENCE North 00°58'39" East a distance of 51.41 feet to a point on the assumed West right of way line of County Road 15, lying 30' Westerly and parallel to the surveyed centerline of said road, said point also being the beginning point of a curve, non-tangent to the aforesaid line;  
THENCE along the arc of a curve concave to the West a distance of 43.61 feet, having a Radius of 5720.87 feet, a Delta of 00°26'12" and is subtended by a Chord that bears North 00°25'32" West a distance of 43.61 feet to the beginning point of a curve, non-tangent to the aforesaid curve;  
THENCE along the arc of a curve concave to the West a distance of 303.10 feet, having a Radius of 6302.52 feet, a Delta of 02°45'20" and is subtended by a Chord that bears North 03°24'09" West a distance of 303.07 feet to the POINT OF BEGINNING;

Said described parcel of land contains 434,966 Square Feet or 9.985 Acres, more or less (±).

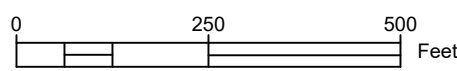
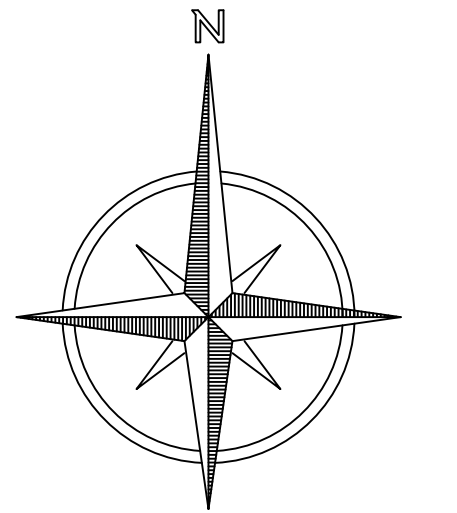
Said parcels contain a total of 4,621,018 Square Feet or 106.084 Acres more or less by this survey, and is subject to any existing easements and/or rights of way of record.



|                     |                              |                                   |          |
|---------------------|------------------------------|-----------------------------------|----------|
| PROJECT NO: 2024093 | PROJECT NAME: RIVER TRAILS   | REVISIONS:                        | DATE:    |
| DATE: 07-01-2024    | CLIENT: HILLSIDE DEVELOPMENT | ADDRESSED REDLINES -AU            | 9-12-24  |
|                     |                              | REMOVED TOWN OF BERTHOUD PARCEL   | 9-30-24  |
| DRAWN BY: AU        | FILE NAME: 2024093ZONE       | ADDRESSED REDLINES -AU            | 10-01-24 |
|                     |                              | BOUNDARY REVISED PER ANNEXATION   | 10-22-24 |
| CHECKED BY: SIP     | SCALE: N/A                   | ADDRESSED REDLINES -AU            | 3-12-25  |
|                     |                              | ADDRESSED REDLINES, TITLEWORK -AU | 5-6-25   |



RIVER TRAILS  
ZONING MAP



| LINE TABLE |             |        |
|------------|-------------|--------|
| LINE       | BEARING     | LENGTH |
| L1         | N89°02'27"E | 20.00' |
| L2         | N00°21'20"W | 35.00' |
| L3         | S00°17'41"E | 60.00' |

| CURVE TABLE |         |          |          |         |             |
|-------------|---------|----------|----------|---------|-------------|
| CURVE       | LENGTH  | RADIUS   | DELTA    | CHORD   | CH BEARING  |
| C1          | 43.61'  | 5720.87' | 0°26'12" | 43.61'  | N00°25'32"W |
| C2          | 413.55' | 6302.52' | 3°45'35" | 413.48' | N03°54'16"W |
| C3          | 303.10' | 6302.52' | 2°45'20" | 303.07' | N03°24'09"W |
| C4          | 110.45' | 6302.52' | 1°00'15" | 110.45' | N05°16'56"W |
| C5          | 527.01' | 4800.49' | 6°17'24" | 526.74' | N09°42'19"W |

LEGEND

- ALIQUOT CORNER AS DESCRIBED
- CALCULATED POSITION
- FOUND #4 REBAR WITH RED PLASTIC CAP LS 38348
- FENCE
- FLOW LINE
- BOUNDARY LINE
- EASEMENT LINE
- TIE LINE
- RAILROAD TRACKS
- RIGHT OF WAY LINE
- SECTION LINE
- FEMA REGULATORY FLOODWAY
- FEMA ZONE AE
- FEMA ZONE X

PRELIMINARY

Steven Parks - On Behalf of Majestic Surveying, LLC  
Colorado Licensed Professional Land Surveyor #38348

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. (13-80-105 C.R.S. 1012)



|                     |                              |                                 |          |
|---------------------|------------------------------|---------------------------------|----------|
| PROJECT NO: 2024093 | PROJECT NAME: RIVER TRAILS   | REVISIONS:                      | DATE:    |
| DATE: 07-01-2024    | CLIENT: HILLSIDE DEVELOPMENT | ADDRESSED REDLINES -AU          | 9-12-24  |
| DRAWN BY: AU        | FILE NAME: 2024093ZONE       | REMOVED TOWN OF BERTHOUD PARCEL | 9-30-24  |
| CHECKED BY: SIP     | SCALE: 1" = 250'             | ADDRESSED REDLINES -AU          | 10-01-24 |
|                     |                              | BOUNDARY REVISED PER ANNEXATION | 10-22-24 |
|                     |                              | ADDRESSED REDLINES -AU          | 3-12-25  |

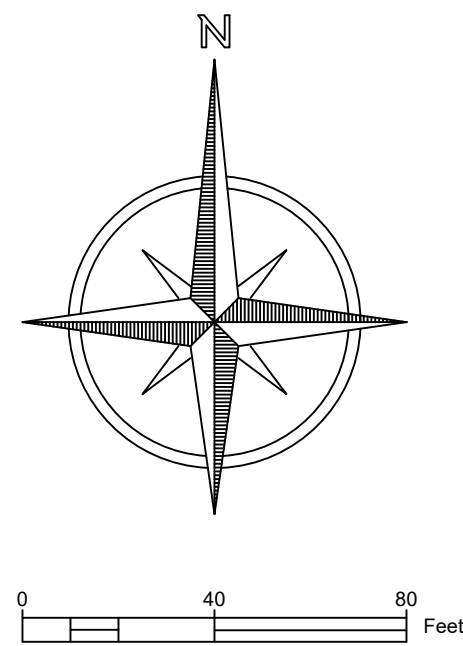
2

SHEET 2 OF 3



# RIVER TRAILS ZONING MAP

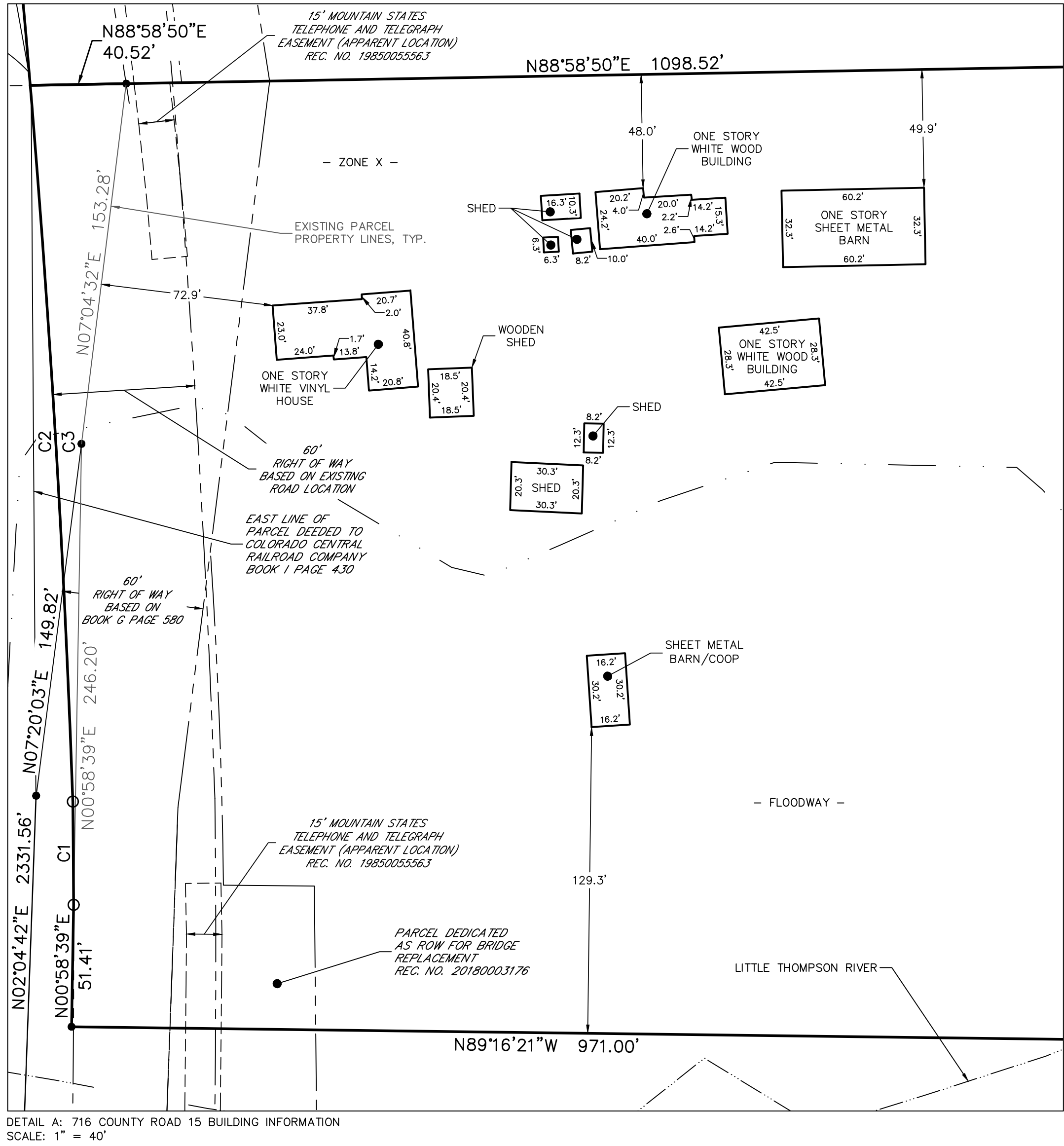
## PARCEL 2 EXISTING BUILDING DETAILS



| CURVE TABLE |         |          |          |         |             |
|-------------|---------|----------|----------|---------|-------------|
| CURVE       | LENGTH  | RADIUS   | DELTA    | CHORD   | CH BEARING  |
| C1          | 43.61'  | 5720.87' | 0°26'12" | 43.61'  | N00°25'32"W |
| C2          | 413.55' | 6302.52' | 3°45'35" | 413.48' | N03°54'16"W |
| C3          | 303.10' | 6302.52' | 2°45'20" | 303.07' | N03°24'09"W |
| C4          | 110.45' | 6302.52' | 1°00'15" | 110.45' | N05°16'56"W |
| C5          | 527.01' | 4800.49' | 6°17'24" | 526.74' | N09°42'19"W |

### LEGEND

|  |                                              |
|--|----------------------------------------------|
|  | ALIQUOT CORNER AS DESCRIBED                  |
|  | CALCULATED POSITION                          |
|  | FOUND #4 REBAR WITH RED PLASTIC CAP LS 38348 |
|  | FENCE                                        |
|  | FLOW LINE                                    |
|  | BOUNDARY LINE                                |
|  | EASEMENT LINE                                |
|  | TIE LINE                                     |
|  | RAILROAD TRACKS                              |
|  | RIGHT OF WAY LINE                            |
|  | SECTION LINE                                 |
|  | FEMA REGULATORY FLOODWAY                     |
|  | FEMA ZONE AE                                 |
|  | FEMA ZONE X                                  |



PRELIMINARY

Steven Parks - On Behalf of Majestic Surveying, LLC  
Colorado Licensed Professional Land Surveyor #38348

#### 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. (13-80-105 C.R.S. 2012)



|                     |                              |                                 |          |
|---------------------|------------------------------|---------------------------------|----------|
| PROJECT NO: 2024093 | PROJECT NAME: RIVER TRAILS   | REVISIONS:                      | DATE:    |
| DATE: 07-01-2024    | CLIENT: HILLSIDE DEVELOPMENT | ADDRESSED REDLINES -AU          | 9-12-24  |
| DRAWN BY: AU        | FILE NAME: 2024093ZONE       | REMOVED TOWN OF BERTHOUD PARCEL | 9-30-24  |
| CHECKED BY: SIP     | SCALE: 1" = 40'              | ADDRESSED REDLINES -AU          | 10-01-24 |
|                     |                              | BOUNDARY REVISED PER ANNEXATION | 10-22-24 |
|                     |                              | ADDRESSED REDLINES -AU          | 3-12-25  |

# Attention

General questions about this or any other Larimer County GIS product, including errors, omissions, corrections and/or updates should be directed to Larimer County Support Central at (970) 498-5000.

This file is formatted to be printed on Avery 5160 mailing labels. If printing labels, be careful not to 'fit to page,' as this will stretch the margins and possibly prevent the labels from lining up with the paper.

Report created from 500 feet around parcel #Drawn on  
Monday, May 19, 2025 4:09 PM



**222 SPRINGHILL LANE LLC**  
222 SPRINGHILL LN  
BERTHOUD, CO 805138102

**AMOLSCH CHRISTINA**  
296 BRONCO CT  
BERTHOUD, CO 805132828

**BAILEY JOHN D/BETHANY J**  
850 E COUNTY ROAD 6C  
BERTHOUD, CO 805138120

**BARNEY LAWRENCE COCHRAN/DEBRA ANN**  
888 LOWREY LN  
BERTHOUD, CO 805138289

**BERGERON CARY F/DENISE G**  
280 CAPITAL REEF ST  
BERTHOUD, CO 805132830

**BERTHOUD TOWN OF**  
807 MOUNTAIN AVE  
BERTHOUD, CO 805132229

**BIUNNO TINA/JOSEPH**  
262 MOUNT RAINIER ST  
BERTHOUD, CO 805138297

**BLAIR JOSEPH EDWARD**  
256 BRONCO CT  
BERTHOUD, CO 805132828

**BOLTON MARK R/JUANITA G**  
276 BRONCO CT  
BERTHOUD, CO 805132828

**BONILLA RICHARD LOREN**  
283 MOUNT RAINIER ST  
BERTHOUD, CO 805138298

**COLORADO FFA LEWIS FARM LLC**  
PO BOX 1000  
GREELEY, CO 806321000

**EDMONDS MARK/VALERIE M**  
251 CAPITAL REEF ST  
BERTHOUD, CO 805132830

**FLYNN SHAWN**  
1060 E COUNTY ROAD 6C  
BERTHOUD, CO 805138120

**FUSCO GREGORY M**  
754 CROSSBILL DR  
BERTHOUD, CO 805132749

**GANS DEBORAH**  
253 MOUNT RAINIER ST  
BERTHOUD, CO 805138298

**GAUSE MELVIN B/SHEROLYN W**  
803 LOWRY LN  
BERTHOUD, CO 805130000

**GOERS BRETT/JAMES**  
273 MOUNT RAINIER ST  
BERTHOUD, CO 805138298

**GRANDCHAMP GREGORY E/NORMA P**  
820 LOWRY LN  
BERTHOUD, CO 805138289

**GUINN DENISE**  
263 MOUNT RAINIER ST  
BERTHOUD, CO 805138298

**HARRIS RANDALL STEVEN/MARIANNE**  
870 LOWREY LN  
BERTHOUD, CO 805138289

**HARRISON EMILY N/JENNIFER D**  
840 E COUNTY ROAD 6C  
BERTHOUD, CO 805138120

**HEFFNER ERIC A/KRISTI A**  
243 MOUNT RAINIER ST  
BERTHOUD, CO 805138298

**HERITAGE RIDGE METROPOLITAN DISTRICT**  
2619 CANTON CT STE A  
FORT COLLINS, CO 805254453

**HERSHMAN LIVING TRUST**  
224 E COUNTY ROAD 6C  
BERTHOUD, CO 80513

**HT LAND PARTNERS 400 LLC**  
320 N LINCOLN AVE  
LOVELAND, CO 805375616

**HUTSON JASON/HEATHER**  
836 LOWRY LN  
BERTHOUD, CO 805138289

**HUTSON JOHN WESTLEY/CAROL DIANE**  
825 LOWRY LN  
BERTHOUD, CO 805138248

**JACOBSON-CHERNOFF KAREN MARIE**  
332 E COUNTY ROAD 6C  
BERTHOUD, CO 805138122

**JARAMILLO EARL JEROME/DAWN**  
799 LOWRY LN  
BERTHOUD, CO 805130000

**JARVIS KEITH LAWRENCE**  
796 LOWREY LN  
BERTHOUD, CO 805138265

**KURTZ CHRISTOPHER/ANN**  
299 BRONCO CT  
BERTHOUD, CO 805132828

**LAMBUTH CHRISTOPHER T/JESSICA N**  
266 BRONCO CT  
BERTHOUD, CO 805132828

**LEASE THOMAS S/LINDA**  
271 CAPITAL REEF ST  
BERTHOUD, CO 805132830

**LIEN QUANG MINH**  
261 CAPITAL REEF ST  
BERTHOUD, CO 805132830

**MAINE FERDINAND E**  
748 CROSSBILL DR  
BERTHOUD, CO 805132749

**MCCARTNEY LIVING TRUST**  
282 MOUNT RAINIER ST  
BERTHOUD, CO 805138297

**NELSON RYAN/MEGHAN**  
233 MOUNT RAINIER ST  
BERTHOUD, CO 805138298

**NEWTH DALE L/NANNETTE E**  
894 LOWREY LN  
BERTHOUD, CO 805138289

**NULL**  
736 CROSSBILL DR  
BERTHOUD, CO 805132749

**ORNELAS JOE A/EUFEMIA C**  
232 S 1ST ST  
BERTHOUD, CO 805132639

**PANALIS TIMOTHY/RESSIE**  
787 LOWRY LN  
BERTHOUD, CO 805138260

**PERRY DAVID M/VALERAE A**  
PO BOX 1738  
BERTHOUD, CO 80513

**PERRY MARSHALL F II**  
550 E COUNTY ROAD 6C  
BERTHOUD, CO 805138122

**PONCE CHRISTOPHER DAVID/AMANDA JEA**  
252 MOUNT RAINIER ST  
BERTHOUD, CO 805138297

**PRATO DOUGLAS J FAMILY LIVING**  
286 BRONCO CT  
BERTHOUD, CO 805132828

**RIVER TRAILS LLC**  
6355 FAIRGROUNDS AVE STE 300  
WINDSOR, CO 805507148

**ROMERO PORFIRIO**  
272 MOUNT RAINIER ST  
BERTHOUD, CO 805138297

**ROOS FAMILY REVOCABLE LIVING TRUST**  
760 CROSSBILL DR  
BERTHOUD, CO 805132749

**SEWCZAK FAMILY TRUST**  
247 SPRINGHILL LN  
BERTHOUD, CO 805138102

**SMITH AMANDA/ABIGAIL**  
848 LOWREY LN  
BERTHOUD, CO 805138289

**SMITH JASON S/TRACY A**  
290 CAPITAL REEF ST  
BERTHOUD, CO 805132830

**STONER RICHARD JOHN JR/JOYCE KAY**  
333 SPRINGHILL LN  
BERTHOUD, CO 805138102

**STROM ROBERT L/JANILYN B**  
790 LOWREY LN  
BERTHOUD, CO 805138265

**TOUCHON VICTORIA J/RONALD E**  
281 CAPITAL REEF ST  
BERTHOUD, CO 805132830

**TOWN OF BERTHOUD**  
PO BOX 1229  
BERTHOUD, CO 805132229

**WILSON-BELZ CHERYL TRUST**  
2343 AUSTIN AVE  
LOVELAND, CO 805384172

**ZASKE RICKY JR LIVING TRUST (.50)**  
808 LOWREY LN  
BERTHOUD, CO 805138289



**From:** [Hill, Laurel A](#)  
**To:** [kristin@tbgroup.us](mailto:kristin@tbgroup.us); [Jim Birdsall](#); [Jesse Dillon](#)  
**Cc:** [Anne Johnson](#); [Darling, Lizz](#)  
**Subject:** Re: [EXTERNAL] Berthoud  
**Date:** Tuesday, June 24, 2025 4:49:18 PM

---

You don't often get email from laurel\_hill@fws.gov. [Learn why this is important](#)

Thank you so much Jim, Kristin, Jesse,

The information you provided was helpful. I see you're at least 300' from the 100-year floodplain. We also recommend sedimentation/erosion minimization measures (see the attached conservation measures in the email thread, for example). Given the information you provided, it's unlikely for this project to have impacts to the Preble's mouse. As you progress with your project planning, please let us know if you require additional assistance from our office. Please also include our general office email on any new or future requests: ColoradoES@fws.gov. You'll notice the auto-reply response from this address also includes a brief decision tree to assess potential impacts to the mouse, and this could be helpful for future project inquiries you may have.

Take care,

Laurel Hill

Eastern Supervisor || Colorado Ecological Services Field Office || U.S. Fish & Wildlife Service || Denver, CO  
Mobile (calls & texts): 720-903-9407

---

**From:** kristin@tbgroup.us <kristin@tbgroup.us>  
**Sent:** Monday, June 23, 2025 3:52 PM  
**To:** Jim Birdsall <jim@b-l-m.us>; Jesse Dillon <jdillon@cedarcreek.app>  
**Cc:** Hill, Laurel A <laurel\_hill@fws.gov>; Anne Johnson <AJohnson@berthoud.org>; Darling, Lizz <lizz\_darling@fws.gov>  
**Subject:** RE: [EXTERNAL] Berthoud

Please see attached updated plan.

Let me know if you need anything else.

Best,  
Kristin

**Kristin Turner**  
Managing Partner

**TB | Group**  
landscape architecture | planning

**Please note I'll be out of the office Tuesday July 1<sup>st</sup> – Friday July 4<sup>th</sup>.**



444 Mountain Avenue  
Berthoud, Colorado 80513  
970.532.5891 x105  
[Kristin@TBGroup.us](mailto:Kristin@TBGroup.us)  
[www.TBGroup.us](http://www.TBGroup.us)

---

**From:** Jim Birdsall <jim@b-l-m.us>  
**Sent:** Monday, June 23, 2025 7:39 AM  
**To:** Jesse Dillon <jdillon@cedarcreek.app>  
**Cc:** Hill, Laurel A <laurel\_hill@fws.gov>; Anne Johnson <AJohnson@berthoud.org>; Darling, Lizz <lizz\_darling@fws.gov>; kristin@tbgroup.us  
**Subject:** Re: [EXTERNAL] Berthoud

Thanks Jesse. Kristin, can you get this group the latest plan?

Thanks,

**Jim Birdsall**  
**Birdsall Land Management**  
(970) 219-4141  
[Jim@B-L-M.us](mailto:Jim@B-L-M.us)

On Jun 23, 2025, at 7:37 AM, Jesse Dillon <[jdillon@cedarcreek.app](mailto:jdillon@cedarcreek.app)> wrote:

Hi Laurel,

We did not have any meaningful correspondence with Rob regarding this project. He was laid off about a week or so after we initially reached out.

I have attached the Ecological Characterization Study that we prepared for the project. As you can see in the report, we did not think the habitat onsite was suitable for the mouse, mainly because the proximity of the agricultural practices and the limited habitat characteristics found onsite. This was confirmed by the Conservation Data Explorer report which did not reveal any known occurrences within 1 mile of the project.

We suggested a 150-foot buffer to preserve the riparian habitat. CPW then suggested a 300-foot buffer would be better, so that is what was ultimately put in the project. The

developer, Jim, has committed to implementing ecological restoration and habitat uplift within the buffer. In my opinion, the mere act of removing the proximal agricultural activities will be beneficial to potential Preble's habitat. The commitment to ecological restoration and habitat uplift will be beneficial for all species which use the Little Thompson as habitat or a movement corridor.

I will ask Jim or Kristin to provide an updated site plan.

Please let me know if you have any questions.

Thanks

Jesse

---

Jesse Dillon  
Ecologist, Principal  
(970) 988 -3106  
Cedar Creek Associates, Inc.

---

**From:** Hill, Laurel A <[laurel\\_hill@fws.gov](mailto:laurel_hill@fws.gov)>  
**Sent:** Monday, June 23, 2025 6:45 AM  
**To:** Jim Birdsall <[jim@b-l-m.us](mailto:jim@b-l-m.us)>; Anne Johnson <[AJohnson@berthoud.org](mailto:AJohnson@berthoud.org)>; Jesse Dillon <[jdillon@cedarcreek.app](mailto:jdillon@cedarcreek.app)>  
**Cc:** Darling, Lizz <[lizz\\_darling@fws.gov](mailto:lizz_darling@fws.gov)>; kristin <[kristin@tbgroup.us](mailto:kristin@tbgroup.us)>  
**Subject:** Re: [EXTERNAL] Berthoud

Thanks Jim, that's right. Unfortunately, Rob is no longer with the agency. I'll look out for project information from Jesse, if Rob was able to provide any technical assistance at the time could you please share his correspondence as well?

Thank you very much!

Laurel Hill

Field Office Supervisor (Acting) || Colorado Ecological Services Field  
Office || U.S. Fish & Wildlife Service || Denver, CO  
Mobile (calls & texts): 720-903-9407

<image001.png>

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**From:** Jim Birdsall <[jim@b-l-m.us](mailto:jim@b-l-m.us)>

**Sent:** Monday, June 23, 2025 5:55 AM

**To:** Anne Johnson <[AJohnson@berthoud.org](mailto:AJohnson@berthoud.org)>; Jesse Dillon <[jdillon@cedarcreek.app](mailto:jdillon@cedarcreek.app)>

**Cc:** Hill, Laurel A <[laurel\\_hill@fws.gov](mailto:laurel_hill@fws.gov)>; Darling, Lizz <[lizz\\_darling@fws.gov](mailto:lizz_darling@fws.gov)>; kristin <[kristin@tbgroupp.us](mailto:kristin@tbgroupp.us)>

**Subject:** Re: [EXTERNAL] Berthoud

Anne, thanks for connecting us. I am copying Jesse Dillon with Cedar Creek who is our consultant.

Jesse and I had a preliminary exchange with Rob Schorr, U.S. Fish and Wildlife Service Biologist back in January but I understand that he is no longer with your department?

Jesse, can you please forward pertinent information about our project to Lizz Darling and Laurel Hill so we can get them up to speed on what we are proposing?

Thanks,

**Jim Birdsall**  
**Birdsall Land Management**  
(970) 219-4141  
[Jim@B-L-M.us](mailto:Jim@B-L-M.us)

On Jun 20, 2025, at 10:47 AM, Anne Johnson  
<[AJohnson@berthoud.org](mailto:AJohnson@berthoud.org)> wrote:

Thank you, Lauren. The meeting on the 8<sup>th</sup> will be continued until August 26. Does that date work for you?

In the interim, I've copied the developer and their representative on this email and hope they will reach out.

Sincerely,  
Anne

---

**From:** Hill, Laurel A <[laurel\\_hill@fws.gov](mailto:laurel_hill@fws.gov)>

**Sent:** Friday, June 20, 2025 10:24 AM  
**To:** Anne Johnson <[AJohnson@berthoud.org](mailto:AJohnson@berthoud.org)>  
**Cc:** Darling, Lizz <[lizz\\_darling@fws.gov](mailto:lizz_darling@fws.gov)>  
**Subject:** Fw: [EXTERNAL] Berthoud

You don't often get email from [laurel\\_hill@fws.gov](mailto:laurel_hill@fws.gov). [Learn why this is important](#)  
Hi Anne,

Thank you for connecting with us on this topic. I'm attaching the standard conservation measure for Preble's meadow jumping mouse. If a project 300' or further from the 100-year floodplain, we typically have no concerns for impacting the mouse as long as sedimentation minimization and control measure are implemented. After looking through our inbox, I don't believe we've been contacted by the developer and I'm happy to meet with them if it would be helpful.

I'm not sure if we have capacity to join the meeting on the 8th, but I'd love to talk with you and see what information we could provide that would help. I'm open after 2pm today if you would like to connect on the phone and will be in Monday through Wednesday next week.

[standard-pmjm-conservation-measures-march-2025.pdf](#)

Thank you,

Laurel Hill

Field Office Supervisor (Acting) || Colorado Ecological Services  
Field Office || U.S. Fish & Wildlife Service || Denver, CO  
Mobile (calls & texts): 720-903-9407

<image001.png>

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**From:** Darling, Lizz <[lizz\\_darling@fws.gov](mailto:lizz_darling@fws.gov)>  
**Sent:** Tuesday, June 17, 2025 8:27 AM  
**To:** Hill, Laurel A <[laurel\\_hill@fws.gov](mailto:laurel_hill@fws.gov)>  
**Subject:** Fw: [EXTERNAL] Berthoud

Morning Laurel,

I was pointed in your direction on this call I received from Anne Johnson from the City of Berthoud. There is a development being assess for residential housing south of Road 6c and east of 1<sup>st</sup> Street,

and around this area are six residences that are pushing back due to the wildlife habitat and stating there are boreal toads, one might be possibly trapping Prebble's jumping mice to prove they are in the area. The City of Berthoud is having a Committee/Trustee meeting on July 8<sup>th</sup> and would like someone from USFWS to be there to answer questions from the public about these species, and how to lessen the impact on the wildlife for this development. I'm not sure if you or any one in ES does this kind of thing, I know we don't in OLE or if you can contact Ms. Johnson and discuss with her some of the issues she is hearing from the public/neighbors. I appreciate any assistance with this request. Thanks!

Thank you,  
Assistant Special Agent in Charge Lizz Darling  
USFWS, Office of Law Enforcement, Region 6 (Mountain-Prairie  
Region)  
Lakewood, CO Regional Office  
RMA Commerce City, CO  
C +1-303-704-0005  
O +1-303-729-2284

"We are not born to win; we are born to grow, to develop, to become the best of ourselves and to enjoy life." Joan Chittister

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**From:** Anne Johnson <[AJohnson@berthoud.org](mailto:AJohnson@berthoud.org)>  
**Sent:** Tuesday, June 17, 2025 6:47 AM  
**To:** Darling, Lizz <[lizz\\_darling@fws.gov](mailto:lizz_darling@fws.gov)>  
**Subject:** [EXTERNAL] Berthoud

**This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.**

Hello Lizz. Thank you for your tenacity and so glad we finally connected. Please pass my information on to someone who may

be able to attend the upcoming Trustee meeting.

Sincerely,  
Anne

<image002.jpg> **Anne Best Johnson, AICP MBA**  
Community Development  
Director**Phone:** 970.344.5818  
[ajohnson@berthoud.org](mailto:ajohnson@berthoud.org)  
[Berthoud.org](http://Berthoud.org)  
807 Mountain Ave. Berthoud, CO 80513  
Town Hall Hours:  
Monday through Thursday  
0700-1730

[<image003.png>](#) [<image004.png>](#) [<image005.png>](#)

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public disclosure pursuant to the Colorado Open Records Act (CORA) C.R.S.  
24-72-200.1 et seq.

<River Trails ECS 7-20-24.pdf>



## **Larimer County Road 6-C Landowners Assessment of Large Animals and Endanger Species June 9<sup>th</sup>, 2025**

### **Regarding Town Of Berthoud / River Trails Deveploment Proposed 2<sup>nd</sup> submissional**

**Project Name: River Trails Annexation Petition Annexation, Zoning and Neighborhood Master Plan**

**Location: East fo and adjacent to 1<sup>st</sup> Street and sound of and adjacent to E CR 6C**

### **Background**

The following large animal and endanger species assessment was conducted on the landowners on the north side of larimer county road 6c on Oct 22-23, 2024.

On une 6, 2025 this assessment is updated with photgraphic evidence of elk and eagles forging in the fields were the River Trails developer would construct roads and homes.

### **Overview and Update**

In October and November 2024 before the Berthoud Planning Commission and the Board of Trustees I expressed my concerns and petitioned against the proposed Berthoud annexation/subdivision called River-Trials which is between cr 13 and cr 15 south-east of Berthoud slated for 400 some lots. My 6 acres pasture is across from the farmland of the proposed subdivision. It is adjacent to the FFA Lewis Farm to the southeast and the Review Trial Property to the westside of 6c. The Trustees voted to deny the developer's request for the zoning change and the master plan.

The valley needs to be protected and preserved from future development. The local landowners, 10 rural property owners, have formed the Little Thompson Owl Valley Landowners Association to call for preserving this important ecological wildlife habitat. This second proposed River-Trail development is an ecological disaster for Berthoud and Larimer County just like the first proposal.

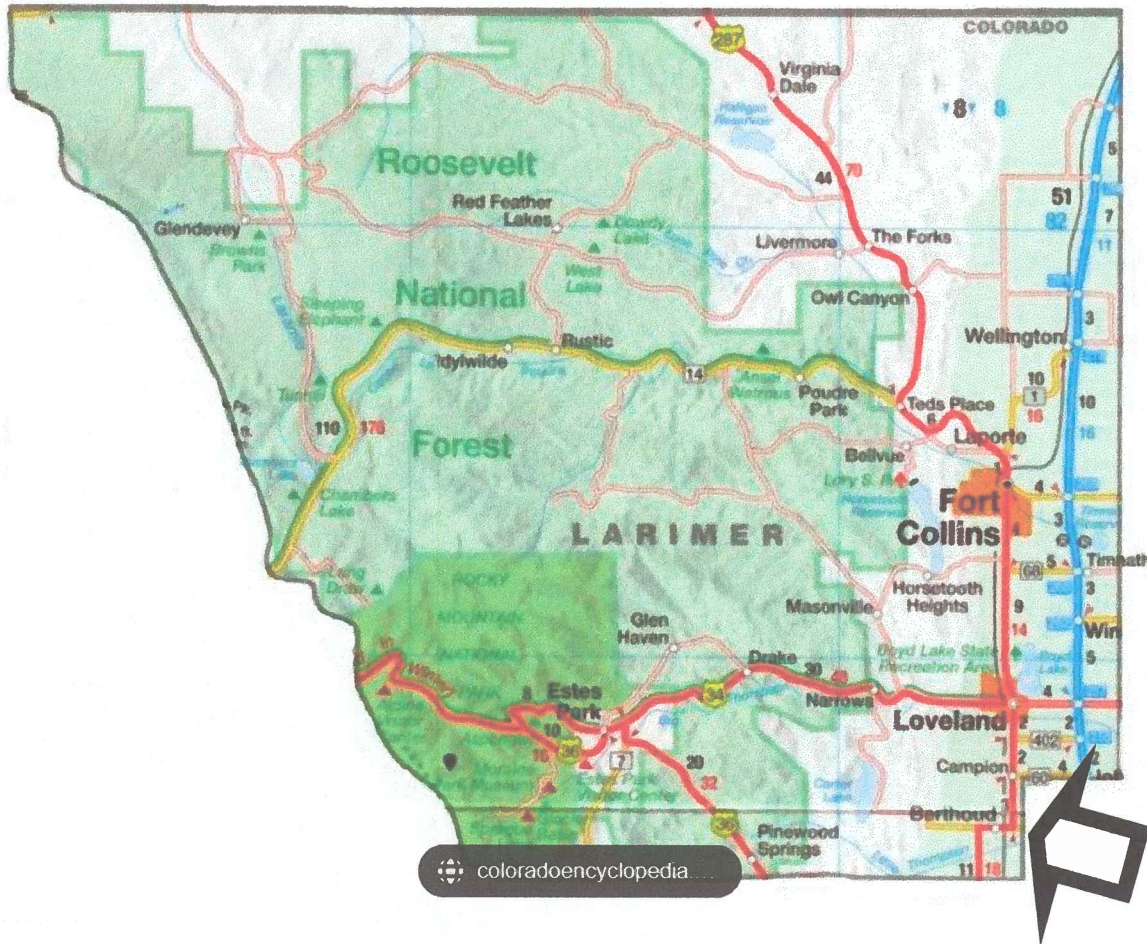
This visual assessment of wildlife has been updated with recent photos taken by the 6c landowners. The photographic evidence further re-enforces that large animals and danger species call the Berthoud Little Thompson valley their home. Their home is not just the 300 ft on either side of the river – includes the whole river basin adjacent to the FFA Lewis Farm. It is a wildlife habitat and location that needs preservation and protection from any development.

The proposed River-Trail development (above) is an ecological disaster for the town of Berthoud like their prior submission, which was denied by the town Trustees. The property zoning should not be changed from agricultural and keep it as a jewel of the Garden Spot of Colorado.



Photo by David Hershman 224 E. C6

Here is where County Road C6 located in the Larimer County Eco-system





**Larimer County Road 6-C Landowners Assessment of Large Animals and Endanger Species June 9<sup>th</sup>, 2025**

Looking west near Springhill Lane and 6c [Stoner property] near the Elk and Bear valley crossings.



Exhibit A photo Oct 23, 2024



**Bear and Elk crossing from north side of the valley of 6c**



June 8<sup>th</sup>, 2024 photo by Joyces Stoner





**ELK crossing along 6c**



Two cow elk Stoner & Perry Property April 8, 2024



Cow elk in the north end of the proposed development pasture across from the Stoner property. April 8<sup>th</sup>, 2024



Elk herd forging along road 6c on the east end River Trials development near the FFA Lewis Farm (the Little Thompson river in the background). Photographed by Rick Stoner May 3, 2025 from the location of 333 Springhill Ln.



Elk on the county road 6c near the wetlands (foreground) 333 Springhill Lane. Photographed by Rick Stoner May 3, 2025

Elk herd forging where the proposed development of homes would be located along the south side 6c.

Photographed May 31, 2025 Val Perry from the resident at 418 E. County Rd 6c.



### **6c Elk Habitat protection**

The 6c landowners have met with the Larimer County commissioners in 2025 and expressed objections to any development along 6c and calling for the county protection of the large animals and endangered species habit. The Rocky Mountain Association asserts that human use of elk pathways will reduce elk presence by 45%. Last year the 6c landowners requested Larimer County Commissioner for Elk crossing signs on 6c.



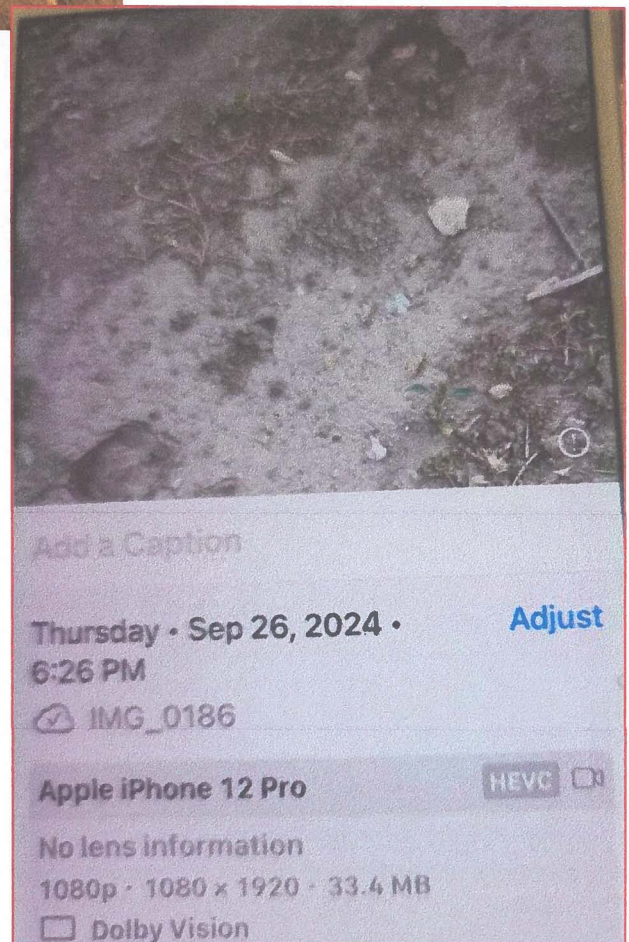
**Moose**

In early October, 2024 three moose were observed by local residents posted on the Berthoud Home Page (Facebook) on the FFA farm east of the proposed River-Trails development. Also seen the FFA farm manager.



Tracks were observed on the FFA farm south of the Little Thompson River and the proposed annexation.

Photo by Joyce Stoner, Sept 26, 2024





## Endanger Species found in the Little Thompson River Valley

### Endangered Species: Bald Eagles

Also observed by the John Sullivan FAA, farm manager (personal communications to Stoner) in cotton wood tress be the FFA farm and the proposed subdivision.

#### AI Overview

Yes, there are bald eagles in Berthoud, Colorado, including in Berthoud Reservoir Open Space:

- **Berthoud Reservoir Open Space:** An eBird hotspot where a bald eagle was observed on October 13, 2024
- **Boedecker West Natural Area:** A location where bald eagles have nested
- **Injured eagle rescue:** An arborist helped rescue a young bald eagle that was impaled in its nest

Bald eagles are commonly found in Colorado near rivers and reservoirs, and in large cottonwood trees during breeding season. They are often seen sitting on high branches, with their white heads and dark bodies contrasting with the lighter branches.



Here are some other places to see bald eagles in Colorado:

- **Barr Lake State Park:** A state park near Brighton where a pair of eagles nests each year
- **Broomfield:** A privately owned conservation easement land where a pair of bald eagles have nested since 2012

Bald eagle populations in Colorado are still low, but have increased since the 1970s when the U.S. Environmental Protection Agency banned the pesticide DDT.

**Update** Winter 2025 where the developer's homes would be located along 6c are a pear of EAGLES (left photo) and another (right photo) attempting feed upon a fox . The movie and photos were taken on February 7, 2025



**Larimer County Road 6-C Landowners Assessment of Large Animals and Endanger Species June 9<sup>th</sup>, 2025**  
**Endangered species: Meadow Jumping Mouse**

Co-pilot

“Yes, both the **Mexican jumping mouse** and the **Preble's meadow jumping mouse** are listed as endangered species<sup>12</sup>. The **New Mexico meadow jumping mouse** (often referred to as the Mexican jumping mouse) was listed as endangered under the Endangered Species Act in 2014<sup>1</sup>. The **Preble's meadow jumping mouse** was listed as a threatened species in 1998<sup>2</sup>.”

<sup>1</sup>[www.fws.gov](http://www.fws.gov) <sup>2</sup>[www.fws.gov](http://www.fws.gov)

---

Stoner Property evidence of the endangered meadow jumping mouse



Exhibit C photo Oct 23, 2024

Exhibit B photo Oct 23, 2024



New Mexico Jumping Mouse Oct 22, 2024

Photos by Rick Stoner





**Jumping Mouse Habitat**



West Fence line on Stoner property

Photo October 22<sup>nd</sup>, 2024 by Rick Stoner

**Nesting location along fence and ditch on 6c on the Stoner**



Photo October 23<sup>rd</sup>, 2024 by Rick Stoner

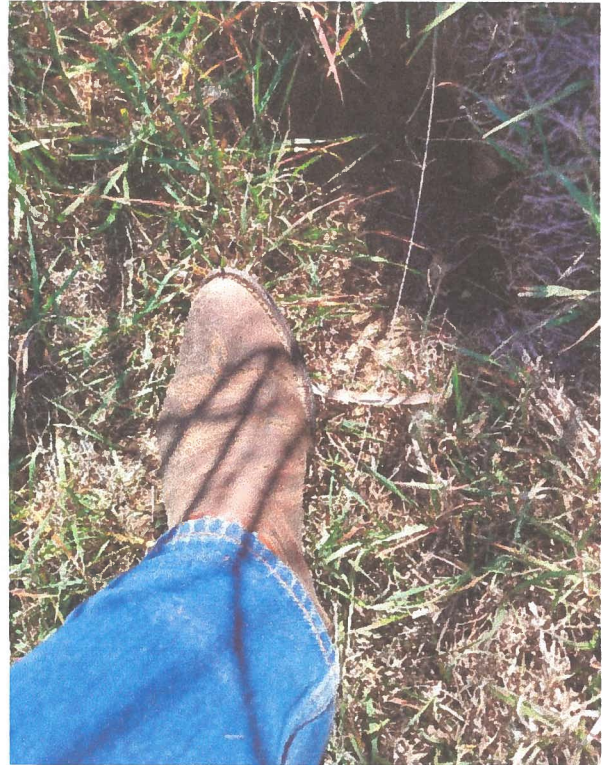
**Jumping Mouse Predator**

Ground attack by coyotes of the jumping mouse nest on Stoner Property

In last few days (Oct 22 and Oct 23) we have caught 5 endangered Meadow Jumping mice in caught and release traps on our properties direct across from the 92 acres farmland slated for development. The EPA endangered Meadow Jumping Mouse is important food source for the many raptors in the valley, including the often seen bald eagles which perch in the trees down by the Little Thompson river, which runs through the development.

Rick Stoner [333 Springhill Ln] – photo by Stoner

Emmitt Culligan [222 Springhill Lane]





**Valley Raptors - food source of the Barn Owl**

Barn owls are found in the valley (Stoner property September, 2024)



Certified Barn Owl tagged in the Niwot, CO spring 2023.

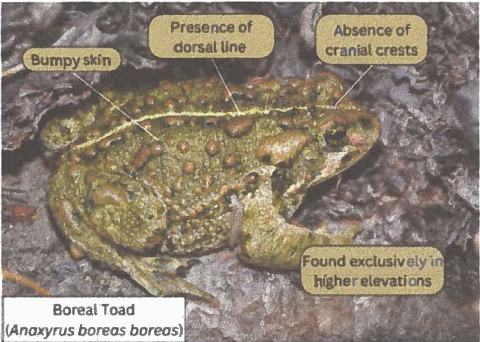
Found at 333 Springhill Ln – reported to the FWS.gov – August 15, 2024





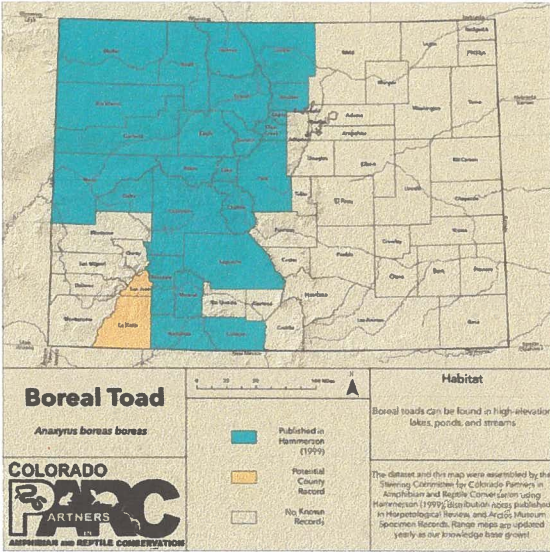
ENDANGERED TOADS on 6C and FFA farm

**BOREAL TOAD**  
**\*STATE ENDANGERED**  
*Anaxyrus boreas boreas*



Boreal Toad Identification- Photo by Rémi Pattyn





**Boreal Toad**  
*Anaxyrus boreas boreas*

Map accurate as of 1/31/2024

Boral Toads were found at 222 Springhill Ln, summer 2024, also seen the Stoner property on the FFA Farm along 6c



F

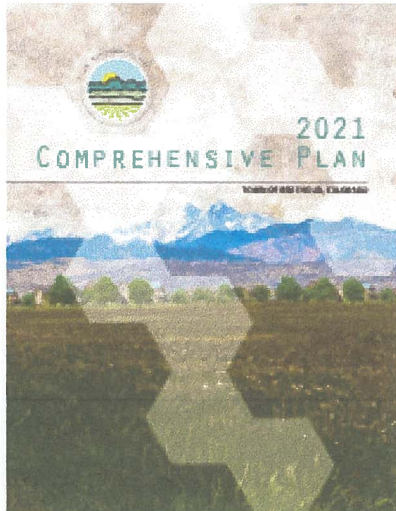
Photo: Maria Culligan 222 SpringHill Ln, 2024



Photo: Marshal Perry 550 E. 6c, December 22, 2024



**BERTHOUD Commitment to Preserving the Environment**



**BERTHOUD COMPREHENSIVE PLAN UPDATE (2021)**

The 2021 Comprehensive Plan Update shapes future growth through a Future Land Use Map as well as maintains the Town's distinctive character. The Berthoud Comprehensive Plan is a statement of how the community views itself, what the Town envisions for the community's future, and the actions the Town will undertake to implement the vision and goals of the community. It provides the policy framework for this Open Space Plan, including community vision statements and associated achievable goals and key strategies.

During the 2021 Update, the Comprehensive Plan and Open Space Plan teams worked closely to integrate the two planning efforts and public input, as land use patterns and the conservation of open space are vital to each other. The reader should review the Comprehensive Plan's community profile, historic and archaeological assets, and plan direction as these are not duplicated in this plan.

The Comprehensive Plan sets direction for conserving land through the development review process. While the Open Space Plan focuses on proactive conservation ahead of the development process.

| COMPREHENSIVE PLAN                                                                                                                                                                                                                                                  | OPEN SPACE PLAN                                                                                                                                                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Establishes land use pattern for the Growth Management Area.<br>Largely conserves through the development review process (in response to proposals).<br>Tools: Annexation, zoning, park dedications, trail dedications, setbacks, infrastructure sizing and timing. | How to achieve the land use pattern for Natural Areas and Rural Areas.<br>Conserves proactively ahead of development proposals.<br>Tools: Purchase of surface and/or water rights, trail easements, conservation easements, donations, recreation improvements. |

**Summary:**

This photographic evidence of wildlife habitat on country road 6c and the Little Thompson river valley was compiled by

Rick Stoner 970-988-7842

Updated June 9, 2025

0110125 Received by Planning Staff  
after PC Public Hearing

June 9, 2025

Berthoud Town Planning Commission  
Berthoud Colorado

Dear Planning Commission,

I am writing regarding the proposed River Trails Development in the Little Thompson River valley along county road 6c and road 15. I have lived at 333 Springhill Lane off 6c for thirty-eight years.

I am writing to you once again to reject this subdivision, just like I did last October, 24 2024.

Last year during the Planning Commission I heard testimony that I gave on the serious ecology and wildlife disaster this development will cause for the valley. The 92 acres of agricultural land is home to elk, bear, mule-tail deer, coyotes, bobcat, and mountain lion that frequently use the valley for refuge. It is one of the only sustainable habitats the town has for large animals, along with the federal and state protected endanger species, the New Mexico jumping mouse and Boreal Toad. Letting the developer destroy the agricultural zone property should not be granted.

Last October you heard testimony from the landowners on the north side of county road 6c, that this development is not wanted. We care for the wildlife and endangered species that call the Little Thompson River valley home and we adjacent property owners do not want it developed. In that public meeting the Commissioners requested that the developer provide the town with "extensive study of the valley eco-system". This latest proposal by the developer does not include any reference to your request for a study.

The landowners have taken it upon ourselves to conduct our own assessment study, which I included here in my letter. This unique valley is an extension of the Estes Park ecosystem. Any development will displace these large animals and will destroy the habitat for the all species of animals, eagles, owls, and hawks that feed in the valley. The Commission should deny the developer's request based upon this blatant omission and complete disregard to the Commissioner's request. Attached is our update environmental impact study, which has been provided to the Colorado Parks and Wild and the US Fish and Wildlife Service. They have been made aware that the developer has not conducted any sort of study to protect this fragile environment. This major environmental concern will not go away and is paramount to the preservation of the valley.

Furthermore, the developer claims their proposed subdivision will provide affordable housing for the town. The anticipated road and single lane bridge expansion will cost

**approximately \$7million** , in today's dollars, to expand for the development. Compared to other suitable dry land locations around Berthoud the road improvement will add an estimated **\$18,324** to the cost of each home the developer proposes. This does not equate to affordable housing and the rezoning should be denied due to their claims of otherwise.

The other reason the development should be also denied, I cited in my October 2024 letter and my objections to the Commission that the proposed waterline that crosses SpringHill Lane. Springhill Lane is a private road and not maintained by Larimer County or the Town. I stated to the Planning Commission then that I will not grant any easements across my property for the proposed water line. The developer failed to address this in their proposal and the developer plans should be denied because of lack of attention to how the subdivision plans to provide water to 382 homes.

In conclusion, I urge the Planning Commission to uphold its responsibility to the citizens and the environment by rejecting this deeply flawed and harmful development proposal. The absence of the requested environmental study, the documented presence of endangered species, the lack of infrastructure planning, and the misleading claims of affordability all demonstrate that this project is neither responsible nor in the best interest of the town or its future. I respectfully ask that you protect the Little Thompson River Valley—its wildlife, its ecosystem, and the rights of long-standing landowners—by denying the rezoning of agricultural land and halting this subdivision once and for all.

Sincerely,

Richard J. Stoner  
333 Springhill Lane  
Berthoud, CO 80513

 6/9/25

**From:** [Anne Johnson](#)  
**To:** [Anne Johnson](#)  
**Subject:** FW: River Trails annexation and plan  
**Date:** Tuesday, August 5, 2025 4:24:00 PM  
**Attachments:** [Outlook-sndtn0ml](#)  
[Outlook-vsr4xway.png](#)  
[Outlook-andmkfzq.png](#)  
[Outlook-bl3dq4en.png](#)

---

**From:** Chris Kirk <[CKirk@berthoud.org](mailto:CKirk@berthoud.org)>  
**Sent:** Monday, June 30, 2025 3:03 PM  
**To:** Davon Cook <[davon@dbcook.net](mailto:davon@dbcook.net)>; William Karspeck <[WKarspeck@berthoud.org](mailto:WKarspeck@berthoud.org)>; Brett Wing <[bwing@berthoud.org](mailto:bwing@berthoud.org)>; Tim Hardy <[THardy@berthoud.org](mailto:THardy@berthoud.org)>; May Albrecht <[malbrecht@berthoud.org](mailto:malbrecht@berthoud.org)>; Sean Murphy <[smurphy@berthoud.org](mailto:smurphy@berthoud.org)>; Karl Ayers <[kayers@berthoud.org](mailto:kayers@berthoud.org)>; Board of Trustees <[boardoftrustees@berthoud.org](mailto:boardoftrustees@berthoud.org)>  
**Cc:** Brad Cook <[brad@dbcook.net](mailto:brad@dbcook.net)>  
**Subject:** Re: River Trails annexation and plan

Good afternoon, Mr. Cook,

I hope you received my out of office reply. I am getting caught up today from being gone last week but wanted to confirm receipt of your e-mail. It will be forwarded to our community development team to be included in the record for this project and I am certain that many of your concerns will be considered in the annexation process.

Best regards,



**Chris Kirk, ICMA-CM**  
Town Administrator

**Phone:** 970.344.5819  
**Cell:** 970.658.1136  
[ckirk@berthoud.org](mailto:ckirk@berthoud.org)  
Berthoud.org  
807 Mountain Ave. Berthoud, CO 80513



---

**From:** Davon Cook <[davon@dbcook.net](mailto:davon@dbcook.net)>  
**Sent:** Saturday, June 21, 2025 7:45 PM  
**To:** William Karspeck <[WKarspeck@berthoud.org](mailto:WKarspeck@berthoud.org)>; Brett Wing <[bwing@berthoud.org](mailto:bwing@berthoud.org)>; Tim Hardy <[THardy@berthoud.org](mailto:THardy@berthoud.org)>; May Albrecht <[malbrecht@berthoud.org](mailto:malbrecht@berthoud.org)>; Sean Murphy <[smurphy@berthoud.org](mailto:smurphy@berthoud.org)>; Karl Ayers <[kayers@berthoud.org](mailto:kayers@berthoud.org)>; Board of Trustees <[boardoftrustees@berthoud.org](mailto:boardoftrustees@berthoud.org)>; Chris Kirk <[CKirk@berthoud.org](mailto:CKirk@berthoud.org)>  
**Cc:** Brad Cook <[brad@dbcook.net](mailto:brad@dbcook.net)>  
**Subject:** River Trails annexation and plan

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Some people who received this message don't often get email from [davon@dbcook.net](mailto:davon@dbcook.net). [Learn why this is important](#)

Dear Town of Berthoud Trustees and Mr. Kirk,

We are writing about the River Trails annexation and neighborhood plan. We attended the original hearing in November 2024. We are concerned to see that the revised proposal is still quite dense (344 units on 90 acres) and that any development at this site will be a detriment to the pristine Little Thompson watershed and ecosystem. Looking around northern Colorado, the Little Thompson is the only river without dense development and housing along it. Berthoud has a WONDERFUL OPPORTUNITY for this to be Berthoud's gem. This property is the southern gateway into Berthoud. Please do not allow annexation and development.

We offer the following points for your consideration:

- This is a wildlife corridor (deer, elk, bears, eagles, etc.) and home to threatened species Preble's meadow jumping mouse. Photos submitted have documented that and residents on all sides (including us) have seen this personally.
- CR6 is a quiet, rural road. Development is not consistent with the roadway, wetlands, Lewis Heritage Farm next door, nor Berthoud's own investment in open space to the south.
- This will be a traffic nightmare for CR15 and CR6. The traffic study that suggests minimal impact is laughable.
- It will require significant investment to improve CR6 given wetlands and bridge.
- It is a scare tactic for the developer to suggest that Berthoud not annexing the property is risky for quality control reasons. While they may pursue Larimer County approval, that is not a given, and if approved would be much less dense. They know how to build beautiful county housing. They certainly aren't going to put something industrial or shoddy there given their financial investment.
- We understand the importance of a trail corridor in this area. Certainly, Larimer County and the Town of Berthoud could cooperate on designing a trail system in tandem even if annexation doesn't occur.
- The 2021 Comprehensive Plan is a concept, not an obligation and should be revisited for these properties. There was not enough detailed evaluation when allowing them to be designated Suburban Residential. The Plan as written would allow high density housing north of County Road 6C where there are now rural properties with large acreages. It would seem logical that these properties will remain in their current state far into the future. Modifying the Plan to reflect current and future reality would indicate a modification north of CR 6C to Rural Residential. With the areas south of the Little Thompson being Agriculture, Open Space, and Conservation Easement, the River Trails/North Befus farm becomes a transition zone. With CR 6C housing being Rural, the River Trails area would then best be categorized as Rural Residential or possibly Open Space.

We appreciate your listening to our concerns and giving them full consideration. And we are so appreciative of your investment in the open space on the south side of the river on that property. That investment and vision of the town is appreciated and will serve citizens and neighbors well. Let's extend that vision to the northern half of the property by denying annexation and looking for creative solutions. We hope you will consider funding from conservation easements and potential

ecosystem bank funds that might allow the developer to recoup investment and create a new plan for the property. We would be thrilled to be part of a solution and working group to pursue that.

Thank you for your time and service.

Sincerely,  
Brad and Davon Cook  
1304 Wilfred Ct, Berthoud  
[davon@dbcook.net](mailto:davon@dbcook.net) 970-344-7238



**From:** [Sean Murphy](#)  
**To:** [Tawn Hillenbrand](#); [Anne Johnson](#)  
**Subject:** Fw: Please reject the River Trails proposed development  
**Date:** Wednesday, July 9, 2025 4:41:29 PM

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FYI

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**From:** Anton Camarota <[anton.camarota@gmail.com](mailto:anton.camarota@gmail.com)>  
**Sent:** Thursday, July 3, 2025 5:00:28 PM  
**To:** Board of Trustees <[boardoftrustees@berthoud.org](mailto:boardoftrustees@berthoud.org)>  
**Subject:** Please reject the River Trails proposed development

Some people who received this message don't often get email from [anton.camarota@gmail.com](mailto:anton.camarota@gmail.com). [Learn why this is important](#)

The Town of Berthoud is on the brink of making a monumental mistake that would destroy what residents cherish most about living here and lead to decades of ecological and social fragmentation. The proposed River Trails development is fundamentally flawed on multiple levels.

**Negative Ecological Impacts:** The proposed houses would obliterate a pristine riparian ecosystem, home to numerous wild animal species, many of which are on the Endangered Species list. This habitat destruction would violate federal and state laws protecting endangered species, as the development would result in a "take" of several listed species (e.g., harming, harassing, or killing). The developers should have obtained a Section 10 incidental take permit, which requires a Habitat Conservation Plan—essentially an ecological assessment—but neither the permit nor the plan seems to have been submitted before the annexation was approved by the Planning Commission.

**Negative Social and Aesthetic Impacts:** The town has ignored the findings of a recent, very expensive study done by its brand consultants. The proposed River Trails development violates what residents value most about living here: the small-town feel, agricultural history, natural beauty, and community traditions. The installation of hundreds of sterile, stand-alone homes without a community gathering place fosters social isolation and long-term community degradation, especially since existing neighbors already oppose this project. The town does not need another set of lifeless and uninspired buildings that erase personal identity, thwart personal expression, and interact poorly with the environment.

**Technical and Management Concerns:** Numerous ongoing lawsuits have arisen from recent housing developments that used substandard building practices and mismanaged their infrastructure construction. In the PrairieStar development, the drainage system still does not work properly after seven years, despite the town's approval, leading to repeated neighborhood flooding. Given the town's weak permitting

and oversight track record, it seems ill-equipped to adequately evaluate the River Trails proposal or to ensure that infrastructure construction would be done properly to minimize flood risks and health hazards.

Flawed Economic Reasoning: The short-term cash flows from the development would be far outweighed by the long-term increases in tax revenues from existing homes and businesses, driven by property value appreciation. This appreciation would be largely fueled by the preservation of Berthoud's natural environment and agricultural heritage. The town should not be swayed by unrealistic short-term financial gains, which would result in longer-term losses.

The Trustees should reject the River Trails proposal once and for all and preserve the land as it is—a priceless treasure for current and future generations of Berthoud residents.

---

Anton Camarota PhD

+1-602-692-9777

anton.camarota@gmail.com

**From:** [Sean Murphy](#)  
**To:** [Tawn Hillenbrand](#); [Anne Johnson](#)  
**Subject:** Fw: River Trails Development- Opposition Letter  
**Date:** Wednesday, July 9, 2025 4:42:58 PM

---

FYI

Get [Outlook for iOS](#)

---

**From:** K M <clevelandkec@gmail.com>  
**Sent:** Thursday, July 3, 2025 7:00:00 AM  
**To:** Board of Trustees <boardoftrustees@berthoud.org>  
**Subject:** River Trails Development- Opposition Letter

Some people who received this message don't often get email from clevelandkec@gmail.com. [Learn why this is important](#)

Dear Town of Berthoud Board of Trustees,

I am writing to urge you to not approve the River Trails development for the following reasons:

1. This is not the proper piece of land for this proposed development. It is out of place with the farmland in the immediate area of this proposed development.
2. This is a critical and delicate river habitat that wildlife need.
3. This is open space that we as residents need to preserve.

Instead, I would like to encourage you to consider the following:

1. Be wise with your vote and this land.
2. Listen to your fellow residents, many of whom have lived in Berthoud for over 55 years and who have been working hard and diligently to communicate with you very clearly for many months over concerns on a multitude of levels of the negative outcomes of developing this land and what a disaster and unwise decision this would be.
3. Open up to realizing there are other options besides housing. Please see this. Please listen. Let's work together to protect this property and the entire Little Thompson River corridor. This river is part of our Berthoud heritage. Keep it open, keep it beautiful. Let's have this area become a trail or nature preserve. Let this land stay open and be the first piece of preserving this historic river corridor for future generations. And according to the results of recent surveys the Town conducted, growth is a concern of residents and natural places are desired by residents.

Read the results here:

Berthoud Brand Assessment Survey  
March 2025

<https://www.berthoud.org/DocumentCenter/View/6193/Berthoud-CO-Brand-Assessment-Summary->

Parks, Open Space, Recreation and Trails Survey  
August 2024

<https://www.berthoud.org/DocumentCenter/View/5435/2024-PORT-Survey-Report?bidId=>

As the Board of Trustees, you have one shot at shaping and developing our area- please be wise, please listen, please open up to think creatively at other options. Development is not the answer.

I grew up in Berthoud south of this proposed development. I have walked, ridden my bike, driven my car past this land my entire life. I am now raising my son here. We like it here for all the open space and farmland and rural landscape it provides which is dwindling faster than anyone would like to see. Please protect this property.

Sincerely,

Kelley C. Meyer  
524 Franklin Avenue  
PO Box 522  
Berthoud, CO 80513  
(704) 906-2434  
[clevelandkec@gmail.com](mailto:clevelandkec@gmail.com)

**From:** [Cundall - DNR, Nicholas](#)  
**To:** [Richard Stoner](#)  
**Cc:** [Anne Johnson](#); [Mettenbrink - DNR, Chris](#)  
**Subject:** Re: Berthoud Annexation / River-Trails subdivision - large animal boundaries  
**Date:** Monday, November 25, 2024 12:29:09 PM

---

Hi Richard,

The 300 feet buffer recommendation is not specific to wildlife species, it is specific to waterways that may serve as wildlife passage. The buffer is recommended from either side of the river. As previously mentioned, this is a recommendation not a requirement.

As for the Preble's Meadow Jumping Mouse and Boreal Toad, these are federally managed species and the state does not have jurisdiction regarding these species. This falls under the U.S. Fish and Wildlife Service. The developer will reach out to them at the appropriate time.

Thanks,

On Thu, Nov 14, 2024 at 4:41 PM Richard Stoner <[rstoner@agrihouse.com](mailto:rstoner@agrihouse.com)> wrote:

Nick;

At the Berthoud Town Trustee meeting on Tuesday, I referenced the letter from Chris Mettenbrink, Assistant Area Wildlife Manager, dated September 30th, 2024. In this letter, Colorado Parks and Wildlife (CPW) recommended a 300-foot boundary to protect wildlife as large as deer.

I also presented additional evidence, dated October 23, to both the Planning Commission and the Trustees, demonstrating the presence of large animals on both sides of the river.

Could you clarify CPW's specific boundary recommendations for each species, including the Preble's jumping mouse, elk, mule deer, cougar, and bear?

According to Mettenbrink's letter, it appears the river serves as the centerline of a sensitive wildlife habitat that includes both the Preble's jumping mouse and the Boreal Toad. Landowners have provided evidence of the presence of these endangered species on their properties north of County Road 6C. The distance between CR6 and the river varies along its length, reaching up to approximately one mile (1.6 kilometers) at its furthest point within Berthoud.

The current proposal for subdivision boundaries seems to encompass sensitive wildlife habitats near the river. Given the presence of endangered species and the proximity of CR6 and other

roads, it is crucial to define these boundaries carefully to safeguard local wildlife.

At the Berthoud Town Trustee meeting Tuesday, I referenced Chris Mettenbrink, Assistant Area Wildlife Manager., letter of September 30<sup>th</sup>, 2024 where the CPW recommended for 300 ft boundary for the wildlife as large as a deer. I again presented my evidence of Oct 23<sup>th</sup> to the Planning Commission and to you to the Town Trustees - evidence that of large animals on both sides of the river.

What what are the CPW recommendations be for the boundary of the mouse, elk, mule deer, cougar, and bear individually?

According the letter the river is the center line of sensitive wildlife habitat including New Mexico jumping mouse and BOREAL Toad. Given the landowners

evidence of the both endanger species on their properties north of CR6c. The distance between CR6c and the river varies along its length. At its furthest point within Berthoud, CR6c is approximately 1 mile (1.6 kilometers) from the Little Thompson River. It appears the roads and surrounding the proposed subdivision is the endanger species wildlife is the boundary from the river.

Thank you for time and consideration of the matter.

Rick

Rick Stoner

333 Springhill Lane

Berthoud, CO 80513

Cell 970 532-3554

---



**From:** Cundall - DNR, Nicholas [nicholas.cundall@state.co.us](mailto:nicholas.cundall@state.co.us)  
**Sent:** Friday, October 25, 2024 5:06 PM  
**To:** Richard Stoner <[rstoner@agrihouse.com](mailto:rstoner@agrihouse.com)>  
**Subject:** Re: Berthoud Annexation / River-Trails subdivision - environmental review

Hi Rick,

The Town has already reached out to me and I have already submitted my assessment as previously mentioned. This was submitted on September 30th. And I don't have any direct contacts for the USFWS but their closest office is in Lakewood. I'd call them and see if they can direct you further. The Town should also be attempting to contact USFWS per my recommendation.

Thanks

--

Nicholas Cundall  
District Wildlife Manager-Berthoud District



C 303.906.7870  
4702 W. CR 16E, Loveland, CO 80537  
[nicholas.cundall@state.co.us](mailto:nicholas.cundall@state.co.us) | [cpw.state.co.us](http://cpw.state.co.us)



**From:** [Fellhoelter - DNR, Payton](#)  
**To:** [Anne Johnson](#)  
**Cc:** [Area2 Landuse - DNR , DNR](#); [Chris Mettenbrink - DNR](#)  
**Subject:** Harvest West 3rd Submittal - Annexation, Zoning and Neighborhood Master Plan  
**Date:** Friday, January 31, 2025 3:25:14 PM

---

Hello,

After review, Colorado Parks and Wildlife does not have any wildlife-related concerns with this project.

Take care,

--

**Payton Fellhoelter**  
**District Wildlife Manager- Berthoud District**



4702 W. CR 16E, Loveland, CO 80537

[payton.fellhoelter@state.co.us](mailto:payton.fellhoelter@state.co.us) | [cpw.state.co.us](http://cpw.state.co.us)



**From:** [Anne Johnson](#)  
**To:** [Anne Johnson](#)  
**Subject:** FW: [EXTERNAL] RE: Berthoud - River Trails - statement made  
**Date:** Wednesday, August 13, 2025 5:28:56 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[Outlook-tsohva5b.png](#)  
[Outlook-dd1sfryk.png](#)

---

**From:** Anne Johnson <AJohnson@berthoud.org>  
**Sent:** Tuesday, July 29, 2025 6:12 PM  
**To:** Jim Birdsall <jim@b-l-m.us>; kristin@tbgroun.us  
**Subject:** FW: [EXTERNAL] RE: Berthoud - River Trails - statement made

Please have your consulting team be prepared with this information.

Sincerely,  
Anne

---

**From:** Hill, Laurel A <[laurel\\_hill@fws.gov](mailto:laurel_hill@fws.gov)>  
**Sent:** Friday, July 25, 2025 10:48 AM  
**To:** Anne Johnson <[AJohnson@berthoud.org](mailto:AJohnson@berthoud.org)>; Darling, Lizz <[lizz\\_darling@fws.gov](mailto:lizz_darling@fws.gov)>; Fellhoelter - DNR, Payton <[payton.fellhoelter@state.co.us](mailto:payton.fellhoelter@state.co.us)>  
**Subject:** Re: [EXTERNAL] RE: Berthoud - River Trails - statement made

Hi Anne,

We do not currently have the capacity to provide staff to attend the town meeting, my apologies. In response to the questions you've posed below, I understand from our collective correspondence with the developers that the project is following the recommended 300' buffer, and this set back distance avoids potential impacts to the Preble's mouse if they were present in the area, and their habitat. The Little Thompson is very narrow in this area and already completely surrounded by agricultural development, and unlikely to support Preble's mouse. I also had shared with you the [recommended conservation measures](#) for the mouse, which also includes design recommendations for minimizing impacts to riparian areas. There is not an official list of species that have been *observed* in the area, but you can obtain a list of species with range overlap by using our Information for Planning and Consultation website: [IPaC: Home](#), and it looks like the developer has used this system and references the results in their Ecological Characterization Study.

I'll let Payton speak to any state laws at play, I don't see specific laws mentioned in the statement. Regarding ESA Section 10, a Section 10 Incidental Take Permit is required under the ESA when a project or activity is expected to result in the incidental take of a federally protected species. You can find more information about this permit type on our website here: [Habitat Conservation Plans | U.S. Fish & Wildlife Service](#), and the handbook here: [habitat-conservation-planning-handbook-entire\\_0.pdf](#)

I think I understand from talking with Lizz Darling that someone may have been attempting to trap for Preble's mouse along the river, I'm wondering if you have any more information about this and if the activity is still ongoing? While it's unlikely the mouse is present in the area, it's important that anyone attempting to capture a listed species is adequately trained and permitted. You can find and share information on the scientific permit process at our website here: [3-200-59: Scientific Purposes, Enhancement of Propagation, or Survival Permits \(Recovery Permits\) | U.S. Fish & Wildlife Service](#)

Thank you,

Laurel Hill

Eastern Supervisor || Colorado Ecological Services Field Office || U.S. Fish & Wildlife Service || Denver, CO  
Mobile (calls & texts): 720-903-9407



# FWS VALUES

STEWARDSHIP – INTEGRITY – RESPECT – COLLABORATION – INNOVATION

---

**From:** Anne Johnson <[AJohnson@berthoud.org](mailto:AJohnson@berthoud.org)>

**Sent:** Tuesday, July 22, 2025 7:51 AM

**To:** Darling, Lizz <[lizz\\_darling@fws.gov](mailto:lizz_darling@fws.gov)>; Hill, Laurel A <[laurel\\_hill@fws.gov](mailto:laurel_hill@fws.gov)>; Fellhoelter - DNR, Payton <[payton.fellhoelter@state.co.us](mailto:payton.fellhoelter@state.co.us)>

**Subject:** [EXTERNAL] RE: Berthoud - River Trails - statement made

**This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.**

Hello. I'm honestly not trying to be a pest. Just looking for support for the Town at the upcoming Town Board hearing on August 26. Again, your appearance is only to offer comments to the Trustees in regard to the questions raised during public testimony that staff cannot answer including those in the email from July 9 below. Let me know if you can respond to the statements below and if you are able to attend via Zoom or in person on August 26 at 630 pm.

Thanks,

Anne

---

**From:** Anne Johnson

**Sent:** Wednesday, July 9, 2025 12:49 PM

**To:** Darling, Lizz <[lizz\\_darling@fws.gov](mailto:lizz_darling@fws.gov)>; Hill, Laurel A <[laurel\\_hill@fws.gov](mailto:laurel_hill@fws.gov)>; Fellhoelter - DNR, Payton <[payton.fellhoelter@state.co.us](mailto:payton.fellhoelter@state.co.us)>

**Subject:** Berthoud - River Trails - statement made

Hello. A new statement has been made by a surrounding property owner. Do you have time to answer a few questions of mine so that I understand applicability? Also, is someone able to attend the Town Trustee's hearing in person or via Zoom on August 26?

Statement: "Negative Ecological Impacts: The proposed houses would obliterate a pristine riparian ecosystem, home to numerous wild animal species, many of which are on the Endangered Species list. This habitat destruction would violate federal and state laws protecting endangered species, as the development would result in a "take" of several listed species (e.g., harming, harassing, or killing). The developers should have obtained a Section 10 incidental take permit, which requires a Habitat Conservation Plan—essentially an ecological assessment—but neither the permit nor the plan seems to have been submitted before the annexation was approved by the Planning Commission."

My questions:

- If the development is 300' from the centerline of the Little Thompson River, is that setback enough to come out of a riparian ecosystem based on the plans you have seen for this specific project?
- Is there an official list of T & E species observed in this specific area?

Does the proposed development violate federal and state laws as mentioned above and result in a “take”?

- When is a Section 10 Incidental Take Permit required?

Thanks in advance for helping me understand.

Sincerely,

Anne



**Anne Best Johnson, AICP MBA**

Community Development Director  
**Phone:** 970.344.5818

[ajohnson@berthoud.org](mailto:ajohnson@berthoud.org)

Berthoud.org

807 Mountain Ave. Berthoud, CO 80513

Town Hall Hours:

Monday through Thursday

0700-1730



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## RESOLUTION NUMBER 12

(SERIES 2024)

### A RESOLUTION REGARDING PETITION FOR ANNEXATION FILED BY RIVER TRAILS, LLC AND SETTING THE MATTER FOR A PUBLIC HEARING

WHEREAS, River Trails, LLC as property owner (“the Petitioner”), filed with the Town Clerk a Petition for Annexation on July 29, 2024 (“the Petition”); and

WHEREAS, The Town Board of Trustees of the Town of Berthoud reviewed such Petition at its meeting held on September 10, 2024.

### FINDINGS

The Town Board of Trustees hereby finds and concludes that the Petition substantially complies with Section 31-12-107(1), C.R.S., and that a public hearing should be held to determine if the proposed annexation of the 245.2 +/- -acre property, commonly known as Parcel Numbers 9425000004, 9425000003 and 9424000006, further described in Exhibit A, and generally located east of and adjacent to 1<sup>st</sup> Street and south of and adjacent to Larimer County Road 6C, in Larimer County, Colorado, complies with Section 31-12-104 and Section 31-12-105, C.R.S.

NOW THEREFORE BE IT RESOLVED BY THE TOWN BOARD OF TRUSTEES OF THE TOWN OF BERTHOUD, COORADO, AS FOLLOWS:

The public hearing shall be set for November 12, 2014 beginning at 6:30 P.M., or as soon thereafter as the matter may be heard, with such hearing to be conducted at the Berthoud Town Board of Trustees Chambers, 807 Mountain Avenue, Berthoud, Colorado. The purpose of such hearing shall be to consider the Petition for Annexation and to determine whether the statutes referred to above have been complied with, whether the property is eligible for annexation, and whether the area proposed to be annexed meets the requirements of Section 31-12-104 and 31-12-105, C.R.S.

[Intentionally left blank]



MOVED, SECONDED AND ADOPTED BY THE TOWN BOARD OF TRUSTEES OF THE  
TOWN OF BERTHOUD, COLORADO THIS 10<sup>th</sup> DAY OF SEPTEMBER, 2024.

TOWN OF BERTHOUD

By   
William Karspeck, Mayor

ATTEST:

By:   
Christian Samora, Town Clerk



Exhibit A: Legal Descriptions

**PARCEL DESCRIPTION**  
**RIVER TRAILS ANNEXATION NO. 1**

A parcel of land situate in the Southwest Quarter (SW1/4) of Section Twenty-four (24), Township Four North (T.4N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South half of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 30.00 feet to the POINT OF BEGINNING, also being a point on the boundary of the South First Street Annexation to the Town of Berthoud, recorded April 3, 1997, as Reception Number 19970020418 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, continuing along said North line and said annexation boundary, a distance of 20.00 feet;

THENCE North 00°21'20" West, continuing along said annexation boundary, a distance of 35.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 318.75 feet;

THENCE South 82°35'32" West a distance of 311.64 feet to a point on the North line of the South half of said SW1/4;

THENCE South 04°19'57" East a distance of 362.91 feet to a point on the East line of that parcel recorded January 7, 1878 as Book G Page 580 of the Records of the Larimer County Clerk and Recorder;

THENCE North 08°56'36" West, along said East line, a distance of 178.75 feet;

THENCE South 89°38'27" West a distance of 27.84 feet to the Southeast corner of said South First Street Annexation;

THENCE North 00°23'06" West, along said annexation boundary a distance of 184.98 feet to the POINT OF BEGINNING.

Said described parcel of land contains 13,654 Square Feet or 0.313 Acres, more or less (±).

**PARCEL DESCRIPTION**  
**RIVER TRAILS ANNEXATION NO. 2**

A parcel of land, situate in the Southwest Quarter (SW1/4) of Section Twenty-four (24), Township Four North (T.4N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South half of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 59.46 feet to the POINT OF BEGINNING;

THENCE North 82°35'32" East a distance of 311.64 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 831.94 feet;

THENCE South 80°45'46" West a distance of 1036.95 feet;

THENCE South 00°32'05" East a distance of 872.85 feet to a point on the East line of that parcel recorded January 7, 1878 as Book G Page 580 of the Records of the Larimer County Clerk and Recorder;

THENCE North 08°56'36" West, along said East line, a distance of 630.95 feet;

THENCE North 04°19'57" West a distance of 362.91 feet to the POINT OF BEGINNING.

Said described parcel of land contains 141,781 Square Feet or 3.255 Acres, more or less (±).

**PARCEL DESCRIPTION**  
**RIVER TRAILS ANNEXATION NO. 3**

A parcel of land, situate in the South half (S1/2) of Section Twenty-four (24), Township Four North (T.4N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), and the Northwest Quarter (NW1/4) of Section Twenty-five (25), Township Four North (T.4N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South Half of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 50.37 feet;

THENCE North 00°57'33" West a distance of 35.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 1150.69 feet to the POINT OF BEGINNING;

THENCE North 89°02'27" East, continuing along said North right of way, a distance of 792.67 feet;  
THENCE South 00°19'57" East a distance of 5.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Golden Acres Minor Land Division 02-S1964, recorded August 22, 2003 as Reception Number 20030107937 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 664.43 feet to a point on the East line of the North half of said SW1/4, from which the Center-South Sixteenth Corner of said Section 24 bears South 00°19'12" East a distance of 30.00 feet;

THENCE North 89°02'42" East, continuing along said North right of way, a distance of 1248.36 feet;  
THENCE South 00°57'18" East a distance of 30.00 feet to a point on the North line of the South half of the Southeast Quarter of said Section 24;

THENCE South 61°08'42" West, along the approximate centerline of Rockwell Ditch, a distance of 422.20 feet;

THENCE South 23°25'42" West a distance of 142.60 feet to the approximate confluence of Rockwell Ditch and the Little Thompson River;

The following 8 courses are along the approximate centerline of said Little Thompson River.

THENCE North 75°15'42" West a distance of 89.83 feet;  
THENCE South 38°48'59" West a distance of 75.80 feet;  
THENCE South 30°41'09" West a distance of 150.28 feet;  
THENCE South 12°10'45" West a distance of 120.83 feet;  
THENCE South 40°45'06" West a distance of 110.06 feet;

THENCE South 62°50'06" West a distance of 144.57 feet;  
THENCE South 67°38'42" West a distance of 325.77 feet;

THENCE South 52°17'46" West a distance of 99.24 feet to a point on the West line of the South half of the Southeast Quarter of said Section 24;

THENCE South 00°19'12" East, along said West line, a distance of 392.52 feet to the South Quarter Corner of said Section 24;

THENCE South 00°23'40" East, along the East line of the NW1/4 of said Section 25, a distance of 970.68 feet;

THENCE North 89°56'28" West a distance of 2493.94 feet to a point on the East line of that parcel recorded January 7, 1878 as Book G Page 580 of the Records of the Larimer County Clerk and Recorder;

The following 4 courses are along the East line of said parcel.

THENCE North 02°04'42" East a distance of 624.62 feet;  
THENCE North 07°20'03" East a distance of 149.82 feet;  
THENCE North 07°04'32" East a distance of 153.28 feet to a point on North line of said NW1/4, from which the Northwest Corner of said Section 25 bears South 88°58'50" West a distance of 230.00 feet;  
THENCE North 08°56'36" West a distance of 342.51 feet;  
THENCE North 00°32'05" West a distance of 872.85 feet;  
THENCE North 80°45'46" East a distance of 1036.95 feet to the POINT OF BEGINNING.

Said described parcel of land contains 6,259,750 Square Feet or 143.704 Acres, more or less (±).

**PARCEL DESCRIPTION**  
**RIVER TRAILS ANNEXATION NO. 4**

A parcel of land, situate in the Northwest Quarter (NW1/4) of Section Twenty-five (25), Township Four North (T.4N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the West Quarter corner of said Section 25 and assuming the South line of said NW1/4 as bearing North 89°10'21" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.58 feet Monumented by a #6 rebar with 2.5" aluminum cap stamped LS 17662 on the West end, and a #6 rebar with 2" aluminum cap stamped LS 13446 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°10'21" East, along said South line, a distance of 90.00 feet to the POINT OF BEGINNING;

THENCE North 02°04'42" East, along the East line of that parcel recorded January 7, 1878 as Book G Page 580 of the Records of the Larimer County Clerk and Recorder, a distance of 1706.94 feet;

THENCE South 89°56'28" East a distance of 2493.94 feet to a point on the East line of said NW1/4;

THENCE South 00°23'40" East, along said East line, a distance of 1666.21 feet to the Center Quarter Corner of said Section 25;

THENCE South 89°10'21" West, along the South line of said NW1/4, a distance of 2567.58 feet to the POINT OF BEGINNING.

Said described parcel of land contains 4,266,195 Square Feet or 97.938 Acres, more or less (±).





**Garden  
Spot of  
Colorado**

**Town of Berthoud Planning Commission  
Town Hall  
Board Room  
807 Mountain Avenue, Berthoud, CO 80513  
June 12, 2025 at 6:00 p.m.**

1. Meeting called to order – Chairperson Anderson at 6:02 p.m.
2. Pledge of Allegiance
3. Roll Call

The following Planning Commission members were present:

Karen Anderson, Chair  
Abigail Smith, Vice Chair  
Mark Brodie, Commissioner  
Marc Hofmans, Commissioner  
David Pond, Commissioner

The following Planning Commission members were absent:

Nick Semedallas, Secretary  
Stacy Sigman, Commissioner

The following staff members were present:

Anne Johnson, Community Development Director  
Tawn Hillenbrand, Planning Manager  
Bella Manzo, Town Planner

4. Approval of Minutes from the May 22, 2025 Planning Commission Meeting
  - a. Moved by Commissioner Brodie and seconded by Commissioner Hofmans.
  - b. Chair Anderson requested an abstention from the vote to approve the minutes as she was not present for the May 22, 2025 Planning Commission Meeting.
5. Public Hearing: A Public Hearing to consider a request for an Annexation, Neighborhood Master Plan and a Change of Zone for a project known as River Trails development located adjacent to and east of 1<sup>st</sup> Street and south of and adjacent to County Road 6C.
  - a. Community Development Director Anne Johnson provided a staff presentation at 6:07p.m.
  - b. The applicant was represented by Jim Birdsall and they provided a presentation at 6:24 p.m.
  - c. Public comment opened at 6:57 p.m. and closed at 7:18 p.m.
    - i. The public comment sign in sheet is attached to these Minutes.
    - ii. Emmett Culligan and Charlotte Roe jointly provided written testimony prior to the start of the hearing, as did Richard Stoner which was provided to the Planning Commission.

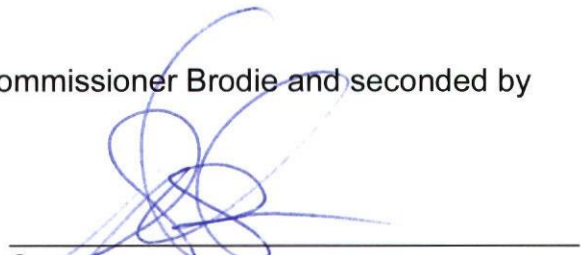
- d. Planning Commissioners deliberated and discussed the Criteria for Approval for the Annexation request. Discussion opened at 7:22 p.m. and closed at 7:29 p.m.
- e. Commissioner Smith moved to forward a recommendation of approval for the applicant's request and send this recommendation to the Town Trustees. Commissioner Pond seconded the motion.
- f. Planning Commissioners deliberated and discussed the Criteria for Approval for the Neighborhood Master Plan request. Discussion opened at 7:30 p.m. and closed at 7:52 p.m.
- g. Commissioner Smith moved to forward a recommendation of approval with condition for the applicant's request and send this recommendation to the Town Trustees. Commissioner Brodie seconded the motion
  - i. The condition for approval is as follows:
    - 1. The applicant shall work with Town Staff to incorporate educational opportunities regarding wildlife, river ecosystems, agriculture, and heritage of the area in their neighborhood identity features with their Preliminary Plat.
- h. Planning Commissioners deliberated and discussed the Criteria for Approval for the Zoning request. Discussion opened at 8:00 p.m. and closed at 8:03 p.m.
- i. Commissioner Brodie moved to forward a recommendation of approval for the applicant's request and send this recommendation to the Town Trustees. Commissioner Pond seconded the motion

6. Report by Staff:

- a. The next Planning Commission will be on June 26, 2025 and there will be a public hearing for a land development and an update on the Comprehensive Plan and Housing Diversity Plan action plan implementation.

7. Adjourn

The meeting was adjourned by Motion of Commissioner Brodie and seconded by Commissioner Hofmans at 8:07 p.m.

  
Chairperson  
Secretary

TOWN OF BERTHOUD  
RESOLUTION NUMBER 17  
(SERIES 2025)

THE BOARD OF TRUSTEES OF THE TOWN OF BERTHOUD SETTING FORTH FINDINGS OF FACT AND DETERMINATIONS REGARDING THE ELIGIBILITY FOR ANNEXATION OF THE RIVER TRAILS ANNEXATION PURSUANT TO C.R.S. 31-12-110.

WHEREAS, River Trails, LLC as property owner (“the Petitioner”), filed with the Town Clerk a Petition for Annexation on July 22, 2024 (“the Petition”); and

WHEREAS, the Town Board of Trustees of the Town of Berthoud reviewed such Petition through Resolution No. 12 (Series 2024) and at its meetings held on September 10, 2025; and

WHEREAS, the Town Board of Trustees have established that the Petitioner has filed the Petition to annex unincorporated property to the Town that meets the eligibility requirements found in Colorado Revised Statutes Section 31-12-104; and

WHEREAS, the Town Board of Trustees have established the Petition and the territory to be annexed satisfies the limitations found in Colorado Revised Statutes Section 31-12-105.

NOW THEREFORE BE IT RESOLVED by the Town Board of Trustees of the Town of Berthoud, Colorado, this 26<sup>th</sup> day of August, 2025, as follows:

Section 1. That the Board finds that there is at least one-sixth (1/6) contiguity between the Town of Berthoud and the Property; that a community of interest exists between the Property and the Town; that the Property is urban or will be urbanized in the near future; and that the Property is integrated with or is capable of being integrated with the Town of Berthoud.

Section 2. That the Board further finds that the requirements of the applicable provisions of Section 30 of Article II of the State Constitution and Sections 31-12-104 and 31-12-105 of the Colorado Revised Statutes have been met.

Section 3. That the Board further finds that an election is not required under section 30(1)(a) of Article II of the State Constitution and Sections 31-12-107(2) of the Colorado Revised Statutes.

Section 4. That the Board further determines that that the annexation is conditioned upon the Petitioner and the Town completing an annexation agreement and there are no additional terms and conditions to be imposed upon said annexation.

Section 5. That the Board concludes that the Property is eligible for annexation to the Town of Berthoud.

MOVED, SECONDED AND ADOPTED BY THE TOWN BOARD OF TRUSTEES OF THE  
TOWN OF BERTHOUD, COLORADO THIS 26<sup>th</sup> DAY OF AUGUST, 2025.

TOWN OF BERTHOUD

By \_\_\_\_\_  
William Karspeck, Mayor

ATTEST:

By: \_\_\_\_\_  
Christian Samora, Town Clerk

## **Exhibit A: Legal Descriptions**

### **RIVER TRAILS ANNEXATION NO. 1**

A parcel of land situate in the Southwest Quarter (SW1/4) of Section Twenty-four (24), Township Four North (T.4N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South half of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 30.00 feet to the POINT OF BEGINNING, also being a point on the boundary of the South First Street Annexation to the Town of Berthoud, recorded April 3, 1997, as Reception Number 19970020418 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, continuing along said North line and said annexation boundary, a distance of 20.00 feet;

THENCE North 00°21'20" West, continuing along said annexation boundary, a distance of 35.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 314.64 feet;

THENCE South 82°30'22" West a distance of 307.55 feet to a point on the North line of the South half of said SW1/4;

THENCE South 00°06'53" West a distance of 185.29 feet to a point on the East line of that parcel recorded January 7, 1878 as Book G Page 580 of the Records of the Larimer County Clerk and Recorder;

THENCE South 08°56'36" East, along said East line, a distance of 178.75 feet;

THENCE South 77°12'38" West a distance of 27.92 feet to a point on the assumed West right of way line of County Road 15, lying 30' Westerly and parallel to the surveyed centerline of said road.

THENCE North 12°47'22" West, along said assumed West right of way line, a distance of 127.08 feet;

THENCE North 00°21'21" West a distance of 58.65 feet to a point on the boundary of said South First Street Annexation to the Town of Berthoud;

THENCE North 00°21'21" West, continuing along said South First Street Annexation, a distance of 184.98 feet to the POINT OF BEGINNING.

Said described parcel of land contains 16,828 Square Feet or 0.386 Acres, more or less (±).

## **RIVER TRAILS ANNEXATION NO. 2**

A parcel of land, situate in the Southwest Quarter (SW1/4) of Section Twenty-four (24), Township Four North (T.4N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South half of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 59.46 feet to the POINT OF BEGINNING;

THENCE North 82°30'22" East a distance of 307.55 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 896.05 feet;

THENCE South 81°12'51" West a distance of 1096.36 feet;

THENCE South 00°32'05" East a distance of 872.85 feet to a point on the East line of that parcel recorded January 7, 1878 as Book G Page 580 of the Records of the Larimer County Clerk and Recorder;

THENCE North 27°05'13" West a distance of 56.42 feet to a point on the assumed West right of way line of County Road 15, lying 30' Westerly and parallel to the surveyed centerline of said road, said point also being the beginning point of a curve, non-tangent to the aforesaid line;

THENCE along the arc of a curve concave to the Southwest a distance of 527.01 feet, having a Radius of 4800.49 feet, a Delta of 06°17'24" and is subtended by a Chord that bears North 09°42'19" West a distance of 526.74 feet;

THENCE North 12°47'22" West, continuing along said assumed West right of way, a distance of 48.88 feet;

THENCE North 77°12'38" East a distance of 27.92 feet to a point on said East line of the parcel recorded as Book G Page 580.

THENCE North 08°56'36" West, along said East line, a distance of 178.75 feet;



THENCE North 00°06'53" East a distance of 185.29 feet to the POINT OF BEGINNING.

Said described parcel of land contains 159,273 Square Feet or 3.656 Acres, more or less (±).

### **RIVER TRAILS ANNEXATION NO. 3**

A parcel of land, situate in the South half (S1/2) of Section Twenty-four (24) and the Northwest Quarter (NW1/4) of Section Twenty-five (25), Township Four North (T.4N.), Range Sixty-nine West (R.69.W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South Half of said SW1/4 as bearing North 89°02'27" East , being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 50.37 feet;

THENCE North 00°57'33" West a distance of 35.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 1210.69 feet to the POINT OF BEGINNING;

THENCE North 89°02'27" East, continuing along said North right of way, a distance of 732.68 feet;

THENCE South 00°19'57" East a distance of 5.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Golden Acres Minor Land Division 02-S1964, recorded August 22, 2003 as Reception Number 20030107937 of the Records of the Larimer County Clerk and Recorder;

THENCE South 00°19'57" East a distance of 60.00 feet to the South Right of way of said East County Road 6C;

THENCE North 89°02'27" East, along said South right of way, a distance of 664.41 feet to a point on the East line of the South half of said SW1/4, from which the Center-South Sixteenth Corner of said Section 24 bears North 00°19'12" West a distance of 30.00 feet;

THENCE South 00°19'12" East, along said West line, a distance of 1293.84 feet to the South Quarter Corner of said Section 24;

THENCE South 88°58'50" West, along the North line of the NW1/4 of Section 25, a distance of 1328.47 feet;

THENCE South 19°17'04" West a distance of 455.71 feet;

THENCE North 89°16'21" West a distance of 971.00 feet;

THENCE North 00°58'39" East a distance of 51.41 feet to a point on the assumed West right of way line of County Road 15, lying 30' Westerly and parallel to the surveyed centerline of said road, said point also being the beginning point of a curve, non-tangent to the aforesaid line;

THENCE along the arc of a curve concave to the West a distance of 43.61 feet, having a Radius of 5720.87 feet, a Delta of 00°26'12" and is subtended by a Chord that bears North 00°25'32" West a distance of 43.61 feet to the beginning point of a curve, non-tangent to the aforesaid curve;

THENCE along the arc of a curve concave to the West a distance of 413.55 feet, having a Radius of 6302.52 feet, a Delta of 03°45'35" and is subtended by a Chord that bears North 03°54'16" West a distance of 413.48 feet;

THENCE North 05°46'33" West, continuing along said assumed West right of way, a distance of 280.74 feet;

THENCE South 27°05'13" East a distance of 56.42 feet to a point on the East line of that parcel recorded January 7, 1878 as Book G Page 580 of the Records of the Larimer County Clerk and Recorder;

THENCE North 00°32'05" West a distance of 872.85 feet;

THENCE North 81°12'51" East a distance of 1096.36 feet to the POINT OF BEGINNING.

Said described parcel of land contains 3,685,439 Square Feet or 84.606 Acres, more or less (±).

#### **RIVER TRAILS ANNEXATION NO. 4**

A parcel of land, situate in the South half (S1/2) of Section Twenty-four (24) Township Four North (T.4N.), Range Sixty-nine West (R.69.W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South Half of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 50.37 feet;

THENCE North 00°57'33" West a distance of 35.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 1943.37 feet;

THENCE South 00°19'57" East a distance of 5.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Golden Acres Minor Land Division 02-S1964, recorded August 22, 2003 as Reception Number 20030107937 of the Records of the Larimer County Clerk and Recorder, said point being the POINT OF BEGINNING;

THENCE North 89°02'27" East, along said North right of way a distance of 664.43 feet to a point on the East line of said SW1/4 from which the Center-South Sixteenth Corner of said Section 24 bears South 00°19'12" East a distance of 30.00 feet;

THENCE North 89°02'42" East, continuing along said North right of way, a distance of 2627.70 feet;

THENCE South 00°17'41" East a distance of 60.00 feet to the South right of way of said East County Road 6C;

THENCE South 89°02'42" West, along said South right of way, a distance of 1435.31 feet to a point on the approximate centerline of Rockwell Ditch;

THENCE South 61°08'42" West, along said approximate centerline, a distance of 358.09 feet;

THENCE South 23°25'42" West a distance of 142.60 feet to the approximate confluence of Rockwell Ditch and the Little Thompson River;

The following 8 courses are along the approximate centerline of said Little Thompson River.

THENCE North 75°15'42" West a distance of 89.83 feet;

THENCE South 38°48'59" West a distance of 75.80 feet;

THENCE South 30°41'09" West a distance of 150.28 feet;

THENCE South 12°10'45" West a distance of 120.83 feet;

THENCE South 40°45'06" West a distance of 110.06 feet;

THENCE South 62°50'06" West a distance of 144.57 feet;

THENCE South 67°38'42" West a distance of 325.77 feet;

THENCE South 52°17'46" West a distance of 99.24 feet to a point on the West line of the South half of the Southeast Quarter of said Section 24;

THENCE North 00°19'12" West, along said West line, a distance of 901.32 feet to a point on said South right of way of East County Road 6C, from which the Center-South Sixteenth Corner of said Section 24 bears North 00°19'12" West a distance of 30.00 feet;

THENCE South 89°02'27" West, along said South right of way, a distance of 664.41 feet;

THENCE North 00°19'57" West a distance of 60.00 feet to the POINT OF BEGINNING.

Said described parcel of land contains 759,478 Square Feet or 17.435 Acres, more or less (±).

**TOWN OF BERTHOUD**

**ORDINANCE NO. 1360**

**AN ORDINANCE OF THE BOARD OF TRUSTEES OF THE TOWN OF BERTHOUD  
ANNEXING AND ACCEPTING THE ANNEXATION AGREEMENT FOR PROPERTY  
KNOWN AS RIVER TRAILS TO THE TOWN OF BERTHOUD**

WHEREAS, Resolution 12 (2024) found substantial compliance and initiated annexation proceedings on behalf of River Trails, LLC, owners of the property, collectively referred to herein as “River Trails Annexation” and described herein has heretofore been adopted by the Board of Trustees of the Town of Berthoud; and

WHEREAS, by Resolution No 2025-17 setting forth findings of fact and determinations regarding the Harvest West Annexation was adopted by the Board of Trustees; and

WHEREAS, the Board of Trustees may annex the proposed area by ordinance pursuant to Section 31-12-111, C.R.S.; and

WHEREAS, the Board of Trustees does hereby find and determine that it is in the best interests of the Town to annex the property known as Harvest West to the Town and the Annexation Agreement for the property is more specifically described below:

**RIVER TRAILS ANNEXATION NO. 1**

A parcel of land situate in the Southwest Quarter (SW1/4) of Section Twenty-four (24), Township Four North (T.4N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South half of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 30.00 feet to the POINT OF BEGINNING, also being a point on the boundary of the South First Street Annexation to the Town of Berthoud, recorded April 3, 1997, as Reception Number 19970020418 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, continuing along said North line and said annexation boundary, a distance of 20.00 feet;

THENCE North 00°21'20" West, continuing along said annexation boundary, a distance of 35.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 314.64 feet;

THENCE South 82°30'22" West a distance of 307.55 feet to a point on the North line of the South half of said SW1/4;

THENCE South 00°06'53" West a distance of 185.29 feet to a point on the East line of that parcel recorded January 7, 1878 as Book G Page 580 of the Records of the Larimer County Clerk and Recorder;

THENCE South 08°56'36" East, along said East line, a distance of 178.75 feet;

THENCE South 77°12'38" West a distance of 27.92 feet to a point on the assumed West right of way line of County Road 15, lying 30' Westerly and parallel to the surveyed centerline of said road.

THENCE North 12°47'22" West, along said assumed West right of way line, a distance of 127.08 feet;

THENCE North 00°21'21" West a distance of 58.65 feet to a point on the boundary of said South First Street Annexation to the Town of Berthoud;

THENCE North 00°21'21" West, continuing along said South First Street Annexation, a distance of 184.98 feet to the POINT OF BEGINNING.

Said described parcel of land contains 16,828 Square Feet or 0.386 Acres, more or less (±).

## RIVER TRAILS ANNEXATION NO. 2

A parcel of land, situate in the Southwest Quarter (SW1/4) of Section Twenty-four (24), Township Four North (T.4N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South half of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 59.46 feet to the POINT OF BEGINNING;

THENCE North 82°30'22" East a distance of 307.55 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 896.05 feet;

THENCE South 81°12'51" West a distance of 1096.36 feet;

THENCE South 00°32'05" East a distance of 872.85 feet to a point on the East line of that parcel recorded January 7, 1878 as Book G Page 580 of the Records of the Larimer County Clerk and Recorder;

THENCE North 27°05'13" West a distance of 56.42 feet to a point on the assumed West right of way line of County Road 15, lying 30' Westerly and parallel to the surveyed centerline of said road, said point also being the beginning point of a curve, non-tangent to the aforesaid line;

THENCE along the arc of a curve concave to the Southwest a distance of 527.01 feet, having a Radius of 4800.49 feet, a Delta of 06°17'24" and is subtended by a Chord that bears North 09°42'19" West a distance of 526.74 feet;

THENCE North 12°47'22" West, continuing along said assumed West right of way, a distance of 48.88 feet;

THENCE North 77°12'38" East a distance of 27.92 feet to a point on said East line of the parcel recorded as Book G Page 580.

THENCE North 08°56'36" West, along said East line, a distance of 178.75 feet;

THENCE North 00°06'53" East a distance of 185.29 feet to the POINT OF BEGINNING.

Said described parcel of land contains 159,273 Square Feet or 3.656 Acres, more or less (±).

### RIVER TRAILS ANNEXATION NO. 3

A parcel of land, situate in the South half (S1/2) of Section Twenty-four (24) and the Northwest Quarter (NW1/4) of Section Twenty-five (25), Township Four North (T.4N.), Range Sixty-nine West (R.69.W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South Half of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 50.37 feet;

THENCE North 00°57'33" West a distance of 35.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 1210.69 feet to the POINT OF BEGINNING;

THENCE North 89°02'27" East, continuing along said North right of way, a distance of 732.68 feet;



THENCE South 00°19'57" East a distance of 5.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Golden Acres Minor Land Division 02-S1964, recorded August 22, 2003 as Reception Number 20030107937 of the Records of the Larimer County Clerk and Recorder;

THENCE South 00°19'57" East a distance of 60.00 feet to the South Right of way of said East County Road 6C;

THENCE North 89°02'27" East, along said South right of way, a distance of 664.41 feet to a point on the East line of the South half of said SW1/4, from which the Center-South Sixteenth Corner of said Section 24 bears North 00°19'12" West a distance of 30.00 feet;

THENCE South 00°19'12" East, along said West line, a distance of 1293.84 feet to the South Quarter Corner of said Section 24;

THENCE South 88°58'50" West, along the North line of the NW1/4 of Section 25, a distance of 1328.47 feet;

THENCE South 19°17'04" West a distance of 455.71 feet;

THENCE North 89°16'21" West a distance of 971.00 feet;

THENCE North 00°58'39" East a distance of 51.41 feet to a point on the assumed West right of way line of County Road 15, lying 30' Westerly and parallel to the surveyed centerline of said road, said point also being the beginning point of a curve, non-tangent to the aforesaid line;

THENCE along the arc of a curve concave to the West a distance of 43.61 feet, having a Radius of 5720.87 feet, a Delta of 00°26'12" and is subtended by a Chord that bears North 00°25'32" West a distance of 43.61 feet to the beginning point of a curve, non-tangent to the aforesaid curve;

THENCE along the arc of a curve concave to the West a distance of 413.55 feet, having a Radius of 6302.52 feet, a Delta of 03°45'35" and is subtended by a Chord that bears North 03°54'16" West a distance of 413.48 feet;

THENCE North 05°46'33" West, continuing along said assumed West right of way, a distance of 280.74 feet;

THENCE South 27°05'13" East a distance of 56.42 feet to a point on the East line of that parcel recorded January 7, 1878 as Book G Page 580 of the Records of the Larimer County Clerk and Recorder;

THENCE North 00°32'05" West a distance of 872.85 feet;

THENCE North 81°12'51" East a distance of 1096.36 feet to the POINT OF BEGINNING.

Said described parcel of land contains 3,685,439 Square Feet or 84.606 Acres, more or less (±).

#### RIVER TRAILS ANNEXATION NO. 4

A parcel of land, situate in the South half (S1/2) of Section Twenty-four (24) Township Four North (T.4N.), Range Sixty-nine West (R.69.W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South Half of said SW1/4 as bearing North 89°02'27" East , being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 50.37 feet;

THENCE North 00°57'33" West a distance of 35.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 1943.37 feet;

THENCE South 00°19'57" East a distance of 5.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Golden Acres Minor Land Division 02-S1964, recorded August 22, 2003 as Reception Number 20030107937 of the Records of the Larimer County Clerk and Recorder, said point being the POINT OF BEGINNING;

THENCE North 89°02'27" East, along said North right of way a distance of 664.43 feet to a point on the East line of said SW1/4 from which the Center-South Sixteenth Corner of said Section 24 bears South 00°19'12" East a distance of 30.00 feet;

THENCE North 89°02'42" East, continuing along said North right of way, a distance of 2627.70 feet;

THENCE South 00°17'41" East a distance of 60.00 feet to the South right of way of said East County Road 6C;

THENCE South 89°02'42" West, along said South right of way, a distance of 1435.31 feet to a point on the approximate centerline of Rockwell Ditch;

THENCE South 61°08'42" West, along said approximate centerline, a distance of 358.09 feet;

THENCE South 23°25'42" West a distance of 142.60 feet to the approximate confluence of Rockwell Ditch and the Little Thompson River;

The following 8 courses are along the approximate centerline of said Little Thompson River.

THENCE North 75°15'42" West a distance of 89.83 feet;

THENCE South 38°48'59" West a distance of 75.80 feet;

THENCE South 30°41'09" West a distance of 150.28 feet;

THENCE South 12°10'45" West a distance of 120.83 feet;

THENCE South 40°45'06" West a distance of 110.06 feet;

THENCE South 62°50'06" West a distance of 144.57 feet;

THENCE South 67°38'42" West a distance of 325.77 feet;

THENCE South 52°17'46" West a distance of 99.24 feet to a point on the West line of the South half of the Southeast Quarter of said Section 24;

THENCE North 00°19'12" West, along said West line, a distance of 901.32 feet to a point on said South right of way of East County Road 6C, from which the Center-South Sixteenth Corner of said Section 24 bears North 00°19'12" West a distance of 30.00 feet;

THENCE South 89°02'27" West, along said South right of way, a distance of 664.41 feet;

THENCE North 00°19'57" West a distance of 60.00 feet to the POINT OF BEGINNING.

Said described parcel of land contains 759,478 Square Feet or 17.435 Acres, more or less (±).

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF TRUSTEES OF THE TOWN OF BERTHOUD, COLORADO:

Section 1. That the above-described property meets all legal requirements for annexation to the Town of Berthoud, and on the request of the Owner and in the interest of the Town, said property shall be annexed to the Town, which annexation shall become effective upon completion of an annexation agreement between the Town and the Owner, and completion of the conditions contained in Section 31-12-113, C.R.S., including, without limitation, all required filings for recording with the Larimer County Clerk and Recorder.

Section 2. No Obligations Assumed: In annexing said property to the Town, the Town does not assume any obligation respecting the construction of water mains, sewer lines, gas mains, electrical service lines, streets or any other services or utilities in connection with the property hereby annexed except as may be provided by the ordinances of the Town.

Section 3. Interpretation. This Ordinance shall be so interpreted and construed to effectuate its general purpose.

Section 4. Effective Date. The provisions of this Ordinance shall take effect thirty (30) days after publication as required by law.

[INTENTIONALLY LEFT BLANK]

PASSED, ADOPTED, SIGNED, AND APPROVED this the 26<sup>th</sup> day of August, 2025.

TOWN OF BERTHOUD

By

\_\_\_\_\_  
William Karspeck, Mayor

ATTEST:

By:

\_\_\_\_\_  
Christian Samora, Town Clerk

RESOLUTION NUMBER 2025-18

A RESOLUTION OF THE TOWN OF BERTHOUD BOARD OF TRUSTEES APPROVING A  
NEIGHBORHOOD MASTER PLAN FOR A DEVELOPMENT KNOWN AS RIVER TRAILS  
IN THE TOWN OF BERTHOUD.

WHEREAS, the property under consideration is known as the “River Trails” development;  
and

WHEREAS, the Town of Berthoud (“Town”) approved Ordinance 1360 on August 26,  
2025, which approved the River Trails Annexation; and

WHEREAS, the Town of Berthoud (“Town”) approved Ordinance 1361 on August 26,  
2025, which approved portions of the property Zoning to SR, Suburban Residential, and A,  
Agriculture, of the River Trails property; and

WHEREAS, the 2021 update to the Town’s Comprehensive Plan and Future Land Use  
Map have envisioned the property described in Exhibit A attached hereto as appropriate for  
Suburban Residential development and Agricultural uses; and

WHEREAS, the developer has proposed a Neighborhood Master Plan application that has  
been prepared in substantial compliance with the 2021 update to the Town’s Comprehensive Plan  
and Future Land Use Map; and

WHEREAS, the Neighborhood Master Plan has been reviewed by referral agencies to  
ensure the proposed development does not present a burden on service provision; and

WHEREAS, notice was properly posted in the manner required by law and a public hearing  
was conducted on October 24, 2024, before the Berthoud Planning Commission; and

WHEREAS, after the public hearing, the Berthoud Planning Commission made a  
unanimous recommendation to the Town Board of Trustees to approve the Neighborhood Master  
Plan as presented with the following Condition of Approval:

The applicant shall work with Town Staff to incorporate educational opportunities  
regarding wildlife, river ecosystems, agriculture, and heritage of the area in their  
neighborhood identity features with the Preliminary Plat application submittal.

WHEREAS, notice was properly posted in a manner required by law and a public hearing  
was conducted on May 24, May 31, June 7, June 14, 2025, before the Board of Trustees as required  
by law and which public hearing incorporated the testimony of citizens which were allowed to  
speak during “Citizen Participation” during this Board of Trustees meeting, and which testimony  
the applicant confirmed it had reviewed; and

WHEREAS, the published Board of Trustees public hearing schedule for July 8, 2025 was continued to August 26, 2025 in a public hearing; and

WHEREAS, based on the testimony and evidence presented at the public hearing held on August 26, 2025, the Board of Trustees determines and finds that compliance with the Neighborhood Master Plan review criteria as provided in Section 30-6-106.E of the Berthoud Municipal Code has been demonstrated.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF BERTHOUD, COLORADO:

Section 1. Neighborhood Master Plan Approval. The Neighborhood Master Plan is hereby conditionally approved. The Preliminary Plat shall be submitted in substantial compliance with the Neighborhood Master Plan and the development review for the Preliminary plat shall be processed in accordance with the Land Use Code. The applicant shall work with Town Staff to incorporate educational opportunities regarding wildlife, river ecosystems, agriculture, and heritage of the area in their neighborhood identity features with the Preliminary Plat application submittal.

Section 2. Interpretation: This Resolution shall be interpreted and construed to effectuate its general purpose.

Section 3. Effective Date: The provisions of this Resolution shall take effect upon adoption.

APPROVED AND ADOPTED this 26<sup>th</sup> day of August, 2025.

TOWN OF BERTHOUD

By \_\_\_\_\_

William Karspeck, Mayor

ATTEST:

By: \_\_\_\_\_

Christian Samora, Town Clerk



## **Exhibit A: Legal Description**

### **RIVER TRAILS ANNEXATION NO. 1**

A parcel of land situate in the Southwest Quarter (SW1/4) of Section Twenty-four (24), Township Four North (T.4N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South half of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 30.00 feet to the POINT OF BEGINNING, also being a point on the boundary of the South First Street Annexation to the Town of Berthoud, recorded April 3, 1997, as Reception Number 19970020418 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, continuing along said North line and said annexation boundary, a distance of 20.00 feet;

THENCE North 00°21'20" West, continuing along said annexation boundary, a distance of 35.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 314.64 feet;

THENCE South 82°30'22" West a distance of 307.55 feet to a point on the North line of the South half of said SW1/4;

THENCE South 00°06'53" West a distance of 185.29 feet to a point on the East line of that parcel recorded January 7, 1878 as Book G Page 580 of the Records of the Larimer County Clerk and Recorder;

THENCE South 08°56'36" East, along said East line, a distance of 178.75 feet;

THENCE South 77°12'38" West a distance of 27.92 feet to a point on the assumed West right of way line of County Road 15, lying 30' Westerly and parallel to the surveyed centerline of said road.

THENCE North 12°47'22" West, along said assumed West right of way line, a distance of 127.08 feet;

THENCE North 00°21'21" West a distance of 58.65 feet to a point on the boundary of said South First Street Annexation to the Town of Berthoud;

THENCE North 00°21'21" West, continuing along said South First Street Annexation, a distance of 184.98 feet to the POINT OF BEGINNING.

Said described parcel of land contains 16,828 Square Feet or 0.386 Acres, more or less (±).

## **RIVER TRAILS ANNEXATION NO. 2**

A parcel of land, situate in the Southwest Quarter (SW1/4) of Section Twenty-four (24), Township Four North (T.4N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South half of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 59.46 feet to the POINT OF BEGINNING;

THENCE North 82°30'22" East a distance of 307.55 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 896.05 feet;

THENCE South 81°12'51" West a distance of 1096.36 feet;

THENCE South 00°32'05" East a distance of 872.85 feet to a point on the East line of that parcel recorded January 7, 1878 as Book G Page 580 of the Records of the Larimer County Clerk and Recorder;

THENCE North 27°05'13" West a distance of 56.42 feet to a point on the assumed West right of way line of County Road 15, lying 30' Westerly and parallel to the surveyed centerline of said road, said point also being the beginning point of a curve, non-tangent to the aforesaid line;

THENCE along the arc of a curve concave to the Southwest a distance of 527.01 feet, having a Radius of 4800.49 feet, a Delta of 06°17'24" and is subtended by a Chord that bears North 09°42'19" West a distance of 526.74 feet;

THENCE North 12°47'22" West, continuing along said assumed West right of way, a distance of 48.88 feet;

THENCE North 77°12'38" East a distance of 27.92 feet to a point on said East line of the parcel recorded as Book G Page 580.

THENCE North 08°56'36" West, along said East line, a distance of 178.75 feet;

THENCE North 00°06'53" East a distance of 185.29 feet to the POINT OF BEGINNING.

Said described parcel of land contains 159,273 Square Feet or 3.656 Acres, more or less (±).

### **RIVER TRAILS ANNEXATION NO. 3**

A parcel of land, situate in the South half (S1/2) of Section Twenty-four (24) and the Northwest Quarter (NW1/4) of Section Twenty-five (25), Township Four North (T.4N.), Range Sixty-nine West (R.69.W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South Half of said SW1/4 as bearing North 89°02'27" East , being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 50.37 feet;

THENCE North 00°57'33" West a distance of 35.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 1210.69 feet to the POINT OF BEGINNING;

THENCE North 89°02'27" East, continuing along said North right of way, a distance of 732.68 feet;

THENCE South 00°19'57" East a distance of 5.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Golden Acres Minor Land Division 02-S1964, recorded August 22, 2003 as Reception Number 20030107937 of the Records of the Larimer County Clerk and Recorder;

THENCE South 00°19'57" East a distance of 60.00 feet to the South Right of way of said East County Road 6C;

THENCE North 89°02'27" East, along said South right of way, a distance of 664.41 feet to a point on the East line of the South half of said SW1/4, from which the Center-South Sixteenth Corner of said Section 24 bears North 00°19'12" West a distance of 30.00 feet;

THENCE South 00°19'12" East, along said West line, a distance of 1293.84 feet to the South Quarter Corner of said Section 24;

THENCE South 88°58'50" West, along the North line of the NW1/4 of Section 25, a distance of 1328.47 feet;

THENCE South 19°17'04" West a distance of 455.71 feet;

THENCE North 89°16'21" West a distance of 971.00 feet;

THENCE North 00°58'39" East a distance of 51.41 feet to a point on the assumed West right of way line of County Road 15, lying 30' Westerly and parallel to the surveyed centerline of said road, said point also being the beginning point of a curve, non-tangent to the aforesaid line;

THENCE along the arc of a curve concave to the West a distance of 43.61 feet, having a Radius of 5720.87 feet, a Delta of 00°26'12" and is subtended by a Chord that bears North 00°25'32" West a distance of 43.61 feet to the beginning point of a curve, non-tangent to the aforesaid curve;

THENCE along the arc of a curve concave to the West a distance of 413.55 feet, having a Radius of 6302.52 feet, a Delta of 03°45'35" and is subtended by a Chord that bears North 03°54'16" West a distance of 413.48 feet;

THENCE North 05°46'33" West, continuing along said assumed West right of way, a distance of 280.74 feet;

THENCE South 27°05'13" East a distance of 56.42 feet to a point on the East line of that parcel recorded January 7, 1878 as Book G Page 580 of the Records of the Larimer County Clerk and Recorder;

THENCE North 00°32'05" West a distance of 872.85 feet;

THENCE North 81°12'51" East a distance of 1096.36 feet to the POINT OF BEGINNING.

Said described parcel of land contains 3,685,439 Square Feet or 84.606 Acres, more or less (±).

#### **RIVER TRAILS ANNEXATION NO. 4**

A parcel of land, situate in the South half (S1/2) of Section Twenty-four (24) Township Four North (T.4N.), Range Sixty-nine West (R.69.W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South Half of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 50.37 feet;

THENCE North 00°57'33" West a distance of 35.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 1943.37 feet;

THENCE South 00°19'57" East a distance of 5.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Golden Acres Minor Land Division 02-S1964, recorded August 22, 2003 as Reception Number 20030107937 of the Records of the Larimer County Clerk and Recorder, said point being the POINT OF BEGINNING;

THENCE North 89°02'27" East, along said North right of way a distance of 664.43 feet to a point on the East line of said SW1/4 from which the Center-South Sixteenth Corner of said Section 24 bears South 00°19'12" East a distance of 30.00 feet;

THENCE North 89°02'42" East, continuing along said North right of way, a distance of 2627.70 feet;

THENCE South 00°17'41" East a distance of 60.00 feet to the South right of way of said East County Road 6C;

THENCE South 89°02'42" West, along said South right of way, a distance of 1435.31 feet to a point on the approximate centerline of Rockwell Ditch;

THENCE South 61°08'42" West, along said approximate centerline, a distance of 358.09 feet;

THENCE South 23°25'42" West a distance of 142.60 feet to the approximate confluence of Rockwell Ditch and the Little Thompson River;

The following 8 courses are along the approximate centerline of said Little Thompson River.

THENCE North 75°15'42" West a distance of 89.83 feet;

THENCE South 38°48'59" West a distance of 75.80 feet;

THENCE South 30°41'09" West a distance of 150.28 feet;

THENCE South 12°10'45" West a distance of 120.83 feet;

THENCE South 40°45'06" West a distance of 110.06 feet;

THENCE South 62°50'06" West a distance of 144.57 feet;

THENCE South 67°38'42" West a distance of 325.77 feet;

THENCE South 52°17'46" West a distance of 99.24 feet to a point on the West line of the South half of the Southeast Quarter of said Section 24;

THENCE North 00°19'12" West, along said West line, a distance of 901.32 feet to a point on said South right of way of East County Road 6C, from which the Center-South Sixteenth Corner of said Section 24 bears North 00°19'12" West a distance of 30.00 feet;

THENCE South 89°02'27" West, along said South right of way, a distance of 664.41 feet;

THENCE North 00°19'57" West a distance of 60.00 feet to the POINT OF BEGINNING.

Said described parcel of land contains 759,478 Square Feet or 17.435 Acres, more or less (±).

## **TOWN OF BERTHOUD**

### **ORDINANCE NO. 1361**

#### **AN ORDINANCE AMENDING THE ZONING MAP OF THE TOWN OF BERTHOUD TO ESTABLISH THE ZONING OF PROPERTY KNOWN AS THE “RIVER TRAILS ANNEXATION” NEWLY ANNEXED TO THE TOWN OF BERTHOUD**

WHEREAS, an ordinance approving the annexation of certain property known as the River Trails Annexation as more particularly described in Exhibit A attached hereto (the “Property”), to the Town of Berthoud by Ordinance No.1360 was passed by the Board of Trustees of the Town of Berthoud on August 26, 2025; and,

WHEREAS, Section 31-12-115, Colorado Revised Statutes, requires that newly annexed property be zoned within 90 days of the effective date of the annexation ordinance; and,

WHEREAS, the Planning Commission previously has considered the zoning request related to Ordinance 1361 and Annexation Ordinance 1360, and has recommended that the Property be zoned “Suburban Residential (SR) and Agricultural (A)” upon its annexation into the Town; and,

WHEREAS, notice previously was been posted and published as required by law and a public hearing was conducted before the Board of Trustees on May 24, May 31, June 7, June 14, 2025, at which time the zoning of the Property to “Suburban Residential (SR) and Agricultural (A)” was approved by the Board, to become effective upon the completion of the annexation of the Property into the Town more particularly described in Exhibit A and found in Exhibit B; and

WHEREAS, the Board desires the zoning approval for the Property to become effective concurrent with the legal effectiveness of Annexation Ordinance 1360.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF TRUSTEES OF THE TOWN OF BERTHOUD, COLORADO:

Section 1. Upon the legal effectiveness of the annexation of the Property to the Town of Berthoud in accordance with Section 31-12-113(2)( b), Colorado Revised Statutes, the official zoning map of the Town of Berthoud shall be amended by the inclusion of the Property zoned as “Suburban Residential (SR) and Agricultural (A).”

Section 2. The Property known as the “River Trails Annexation” is hereby zoned “Suburban Residential (SR) and Agricultural (A)” subject to the terms and conditions approved by the Town.

Section 3. Interpretation. This Ordinance shall be so interpreted and construed to effectuate its general purpose.

Section 4. Publication. The Town Clerk shall certify to the passage of this Ordinance, cause its contents to be published, and, when the annexation of the Property becomes effective in accordance with section 31-12-113(2) (b), Colorado Revised Statutes, shall cause the appropriate change to be made to the official Berthoud Zoning District Map.



Section 5. Effective Date: The effective date of this ordinance shall be the later of the effective date of the Annexation of “River Trails Annexation” and thirty (30) days after publication of this ordinance.

PASSED, ADOPTED, SIGNED, AND APPROVED this the 26<sup>th</sup> day of August, 2025.

TOWN OF BERTHOUD

By \_\_\_\_\_

William Karspeck, Mayor

ATTEST:

By: \_\_\_\_\_

Christian Samora, Town Clerk

## **EXHIBIT A: LEGAL DESCRIPTION**

### **RIVER TRAILS ANNEXATION NO. 1**

A parcel of land situate in the Southwest Quarter (SW1/4) of Section Twenty-four (24), Township Four North (T.4N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South half of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 30.00 feet to the POINT OF BEGINNING, also being a point on the boundary of the South First Street Annexation to the Town of Berthoud, recorded April 3, 1997, as Reception Number 19970020418 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, continuing along said North line and said annexation boundary, a distance of 20.00 feet;

THENCE North 00°21'20" West, continuing along said annexation boundary, a distance of 35.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 314.64 feet;

THENCE South 82°30'22" West a distance of 307.55 feet to a point on the North line of the South half of said SW1/4;

THENCE South 00°06'53" West a distance of 185.29 feet to a point on the East line of that parcel recorded January 7, 1878 as Book G Page 580 of the Records of the Larimer County Clerk and Recorder;

THENCE South 08°56'36" East, along said East line, a distance of 178.75 feet;

THENCE South 77°12'38" West a distance of 27.92 feet to a point on the assumed West right of way line of County Road 15, lying 30' Westerly and parallel to the surveyed centerline of said road.

THENCE North 12°47'22" West, along said assumed West right of way line, a distance of 127.08 feet;

THENCE North 00°21'21" West a distance of 58.65 feet to a point on the boundary of said South First Street Annexation to the Town of Berthoud;

THENCE North 00°21'21" West, continuing along said South First Street Annexation, a distance of 184.98 feet to the POINT OF BEGINNING.

Said described parcel of land contains 16,828 Square Feet or 0.386 Acres, more or less (±).

## **RIVER TRAILS ANNEXATION NO. 2**

A parcel of land, situate in the Southwest Quarter (SW1/4) of Section Twenty-four (24), Township Four North (T.4N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South half of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 59.46 feet to the POINT OF BEGINNING;

THENCE North 82°30'22" East a distance of 307.55 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 896.05 feet;

THENCE South 81°12'51" West a distance of 1096.36 feet;

THENCE South 00°32'05" East a distance of 872.85 feet to a point on the East line of that parcel recorded January 7, 1878 as Book G Page 580 of the Records of the Larimer County Clerk and Recorder;

THENCE North 27°05'13" West a distance of 56.42 feet to a point on the assumed West right of way line of County Road 15, lying 30' Westerly and parallel to the surveyed centerline of said road, said point also being the beginning point of a curve, non-tangent to the aforesaid line;

THENCE along the arc of a curve concave to the Southwest a distance of 527.01 feet, having a Radius of 4800.49 feet, a Delta of 06°17'24" and is subtended by a Chord that bears North 09°42'19" West a distance of 526.74 feet;

THENCE North 12°47'22" West, continuing along said assumed West right of way, a distance of 48.88 feet;

THENCE North 77°12'38" East a distance of 27.92 feet to a point on said East line of the parcel recorded as Book G Page 580.

THENCE North 08°56'36" West, along said East line, a distance of 178.75 feet;

THENCE North 00°06'53" East a distance of 185.29 feet to the POINT OF BEGINNING.

Said described parcel of land contains 159,273 Square Feet or 3.656 Acres, more or less (±).

### **RIVER TRAILS ANNEXATION NO. 3**

A parcel of land, situate in the South half (S1/2) of Section Twenty-four (24) and the Northwest Quarter (NW1/4) of Section Twenty-five (25), Township Four North (T.4N.), Range Sixty-nine West (R.69.W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South Half of said SW1/4 as bearing North 89°02'27" East , being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 50.37 feet;

THENCE North 00°57'33" West a distance of 35.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 1210.69 feet to the POINT OF BEGINNING;

THENCE North 89°02'27" East, continuing along said North right of way, a distance of 732.68 feet;

THENCE South 00°19'57" East a distance of 5.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Golden Acres Minor Land Division 02-S1964, recorded August 22, 2003 as Reception Number 20030107937 of the Records of the Larimer County Clerk and Recorder;

THENCE South 00°19'57" East a distance of 60.00 feet to the South Right of way of said East County Road 6C;

THENCE North 89°02'27" East, along said South right of way, a distance of 664.41 feet to a point on the East line of the South half of said SW1/4, from which the Center-South Sixteenth Corner of said Section 24 bears North 00°19'12" West a distance of 30.00 feet;

THENCE South 00°19'12" East, along said West line, a distance of 1293.84 feet to the South Quarter Corner of said Section 24;

THENCE South 88°58'50" West, along the North line of the NW1/4 of Section 25, a distance of 1328.47 feet;

THENCE South 19°17'04" West a distance of 455.71 feet;

THENCE North 89°16'21" West a distance of 971.00 feet;

THENCE North 00°58'39" East a distance of 51.41 feet to a point on the assumed West right of way line of County Road 15, lying 30' Westerly and parallel to the surveyed centerline of said road, said point also being the beginning point of a curve, non-tangent to the aforesaid line;

THENCE along the arc of a curve concave to the West a distance of 43.61 feet, having a Radius of 5720.87 feet, a Delta of 00°26'12" and is subtended by a Chord that bears North 00°25'32" West a distance of 43.61 feet to the beginning point of a curve, non-tangent to the aforesaid curve;

THENCE along the arc of a curve concave to the West a distance of 413.55 feet, having a Radius of 6302.52 feet, a Delta of 03°45'35" and is subtended by a Chord that bears North 03°54'16" West a distance of 413.48 feet;

THENCE North 05°46'33" West, continuing along said assumed West right of way, a distance of 280.74 feet;

THENCE South 27°05'13" East a distance of 56.42 feet to a point on the East line of that parcel recorded January 7, 1878 as Book G Page 580 of the Records of the Larimer County Clerk and Recorder;

THENCE North 00°32'05" West a distance of 872.85 feet;

THENCE North 81°12'51" East a distance of 1096.36 feet to the POINT OF BEGINNING.

Said described parcel of land contains 3,685,439 Square Feet or 84.606 Acres, more or less (±).

#### **RIVER TRAILS ANNEXATION NO. 4**

A parcel of land, situate in the South half (S1/2) of Section Twenty-four (24) Township Four North (T.4N.), Range Sixty-nine West (R.69.W.) of the Sixth Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCING at the South Sixteenth corner of said SW1/4 of Section 24 and assuming the North line of the South Half of said SW1/4 as bearing North 89°02'27" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2657.78 feet Monumented by a #5 rebar with 2" aluminum cap stamped LS 13446 on the West end, and a #5 rebar with 3.25" aluminum cap stamped LS 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°02'27" East, along said North line, a distance of 50.37 feet;

THENCE North 00°57'33" West a distance of 35.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Mary V. Moore M.R.D., recorded November 2, 1993 as Reception Number 19930082235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°02'27" East, along said North right of way, a distance of 1943.37 feet;

THENCE South 00°19'57" East a distance of 5.00 feet to a point on the North right of way of East County Road 6C, as shown on the plat of Golden Acres Minor Land Division 02-S1964, recorded August 22, 2003 as Reception Number 20030107937 of the Records of the Larimer County Clerk and Recorder, said point being the POINT OF BEGINNING;

THENCE North 89°02'27" East, along said North right of way a distance of 664.43 feet to a point on the East line of said SW1/4 from which the Center-South Sixteenth Corner of said Section 24 bears South 00°19'12" East a distance of 30.00 feet;

THENCE North 89°02'42" East, continuing along said North right of way, a distance of 2627.70 feet;

THENCE South 00°17'41" East a distance of 60.00 feet to the South right of way of said East County Road 6C;

THENCE South 89°02'42" West, along said South right of way, a distance of 1435.31 feet to a point on the approximate centerline of Rockwell Ditch;

THENCE South 61°08'42" West, along said approximate centerline, a distance of 358.09 feet;

THENCE South 23°25'42" West a distance of 142.60 feet to the approximate confluence of Rockwell Ditch and the Little Thompson River;

The following 8 courses are along the approximate centerline of said Little Thompson River.

THENCE North 75°15'42" West a distance of 89.83 feet;

THENCE South 38°48'59" West a distance of 75.80 feet;

THENCE South 30°41'09" West a distance of 150.28 feet;

THENCE South 12°10'45" West a distance of 120.83 feet;

THENCE South 40°45'06" West a distance of 110.06 feet;

THENCE South 62°50'06" West a distance of 144.57 feet;

THENCE South 67°38'42" West a distance of 325.77 feet;

THENCE South 52°17'46" West a distance of 99.24 feet to a point on the West line of the South half of the Southeast Quarter of said Section 24;

THENCE North 00°19'12" West, along said West line, a distance of 901.32 feet to a point on said South right of way of East County Road 6C, from which the Center-South Sixteenth Corner of said Section 24 bears North 00°19'12" West a distance of 30.00 feet;

THENCE South 89°02'27" West, along said South right of way, a distance of 664.41 feet;

THENCE North 00°19'57" West a distance of 60.00 feet to the POINT OF BEGINNING.

Said described parcel of land contains 759,478 Square Feet or 17.435 Acres, more or less (±).



**EXHIBIT B: CHANGE OF ZONE MAP**

The River Trails Zoning Map was recorded by Larimer County Clerk and Recorder at Reception Number \_\_\_\_\_.



LAND SERVICES  
OIL AND GAS TITLE

P.O. Box 336337  
Greeley, CO 80633

Phone (970) 351-0733  
Fax (970) 351-0867

**LIST OF MINERAL OWNERS AND MINERAL LESSEES for NOTIFICATION**  
(Cynthia Ann Befus and Karen Kay Befus Property)

**Subject Property:**

Township 4 North, Range 69 West, 6th P.M., Larimer County, CO

Section 25: Those tracts of land being more particularly described on Exhibit A, being a part of the NW¼

Zeren Land Services, an oil and gas title research company, states that to the best of its knowledge the following is a true and accurate list of the names and addresses of the mineral owners and mineral leasehold owners entitled to notice under the Surface Development Notification Act, Colorado Revised Statutes §24-65.5-101, et seq. in the Subject Property based upon the records of the Larimer County Assessor and Clerk Recorder as of January 25, 2024 at 7:45 a.m.:

**Mineral Owners:**

None (entitled to notice)

**Mineral Leasehold Owners:**

Extraction Oil & Gas LLC  
370 17<sup>th</sup> Street, Suite 5300  
Denver, CO 80202

Dated this 26<sup>th</sup> day of January, 2024.

ZEREN LAND SERVICES

  
By: Cynthia A. E. Zeren, CPL  
Certified Professional Landman #4044

At the request of **Hillside Commercial Group, Inc.** ("Client"), Zeren Land Services, an independent land consulting firm, has prepared the foregoing list of mineral estate owners entitled to notice under the Surface Development Notification Act, Colorado Revised Statutes §24-65.5-101, et seq.

Zeren Land Services, searched (i) the records of the Larimer County Assessor relating to the Subject Property for persons identified therein as mineral estate owners, and (ii) the records of the Larimer County Clerk and Recorder relating to the Subject Property for recorded requests for notification in the form specified in the Surface Development Notification Act. The results of these searches are set forth above in this List of Mineral Owners Entitled to Notice. At the date of the search, the records of the Assessor and the Clerk and Recorder were posted through January 25, 2024 at 7:45 A.M.

Zeren Land Services, agreed to prepare this listing for the Client only if the Client agreed that the liability of Zeren Land Services, would be strictly limited to the amount paid by the Client for such services. Zeren Land Services, makes no warranty, express, implied or statutory, in connection with the accuracy, completeness or sufficiency of such listing of mineral estate owners. In the event the listing proves to be inaccurate, incomplete, insufficient or otherwise defective in any way whatsoever or for any reason whatsoever, **the liability of Zeren Land Services, shall never exceed the actual amount paid by Client to Zeren Land Services, for the listing.**

In order to induce Zeren Land Services, to provide such services, **Client further agreed to indemnify and hold Zeren Land Services, its managers, members and employees, harmless from and against all claims by all persons (including, but not limited to Client) of whatever kind or character arising out of the preparation and use of each such listing of mineral estate owners, to the extent that such claims exceed the actual amount paid to Client by Zeren Land Services, for such listing.** Client specifically intends that both the foregoing limitation on liability and foregoing indemnification shall be binding and effective without regard to the cause of the claim, inaccuracy or defect, including, but not limited to, breach of representation, warranty or duty, any theory of tort or of breach of contract, or the fault or negligence of any party (including Zeren Land Services) of any kind or character (regardless of whether the fault or negligence is sole, joint, concurrent, simple or gross). **Client's use of this listing evidences Client's acceptance of, and agreement with, this limitation on liability and the indemnification.**

ZEREN LAND SERVICES

Date: January 26, 2024

By: \_\_\_\_\_

Cynthia A. E. Zeren, as President

**EXHIBIT A**

TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6<sup>TH</sup> P.M.

SECTION 25: A TRACT OF LAND DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE SECTION LINE BETWEEN SECTIONS 24 AND 25, IN TOWNSHIP 4 NORTH, OF RANGE 69 WEST OF THE 6<sup>TH</sup> P.M., 1320 FEET WEST OF THE NORTHEAST CORNER OF THE NW¼ OF SAID SECTION 25; THENCE SOUTH 80° WEST 1139 FEET; THENCE SOUTH 2' WEST 200 FEET; THENCE SOUTH 88°15' EAST 971 FEET; THENCE NORTH 20°15' EAST 453 FEET TO PLACE OF BEGINNING (MAGNETIC VARIATION, 14°30' EAST);

ALSO, A CERTAIN TRACT OF LAND IN THE NW¼ OF SAID SECTION 25, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 230 FEET EAST OF THE NORTHWEST CORNER OF SAID SECTION 25, ON THE SECTION LINE; THENCE SOUTH 200 FEET; THENCE NORTHEASTERLY TO A POINT ON THE NORTH LINE OF SAID SECTION 25, 80 RODS EAST OF THE NORTHWEST CORNER OF SAID SECTION; THENCE WEST ON THE SECTION LINE TO PLACE OF BEGINNING;

ALSO, THE NW¼ OF SAID SECTION 25, EXCEPT PORTIONS CONVEYED AS SHOWN BY DEED RECORDED JANUARY 7, 1878 IN BOOK G AT PAGE 580 AND DEED RECORDED SEPTEMBER 3, 1877 IN BOOK I AT PAGE 430, AND DEED RECORDED SEPTEMBER 26, 1882 IN BOOK 33 AT PAGE 318, AND DEED RECORDED FEBRUARY 27, 1908 IN BOOK 245 AT PAGE 584 AND DEED RECORDED JANUARY 16, 2018 UNDER RECEPTION NO. 20180003176

Date: September 23, 2024

Extraction Oil & Gas LLC  
370 17<sup>th</sup> Street, Suite 5300  
Denver, CO 80202

Re: Public Hearing before the Town of Berthoud Planning Commission & City Council on a proposed development application.

Dear Mineral Estate Owner:

You are receiving this notice because you have been identified as a mineral estate owner as reflected in the records of the Larimer County Assessor with respect to property that is the subject of the referenced applications.

**Application and Meeting Information**

|                        |                                                                                                |
|------------------------|------------------------------------------------------------------------------------------------|
| Application:           | Annexation, Zoning and Neighborhood Master Plan                                                |
| Project Name:          | River Trails                                                                                   |
| Applicant Name:        | Jon Turner, River Trails, LLC                                                                  |
| Meeting Date and Time: | 6:00 p.m. on October 23, 2024 Planning Commission<br>6:30 p.m. on November 12, 2024 Town Board |
| Meeting Location       | Board Room, 807 Mountain Avenue, Berthoud, Colorado                                            |

**Project Description**

|                                  |                                                                                                                                                                                                                                               |
|----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Summary of Proposed Development: | This site will allow a mix of residential product types, including single family detached, duplex, and townhomes.                                                                                                                             |
| General Location:                | This site is located on the southeast corner of E CR 6C and S CR 15/S 1 <sup>st</sup> Street.                                                                                                                                                 |
| Existing Zoning:                 | Larimer County                                                                                                                                                                                                                                |
| Legal Description:               | A PARCEL OF LAND SITUATE IN THE SOUTH HALF (S1/2) OF SECTION TWENTY-FOUR (24), TOWNSHIP FOUR NORTH (T.4N.), RANGE SIXTY-NINE WEST (R.69W.) OF THE SIXTH PRINCIPAL MERIDIAN (6TH P.M.), TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO |

The list of mineral estate owners being notified of this public hearing is supplied by the applicant and derived from the current records of the Larimer County Assessor and the Larimer County Clerk and Recorder. As those records are not always current, please feel free to notify any other party who may have an interest in the minerals beneath the surface of the subject property of the scheduled public hearing.

Sincerely,

Jon Turner  
River Trails, LLC

**From:** [kristin@tbgroun.us](mailto:kristin@tbgroun.us)  
**To:** [Anne Johnson](#)  
**Subject:** River Trails sign #2

---

Hi Anne-

We've confirmed both signs are posted at River Trails.

Thanks,

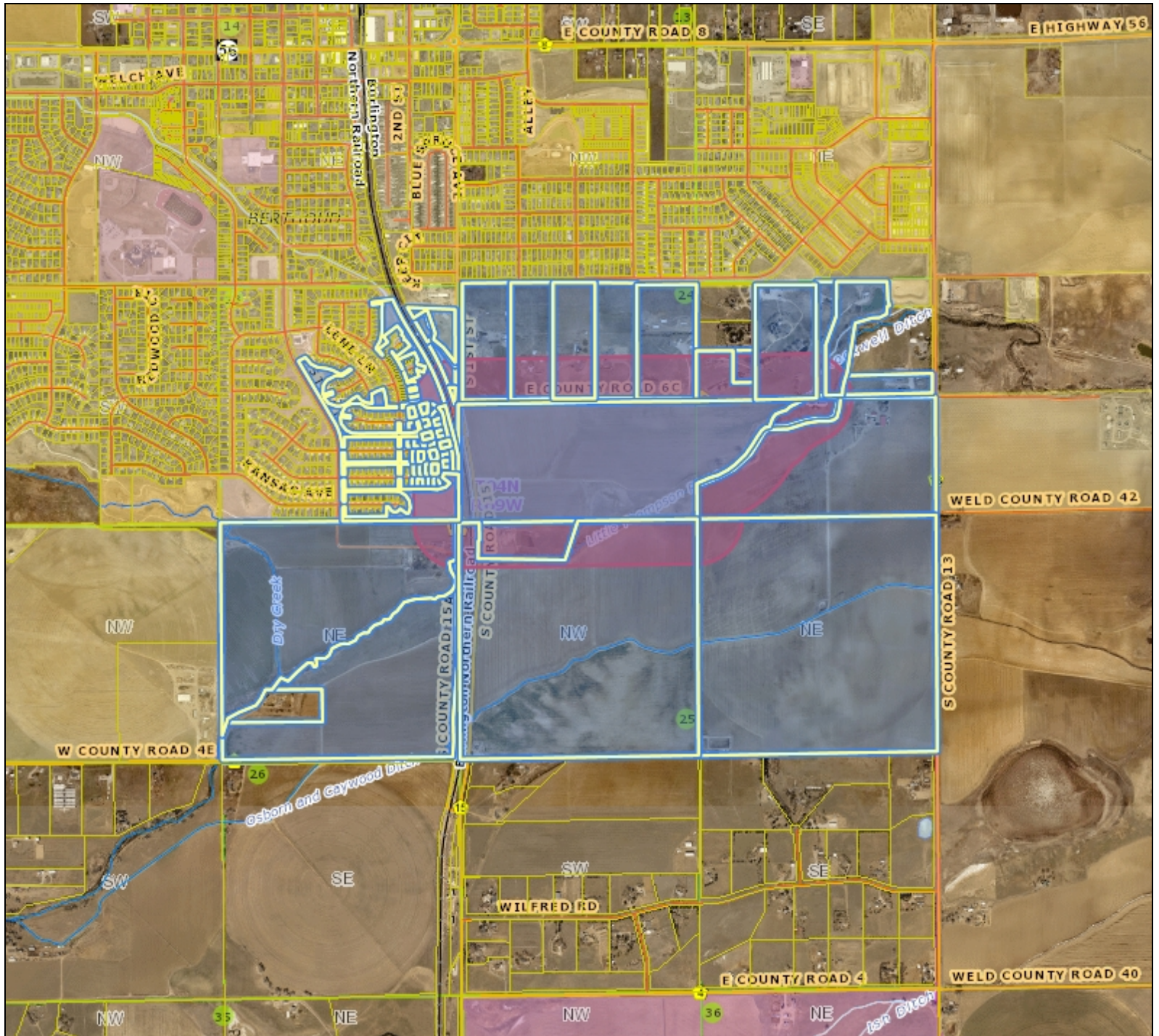
K



Sent from my iPhone



# Larimer County Web Map



## Legend

- |                                                                                                      |                                                                                                             |                                                                                                   |
|------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
|  Tax Parcels       |  Incorporated Areas      | 30969E146467N.sid                                                                                 |
|  Railroads         |  PLSS Township and Range |  Red: Band_1   |
|  Major Road System |  PLSS Sections           |  Green: Band_2 |
|  Road System       |  PLSS Quarter Sections   |  Blue: Band_3  |
|  Lakes and Ponds   |  City or Town            | 30969E144091N.sid                                                                                 |

## Notes

0.2 0 0.2 Miles

Scale  
1: 18,545



Date Prepared: 5/19/2025 4:09:12 PM

This map was created by Larimer County GIS using data from multiple sources for informal purposes only. This map may not reflect recent updates prior to the date of printing. Larimer County makes no warranty or guarantee concerning the completeness, accuracy, or reliability of the content represented.



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### Scheduled Hearings:

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### PROJECT NAME:

River Trails  
Annexation Petition,  
Annexation, Zoning  
and Neighborhood  
Master Plan

### LOCATION:

East of and adjacent  
to 1<sup>st</sup> Street and  
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PO Box 1229  
Berthoud, CO 80513

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BONILLA RICHARD LOREN  
283 MOUNT RAINIER ST  
BERTHOUD, CO 805138298

GUINN DENISE  
263 MOUNT RAINIER ST  
BERTHOUD, CO 805138298

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PO Box 1229  
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GANS DEBORAH  
253 MOUNT RAINIER ST  
BERTHOUD, CO 805138298

HERITAGE RIDGE METROPOLITAN DISTRICT  
2619 CANTON CT STE A  
FORT COLLINS, CO 805254453





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BLAIR JOSEPH EDWARD  
256 BRONCO CT  
BERTHOUD, CO 805132828

TOWN OF BERTHOUD  
PO BOX 1229  
BERTHOUD, CO 805132229

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807 Mountain Ave.  
PO Box 1229  
Berthoud, CO 80513

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807 Mountain Ave.  
PO Box 1229  
Berthoud, CO 80513

WILSON-BELZ CHERYL TRUST  
2343 AUSTIN AVE  
LOVELAND, CO 805384172

COLORADO FFA LEWIS FARM LLC  
PO BOX 1000  
GREELEY, CO 806321000



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HEFFNER ERIC A/KRISTI A  
243 MOUNT RAINIER ST  
BERTHOUD, CO 805138298

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JARVIS KEITH LAWRENCE  
796 LOWREY LN  
BERTHOUD, CO 805138265

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807 Mountain Ave.  
PO Box 1229  
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GRANDCHAMP GREGORY E/NORMA P  
820 LOWRY LN  
BERTHOUD, CO 805138289

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SMITH AMANDA/ABIGAIL  
848 LOWREY LN  
BERTHOUD, CO 805138289



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HARRIS RANDALL STEVEN/MARIANNE  
870 LOWREY LN  
BERTHOUD, CO 805138289

ORNELAS JOE A/EUFEMIA C  
232 S 1ST ST  
BERTHOUD, CO 805132639

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HERSHMAN LIVING TRUST  
224 E COUNTY ROAD 6C  
BERTHOUD, CO 80513

SEWCZAK FAMILY TRUST  
247 SPRINGHILL LN  
BERTHOUD, CO 805138102



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River Trails  
Annexation Petition,  
Annexation, Zoning  
and Neighborhood  
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### LOCATION:

East of and adjacent  
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**Town of Berthoud**

807 Mountain Ave.  
PO Box 1229  
Berthoud, CO 80513

SMITH JASON S/TRACY A  
290 CAPITAL REEF ST  
BERTHOUD, CO 805132830

**Town of Berthoud**

807 Mountain Ave.  
PO Box 1229  
Berthoud, CO 80513

PRATO DOUGLAS J FAMILY LIVING  
286 BRONCO CT  
BERTHOUD, CO 805132828

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807 Mountain Ave.  
PO Box 1229  
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BERGERON CARY F/DENISE G  
280 CAPITAL REEF ST  
BERTHOUD, CO 805132830

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LIEN QUANG MINH  
261 CAPITAL REEF ST  
BERTHOUD, CO 805132830



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ROOS FAMILY REVOCABLE LIVING TRUST  
760 CROSSBILL DR  
BERTHOUD, CO 805132749

MCCARTNEY LIVING TRUST  
282 MOUNT RAINIER ST  
BERTHOUD, CO 805138297

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JARAMILLO EARL JEROME/DAWN  
799 LOWRY LN  
BERTHOUD, CO 805130000

HT LAND PARTNERS 400 LLC  
320 N LINCOLN AVE  
LOVELAND, CO 805375616



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STROM ROBERT L/JANILYN B  
790 LOWREY LN  
BERTHOUD, CO 805138265

ZASKE RICKY JR LIVING TRUST (.50)  
808 LOWREY LN  
BERTHOUD, CO 805138289

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RIVER TRAILS LLC  
6355 FAIRGROUNDS AVE STE 300  
WINDSOR, CO 805507148

FLYNN SHAWN  
1060 E COUNTY ROAD 6C  
BERTHOUD, CO 805138120



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PANALIS TIMOTHY/RESSIE  
787 LOWRY LN  
BERTHOUD, CO 805138260

HUTSON JOHN WESTLEY/CAROL DIANE  
825 LOWRY LN  
BERTHOUD, CO 805138248

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PERRY DAVID M/VALERAE A  
PO BOX 1738  
BERTHOUD, CO 80513

PERRY MARSHALL F II  
550 E COUNTY ROAD 6C  
BERTHOUD, CO 805138122



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HARRISON EMILY N/JENNIFER D  
840 E COUNTY ROAD 6C  
BERTHOUD, CO 805138120

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807 Mountain Ave.  
PO Box 1229  
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BAILEY JOHN D/BETHANY J  
850 E COUNTY ROAD 6C  
BERTHOUD, CO 805138120

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MAINE FERDINAND E  
748 CROSSBILL DR  
BERTHOUD, CO 805132749

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KURTZ CHRISTOPHER/ANN  
299 BRONCO CT  
BERTHOUD, CO 805132828



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PO Box 1229  
Berthoud, CO 80513

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GOERS BRETT/JAMES  
273 MOUNT RAINIER ST  
BERTHOUD, CO 805138298

ROMERO PORFIRIO  
272 MOUNT RAINIER ST  
BERTHOUD, CO 805138297

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GAUSE MELVIN B/SHEROLYN W  
803 LOWRY LN  
BERTHOUD, CO 805130000

LAMBUTH CHRISTOPHER T/JESSICA N  
266 BRONCO CT  
BERTHOUD, CO 805132828



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River Trails  
Annexation Petition,  
Annexation, Zoning  
and Neighborhood  
Master Plan

### LOCATION:

East of and adjacent  
to 1<sup>st</sup> Street and  
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NELSON RYAN/MEGHAN  
233 MOUNT RAINIER ST  
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NEWTH DALE L/NANNETTE E  
894 LOWREY LN  
BERTHOUD, CO 805138289

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STONER RICHARD JOHN JR/JOYCE KAY  
333 SPRINGHILL LN  
BERTHOUD, CO 805138102

222 SPRINGHILL LANE LLC  
222 SPRINGHILL LN  
BERTHOUD, CO 805138102



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AMOLSCH CHRISTINA  
296 BRONCO CT  
BERTHOUD, CO 805132828

FUSCO GREGORY M  
754 CROSSBILL DR  
BERTHOUD, CO 805132749

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TOUCHON VICTORIA J/RONALD E  
281 CAPITAL REEF ST  
BERTHOUD, CO 805132830

LEASE THOMAS S/LINDA  
271 CAPITAL REEF ST  
BERTHOUD, CO 805132830



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BOLTON MARK R/JUANITA G  
276 BRONCO CT  
BERTHOUD, CO 805132828

EDMONDS MARK/VALERIE M  
251 CAPITAL REEF ST  
BERTHOUD, CO 805132830

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BARNEY LAWRENCE COCHRAN/DEBRA ANN  
888 LOWREY LN  
BERTHOUD, CO 805138289

BERTHOUD TOWN OF  
807 MOUNTAIN AVE  
BERTHOUD, CO 805132229



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NULL  
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BIUNNO TINA/JOSEPH  
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PONCE CHRISTOPHER DAVID/AMANDA  
JEANNE  
252 MOUNT RAINIER ST  
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HUTSON JASON/HEATHER  
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JACOBSON-CHERNOFF KAREN MARIE  
332 E COUNTY ROAD 6C  
BERTHOUD, CO 805138122

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# AFFIDAVIT OF PUBLICATION REPORTER-HERALD

State of Colorado  
County of Larimer

I, the undersigned agent, do solemnly swear that the LOVELAND REPORTER-HERALD is a daily newspaper printed, in whole or in part, and published in the City of Loveland, County of Larimer, State of Colorado, and which has general circulation therein and in parts of Larimer and Weld counties; that said newspaper has been continuously and uninterruptedly published for a period of more than six months next prior to the first publication of the annexed legal notice of advertisement, that said newspaper has been admitted to the United States mails as second-class matter under the provisions of the Act of March 3, 1879, or any, amendments thereof, and that said newspaper is a daily newspaper duly qualified for publishing legal notices and advertisements within the meaning of the laws of the State of Colorado; that a copy of each number of said newspaper, in which said notice of advertisement was published, was transmitted by mail or carrier to each of the subscribers of said newspaper, according to the accustomed mode of business in this office.

The annexed legal notice or advertisement was published in the regular and entire edition of said daily newspaper once; and that one publication of said notice was in the issue of said newspaper dated May 24, 2025.

*Melissa Najera*  
Agent

Subscribed and sworn to before me this 27th day of May, 2025 in the County of Larimer, State of Colorado.

*Shayla Najera*  
Notary Public

Acct #:1051249  
Ad #2115372  
Cost \$200.66

SHAYLA NAJERA  
NOTARY PUBLIC  
STATE OF COLORADO  
NOTARY ID 20174031965  
MY COMMISSION EXPIRES July 31, 2025

TOWN OF BERTHOUD, COLORADO  
NOTICE OF PUBLIC HEARING FOR A PROJECT  
River Trails Annexation, Zoning, and Neighborhood Master Plan  
PUBLIC NOTICE IS HEREBY GIVEN of a public hearing before the Berthoud Planning Commission to consider the Annexation, Zoning and a Neighborhood Master Plan on June 8, 2025 at the following time and place:  
6:00 PM Planning Commission  
Berthoud Town Hall  
807 Mountain Avenue  
Berthoud, Colorado 80513  
PUBLIC NOTICE IS HEREBY GIVEN of a public hearing before the Town Board of Trustees to consider the Annexation, Annexation Agreement, Zoning and a Neighborhood Master Plan on July 6, 2025 at the following time and place:  
6:30 PM Town Trustees  
Berthoud Town Hall  
807 Mountain Avenue  
Berthoud, Colorado 80513  
The project known as the River Trails property located east of and adjacent to 1st Street County Road 138 and south of and adjacent to East County Road 6C. These hearings are for the purpose of obtaining testimony and public comment on a proposed annexation, zoning and neighborhood master plan for land described below. The zoning request is to be in the SR Suburban Residential and SR-65 (General). The hearing regarding the property described below will be for determining the advisability of such an annexation, the suitability of the proposed zoning, and the acceptability of the Neighborhood Master Plan, as governed by the Berthoud Development Code.

**PANORAMA DESCRIPTION**  
RIVER TRAILS ANNEXATION NO. 1  
A parcel of land, situated in the Southwest Quarter (SW1/4) of Section Twenty-four (24), Township Four North (4N), Range Sixteen West (6W) of the Sixth Principal Meridian (6th PM), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:  
COMMENCING at the South-Southwest corner of said SW1/4 of Section 24 and assuming the North line of the South half of said SW1/4 as bearing North 89°22'27" East, being a G&W Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983 (NAD 83), a distance of 357.75 feet Monumented by a 4x4 iron with 2" aluminum cap stamped LS 13448 on the West end, and a 4x4 iron with 2.5" aluminum cap stamped LS 30348 on the East end, and with all other bearings contained herein relative thereto;  
THENCE North 89°22'27" East, along said North line, a distance of 35.00 feet to the POINT OF BEGINNING, also being a point on the boundary of the South First Street Annexation to the Town of Berthoud, recorded April 3, 1991, as Recitation Number 1991020418 of the Records of the Larimer County Clerk and Recorder;  
THENCE North 89°22'27" East, continuing along said North line and said annexation boundary, a distance of 20.00 feet;  
THENCE North 89°21'12" West, continuing along said annexation boundary, a distance of 20.00 feet to a point on the North right-of-way of East County Road 6C, as shown on the plat of Mary V. Moore M.D., recorded November 2, 1993, as Recitation Number 1993082235 of the Records of the Larimer County Clerk and Recorder;  
THENCE North 89°22'27" East, along said North right-of-way, a distance of 214.64 feet;  
THENCE South 89°22'27" West, a distance of 307.55 feet to a point on the North line of the South half of said SW1/4;  
THENCE South 89°20'52" West, a distance of 110.29 feet to a point on the East line of that parcel recorded January 1, 1978 as Book G Page 550 of the Records of the Larimer County Clerk and Recorder;  
THENCE South 89°20'52" West, along said East line, a distance of 178.75 feet;  
THENCE South 77°12'30" West, a distance of 11.02 feet to a point on the assumed West right-of-way line of County Road 15, being 30' Westerly and parallel to the surveyed centerline of said road, said point also being the beginning point of a curve, non-tangent to the abutment line;  
THENCE along the arc of a curve concave to the Southwest a distance of 527.81 feet, having a Radius of 4000.49 feet, a Delta of 89°17'22" and is subtended by a Chord that bears North 89°21'12" West a distance of 528.74 feet;  
THENCE North 12°47'22" West, continuing along said assumed West right-of-way, a distance of 45.85 feet;  
THENCE North 77°12'30" West, a distance of 21.62 feet to a point on said East line of the parcel recorded on Book G Page 550;  
THENCE North 89°20'52" West, along said East line, a distance of 178.75 feet;  
THENCE North 89°20'52" East, a distance of 185.29 feet to the POINT OF BEGINNING.

Said described parcel of land contains 18,829 Square Feet or 0.366 Acres, more or less (A).  
**PANORAMA DESCRIPTION**  
RIVER TRAILS ANNEXATION NO. 2  
A parcel of land, situated in the Southwest Quarter (SW1/4) of Section Twenty-four (24), Township Four North (4N), Range Sixteen West (6W) of the Sixth Principal Meridian (6th PM), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:  
COMMENCING at the South-Southwest corner of said SW1/4 of Section 24 and assuming the North line of the South half of said SW1/4 as bearing North 89°22'27" East, being a G&W Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983 (NAD 83), a distance of 357.75 feet Monumented by a 4x4 iron with 2" aluminum cap stamped LS 13448 on the West end, and a 4x4 iron with 2.5" aluminum cap stamped LS 30348 on the East end, and with all other bearings contained herein relative thereto;  
THENCE North 89°22'27" East, along said North line, a distance of 58.46 feet to the POINT OF BEGINNING;  
THENCE North 89°20'52" East, a distance of 307.55 feet to a point on the North right-of-way of East County Road 6C, as shown on the plat of Mary V. Moore M.D., recorded November 2, 1993, as Recitation Number 1993082235 of the Records of the Larimer County Clerk and Recorder;  
THENCE North 89°22'27" East, along said North right-of-way, a distance of 885.05 feet;  
THENCE South 89°11'12" West, a distance of 108.36 feet;  
THENCE South 89°20'52" East, a distance of 412.85 feet to a point on the East line of that parcel recorded January 1, 1978 as Book G Page 550 of the Records of the Larimer County Clerk and Recorder;  
THENCE North 27°00'13" East, a distance of 58.42 feet to a point on the assumed West right-of-way line of County Road 15, being 30' Westerly and parallel to the surveyed centerline of said road, said point also being the beginning point of a curve, non-tangent to the abutment line;  
THENCE along the arc of a curve concave to the Southwest a distance of 527.81 feet, having a Radius of 4000.49 feet, a Delta of 89°17'22" and is subtended by a Chord that bears North 89°21'12" West a distance of 528.74 feet;  
THENCE North 12°47'22" West, continuing along said assumed West right-of-way, a distance of 45.85 feet;  
THENCE North 77°12'30" West, a distance of 21.62 feet to a point on said East line of the parcel recorded on Book G Page 550;  
THENCE North 89°20'52" West, along said East line, a distance of 178.75 feet;  
THENCE North 89°20'52" East, a distance of 185.29 feet to the POINT OF BEGINNING.

Said described parcel of land contains 159,273 Square Feet or 3.658 Acres, more or less (A).  
**PANORAMA DESCRIPTION**  
RIVER TRAILS ANNEXATION NO. 3  
A parcel of land, situated in the South half (S1/2) of Section Twenty-four (24) and the Northwest Quarter (NW1/4) of Section Twenty-five (25), Township Four North (4N), Range Sixteen West (6W) of the Sixth Principal Meridian (6th PM), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:  
COMMENCING at the South-Southwest corner of said SW1/4 of Section 24 and assuming the North line of the South half of said SW1/4 as bearing North 89°22'27" East, being a G&W Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983 (NAD 83), a distance of 357.75 feet Monumented by a 4x4 iron with 2" aluminum cap stamped LS 13448 on the West end, and a 4x4 iron with 2.5" aluminum cap stamped LS 30348 on the East end, and with all other bearings contained herein relative thereto;  
THENCE North 89°22'27" East, along said North line, a distance of 50.24 feet;  
THENCE North 89°21'12" West, a distance of 35.00 feet to a point on the North right-of-way of East County Road 6C, as shown on the plat of Mary V. Moore M.D., recorded November 2, 1993, as Recitation Number 1993082235 of the Records of the Larimer County Clerk and Recorder;  
THENCE North 89°22'27" East, along said North right-of-way, a distance of 1211.69 feet to the POINT OF BEGINNING;  
THENCE North 89°22'27" East, continuing along said North right-of-way, a distance of 230.88 feet;  
THENCE South 89°19'53" East, a distance of 5.00 feet to a point on the North right-of-way of East County Road 6C, as shown on the plat of Golden Acres Land Development, recorded August 22, 2003, as Recitation Number 2003070703 of the Records of the Larimer County Clerk and Recorder;  
THENCE South 89°19'53" East, a distance of 65.00 feet to the South right-of-way of said East County Road 6C;  
THENCE North 89°22'27" East, along said South right-of-way, a distance of 684.43 feet to a point on the East line of the South half of said SW1/4, from which the Center-South-Southwest Corner of said Section 24 bears North 89°12'12" West a distance of 30.00 feet;  
THENCE South 89°19'12" East, along said West line, a distance of 1203.84 feet to the South Quarter Corner of said Section 24;  
THENCE South 89°20'52" West, along the North line of the NW1/4 of Section 25, a distance of 1208.41 feet;  
THENCE South 19°17'04" West, a distance of 450.71 feet;  
THENCE North 89°19'53" West, a distance of 67.00 feet;  
THENCE North 89°20'52" East, a distance of 51.41 feet to a point on the assumed West right-of-way line of County Road 15, being 30' Westerly and parallel to the surveyed centerline of said road, said point also being the beginning point of a curve, non-tangent to the abutment line;  
THENCE along the arc of a curve concave to the West a distance of 43.61 feet, having a Radius of 4700.07 feet, a Delta of 89°25'12" and is subtended by a Chord that bears North 89°25'52" West a distance of 43.61 feet to the beginning point of a curve, non-tangent to the abutment line;  
THENCE along the arc of a curve concave to the West a distance of 413.55 feet, having a Radius of 4002.52 feet, a Delta of 89°43'30" and is subtended by a Chord that bears North 89°24'16" West a distance of 413.48 feet;  
THENCE North 89°40'23" West, continuing along said assumed West right-of-way, a distance of 280.14 feet;  
THENCE South 27°00'13" East, a distance of 58.42 feet to a point on the East line of that parcel recorded January 1, 1978 as Book G Page 550 of the Records of the Larimer County Clerk and Recorder;  
THENCE North 89°20'52" West, a distance of 172.85 feet;  
THENCE North 89°11'12" West, a distance of 108.36 feet to the POINT OF BEGINNING.

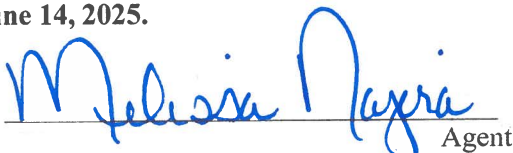
Said described parcel of land contains 2,085,439 Square Feet or 47.668 Acres, more or less (A).  
**PANORAMA DESCRIPTION**  
RIVER TRAILS ANNEXATION NO. 4  
A parcel of land, situated in the South half (S1/2) of Section Twenty-four (24) and the Northwest Quarter (NW1/4) of Section Twenty-five (25), Township Four North (4N), Range Sixteen West (6W) of the Sixth Principal Meridian (6th PM), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:  
COMMENCING at the South-Southwest corner of said SW1/4 of Section 24 and assuming the North line of the South half of said SW1/4 as bearing North 89°22'27" East, being a G&W Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983 (NAD 83), a distance of 357.75 feet Monumented by a 4x4 iron with 2" aluminum cap stamped LS 13448 on the West end, and a 4x4 iron with 2.5" aluminum cap stamped LS 30348 on the East end, and with all other bearings contained herein relative thereto;  
THENCE North 89°22'27" East, along said North line, a distance of 50.24 feet;  
THENCE North 89°21'12" West, a distance of 35.00 feet to a point on the North right-of-way of East County Road 6C, as shown on the plat of Mary V. Moore M.D., recorded November 2, 1993, as Recitation Number 1993082235 of the Records of the Larimer County Clerk and Recorder;  
THENCE North 89°22'27" East, along said North right-of-way, a distance of 1843.37 feet;  
THENCE South 89°19'53" East, a distance of 5.00 feet to a point on the North right-of-way of East County Road 6C, as shown on the plat of Golden Acres Land Development, recorded August 22, 2003, as Recitation Number 2003070703 of the Records of the Larimer County Clerk and Recorder, and continuing along the POINT OF BEGINNING;  
THENCE North 89°22'27" East, along said North right-of-way, a distance of 684.43 feet to a point on the East line of the South half of said SW1/4, from which the Center-South-Southwest Corner of said Section 24 bears North 89°12'12" West a distance of 30.00 feet;  
THENCE South 89°19'12" East, along said West line, a distance of 1203.84 feet to the South Quarter Corner of said Section 24;  
THENCE South 89°20'52" West, along the North line of the NW1/4 of Section 25, a distance of 1208.41 feet;  
THENCE South 19°17'04" West, a distance of 450.71 feet;  
THENCE North 89°19'53" West, a distance of 67.00 feet;  
THENCE North 89°20'52" East, a distance of 51.41 feet to a point on the assumed West right-of-way line of County Road 15, being 30' Westerly and parallel to the surveyed centerline of said road, said point also being the beginning point of a curve, non-tangent to the abutment line;  
THENCE along the arc of a curve concave to the West a distance of 43.61 feet, having a Radius of 4700.07 feet, a Delta of 89°25'12" and is subtended by a Chord that bears North 89°25'52" West a distance of 43.61 feet to the beginning point of a curve, non-tangent to the abutment line;  
THENCE along the arc of a curve concave to the West a distance of 413.55 feet, having a Radius of 4002.52 feet, a Delta of 89°43'30" and is subtended by a Chord that bears North 89°24'16" West a distance of 413.48 feet;  
THENCE North 89°40'23" West, continuing along said assumed West right-of-way, a distance of 280.14 feet;  
THENCE South 27°00'13" East, a distance of 58.42 feet to a point on the East line of that parcel recorded January 1, 1978 as Book G Page 550 of the Records of the Larimer County Clerk and Recorder;  
THENCE North 89°20'52" West, a distance of 172.85 feet;  
THENCE North 89°11'12" West, a distance of 108.36 feet to the POINT OF BEGINNING.

# AFFIDAVIT OF PUBLICATION REPORTER-HERALD

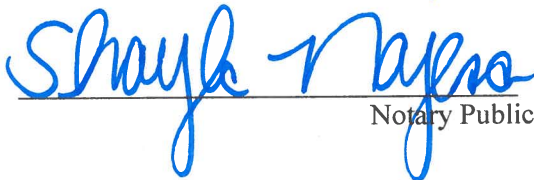
State of Colorado  
County of Larimer

I, the undersigned agent, do solemnly swear that the LOVELAND REPORTER-HERALD is a daily newspaper printed, in whole or in part, and published in the City of Loveland, County of Larimer, State of Colorado, and which has general circulation therein and in parts of Larimer and Weld counties; that said newspaper has been continuously and uninterruptedly published for a period of more than six months next prior to the first publication of the annexed legal notice of advertisement, that said newspaper has been admitted to the United States mails as second-class matter under the provisions of the Act of March 3, 1879, or any, amendments thereof, and that said newspaper is a daily newspaper duly qualified for publishing legal notices and advertisements within the meaning of the laws of the State of Colorado; that a copy of each number of said newspaper, in which said notice of advertisement was published, was transmitted by mail or carrier to each of the subscribers of said newspaper, according to the accustomed mode of business in this office.

The annexed legal notice or advertisement was published in the regular and entire edition of said daily newspaper once each week, on the same day of each week for the period of 4 insertions; and that the first publication of said notice was in the issue of said newspaper dated May 24, 2025, and that the last publication of said notice was in the issue of said newspaper dated June 14, 2025.

  
Agent

Subscribed and sworn to before me this 16<sup>th</sup> day of June, 2025 in the County of Larimer, State of Colorado.

  
Notary Public

Fee \$639.41  
Account #1051549  
Ad #2115371

**SHAYLA NAJERA**  
NOTARY PUBLIC  
STATE OF COLORADO  
NOTARY ID 20174031965  
MY COMMISSION EXPIRES July 31, 2025

TOWN OF BERTHOUD, COLORADO  
NOTICE OF PUBLIC HEARING FOR A PROJECT  
New Traffic Intersection, Zoning, and Neighborhood Master Plan

PUBLIC NOTICE IS HEREBY GIVEN of a public hearing before the Berthoud Planning Commission to consider the Amendment, Zoning and a Neighborhood Master Plan on June 8, 2025 at the following time and place:

6:00 PM Planning Commission  
Berthoud Town Hall  
807 Mountain Avenue  
Berthoud, Colorado 80513

PUBLIC NOTICE IS HEREBY GIVEN of a public hearing before the Town Board of Trustees to consider the Amendment, Zoning and a Neighborhood Master Plan on July 8, 2025 at the following time and place:

6:30 PM Town Trustees  
Berthoud Town Hall  
807 Mountain Avenue  
Berthoud, Colorado 80513

The project is known as the New Traffic Intersection located east of and adjacent to 1<sup>st</sup> Street (County Road 13) and south of and adjacent to East County Road 6C. These hearings are for the purpose of taking applicant testimony and public comment on a proposed amendment, zoning and neighborhood master plan for land described below. The project is to be on the subject of the proposed amendment, zoning and neighborhood master plan for land described below. The project is to be on the subject of the proposed amendment, zoning and neighborhood master plan for land described below. The project is to be on the subject of the proposed amendment, zoning and neighborhood master plan for land described below.

## PANEL DESCRIPTION

### RIVER TRAILS ANNEXATION NO. 1

A parcel of land, situated in the Southwest Quarter (SW1/4) of Section Twenty-four (24), Township Four North (4N), Range Sixty-five West (65W) of the South Principal Meridian (6th P.M.), Town of Berthoud, County of Larimer, State of Colorado and being more particularly described as follows:

COMMENCE at the South 1/4 corner of said SW1/4 of Section 24 and assuming the North line of the South half of said SW1/4 as bearing North 89°22'22" East, being a 640' bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983 (NAD83), a distance of 2627.78 feet Monumented by a 5" iron with 2" aluminum cap stamped L.S. 13448 on the West end, and a 5" iron with 3.25" aluminum cap stamped L.S. 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°22'22" East, along said North line, a distance of 30.00 feet to the POINT OF BEGINNING, also being a point on the boundary of the South First Street Intersection to the Town of Berthoud, recorded April 3, 1997 as Reception Number 19900802235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°22'22" East, continuing along said North line and said amended boundary, a distance of 20.00 feet to the POINT OF BEGINNING;

THENCE North 89°22'22" East, continuing along said amended boundary, a distance of 35.00 feet to a point on the North right-of-way of East County Road 6C, as shown on the plat of Mary V. Moore M.A.D., recorded November 2, 1992 as Reception Number 19900802235 of the Records of the Larimer County Clerk and Recorder;

THENCE North 89°22'22" East, along said North right-of-way, a distance of 214.00 feet to the POINT OF BEGINNING;

THENCE North 89°22'22" East, along said North right-of-way, a distance of 307.55 feet to a point on the North line of the South half of said SW1/4 of Section 24, being a 640' bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983 (NAD83), a distance of 2627.78 feet Monumented by a 5" iron with 2" aluminum cap stamped L.S. 13448 on the West end, and a 5" iron with 3.25" aluminum cap stamped L.S. 38348 on the East end, and with all other bearings contained herein relative thereto;

THENCE North 89°22'22" East, along said East line, a distance of 178.75 feet to the POINT OF BEGINNING;

THENCE North 89°22'22" East, along said East line, a distance of 185.20 feet to the POINT OF BEGINNING;

THENCE North 89°22'22" East, along said East line, a distance of 178.75 feet to the POINT OF BEGINNING;

THENCE North 89°22'22" East, along said East line, a distance of 185.20 feet to the POINT OF BEGINNING;

THENCE North 89°22'22" East, along said East line, a distance of 178.75 feet to the POINT OF BEGINNING;

THENCE North 89°22'22" East, along said East line, a distance of 185.20 feet to the POINT OF BEGINNING;

THENCE North 89°22'22" East, along said East line, a distance of 178.75 feet to the POINT OF BEGINNING;

THENCE North 89°22'22" East, along said East line, a distance of 185.20 feet to the POINT OF BEGINNING;

THENCE North 89°22'22" East, along said East line, a distance of 178.75 feet to the POINT OF BEGINNING;

THENCE North 89°22'22" East, along said East line, a distance of 185.20 feet to the POINT OF BEGINNING;

THENCE North 89°22'22" East, along said East line, a distance of 178.75 feet to the POINT OF BEGINNING;

THENCE North 89°22'22" East, along said East line, a distance of 185.20 feet to the POINT OF BEGINNING;

THENCE North 89°22'22" East, along said East line, a distance of 178.75 feet to the POINT OF BEGINNING;

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THENCE North 89°22'22" East, along said East line, a distance of 185.20 feet to the POINT OF BEGINNING;

THENCE North 89°22'22" East, along said East line, a distance of 178.75 feet to the POINT OF BEGINNING;

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THENCE North 89°22'22" East, along said East line, a distance of 178.75 feet to the POINT OF BEGINNING;

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THENCE North 89°22'22" East, along said East line, a distance of 185.20 feet to the POINT OF BEGINNING;

THENCE North 89°22'22" East, along said East line, a distance of 178.75 feet to the POINT OF BEGINNING;

THENCE North 89°22'22" East, along said East line, a distance of 185.20 feet to the POINT OF BEGINNING;

THENCE North 89°22'22" East, along said East line, a distance of 178.75 feet to the POINT OF BEGINNING;