# Planning Commission Regular Meeting

**Town Board Room**
**807 Mountain Avenue**
**Berthoud, Colorado 80513**
**Thursday, August 13, 2026, at 6:00 PM**

This is an **In-Person** meeting at the location and time noted above.

**This meeting will be streamed live on YouTube. The live stream is accessible by visiting www.berthoud.org/stream.**

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Roll Call**
4. **Approval of Meeting Minutes**
   - **A.** July 9, 2026 Planning Commission Meeting Minutes
5. **Public Hearing(s)**
   - B. Comprehensive Plan update, Strategic Growth
   - C. Public Hearing to consider a request for approval of a Final Plat known as Legacy Park located south of Mountain Avenue, east of Meadowlark Drive and west of S. Berthoud Parkway
   - D. Public Hearing to consider a request for a Replat, for the property known as 597 Meadowlark Drive.
   - E. Public Hearing to consider a request for a Neighborhood Master Plan for the property known as Heron Lakes Marina (Heron Lakes 22nd Filing)
6. **Report by Staff**
7. **Adjourn**

Individuals needing special accommodation may request assistance by contacting the Town Clerk at 807 Mountain Avenue, Berthoud, Colorado 80513, 970-532-2643 at least 24 hours in advance.

**Town of Berthoud Planning Commission**
**Town Hall**
**Board Room**
**807 Mountain Avenue, Berthoud, CO 80513**
**July 9, 2026 at 6:00 p.m.**

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

2. Pledge of Allegiance

3. Roll Call

   The following Planning Commission members were present:
   Stacy Sigman, Chair
   Nick Semedalas, Vice Chair
   Bryce Filho, Secretary
   David Pond, Commissioner
   Brandon Terrazas, Commissioner
   Marleene Buttice, Commissioner

   The following Planning Commission members were absent:
   Marc Hofmans, Commissioner

   The following staff members were present:
   Anne Johnson, Community Development Director
   Bella Manzo, Planner
   Lakin Dickson, Planner
   Nicholas Hartman, Town Attorney

4. Approval of Meeting Minutes
   A. Approval of Minutes from June 11, 2026, were moved for approval by Commissioner Semedalas. A second to the motion was made by Commissioner Pond. The minutes were approved unanimously.

5. Public Hearing(s)
   B. Public Hearing: Consideration of amendment to Section 30-10-101 of the Berthoud Municipal Code regarding the Historic Preservation Advisory Committee
      a. Community Development Director Anne Johnson provided a staff presentation at 6:02 p.m.
      b. Public testimony opened at 6:06 p.m. and closed at 6:06 p.m. No members of the public provided testimony.
      c. Planning Commissioners deliberated and discussed the proposed amendment. Discussion opened at 6:06 p.m. and closed at 6:08 p.m.
      d. Commissioner Semedalas moved to send a recommendation of approval to the Town Board of Trustees of the amendment as proposed. A second to this motion was made

by Commissioner Terrazas.
e. The public hearing closed at 6:08 p.m.

6. Regular Discussion
   C. Regular Discussion: Proposition 123 Compliance
      a. Community Development Director Anne Johnson provided a staff presentation at 6:09 p.m.
      b. Commissioners discussed the item beginning at 6:21 p.m. and ending at 6:42 p.m.
      c. The item concluded at 6:43 p.m.

   D. Regular Discussion: Comprehensive Plan update, Strategic Growth Element
      a. Planner Lakin Dickson provided a staff presentation at 6:44 p.m.
      b. Commissioners discussed the item beginning at 6:47 p.m. and ending at 7:04 p.m.
      c. The item concluded at 7:04 p.m.

   E. Regular Discussion: Discussion with Town Attorney Nicholas Hartman
      a. Town Attorney Nicholas Hartman provided a presentation at 7:04 p.m.
      b. Commissioners discussed the item beginning at 8:04 p.m. and ending at 8:15 p.m.
      c. The item concluded at 8:15 p.m.

7. Report by Staff:
   a. At their meeting on June 30, 2026, the Town Board of Trustees approved a request for major alterations to the local historic landmark at 224 Mountain Ave.
   b. At their meeting on June 30, 2026, the Town Board of Trustees approved a contract with PSDCitywide to provide customized software for use in asset management, permitting, and planning.
   c. The discussion on Proposition 123 brought before Planning Commission during this meeting will be brought before the Town Board of Trustees on July 14, 2026.
   d. The Tundra Flats Neighborhood Master Plan and Rezone request heard by Planning Commission at the May 28, 2026 meeting will be heard by the Town Board of Trustees at their meeting on July 14, 2026.
   e. The terms of Commissioners Hofmans and Semedalas will be expiring in September 2026.

8. Adjourn
   The meeting was adjourned by Motion of Commissioner Semedalas seconded by Commissioner Pond at 8:20 p.m.

_____ _____

Chairperson Secretary

# Planning Commission Information

## Community Development Department

| | |
|---|---|
| **Meeting Date:** | **August 13, 2026** |
| **Agenda Title/Subject:** | **Comprehensive Plan update, Strategic Growth** |
| **Type of Item:** | **Regular Item** |
| **Purpose:** | **Consideration of an update to the 2021 Comprehensive Plan for inclusion of a Strategic Growth Element required by SB-24-174/State Statute prior to December 31, 2026** |
| **Presented by:** | **Lakin Dickson** |

**Attachments:**
1. PC Resolution 2026.2
2. Strategic Growth Element

**Background:**
With the passage of SB24-174, Colorado Revised Statutes now require municipal, county, and regional comprehensive plans include a Strategic Growth Element, and that these elements must be updated on no less than a 5-year basis. There are no exemptions for the Strategic Growth Element in statute, and this must be completed by December 31, 2026.

Strategic growth discourages sprawl and promotes the development or redevelopment of vacant and underutilized parcels in urban areas to address the municipality's demonstrated housing needs and mitigate the need for extension of infrastructure and public services to develop natural and agricultural lands for residential uses.

When developing a strategic growth element in local or regional comprehensive plans, Colorado Revised Statutes 30-28-106 (3)(a.5)(III) and 31-23-206(1.5)(d) require that the community must:
- Describe existing and potential policies and tools to promote strategic growth and prevent sprawl;
- Analyze vacant and underutilized land near transit or job centers for potential infill or redevelopment; and
- Analyze undeveloped land that is under consideration for future development, including its infrastructure needs, service needs, and long-term fiscal impacts.

This element is comprised of three components:
- Component 1: Policies and tools to promote strategic growth and prevent sprawl.
- Component 2: Analysis of an underutilized site including a general feasibility assessment, description of public benefit, and designation of uses that help address housing needs.
- Component 3: Analysis of an undeveloped parcel including a general feasibility assessment

and description of the long-term fiscal impact.

The Town of Berthoud also participated in the Neighborhood Center pilot program in early 2026. The Neighborhood Center pilot program supports part of the Town's requirements under SB-24-174 for adopting a Strategic Growth Element into the Town's Comprehensive Plan. The format of this addendum conforms to the requirements of the Strategic Growth Element and where applicable, the Neighborhood Centers program is introduced to further support a pedestrian-oriented, mixed-use neighborhood with proximity to transit, and the Town's commitment to housing diversity and Proposition 123.

A work session was presented to the Planning Commission on July 9, 2026.

Notice of the public hearings was published on July 23, 2026, and August 6, 2026.

**Update/Next Steps:**
Upon approval by the Planning Commission, the Board of Trustees will be presented the final draft of the Strategic Growth Element at a public hearing on August 25, 2026, for acceptance and adoption into the Town's 2021 Comprehensive Plan as a new Section 6.

**Fiscal Impact and Fund Source:**
There is no negative fiscal impact to the Town in amending this document. Due to staff performing the tasks in-house there is a cost savings.

**Community Touchstones:**
Consideration of the amendment request does not negatively impact community touchstones. Consideration of approval of the request does provide support for promoting development near transit or job centers, addressing housing needs, and offering continued community-wide engagement and collaboration when strengthening the Town's commitment to strategic growth with a priority toward pedestrian connectivity and housing diversity.

**Recommended Action(s):**
**Staff recommend the Planning Commission approve the Strategic Growth Element as Section 6 to be adopted into the Town's 2021 Comprehensive Plan and forward their recommendation of acceptance to the Town Trustees.**

**Resolution No. 2**
**Series 2026**

**A Resolution of the Town of Berthoud Planning Commission Adopting an Amendment to the 2021 Comprehensive Plan to Include a Strategic Growth Element**

Whereas, pursuant to C.R.S. § 31-23-201, *et seq*., the Town of Berthoud Planning Commission is empowered to adopt a comprehensive plan;

Whereas, on July 13, 2021, the Town adopted its 2021 Comprehensive Plan; and

Whereas, at its meeting on August 13, 2026, the Planning Commission considered the attached amendment to the 2021 Comprehensive Plan to include a Strategic Growth Element.

Now Therefore, be it Resolved by the Planning Commission of the Town of Berthoud as follows:

Section 1. The attached amendment to the 2021 Comprehensive Plan to include a Strategic Growth Element is hereby adopted.

Introduced, approved and adopted this 13th day of August, 2026.

**Town of Berthoud Planning Commission**

_____
Stacy Sigman, Chair

**Attest**

_____
Anne Johnson, Community Development Director

**Berthoud Comprehensive Plan**
**Section 6: Strategic Growth Element**

Purpose

This document forms the basis for an Addenda to the Town's Comprehensive Plan. In 2024, the Town adopted a Housing Diversity Plan/Housing Needs Assessment which was approved by DOLA and is a stand-alone document. Addenda A is the Water Supply Element which was adopted via Ordinance 1379 on April 14th, 2026. Addenda B is the Strategic Growth Element and was adopted via Ordinance _____ on _____, 2026. The addenda were completed so that the Town maintains compliance with the State's requirements for Comprehensive Plans. The Town of Berthoud will be updating its Comprehensive Plan in 2027 and will fold the requirements of SB-24-174 into the Comprehensive Plan vs. having disparate addenda materials.

Introduction

In 2024, the State of Colorado passed SB-24-174 regarding the State's Support for Affordable Housing. The Town of Berthoud participated in the Neighborhood Center pilot program in early 2026. The Neighborhood Center pilot program supports the Town's requirements under SB-24-174 for adopting a Strategic Growth Element into the Town's Comprehensive Plan. The format of this addendum conforms to the requirements of the Strategic Growth Element and where applicable, the Neighborhood Centers program is introduced to further support the Town's commitment to housing diversity and Proposition 123, a walkable community, and proximity to transit.

Required Strategic Growth Elements

The purpose of this Addenda is to adhere to the Strategic Growth Element and provide the required elements to discourage sprawl, promote the development and redevelopment of vacant and underutilized parcels, address the housing needs of Berthoud, and understand the needs required to expand infrastructure and public services in the conversion of property for residential use. The required elements are listed below:

1. Describe a community's existing and potential policies to promote strategic growth;
2. Analyze vacant and underutilized land near transit or job centers for potential infill or redevelopment; and
3. Analyze undeveloped land that is under consideration for future development, including its infrastructure needs, service needs, and long-term fiscal impacts.

**Component #1**: **Policies and Tools**

This component describes existing and potential policies and tools used by the Town of Berthoud to promote strategic growth and prevent sprawl. The following sections include a list of policies from Berthoud's 2021 Comprehensive Plan that incorporate and encourage strategic growth, a list of master plans and strategies that align with the Comprehensive Plan and incorporate housing opportunities and connectivity within the Town, and a land use and zoning section which provides tools from the land use code that enhance existing districts and provide opportunity for existing, evolving, and future neighborhood centers.

### 1.1 Strategic Growth Policies: 2021 Comprehensive Plan

Existing strategies to promote strategic growth and prevent sprawl found in Berthoud's 2021 Comprehensive Plan are listed below:

- Employ a transect-based planning approach for local land use management and placemaking.
    - Berthoud's Comprehensive Plan states the transect approach is a multi-tiered progression to plan for the community at various scales, starting from the Town-wide macro scale down to the block level micro scale. This approach considers transect planning within the Town's place types: natural areas, rural areas, suburban areas, general urban areas, urban centers, and special districts.
- Retain and enhance the vitality of downtown by supporting the historic character, adaptive reuse, and a viable public realm with healthy businesses and transportation connections.
- Provide a mix of housing, goods, and services that meet the varying needs, budgets, and life stages of residents.
- Develop and maintain a safe, efficient, and connected multimodal transportation network that accommodates all ages and abilities.
- Create a sustainable balance of goods and services by concentrating businesses near major roadway intersections, neighborhoods, and employment centers, which maximize access to residents, workers, and visitors.
- Designation of a Neighborhood Center by the State
    - See Exhibit A for a summary

### 1.2 Master Plans and Strategies

The Town has illustrated a commitment to develop and manage growth in a manner consistent with the vision and values expressed in the 2021 comprehensive plan update. The following list illustrates the Town's master plans that are an outcome of the 2021 comprehensive plan update:

**Housing Diversity Plan/Housing Needs Assessment**

- In 2023, Town of Berthoud opted into Proposition 123 to support the development of a variety of housing products and increase the housing diversity availability in Berthoud. In 2024, the More Housing Now grant was awarded to Berthoud by Colorado Department of Local Affairs (DOLA) to support the Town's Housing Diversity Plan and Housing Needs Assessment.
- The Housing Needs Assessment is one component of the Housing Diversity Plan, identifying current housing and demographic trends, engaging residents about their housing needs and experiences, and reviewing existing land use and related policies in order to offer strategies and solutions for addressing challenges related to housing opportunities and affordability.

**Proposition 123**

- Since October 1, 2023, when Berthoud committed to Proposition 123 with the aim of increasing availability of affordable housing products by 3% each year for 3 years, there have been 490 residential permits issued. Of these, 173 units have met the naturally occurring price to ensure Berthoud has met our Proposition 123 commitment. As of May 2026, the average sales price of a home in Berthoud is $648,912.00. Ordinance 1355 was also established to promote home ownership for persons of lower income in the Town of Berthoud, Larimer, and Weld Counties.

**Fast Track Review Process**

- A direct outcome from Proposition 123 was the Fast Track review process. The Town of Berthoud adopted Ordinance 1367 on November 10, 2025, which established this process for review of development including an affordable housing component. The Town allows attached single-family (duplex) lots by right in many zone districts, including Multi-Family (R3) and Mixed-Use (R4). The Fast Track process development and adoption is a direct outcome of the Town's Housing Diversity Plan and can be used on properties of varying sizes.

**Trails Master Plan**

- The 2021 Trails Master Plan provides guidance on future priorities for regional and local trail development, incorporates design standards and maintenance responsibilities, and outlines a detailed action plan for implementation. Specifically, the plan prioritizes the goal of developing neighborhood trails connecting the community to parks, recreation, schools, and downtown core.

**PORT Plan**

- Town of Berthoud has received a grant from Great Outdoors Colorado (GOCO) to invest in a plan for Parks, Open-Space, Recreation, and Trails and ensure a dedicated planning process for managing and developing public green spaces, recreational facilities, and outdoor areas. The PORT Committee and the development of a PORT Plan provide an opportunity to enhance these spaces and connect development within the Town.

### 1.3 Land Use and Zoning

The following documents are found in the Town's land use code (Chapter 30 of the municipal code). This illustrates how the Town has incorporated strategic growth through various themes and sections of the code:

**Mountain Avenue Overlay**

- Mountain Avenue Overlay Plan explores opportunities for placemaking, protecting and enhancing the existing historical districts, and directing the general character of new development along Mountain Avenue/Hwy 56. Other enhancements include improved walkability, improved bike-ability, Town-wide trail connections, park improvements, enhanced streetscapes, strengthened downtown connection across railroad tracks, and appropriate development and redevelopment abutting Mountain Avenue/Hwy 56.

**Innovation District**

- The Innovation District, described in the 1st Street Overlay Plan, is intended to create a unique business district strategically designed to attract, retain, and cultivate talent, and improve networking and communication flows between business innovators, and residential uses will be blended into these areas to support the business community. The Innovation District will evolve into a unique employment center with context sensitive design that respects adjacent neighborhoods.

**Architecture and Design Standards**

- Architecture and Design Standard guidelines are intended to assist developers, builders, consultants, and the Town of Berthoud in creating basic guidance for the desired built form. They are organized between Suburban Areas, General Urban Areas, and Urban Center Areas. Incorporating these guidelines into a project's design will encourage more compatible architecture, attractive residential districts, pedestrian activity, context-sensitive design, and contribute to place making.

**Component #2: Vacant or Underutilized Sites**

Colorado statute C.R.S. § 30-28-106(3)(a.5)(III)(B) and 31-23-206(1.5)(d)(II) specifies that local governments include “an analysis of … land near existing or planned transit or job centers … that could be used for … housing.” In other words, this is a targeted inventory and not a jurisdiction-wide inventory. For this component, Town of Berthoud analyzed **North 3rd Street and Massachusetts** as underutilized land near existing or planned transit or job centers that could be used for infill development, redevelopment, and new development of housing. We achieved this through participation in the neighborhood centers pilot program by focusing on this area as an **evolving neighborhood center**.

**2.1 Identify and Inventory Land**

North 3rd Street and Massachusetts is an underutilized area that sits in Berthoud's Historic Commercial District and a historical focal point for the Town of Berthoud. This area is located within one block of an existing transit stop and close to the Town’s downtown area, one block north of Mountain Avenue. Additionally, the area is located one-half block west of the rail line. By designating this area as feasible for residential and specifically focusing Town action-led housing opportunities at the Old Town Hall property, a potential rail stop can be considered in Berthoud as the Front Range Passenger Rail, the Colorado Connector (CoCo) is set to begin operating in 2029.



**2.2 General Feasibility Assessment**

Assessing the general feasibility of mixed-use development on the Old Town Hall site considers existing and needed infrastructure, transportation capacity, access to public transit, and public facilities and services to serve such sites. The following feasibility assessment considers the potential development of mixed-use buildings with residential and commercial units.

Old Town Hall: 16 residential units (apartments) and 6 commercial units, including 1 restaurant

Water Dedication

- 16 residential units - 8 SFE
- 5 commercial offices - 2.75 SFE
- Restaurant - 1 SFE
- Landscaping for the whole building - 1 SFE
- **Total - 12.75 SFE**

Potable Water Service

- Nearest existing line size: 6-8” (6" on Mass Ave; 8" on 3rd St)
- Estimate tap size: 1.5–2”
- Infrastructure upgrades: Connection of 6" main to 8" main required for looping.

Sanitary Sewer Service

- Nearest existing line size: 8” (alley west of property)
- Estimate tap size: 4–6”
- Infrastructure upgrades: Sewer capacity analysis against Master Plan

Transportation Capacity

- No transportation improvements are required for development. Infrastructure is well locked in the area, and there’s a signal at 4th. Stormwater drains to 2nd Street pond unless imperviousness increases drastically.

Storm Considerations

- Opportunity for a roadside rain garden for water quality treatment prior to entering storm sewer.

Infrastructure Requirements

- This site is difficult due to BNSF ROW, road width, and lack of sidewalk frontage to the North.
- Previous concepts for this site do not appear to increase impermeability in a meaningful way.

**2.3 Public Benefit Assessment**

Describing the public benefit of development within North 3rd Street and Massachusetts considers concepts from the Mountain Avenue Overlay Plan. The plan envisions the 500 block of 3rd Street and the 300 block of Massachusetts as “curbless streets,” a concept in which typically narrow streets with low vehicle volumes are designed without a curb and with high-quality streetscape materials. This feature allows the area to function like a plaza, promoting safety and walkability for pedestrians. Additionally, design elements from this concept, such as decorative paving and strategically placed vertical elements, contribute to a vibrant and beautiful setting.

Developing mixed-use buildings on the underutilized Old Town Hall site also produces public benefits such as enhancing the historic downtown core and promoting 24-hour activity and livability to this area. A key benefit to the future residents of this development includes the accessibility of being less than one mile from the library, fire district, grocery store, pharmacy, Town Hall, bus stops, and historic downtown core (restaurants, retail, etc.). With North 3rd Street and Massachusetts’ comfortable location for residents and businesses, close proximity to downtown, and variety of public amenities and services, this area reflects key qualities of an evolving neighborhood center.

## 2.4 Berthoud's Housing Need

Addressing the demonstrated housing needs of the Town at all income levels and maintaining consistency with the Town's Comprehensive Plan, the Old Town Hall site, situated in the northwestern part of North 3rd Street and Massachusetts, is a key designation for future residential development. This is a town-owned property and incorporating residential units onto this property will prioritize strategic growth, prevent sprawl, and contribute to a walkable, vibrant historic downtown district.

Berthoud committed to Proposition 123 in October 2023 with a goal of 59 affordable units in 3 years. By August 2025, Berthoud reached 174 affordable units through newbuilds. This represented 29% of homes in Berthoud as affordable. While the number of units went above and beyond Berthoud's committed goal, the overall percentage of affordable homes in the Town is not high. This suggests that affordable housing within the Town is diminishing. Development at the Old Town Hall site would include townhomes or multifamily products that meet the price point for affordable rental or homeownership for middle-income residents with an 80-120% area median income (AMI). Berthoud is also looking to implement life phase housing which involves housing that is suitable for both homeowners and seniors looking to downsize.

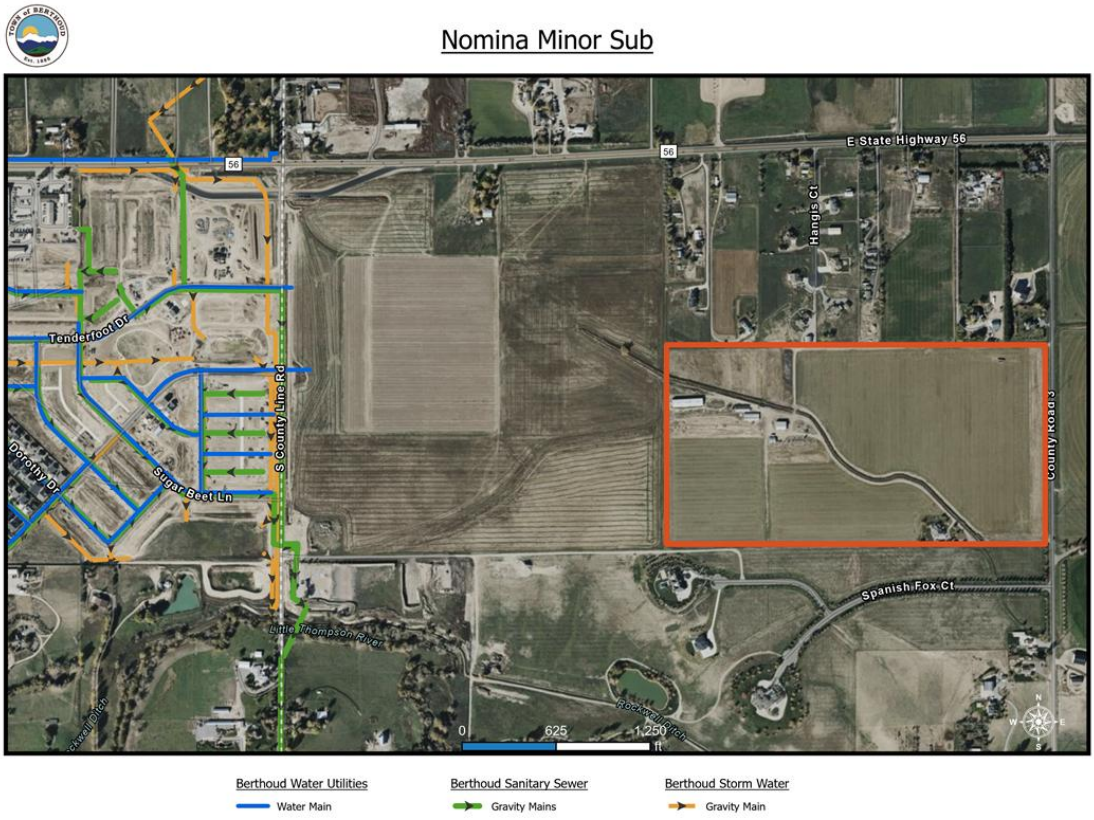
The Housing Diversity Plan states that Berthoud's projected housing demand over the next several years highlights the need for both for sale and rental units. The analysis estimates a five-year demand of up to 574 for-sale units and up to 172 rental units, which could help alleviate the current market pressures if adequately met. To meet this demand, a diversified housing supply is essential, with a focus on increasing mid-range homes for sale between $400,000 and $599,999, and rental units in the $1,500 to $2,499 range. Developing rental options at moderate price points is essential for supporting the workforce and younger residents not yet ready for homeownership. Providing this range of options will address current demand and promote long-term community stability by fostering a more inclusive and adaptable housing market.

**Component #3: Undeveloped (Greenfield) Sites**

Colorado statute C.R.S. § 30-28-106(3)(a.5)(III)(C) and 31-23-206(1.5)(d)(III) specifies an analysis to identify "previously undeveloped sites that are not adjacent to developed land" that are under consideration for future development. In statute, this explicitly includes existing natural and agricultural land and, for jurisdictions within a metropolitan planning organization, any land outside of a census urban area. The analysis must consider the availability of infrastructure, the general feasibility of developing the sites for residential use, and the long-term fiscal impact associated with constructing, owning, maintaining, and replacing infrastructure and providing public services needed to serve the area. For this component, Town of Berthoud analyzed a greenfield site known as **Nomina Minor Subdivision.**

## 3.1 Identify and Inventory Land

Currently zoned Agriculture, this undeveloped parcel is surrounded by existing natural land. It sits about a quarter mile south of I-25, a little less than a mile from Little Thompson Water District, and about two miles from Berthoud's downtown district. As many developers have asked about the future of this parcel, Town of Berthoud will use this strategic growth element as means for researching potential utility and infrastructure information for this area.




## 3.2 General Feasibility Assessment

Assessing the general feasibility of development within this area for residential use considers existing and needed infrastructure, transportation capacity, access to public transit, and public facilities and services to serve such sites. The following feasibility assessment considers the potential development of 200 residential units within the Nomina Minor Subdivision.

Nomina Minor Subdivision: 200 residential units, no commercial

Water Dedication

- Average about 200 SFEs at $25,000 each
- Irrigation of outdoor common spaces: estimate 50 SFE at $25,000 a piece for a total of $1.25 million

Potable Water Service

- Nearest existing line size: 12” currently at County Line Road
- Estimate tap size: ¾” for residential units
- Infrastructure Upgrades: Significant water transmission infrastructure upgrades required if Farmstead 3rd Filing is not constructed prior

Sanitary Sewer Service

- Nearest existing line size: 30” currently in Count Line Road
- Estimate tap size: 4-6”
- Infrastructure upgrades: Significant sewer infrastructure required if Farmstead 3rd Filing is not constructed prior

Transportation Capacity

- Weld County Road 3 would likely need to be paved from south end of property to Highway 56
- Frontage improvements for CR 3 along eastern property
- Possible signal at Highway 56 / CR 3
- A secondary connection west to County Line Road would be required

Storm Considerations

- Possible off-site storm sewer or open channel from property to river if there isn’t an existing roadside ditch

Infrastructure Requirements

- No existing Town utilities within ½ mile
- Irrigation ditch traversing entire parcel
- Single access road = WCR3
- If it were to be annexed into Town and developed, it would need to complete half street improvements including curb and gutter, bike lane, and sidewalk

### 3.3 Long-Term Fiscal Impact Assessment

Describing the long-term fiscal impact of this area requires analyzing construction, ownership, maintenance, and replacement of infrastructure and public facilities, as well as the provision of public services to serve development of this site. The following data represent the Town of Berthoud’s approach to describing the long-term fiscal impact of developing a greenfield site, known as Nomina Minor Subdivision. This approach involved gathering data from Weld County Tax Assessor and analyzing the annual mill levy allocation to special districts for 200 potential units on this parcel. Once the annual taxation of 200 units was calculated, Berthoud also conducted a building permit fee exercise to calculate the total of fees for 200 dwelling units.

Table 1 represents tax information for 20327 County Road 3 and Table 2 represents tax information for 560 E Highway 56. While both properties represent an actual value between $500,000-$650,000 per dwelling, which aligns with the Town’s future recommendation in the Housing Diversity Plan to increase mid-range homes, these properties serve as examples for deducing the future annual mill levy allocation to special districts for Nomina Minor Subdivision.

*Table 1*

| **20327 County Road 3** | **Actual Value: 629,980** | **Local Gov't Assessed Value: 38,560** | **School Assessed Value: 44,420** |
|---|---|---|---|
| **Special District** | **Mill Levy** | **Annual Taxation** | **Annual Taxation of 200 Units** |
| Berthoud Fire | 13.342 | $514.47 | $102,894.00 |
| High Plains Library | 3.044 | $117.38 | $23,476.00 |
| Larimer Conservation District | 0 | $0.00 | $0.00 |
| Little Thompson Water | 0 | $0.00 | $0.00 |
| Northern Colorado Water | 1 | $38.56 | $7,712.00 |
| School District R2J-Loveland | 44.836 | $1,991.62 | $398,324.00 |
| Weld County | 15.956 | $615.26 | $123,052.00 |
| **Total** | **78.178** | **$3,277.29** | **$655,458.00** |

*Table 2*

| 560 E Highway 56 | Actual Value: 522,368 | Local Gov't Assessed Value: 35,530 | School Assessed Value: 40,200 |
|---|---|---|---|
| **Special District** | **Mill Levy** | **Annual Taxation** | **Annual Taxation of 200 Units** |
| Berthoud Fire | 13.342 | $474.04 | $94,808.00 |
| High Plains Library | 3.044 | $108.15 | $21,630.00 |
| Larimer Conservation District | 0 | $0.00 | $0.00 |
| Little Thompson Water | 0 | $0.00 | $0.00 |
| Northern Colorado Water | 1 | $35.53 | $7,106.00 |
| School District R2J-Loveland | 44.836 | $1,802.41 | $360,482.00 |
| Weld County | 15.956 | $566.92 | $113,384.00 |
| **Total** | **78.178** | **$2,987.05** | **$597,410.00** |

While 20327 County Road 3 has a higher value of $629,980 and 560 E Highway 56 has a lower value of $522,368, Table 3 calculates the average value of the two properties to reach a better fiscal estimate for what the Town would like to analyze for the Nomina Minor Subdivision site. In summary, Table 3 represents the annual income through taxation to the special districts.

*Table 3*

| Average of Properties | Actual Value: 576,174 | Local Gov't Assessed Value: 37,045 | School Assessed Value: 42,310 |
|---|---|---|---|
| **Special District** | **Mill Levy** | **Annual Taxation** | **Annual Taxation of 200 Units** |
| Berthoud Fire | 13.342 | $494.25 | $98,850.00 |
| High Plains Library | 3.044 | $112.76 | $22,552.00 |
| Larimer Conservation District | 0 | $0.00 | $0.00 |
| Little Thompson Water | 0 | $0.00 | $0.00 |
| Northern Colorado Water | 1 | $37.05 | $7,410.00 |
| School District R2J-Loveland | 44.836 | $1,897.01 | $379,402.00 |
| Weld County | 15.956 | $591.09 | $118,218.00 |
| **Total** | **78.178** | **$3,132.16** | **$626,432.00** |

Below, Table 4 represents the current tax information for the greenfield site the Town has chosen to analyze for this component. This is the current mill levy and income based on the chosen greenfield site. Should this property develop, each individual parcel could be expected to generate annual taxes as reflected in Table 3 for each of the 200 estimated dwelling units.

*Table 4*

| Nomina Minor Subdivision | Actual Value: 323,490 | Local Gov't Assessed Value: 80,870 | School Assessed Value: 80,870 |
|---|---|---|---|
| **Special District** | **Mill Levy** | | **Annual Taxation** |
| Berthoud Fire | 13.342 | | $1,078.97 |
| Berthoud Town | 9.538 | | $771.34 |
| High Plains Library | 3.044 | | $246.17 |
| Little Thompson Water | 0 | | $0.00 |
| Northern Colorado Water | 1 | | $80.87 |
| School District R2J-Loveland | 44.836 | | $3,625.89 |
| Weld County | 15.956 | | $1,290.36 |
| **Total** | **87.716** | | **$7,093.60** |

Utilizing a similar strategy to assess building permit fees, Table 5 represents fees collected at the time of a building permit for 533 S 10th Street while Table 6 represents fees collected at the time of a building permit for 3329 Piper Glen Drive. These two particular properties were chosen to serve as an example as they fall within Berthoud's affordability range for the first 3-year commitment term of Proposition 123. After assessing the fees collected, both building permits were multiplied by 200 to deduce the future fees for residential units developed on Nomina Minor Subdivision.

*Table 5*

| **533 S 10th Street** | **1 DU** | **200 DU** |
|---|---|---|
| Valuation* | $249,410.00 | |
| Fees Collected at the time of Building Permit | | |
| Berthoud Fire - Impact Fees per DU | $3,923.00 | $784,600.00 |
| Thompson School District - Land Dedication per DU | $1,382.00 | $276,400.00 |
| Water Dedication (one-time fee) | $25,000.00 | $5,000,000.00 |
| Larimer County Tax 1.05% - Material | $1,694.70 | $338,940.00 |
| Sales Tax - Material (1% 1998, 1% 2019, 2%) | $6,456.00 | $1,291,200.00 |
| Admin and Technology Fee | $100.00 | $20,000.00 |
| Building Residential - Valuation Permit Fee | $2,077.00 | $415,400.00 |
| MS4 Permit-Berthoud Erosion Control Permit | $50.00 | $10,000.00 |
| Construction Water | $25.00 | $5,000.00 |
| Meter Assembly Fee 3/4" | $468.65 | $93,730.00 |
| Raw Water System Investment | $245.00 | $49,000.00 |
| Residential Electrical based upon square footage | $150.00 | $30,000.00 |
| Residential Permanent meter inspection | $85.00 | $17,000.00 |
| Residential Temporary meter installtion - electrical | $85.00 | $17,000.00 |
| Sewer Service Line Fee | $100.00 | $20,000.00 |
| Storm Drainage Fee | $853.44 | $170,688.00 |
| Stormwater Fee (manual) | $480.00 | $96,000.00 |
| Waste Water Plant Investment Fee | $5,995.00 | $1,199,000.00 |
| Water Plant Investment Fee | $6,900.00 | $1,380,000.00 |
| Water Servcie Line Fee | $150.00 | $30,000.00 |
| ALFA Line Fee (per unit) | $550.00 | $110,000.00 |
| Road Impact Fee | $2,973.00 | $594,600.00 |
| Park Dedication Impact Fee | $961.20 | $192,240.00 |
| Park Development Impact Fee | $3,844.80 | $768,960.00 |
| Public Facilities Fee (Residential) | $822.00 | $164,400.00 |
| Total | $65,370.79 | $13,074,158.00 |

*Valuation is a subjective assessment made by the builder and is always lower than sales cost

*Table 6*

| 3329 Piper Glen Drive | 1 DU | 200 DU |
|---|---|---|
| Valuation* | $416,170.00 | |
| Fees Collected at the time of Building Permit | | |
| Berthoud Fire - Impact Fees per DU | $9,154.00 | $1,830,800.00 |
| Thompson School District - Land Dedication per DU | $1,382.00 | $276,400.00 |
| Water Dedication (one-time fee) | $25,000.00 | $5,000,000.00 |
| Larimer County Tax 1.05% - Material | $2,683.82 | $536,764.00 |
| Sales Tax - Material (1% 1998, 1% 2019, 2%) | $10,224.08 | $2,044,816.00 |
| Admin and Technology Fee | $100.00 | $20,000.00 |
| Building Residential - Valuation Permit Fee | $3,246.00 | $649,200.00 |
| MS4 Permit-Berthoud Erosion Control Permit | $50.00 | $10,000.00 |
| Construction Water | $25.00 | $5,000.00 |
| Lift Station Connection Fee | $1,454.00 | $290,800.00 |
| Meter Assembly Fee 3/4" | $468.65 | $93,730.00 |
| Raw Water System Investment | $245.00 | $49,000.00 |
| Residential Electrical based upon square footage | $210.00 | $42,000.00 |
| Residential Permanent meter inspection | $85.00 | $17,000.00 |
| Residential Temporary meter installtion - electrical | $85.00 | $17,000.00 |
| Sewer Service Line Fee | $100.00 | $20,000.00 |
| Storm Drainage Fee | $2,381.40 | $476,280.00 |
| Stormwater Fee (manual) | $900.00 | $180,000.00 |
| Waste Water Plant Investment Fee | $5,995.00 | $1,199,000.00 |
| Water Plant Investment Fee | $6,900.00 | $1,380,000.00 |
| Water Servcie Line Fee | $150.00 | $30,000.00 |
| ALFA Line Fee (per unit) | $550.00 | $110,000.00 |
| Road Impact Fee | $2,973.00 | $594,600.00 |
| Park Dedication Impact Fee | $961.20 | $192,240.00 |
| Park Development Impact Fee | $3,844.80 | $768,960.00 |
| Public Facilities Fee (Residential) | $822.00 | $164,400.00 |
| Total | $79,989.95 | $15,997,990.00 |

*Valuation is a subjective assessment made by the builder and is always lower than sales cost

While 3329 Piper Glen Drive has a higher valuation of $416,170 and 533 S 10th Street has a lower valuation of $249,410, Table 7 calculates the average valuation and fees of the two properties to reach a better fiscal estimate for what the Town would like to analyze for the Nomina Minor Subdivision parcel. In summary, Table 7 represents the one-time fee collected at the time of building permit which will offset the long-term cost of this residential development's impact on the Town. These assessment fees are very low, which encourages continued housing development in Berthoud.

*Table 7*

| **Average of Properties** | **1 DU** | **200 DU** |
|---|---|---|
| Valuation* | $332,790.00 | |
| Fees Collected at the time of Building Permit | | |
| Berthoud Fire - Impact Fees per DU | $6,538.50 | $1,307,700.00 |
| Thompson School District - Land Dedication per DU | $1,382.00 | $276,400.00 |
| Water Dedication (one-time fee) | $25,000.00 | $5,000,000.00 |
| Larimer County Tax 1.05% - Material | $2,189.26 | $437,852.00 |
| Sales Tax - Material (1% 1998, 1% 2019, 2%) | $8,340.04 | $1,668,008.00 |
| Admin and Technology Fee | $100.00 | $20,000.00 |
| Building Residential - Valuation Permit Fee | $2,661.50 | $532,300.00 |
| MS4 Permit-Berthoud Erosion Control Permit | $50.00 | $10,000.00 |
| Construction Water | $25.00 | $5,000.00 |
| Meter Assembly Fee 3/4" | $468.65 | $93,730.00 |
| Raw Water System Investment | $245.00 | $49,000.00 |
| Residential Electrical based upon square footage | $180.00 | $36,000.00 |
| Residential Permanent meter inspection | $85.00 | $17,000.00 |
| Residential Temporary meter installtion - electrical | $85.00 | $17,000.00 |
| Sewer Service Line Fee | $100.00 | $20,000.00 |
| Storm Drainage Fee | $1,617.42 | $323,484.00 |
| Stormwater Fee (manual) | $690.00 | $138,000.00 |
| Waste Water Plant Investment Fee | $5,995.00 | $1,199,000.00 |
| Water Plant Investment Fee | $6,900.00 | $1,380,000.00 |
| Water Servcie Line Fee | $150.00 | $30,000.00 |
| ALFA Line Fee (per unit) | $550.00 | $110,000.00 |
| Road Impact Fee | $2,973.00 | $594,600.00 |
| Park Dedication Impact Fee | $961.20 | $192,240.00 |
| Park Development Impact Fee | $3,844.80 | $768,960.00 |
| Public Facilities Fee (Residential) | $822.00 | $164,400.00 |
| Total | $71,953.37 | $14,390,674.00 |

*Valuation is a subjective assessment made by the builder and is always lower than sales cost

**Exhibit A: Neighborhood Centers**

Town of Berthoud is participating in DOLA's 2026 Neighborhood Centers Pilot Program. Neighborhood Centers are dynamic focal points where housing, commerce, community, and mobility converge, creating connected and thriving places. These centers are designated by local governments in areas that currently exist as or anticipate becoming mixed-use pedestrian-oriented neighborhoods through local plans and policies. The development of these centers support Colorado's Strategic Growth objectives by providing coordinated investments to achieve safe, walkable and bikeable built environments with access to jobs, services, and where possible, transit.

The Town can identify three areas through this program to work toward a strategic growth initiative inclusive of mixed-use pedestrian-oriented neighborhood centers. These initiatives foster affordable housing, community-building, connectivity, and healthy living. While the Evolving Area has been analyzed above throughout the Strategic Growth Element, the additional neighborhood centers are classified as an Existing Area and a Future Area. All neighborhood center areas will be pursued through the Track 1 base criteria from C.R.S. 24-32-3711 (SB 24-174). The three criteria used for Track 1 and how Berthoud is aligned with these criteria is presented below:

**A. Zoning and Density**

The Town of Berthoud allows a reasonable net housing density with zoning that supports mixed-use pedestrian-oriented neighborhoods, the development of regulated affordable housing, and increased public transit ridership, as applicable. The first criteria within the Neighborhood Centers program states that a jurisdiction's zoning must allow at least **three housing types** in at least 50% of the area. The Town's zoning complies with these criteria:

- Housing diversity is a requirement for residential development in Berthoud
- For new subdivisions platted after December 15, 2025, housing diversity can be met by following Section 30-6-115 of the Land Use Code, approved by Ordinance 1367
- For subdivisions platted before December 15, 2025, housing diversity can be met by following Section 30-2-116 of the Land Use Code
- A mix of permitted housing types shall be included in any individual development plan. All housing types shall be distributed evenly (of equal percentage distribution) throughout the development

**B. Efficient Development Review Process**

The second criteria within the Neighborhood Centers program states that a jurisdiction must have an efficient development review process to utilize within a Neighborhood Center. As mentioned in Component 1, the Town has a Fast Track Review Process which meets the Neighborhood Centers criteria. The Town allows attached single-family (duplex) lots by right in many zone districts, including Multi-Family (R3) and Mixed-Use (R4).

**C. Pedestrian-Oriented and Mixed-Use Characteristics**

The third criteria within the Neighborhood Centers program states a Neighborhood Center must demonstrate several pedestrian-oriented and mixed-use characteristics or plans and policies to support those characteristics. Berthoud incorporates a number of these characteristics throughout the Town and within existing plans and policies. The menu of characteristics is displayed below:

1. Design standards that promote pedestrian friendly design such as: minimal and/or flexible setbacks; regulations/incentives for parking areas to the rear or side of buildings; regulations or incentives for entrance orientation to the sidewalk; upper story stepbacks; regulations or incentives for ground floor retail or other amenities; landscaping and/or green infrastructure standards; limited curb cuts; restrictions on auto-oriented businesses, etc.
2. Existing/plans for continuous sidewalks in the area with dedicated funding.
3. Existing/plans for traffic calming measures, improved crossings, improved connectivity, and lower speed limits, particularly on any arterial roadways in the area. Includes dedicated funding.
4. Existing / plans for a gridded street pattern with high intersection density in most of the area.
5. Zoning allows at least three housing types, neighborhood-serving retail, services and other amenities in some portion of the area.

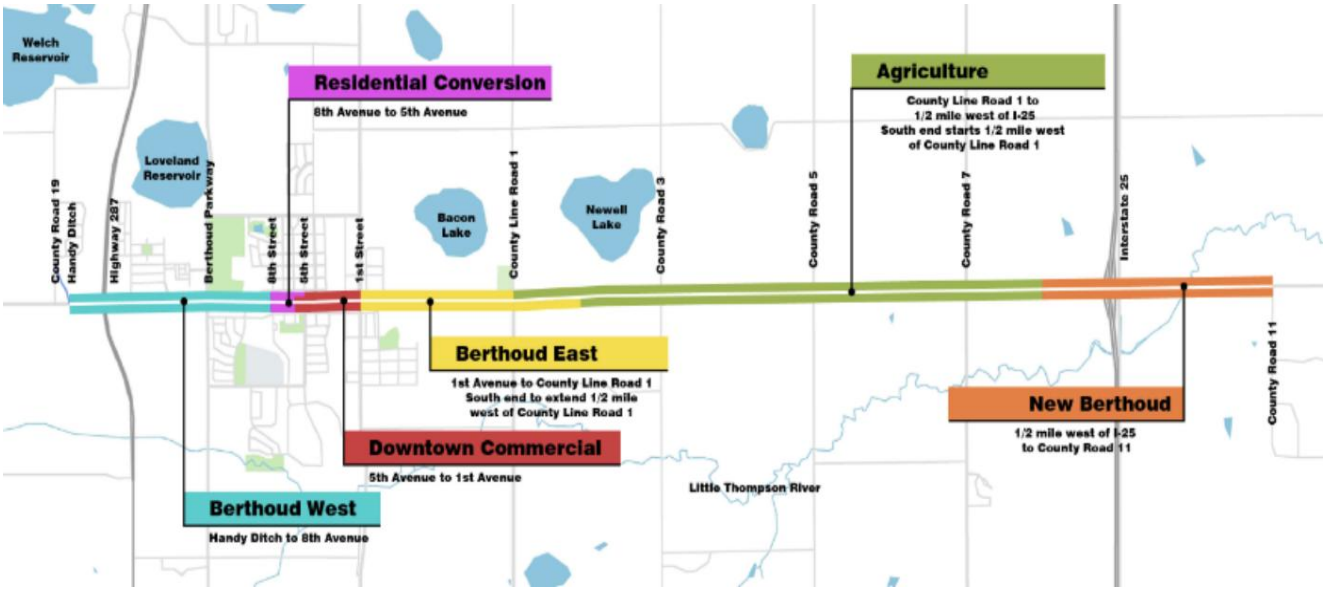
6. Existing / plans for multiple anchor institutions, public facilities, and/or public spaces in the area.
7. Existing/planned transit service with dedicated funding.
8. Existing/planned bike facilities and off-street paths connecting to key destinations. Includes dedicated funding.
9. Low to no parking requirements for residential uses. “Low to no parking” generally means 1 parking space per dwelling unit or less.
10. Low to no parking requirements for mixed uses and commercial uses.
11. Has identified funding needs, plans, local funding sources, and/or financial tools for infrastructure and other investments to support walkable, mixed-use development.
12. Strategies or programs that activate the area (i.e., regular events, art installations, arts district, etc.)
13. Any other strategy that supports equal or greater walkability and/or a mix of uses in the area.

**Existing Neighborhood Center**

Berthoud has designated the **Downtown Commercial and Residential Conversion Districts** (part of the Mountain Avenue Overlay District) as our Existing Neighborhood Center. The Mountain Avenue Overlay District was first developed by Ordinance 1280 in 2020 and the Mountain Avenue Overlay Plan was updated in 2025 with the purpose of creating a clear vision for the Mountain Avenue corridor’s future growth and the change that will occur due to growth. The District Boundary between the Downtown and Residential Conversion was amended in November 2025 to recognize changing conditions of the area.

Together, the Downtown Commercial Character District and Residential Conversion District stretch from 8th Street to 1st Street on the north side of Mountain Avenue. Existing zoning is commercial district, residential, industrial, and limited multi-family featuring Fickel Park, and significant corridor features include the skate park, Pioneer museum, restaurants, coffee shops, salons, businesses, housing, and the railroad.

Opportunities for enhancing walkability and mixed-use include redevelopment supporting additional restaurants, office, and retail uses on the ground floor with residential uses on upper floors, streetscape enhancements to strengthen the downtown connection to the historic district, the Town’s Public Art Master Plan to be completed in Summer 2026 with interactive placement of art, the Town’s Historic Preservation Master Plan which will align with the corridor’s historic district, creating a connection to the railroad, individualized transit services provided by RAFT and BATS for residents, and downtown public transit services provided by TransFort.



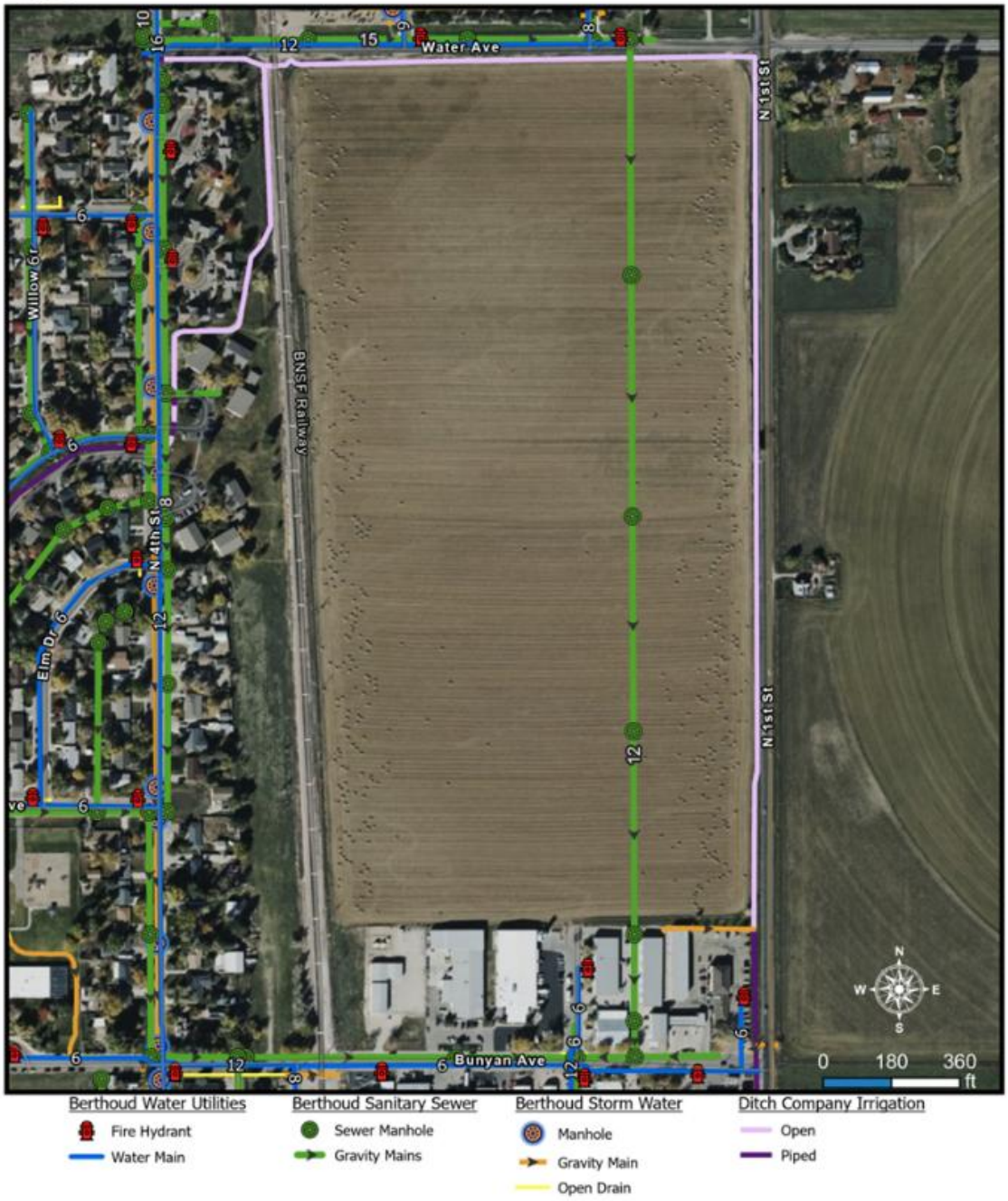
**Evolving Neighborhood Center**
As mentioned in Component 2 of the Strategic Growth Element, the Old Town Hall site was chosen as underutilized land near existing or planned transit and job centers, and this was achieved through participation in the Neighborhood Centers Program by focusing on **North 3rd Street and Massachusetts** as an Evolving Neighborhood Center.

**Future Neighborhood Center**
Berthoud has designated the **Jackson Parcel along 1st Street** (part of the 1st Street Overlay District) as our Future Neighborhood Center. The 1st Street Overlay District Plan was approved by Berthoud Town Board in 2023 with the purpose of creating a vision and set of goals to guide growth, development, redevelopment, and design of the 1st Street Corridor. The Jackson Parcel is considered as a focus area within this innovation district.

The Jackson Parcel is an undeveloped parcel that sits west of existing natural land. This parcel is under consideration for future development specified in the Town's 1st Street Overlay Plan adopted on April 25, 2023. As the 1st Street Corridor stretches 2 miles from north to south with US 287 sitting north, the railroad sitting west, and Mountain Avenue sitting south, the Town zoning districts include industrial, light industrial, PUD, neighborhood commercial, and general commercial and county zoning districts include farming, commercial, and multi-family residential.

There are opportunities for future mixed-use pedestrian-oriented development including green connections to Sunnyslope Reservoir and Bacon Lake, buffered on-street bike lanes, a potential 4 ½ mile pedestrian way green belt to act as a buffer between industrial and commercial development, and a potential regional trail and transit station west of the corridor. Due to the many undeveloped parcels in this area, no residential displacement will occur by adding a potential rail stop. Additionally, the 1st Street Corridor is intended to be a mixed-use district, inclusive of lived workspace and residential opportunities within close distance of employment centers. It is classified as a future innovation district which supports existing technical businesses, and production uses with residential uses on upper levels and additional elements such as parks and open space.

# Jackson Industrial Site



# Planning Commission Information

## Community Development Department

| | |
|---|---|
| **Meeting Date:** | **August 13, 2026** |
| **Agenda Title/Subject:** | **Public Hearing to consider a request for approval of a Final Plat known as Legacy Park located south of Mountain Avenue, east of Meadowlark Drive and west of S. Berthoud Parkway** |
| **Type of Item:** | **Regular Item** |
| **Purpose:** | **Request for approval of a Final Plat to create 453 single-family residential lots, 10 commercial/ mixed-use lots, 7 future development tracts, and multiple outlots to accommodate future parks and open space development, including the proposed linear park, for the Legacy Park development.** |
| **Presented by:** | **Tawn Hillenbrand** |

**Attachments:**

1. Legacy Park Final Plat PC Staff Report
2. Legacy Park Final Plat PC Resolution 2026.3
3. Application Form
4. Final Plat
5. Final Landscape Plan
6. Ludlow Farm Recorded NMP
7. Final Traffic Impact Study

**Background:**

Legacy Park, formally known as Ludlow Farm, received Neighborhood Master Plan and Rezone approval in April 2023 followed by Preliminary Plat approval in January 2025. The currently undeveloped property is approximately 306 acres and is currently zoned Suburban Residential and Urban Residential.

The proposed Final Plat is in substantial compliance with the approved Neighborhood Master Plan and Preliminary Plat. The road network, lot configuration, density, and proposed open space areas are aligned with the previously approved plans. The Final Plat includes 453 single-family detached residential lots, future development tracts, and a centrally located linear park. The future development tracts will be required to be further subdivided through subsequent Preliminary and Final Plats; meaning additional Preliminary and Final Plats for the remaining portions of the Legacy Park development will be required moving forward.

**Update/Next Steps:**

Tonight, the Planning Commission will hear one request of the applicant. The purpose of the

Final Plat is to complete the final engineering studies, lot lines, and constructions documents for the proposed development and to confirm the subdivision meets the design and development requirements found in the Town Code. The Final Plat, if approved, would formally subdivide or create the lots.

Following the Planning Commission public meeting, the applicant will need to address any Conditions of Approval, if applicable, and the applicant will be required to record the Final Plat, if approved by the Planning Commission. Additionally, the applicant will be required to enter into a Development Agreement with the Town.

**Fiscal Impact and Fund Source:**

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

**Community Touchstones:**

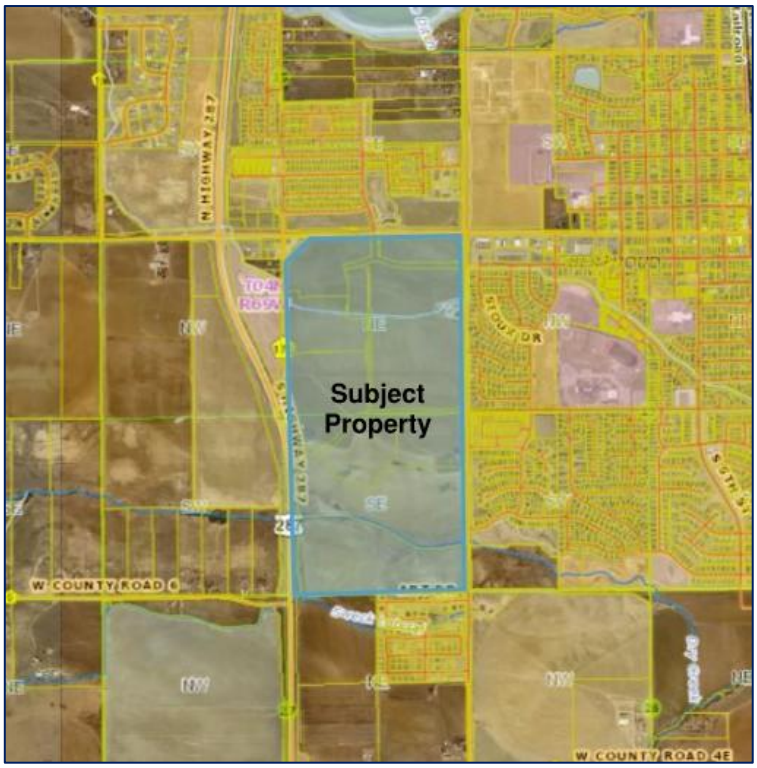
Consideration of this request does not negatively impact community touchstones and in fact is supportive of the 2021 Comprehensive Plan. The proposed Final Plat is consistent with the previously approved Neighborhood Master Plan and Preliminary Plat of which both align with the vision of the Comprehensive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

**Recommended Action(s):**

**Staff recommend Planning Commission make a motion to approve the Legacy Park Final based on meeting the review criteria in Section 30-6-108.C of the Berthoud Development Code.**

# STAFF REPORT: LEGACY PARK FINAL PLAT

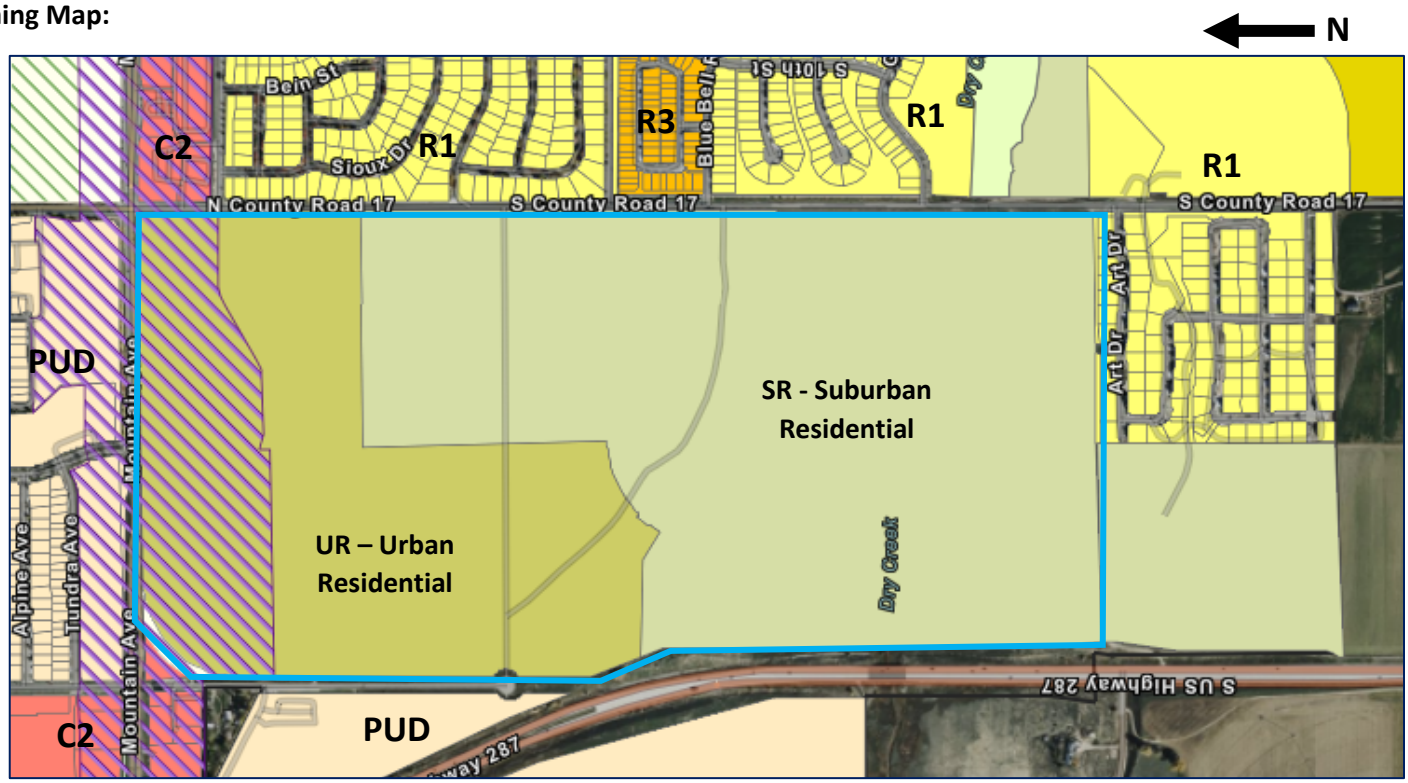
***DATE: August 13, 2026***

| ***GENERAL INFORMATION*** | | |
|---|---|---|
| **Applicant:** | JM Hinson – Manager, LP Communities, LLC | Size: 306 acres |
| **Site Location:** | The property is located south of Mountain Avenue, east of Meadowlark Drive and west of S. Berthoud Parkway.<br>  | |
| **Applicant's Request:** | The Applicant is requesting Final Plat approval for a residential development inclusive of 453 single-family residential lots, 10 commercial/mixed-use lots, 7 future development tracts, and multiple outlots to accommodate future public parks and open space development. | |
| **Current Zoning:** | UR – Urban Residential and SR – Suburban Residential | |

| ***ZONING DISTRICT INFORMATION*** | | |
|---|---|---|
| | UR (Single-family Detached) | SR (Single-family Detached) |
| **Max Density** | N/A (defined by NMP) | N/A (defined by NMP) |
| **Front Setback** | 8’-12’ | 20’ front loaded / 10’ rear loaded or no garage |
| **Side Setback** | 5’ / 10’ corner side | 5’ / 10’ corner side |
| **Rear Setback** | 5’-8’ rear loaded garage | 20’ front loaded / 5’-8’ rear loaded |
| **Max Building Height:** | 30’ | 30’ |

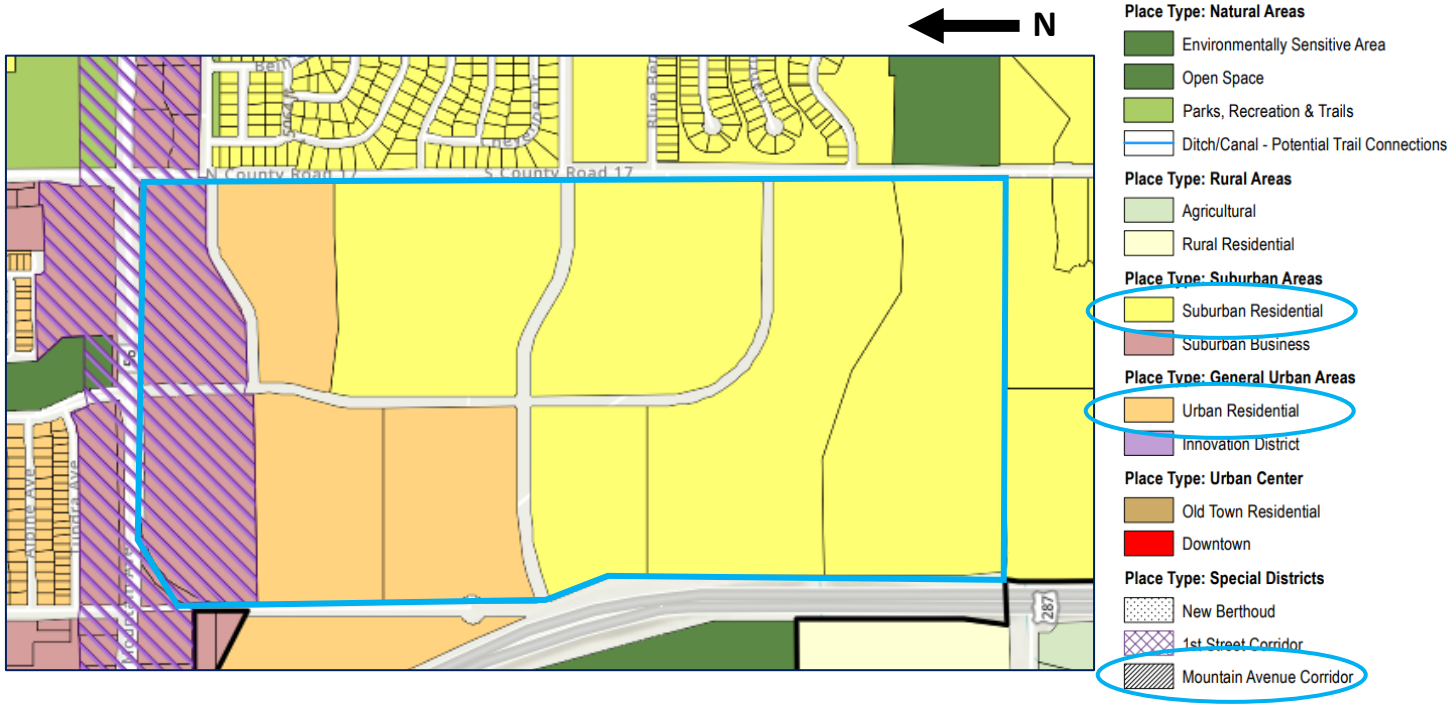
| *SURROUNDING ZONING, LAND USE AND REQUIRED BUFFERS* | | | |
|---|---|---|---|
| | Adjacent Zoning | Adjacent Land Uses | Setbacks for Adjacent Zoning |
| **North – across Mountain Ave.** | PUD | Undeveloped / Single-family Residential | N/A |
| **Northwest corner** | C2 & T | Fuel station / Coffee Shop | N/A |
| **South** | R1 / County RR2 | Single-family Residential / Undeveloped | N/A |
| **East** | C2 / R1 / R3 / County RR2 | Commercial / Single-family Residential / Undeveloped | N/A |
| **West** | C2 / County RR2 / PUD | Commercial / Single-family Residential | N/A |

**Zoning Map:**



## BERTHOUD COMPREHENSIVE PLAN AND MASTER PLANS

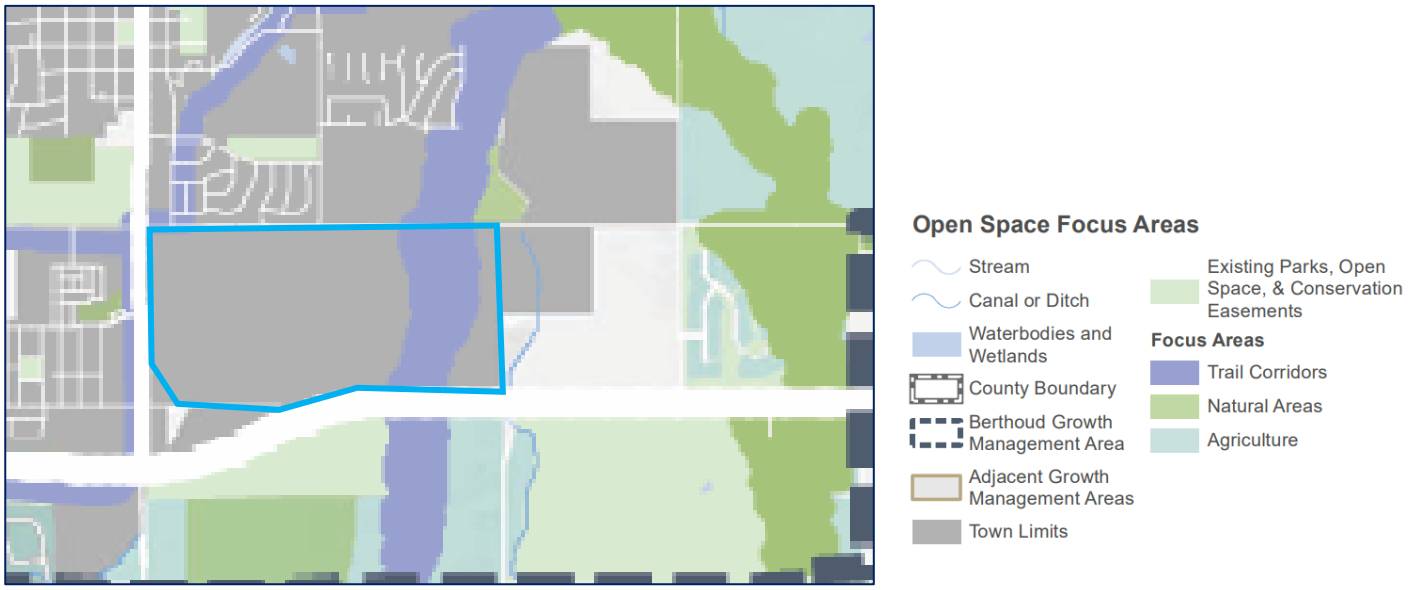
**Berthoud Comprehensive Plan – Future Land Use Map:**




**Berthoud Trails Master Plan:**



**Berthoud Open Space Plan:**



**Proposal**

The applicant proposes to create 453 single-family residential lots, 10 commercial/mixed-use lots, 7 future development tracts, and multiple outlots to accommodate future public parks and open space development, including the proposed linear park. The proposed Final Plat is in substantial compliance with the Preliminary Plat approved in January 2025. The Final Plat, if approved, would formally subdivide or create the lots.

**Background**

The currently undeveloped property is approximately 306 acres and is currently zoned Suburban Residential and Urban Residential. Legacy Park, formally known as Ludlow Farm, received Neighborhood Master Plan and Rezone approval in April 2023 followed by Preliminary Plat approval in January 2025. The approved Neighborhood Master Plan includes a mix of uses, including single-family detached, townhomes, condos, and commercial development with an estimated project total of 1500-1800 residential units. The Final Plat is for a portion of the overall Legacy Park development.

The proposed Final Plat is in substantial compliance with the approved Neighborhood Master Plan and the approved Preliminary Plat. The road network, lot configuration, density, and proposed open space areas are aligned with the previously approved plans. The Final Plat includes 453 single-family detached residential lots, multiple future development tracts, and a centrally located linear park. The future development tracts will be required to be further subdivided through subsequent Preliminary and Final Plats; meaning additional Preliminary and Final Plats for the remaining portions of the Legacy Park development will be required moving forward.

**Referral Agency and Staff Review**

The Legacy Park Final Plat application completed five (5) rounds of referral agency and staff review in the following sequence:

| Submittal Number | Review documents submitted by Applicant on: | Staff and Referral Agency comments provided to Applicant on: |
|---|---|---|
| 1st | July 17, 2025 | September 2, 2025 |
| 2nd | November 17, 2025 | January 7, 2026 |
| 3rd | March 30, 2026 | May 11, 2026 |
| 4th | May 27, 2026 | June 10, 2026 |
| 5th (final) | June 23, 2026 | July 7, 2206 |

Staff and referral agencies found that the reports and plans submitted by the applicant, and specific to a Final Plat application, identify and satisfactorily mitigate impacts to adjacent land uses. Additionally, staff and referral agencies find that the applicant has provided adequate plans for utilities and transportation designs.

**Final Plat Review Criteria (previous Code)**

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

| 30-6-108(C) Review Criteria | Finding | Rationale |
|---|---|---|
| 1. The Final Plat is in substantial conformance with the approved Preliminary Plat. For the purposes of this Code, "substantial conformance", includes design adjustments made to meet any conditions of preliminary plat approval, and is determined as follows:<br>a. Does not change any land use of the proposed plat.<br>b. Does not change the number of lots or residential density by more than 5%. | Yes | a. The Final Plat does not change any land use of the proposed plat.<br>b. The Preliminary Plat was approved for 439 residential lots while this Final Plat proposes 453 residential lots. This change equates to a 3% increase in density, below the allowed 5%; therefore, the Final Plat is in conformance with this criterion. The addition of these lots does not change the overall density of the Legacy Park development.<br>c. The Final Plat does not contain changes which would render it in nonconformance with the requirements of the Code. |

| | | |
|---|---|---|
| c. Does not contain changes which would render the final plat in nonconformance with requirements of this Code.<br>d. Does not contain significant changes in street alignment and/or access points, or other public elements such as drainage improvements, utility lines or facilities.<br>e. Does not change any measurable standard (other than above) by more than 15 percent.<br>f. How the Applicant has addressed comments received from the public, during the Public Comment portion of the process. | | d. The Final Plat does not contain significant changes in street alignment, access points, or other public elements such as drainage improvements, utility lines, or facilities.<br>e. The Final Plat does not change any measurable standard by more than 15%.<br>f. As of the drafting of this report, staff have not received public comment emails regarding the proposed request.<br>In summary, the Final Plat is in substantial conformance with the Preliminary Plat approved in 2025. |
| **30-6-108(C) Review Criteria** | **Finding** | **Rationale** |
| 2. The development complies with this Code, the Comprehensive Plan and the PORT Plan. | Yes | The creation of single-family residential lots and future development tracts conform to Berthoud's Development Code for SR – Suburban Residential and UR – Urban Residential.<br>The Future Land Use Map identifies this area as Suburban Business along Mountain Avenue, transitioning into Urban Residential primarily along the west portions of the site along Meadowlark Drive, and Suburban Residential along the south and east portions of the site. The approved Neighborhood Master Plan is consistent with the Future Land Use Map, and this Final Plat is consistent with the approved Neighborhood Master Plan.<br>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 and commercial areas. |
| 3. All applicable technical standards including the provision of water in sufficient amount and quality have been met. | Yes | The applicant provided the following required final technical plans and reports which were reviewed by Town Staff and referral agencies specializing in the specific areas of study:<br>- Final Grading and Drainage Plan<br>- Final Water and Sewer Plan<br>- Soils Report (Geotechnical Report)<br>- Final Landscape Plan<br>- Final Traffic Impact Study (TIS)<br>Staff and referral agencies found that the reports and plans identify and satisfactorily mitigate impacts to adjacent land uses. Staff and referral agencies find that the applicant has provided adequate plans for utilities and transportation designs. |

**PUBLIC NOTICE AND COMMENT**

Notice of the Planning Commission Public Meeting has been mailed to property owners within 500 feet of the subject property on July 27, 2026, a legal ad published on July 29, 2026, and the property was posted as required by the Development Code on July 28, 2026.

As of the drafting of this staff report, staff have not received public comment emails regarding the proposed request.

***FINDINGS AND RECOMMENDATIONS***

**Staff recommend Planning Commission make a motion to approve the Legacy Park Final Plat based on meeting the review criteria in Section 30-6-108.C of the Berthoud Development Code.**

**Attachments**

1. Application form
2. Final Plat
3. Final Landscape Plan
4. Approved Neighborhood Master Plan (for reference only)
5. Final Traffic Impact Study (TIS)

**Resolution No. 3**
**Series 2026**

**A Resolution of the Town of Berthoud Planning Commission Approving a Final Plat for the Property known as Legacy Park**

Whereas, Legacy Park Investors, LLC ("Applicant"), is the owner of the real property more particularly described in **Exhibit A**, attached hereto and incorporated herein by this reference (the "Property");

Whereas, on July 17, 2025, Applicant filed an application for approval of a Final Plat for the Property (the "Application"); and

Whereas, the specific approval criteria for the Final Plat are set forth in Section 30-6-108.C of the Berthoud Municipal Code, as the Code existed on the day the Application was filed (the "2025 Code");and

Whereas, on August 13, 2026, the Planning Commission held a properly-noticed public hearing on the Application.

Now Therefore be it Resolved by the Planning Commission of the Town of Berthoud as follows:

Section 1. Findings of Fact. The Planning Commission, upon reviewing the Application, hearing the statement of staff and the public, and giving due consideration to the matter, finds and determines as follows:

a. The Final Plat complies with Chapter 30 of the 2025 Code and other applicable law;

b. The Final Plat is consistent with the Town's Comprehensive Plan; and

c. The Final Plat is consistent with and implements the intent of the zone district in which it is located.

Section 2. Decision. Based on the foregoing findings, the Planning Commission hereby approves the Final Plat as set forth in the Application.

Introduced, approved and adopted this ___ day of _____, 2026.

**Town of Berthoud Planning Commission**

_____
Stacey Sigman, Chair

**Attest**

_____
Anne Johnson, Community Development Director

**Exhibit A**
**Legal Description**

Lots 1 through 9, Tract A, Tract A-1, Tract 1, Tract 2, Tract 5, Tract 7, Tract 8, and Tract 9, Administrative Amended Plat of Ludlow Farms, Town of Berthoud, County of Larimer, State of Colorado.

Docusign Envelope ID: 25BED69C-422E-4A4C-A904-8394887D11FB

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.

| | | |
|---|---|---|
| **Parcel Number(s):** 9422105001 - 9422405009 | | |
| **Site Address:** SW Corner of Mountain Avenue & Berthoud Parkway | | |
| **Project Name:** Legacy Park | | |
| **Brief description of project:** Residential and mixed-use subdivision. | | |
| **APPLICATION TYPE *(Check as appropriate)*:** | | |
| ☐ Annexation | ☐ Preliminary Subdivision Plat | ☐ Final Site Plan |
| ☐ Rezoning | ☑ Final Subdivision Plat | ☐ PUD Amendment |
| ☐ Concept Plan | ☐ Plat Amendment | ☐ PUD Preliminary Development Plan |
| ☐ Minor Subdivision | ☐ Oil and Gas | ☐ PUD Final Development Plan |
| ☐ Special Use Review | ☐ ROW Vacation | ☐ Other _____ |

| | |
|---|---|
| **APPLICANT** | |
| Name: Legacy Park Investors, LLC - JM Hinson, Manager | |
| E-mail: jmhinson@me.com<br>Phone: 1-904-945-8636 | Mailing Address: 700 Ken Pratt Blvd Suite 113<br>City/State/Zip: Longmont, CO 80501 |
| **CONTACT PERSON** ***(will receive correspondence from Town Staff/Referral Agencies)*** | |
| Name: Kristin Turner - TB Group | |
| E-mail: kristin@tbgroup.us<br>Phone: 970.532.5891 | Mailing Address: 444 Mountain Avenue<br>City/State/Zip: Berthoud, CO 80513 |
| **OWNER(S)** ***(If different than applicant)*** | |
| Name: Smilin' 11 LLC - Greg Ludlow, Manager | |
| E-mail: greg.ludlow5@gmail.com<br>Phone: (970) 302-9332 | Mailing Address: 1909 Sundance Drive<br>City/State/Zip: Longmont, Colorado 80504 |
| **CONSULTANT** ***(Engineer, Surveyor, or Planner)*** | |
| Name: | |
| E-mail:<br>Phone: | Mailing Address:<br>City/State/Zip: |

Docusign Envelope ID: 25BED69C-422E-4A4C-A904-8394887D11FB



## LAND USE INFORMATION

**Existing Use:** Vacant

**Proposed Use:** Residential & Future Develo

**Existing Zoning:** SR & UR

**Proposed Zoning: (if applicable):** SR, UR

**Number of acres:** ~305.61 AC

**Proposed Access:** Berthoud Parkway & Mc

**Adjacent zoning / land use:**

| | |
|---|---|
| East Side: BERTHOUD PARKWAY | North Side: MOUNTAIN AVENUE |
| West Side: HWY 287 | South Side: R1 AND LARIMER COUNTY |

## UTILITY SERVICE INFORMATION

Water: Town of Berthoud

Sewer: Town of Berthoud

## PROJECT INFORMATION

Number of proposed units:
439
Number of phases:
TBD - multiple
Number of Units per phase:
TBD
Number of lots proposed:
439
Lot size minimum:
2,790 sf
Lot size maximum:
8,600 sf
Lot size average:
5,600 sf
Gross density (units/acre):
2.6 (excluding future development area)
Net density (units/acre):
3.6 (excluding future development area)
Area and percent open space:
71.6 AC/ 23%

Non-Residential Building Area (Sq. Ft.) Proposed:
N/A
Non-Residential Construction Floor Area Ratio Proposed: N/A

Total Number of Parking Spaces: N/A

Acreage of Site:

a. Gross: 305.61
b. Right-of-Way: 43.54
c. Net (a-b) 262.07

**Type of Housing Proposed (*please check*):**

- [x] Future Single Family
- [ ] Duplex
- [ ] Multi-family (# of units: TBD )
- [ ] Townhouse
- [ ] 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): DocuSigned by: Greg Ludlow D8BEF5D68CD544C... Date: 6/19/2025

Property Owner(s): Smilin' 11, LLC Manager and POA for Jean Cowles and Reid Ludlow 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: DocuSigned by: JM HINSON D36E1B2EC1D443F... Date: 6/19/2025

| FOR OFFICE USE ONLY | Received By: | Date: |
|---|---|---|

Docusign Envelope ID: 9DACF864-83E8-4242-89DF-38C79509C8BB

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

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| ☐ Special Use Review | ☐ ROW Vacation | ☐ Other _____ |

**APPLICANT**

| | |
|---|---|
| Name: Legacy Park Investors, LLC - JM Hinson, Manager | |
| E-mail: jmhinson@hinsoncompanies.com<br>Phone: 1-904-945-8636 | Mailing Address: 700 Ken Pratt Blvd Suite 113<br>City/State/Zip: Longmont, CO 80501 |

**CONTACT PERSON *(will receive correspondence from Town Staff/Referral Agencies)***

| | |
|---|---|
| Name: Kristin Turner - TB Group | |
| E-mail: kristin@tbgroup.us<br>Phone: 970.532.5891 | Mailing Address: 444 Mountain Avenue<br>City/State/Zip: Berthoud, CO 80513 |

**OWNER(S) *(If different than applicant)***

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**CONSULTANT *(Engineer, Surveyor, or Planner)***

| | |
|---|---|
| Name: | |
| E-mail:<br>Phone: | Mailing Address:<br>City/State/Zip: |

Docusign Envelope ID: 9DACF864-83E8-4242-89DF-38C79509C8BB



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Net density (units/acre):
3.6 (excluding future development area)
Area and percent open space:
71.6 AC/ 23%

Non-Residential Building Area (Sq. Ft.) Proposed:
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Non-Residential Construction Floor Area Ratio Proposed: N/A

Total Number of Parking Spaces: N/A

Acreage of Site:

a. Gross: 305.61
b. Right-of-Way: 43.54
c. Net (a-b) 262.07

**Type of Housing Proposed (*please check*):**

| | |
|---|---|
| ☑ Future Single Family | ☐ Townhouse |
| ☐ Duplex | ☐ Condominium |
| ☐ Multi-family | |
| (# of units: TBD ) | |

## 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): Signed by: JM Hinson D36E1B2EC1D443F... Date: 7/11/2025

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: _____

| *FOR OFFICE USE ONLY* | *Received By:* | *Date:* |
|---|---|---|

# FINAL PLAT OF
# LEGACY PARK FILING ONE
## BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS
## LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M.
## TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

### OWNER DEDICATION & LEGAL DESCRIPTION:

KNOW ALL MEN BY THESE PRESENTS: That the undersigned, being the owners of LEGACY PARK FILING ONE, located in Section 22, Township 4 North, Range 69 West of the 6th Principal Meridian, Town of Berthoud, County of Larimer, State of Colorado, more particularly described as follows:

(Old Republic National Title Insurance Company Property Information Binder Order Number: FCIF25215305 / Policy No.: PIB25215305.30309063, dated May 11, 2026 at 5:00 P.M.)

PARCEL A:

LOT 1, LOT 2, LOT 3, LOT 4, LOT 8, LOT 9, LOT 10, TRACT A-1, TRACT 1, TRACT 8, AND TRACT 9, ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 25, 2024 AT RECEPTION NO. 20240040145, TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO.

PARCEL B:

LOT 5, LOT 6, LOT 7, TRACT A, TRACT 2, TRACT 5, AND TRACT 7, ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 25, 2024 AT RECEPTION NO. 20240040145, TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO.

Said parcels containing 305.61 acres (13,312,372 square feet), more or less, and may be subject to easements and right-of-ways now on record or existing.

Have laid out, platted, and subdivided the above described land, under the name and style of LEGACY PARK FILING ONE, and by these presents do dedicate to the Town of Berthoud in fee simple the street and public "rights-of-way" as shown on the plats, and grant to the Town of Berthoud such easements and rights-of-way, and all right, title and interest in real property to the above described lands, including all surface interests and all minerals within or underlying said lands, as are created hereby and depicted or, by note, referenced hereon, along with the right to install, maintain, replace and operate mains, transmission lines, service lines, and appurtenances, either directly or through the various public utilities, as may be necessary to provide such utility, cable television, water, electric, natural gas and sanitary services within this subdivision or property contiguous thereto, through, over, under, and across streets, utility and other easements, and other public places shown on the plat.

**OWNER:** JEAN E. COWLES
AS TO PARCEL A

BY: _____

AS: _____

STATE OF COLORADO )
) ss.
COUNTY OF LARIMER )

The foregoing instrument was acknowledged before me this _____ day of _____, 20___, by

_____ as_____ of JEAN E. COWLES .

Witness my hand and official seal

My commission expires: _____

_____
Notary Public

**OWNER:** S. REID LUDLOW
AS TO PARCEL A

BY: _____

AS: _____

STATE OF COLORADO )
) ss.
COUNTY OF LARIMER )

The foregoing instrument was acknowledged before me this _____ day of _____, 20___, by

_____ _____ as_____ of _____.

Witness my hand and official seal

My commission expires: _____

_____
Notary Public

**OWNER:** SMILIN 11, LLC, a Colorado limited liability company
AS TO PARCEL A

BY: _____

AS: _____

STATE OF COLORADO )
) ss.
COUNTY OF LARIMER )

The foregoing instrument was acknowledged before me this _____ day of _____, 20___, by

_____ as_____ of SMILIN 11, LLC, a Colorado limited liability company.

Witness my hand and official seal

My commission expires: _____

_____
Notary Public

**OWNER:** LEGACY PARK INVESTORS, LLC, a Colorado limited liability company
AS TO PARCEL B

BY: _____

AS: _____

STATE OF COLORADO )
) ss.
COUNTY OF LARIMER )

The foregoing instrument was acknowledged before me this _____ day of _____, 20___, by

_____ as_____ of LEGACY PARK INVESTORS, LLC, a Colorado limited liability company.

Witness my hand and official seal

My commission expires: _____

_____
Notary Public

### DEVELOPMENT STANDARD STATEMENTS:

Vesting of Property Rights: Approval of this site-specific development plan constitutes the creation of vested property rights pursuant to Article 68 of Title 24, C.R.S., as amended. The approval of vested property rights shall be subject to all rights of referendum and judicial review. This approved site specific development plan voids any and all pre-existing vested property rights on the same real property.

Project Approval: The plans contained on this map/plat as well as the staff report dated _____ and Resolution Number _____ (Series 2026), recorded _____ under Reception No. _____, are the limits of the approval. Any changes to the approved plans may necessitate an amendment or new permit.

Development Improvements : All Development Improvements shall be constructed in accordance with the final plat and plans as well as the requirements of the Berthoud Municipal Code. If applicable: The development shall adhere to the Development Agreement entered into between the Developer and the Town of Berthoud.

Erosion Control: Prior to commencement of construction of any Development Improvements including alterations to existing grading contours, removal of vegetation and/or excavating, the Town-approved erosion control plan will be implemented. The Town-approved erosion control plan measures shall be installed and maintained throughout the construction of Development Improvements and shall not be removed or abandoned until authorized by the Town. At all times during construction on the Property, or off-site projects associated with development of the Property, Developer shall maintain all streets, drainage, and drainage facilities in an orderly and workmanlike fashion.

Construction Rules and Regulations: Construction activities shall adhere to the Construction Rules and Regulations found in Chapter 30 of the Berthoud Municipal Code at all times.

Dark Sky: The Town of Berthoud has adopted a Dark Sky Ordinance. All development shall adhere to the Town of Berthoud Dark Sky Ordinance No. 1230, adopted January 9, 2018, and as may be amended, at all times.

Right to Farm: The Town of Berthoud has adopted a "Right to Farm" policy. All new and existing residents are expected to read and understand the policy. For a copy of the policy, please contact the Town of Berthoud.

### APPROVAL CERTIFICATES:

Approved by the Town of Berthoud, Colorado this _____day of _____ , 20_____.

_____
Mayor

The foregoing plat is approved for filing and accepted by the Town of Berthoud, Colorado this _____day of _____ , 20_____.

ATTEST: _____
Town Clerk

Approved by the Planning Commission of the Town of Berthoud, Colorado this _____day of _____ , 20_____.

_____
Chairperson

The foregoing plat is approved for filing and accepted by the Town of Berthoud, Colorado this _____day of _____ , 20_____.

ATTEST: _____
Town Planner

NOTICE:
ALL RESPONSIBILITIES AND COSTS OF OPERATION, MAINTENANCE AND RECONSTRUCTION OF THE PRIVATE STREETS AND/OR DRIVES LOCATED ON THE PRIVATE PROPERTY THAT IS THE SUBJECT OF THIS PLAT SHALL BE BORNE BY THE OWNERS OF SAID PROPERTY, EITHER INDIVIDUALLY, OR COLLECTIVELY, THROUGH A PROPERTY OWNERS' ASSOCIATION, IF APPLICABLE. THE TOWN OF BERTHOUD SHALL HAVE NO OBLIGATION OF OPERATION, MAINTENANCE OR RECONSTRUCTION OF SUCH PRIVATE STREETS AND/OR DRIVES NOR SHALL THE CITY HAVE ANY OBLIGATION TO ACCEPT SUCH STREETS AND/OR DRIVES AS PUBLIC STREETS OR DRIVES.

### SURVEYOR'S STATEMENT

I, Tharen J. Helgerson, a Colorado Professional Land Surveyor do hereby certify that this plat of LEGACY PARK FILING ONE was prepared from an actual survey under my personal supervision and and the accompanying plat accurately and properly shows said subdivision and is in compliance with the Subdivision Regulations of the Town of Berthoud.

.

PRELIMINARY
06/18/2026
FOR REVIEW ONLY

_____
Tharen J. Helgerson
Colorado Professional Land Surveyor No. 38882
For and on behalf of EPS Group, Inc.

### OWNER / APPLICANT

Legacy Park Investors, LLC
4210 Bruin Street
Longmont, CO 80504
Phone: (904) 945-8636

### PLANNER / LANDSCAPE ARCHITECT

TB Group
Kristin Turner
444 Mountain Avenue
Berthoud, Colorado 80513
Phone: (970) 532-5891

### SITE ENGINEER

EPS Group, Inc.
Adam Boese, PE
301 North Howes Street
Suite 100
Fort Collins, Colorado 80521
Phone: (970) 568-3901

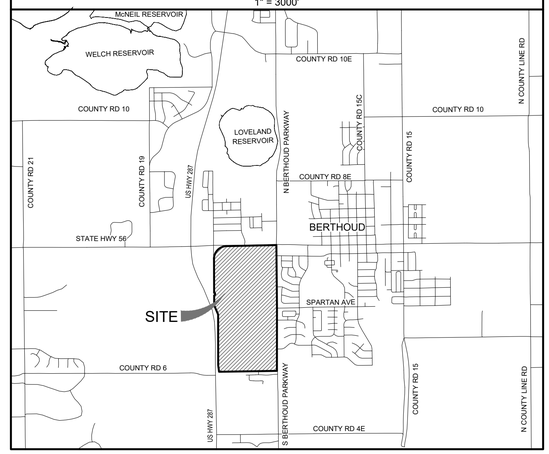
### SITE SURVEYOR

EPS Group, Inc.
Tharen J. Helgerson, PLS
301 North Howes Street
Suite 100
Fort Collins, Colorado 80521
Phone: (970) 221-4158

### SURVEYOR NOTES:

1. The lineal unit of measurement for this plat is U.S. Survey Feet.
2. The Basis of Bearings is the west line of the East Half of Section 22, Township 4 North, Range 69 West of the 6th Principal Meridian, Town of Berthoud, County of Larimer, State of Colorado, as bearing North 00°12'32" West, with the South Quarter corner of said Section 22 monumented by a 3-1/4" brass cap, with illegible stamp and the North Quarter corner of said Section 22 being a 3-1/4" brass cap with illegible stamp, within a monument box, and with all bearings contained herein relative thereto.
3. For all information regarding easements, right-of-way or title of record, EPS Group relied upon Property Information Binder Order Number: FCIF25215305 / Policy No.: PIB25215305.30309063, dated May 11, 2026 at 5:00 P.M., prepared by Old Republic National Title Insurance Company.
4. FLOOD ZONE DESIGNATION: Said described property is located within an area having a designation of Zone "A", areas of Special Flood Hazard; 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 quarter mile; and Zone "X", areas of minimal flood hazard, by the Federal Emergency Management Agency (FEMA), as shown on the Flood Insurance Rate Map No. 08069C1386H, with a date of identification of January 15, 2021, in the Town of Berthoud, Larimer County, State of Colorado, which is the current Flood Insurance Rate Map for the community in which said premises is situated.
5. Neither EPS Group nor the Professional Land Surveyor listed hereon has the expertise to address mineral rights, and recommends the owner retain an expert to address these matters. EPS Group and the Professional Land Surveyor listed hereon assumes no responsibility for the mineral rights upon the subject property.
6. Tracts A, A-1, 1, 2, 5, 7, 8, and 9, as shown on the Administrative Amended Plat of Ludlow Farms, recorded as Reception No. 20240040145 (Larimer County Clerk & Recorder), were reserved for future right-of-way in accordance with the Town of Berthoud and the applicable provisions of the pertinent development and annexation agreements and engineering requirements, as stated in Surveyor's Notes #5 through #10 of said plat. The reservation of right-of-way does not convey any right or interest in the property to the Town of Berthoud or any other entity. The final alignment and dedication of the right-of-way are established through this final plat process and its recordation with the Larimer County Clerk & Recorder.
7. A copy of the title commitment and the documents contained therein were provided to the owner, client and those entities listed under the surveyor's certification for their use and review. It is the surveyor's understanding that said owner, client and entities have reviewed said documents and understand their impact, if any, on the subject property.
8. Not all documents listed in the title commitment are plottable or definable by their terms. All easements that are definable by their descriptions are shown hereon with sufficient data to establish their position. Owner, Client and others should refer to the title commitment and those documents listed therein for a true understanding of all rights of way, easements, encumbrances, interests and title of record concerning the subject property.
9. For easements created by separate document and shown hereon refer to record document for specific terms. A copy of the title commitment and the documents contained therein were provided to the owners, client and others listed hereon for their use and review.
10. It is the Surveyor's professional opinion that the plat of LUDLOW FARMS - CONVEYANCE PLAT, prepared by Peter A. Bryant, PLS No. 20673 (Bryant), for and on behalf of Colorado Survey, and recorded with the Larimer County Clerk & Recorder as Reception No. 2011018205, dated March 23, 2011, did not utilize the Colorado Department of Transportation right-of-way taking known as the Parcel of Land No. 270X of the Department of Transportation, State of Colorado, Project Number NH 2873-068 Unit 2, located in the Northeast Quarter of Section 22, Township 4 North, Range 69 West of the 6th Principal Meridian in Larimer County, Colorado, dated July 23, 2001. In doing so, both measurement and the retracement of the adjoining property lying northwesterly of said LUDLOW FARMS - CONVEYANCE PLAT, created a differing boundary determination for this survey, as well as multiple apparent monuments in areas there should be only one. Said Parcel of Land No. 270X was then transferred from the Department of Transportation, State of Colorado to Bert's Corner Real Estate, LLC, as shown on the Quit Claim Deed, recorded with the Larimer County Clerk & Recorder as Reception No. 20120052469, dated August 03, 2012. Said parcel was surveyed in 2016, and an Improvement Survey Plat was prepared by Robert George Persichitte, PLS No. 34174 (Persichitte), for and on behalf of Intermill Land Surveying, Inc., and recorded with the Larimer County Clerk & Recorder as Reception No. 20160077230, dated November 9, 2016. Persichitte notes the found monuments from said LUDLOW FARMS - CONVEYANCE PLAT and sets his monuments, No. 4 rebar with blue plastic cap, LS 34174, at the boundary corner locations of said Parcel of Land No. 270X of the Department of Transportation, State of Colorado, Project Number NH 2873-068 Unit 2. Since the right-of-way taking occurred in 2001, the Surveyor has not accepted the found location of the 2 northwesterly Bryant monuments, as shown on ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS, recorded as Reception No. 20240040145 with the Larimer County Clerk & Recorder.
11. The adjacent property lines, right-of-way lines, and related information pertaining to the adjacent properties are provided solely for informational purposes and have not been surveyed as part of this process, nor are they included in the survey of the subject property.
12. Adjacent property owner information per the Larimer County Land Information Locator.
13. The word "state", "certify" or "certification" as shown and used hereon is an expression of professional opinion regarding the facts of the survey, and does not constitute a warranty or guaranty, expressed or implied. DORA Bylaws and Rules (4 CCR 730-1).
17. Per C.R.S. 38-51-105 (3)(a), (3)(b), (4)(b), (4)(c), & 5, the Developer/Owner of the subdivision plat has the requirement of providing monumentation of the interior corners created by this platting procedure within one year of the effective date of a sales contract. The Surveyor of record of said subdivision plat has only the required responsibility of providing for the on the ground monumentation of the external boundary of the subdivision plat.
18. The Professional opinion of the Surveyor is not a determination of law, nor a matter of fact.
19. Tract, Outlot, Lot and Block lines are parallel to roads and alleys unless otherwise stated.
20. The development of each 'Tract' shall be consistent with the approved Neighborhood Master Plan, approved by the Town on May 24th, 2023, Reception No. 20230021485, and as allowed by the zone district.
21. Tract Q is to be reserved for the Berthoud Fire Protection District and the future development of a fire house. Should the Berthoud Fire Protection District decide that the development of a fire house in this location is not necessary, the Tract will be eliminated and reincorporated back into Outlot V and / or Outlot W, as open space for the overall development. Tract Q shall not be developed with any other use.
22. Existing zoning consists of Town of Berthoud Suburban Residential (SR) and Urban Residential (UR) Zoning Districts.

VICINITY MAP
1" = 3000'




NOTICE:
According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years after the date of the certificate shown hereon.

SECTION: 22
TOWNSHIP: 4 NORTH
RANGE: 69 WEST OF 6TH PM

DATE: 06/18/2026
SCALE: AS SHOWN
REVIEWED BY: R. TESSELY

PROJECT: 24-0761
CLIENT: LEGACY PARK INVESTORS, LLC
DRAWN BY: T. HELGERSON

EPS GROUP
970.221.4158 epsgroupinc.com
ARIZONA | COLORADO

FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

Sheet
1
Of 26 Sheets

S:\Survey Jobs\24-0761\Dwg\Plat\24-0761(s) Legacy Park Filing One.dwg

# FINAL PLAT OF
# LEGACY PARK FILING ONE
## BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS
## LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M.
## TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

PRELIMINARY
06/18/2026
FOR REVIEW ONLY


Tharen J. Helgerson
Colorado Professional Land Surveyor No. 38882
For and on behalf of EPS Group, Inc.


**SEE SHEET 26 OF 26 SHEETS FOR CURVE AND LINE TABLES**

NORTH

200 0 200 400 600 Feet
( IN U.S. SURVEY FEET )
1 inch = 200 feet

LEGEND

- PLAT BOUNDARY LINE
- PROPOSED RIGHT-OF-WAY LINE
- PROPOSED LOT LINE
- SECTION LINE
- EXISTING RIGHT OF WAY LINE
- EXISTING LOT LINE
- EDGE OF CREEK
- EDGE OF SPECIAL FLOOD HAZARD ZONE A
- EDGE OF 500 YEAR FLOOD AREA
- FOUND #5 REBAR WITH YELLOW PLASTIC CAP, PLS 20673, UNLESS OTHERWISE DESCRIBED
- SET #4 18" REBAR WITH 1" DIAMETER ORANGE PLASTIC CAP, LS 38882 UNLESS OTHERWISE DESCRIBED
- FOUND SECTION CORNER MONUMENT AS DESCRIBED
- R.O.W. RIGHT-OF-WAY
- (R) RECORD


NOTICE:
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SECTION: 22 | TOWNSHIP: 4 NORTH | RANGE: 69 WEST OF 6TH PM

DATE: 06/18/2026 | SCALE: AS SHOWN | REVIEWED BY: R. TESSELY
PROJECT: 24-0761 | CLIENT: LEGACY PARK INVESTORS, LLC | DRAWN BY: T. HELGERSON


EPS GROUP
970.221.4158 eps@epsinc.com
ARIZONA | COLORADO


FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

Sheet 2
Of 26 Sheets

S:\Survey Jobs\24-0761\Dwg\Plat\24-0761(e) Legacy Park Filing One.dwg

# FINAL PLAT OF
# LEGACY PARK FILING ONE

## BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS
## LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M.
## TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

PRELIMINARY
06/18/2026
FOR REVIEW ONLY


Tharen J. Helgerson
Colorado Professional Land Surveyor No. 38882
For and on behalf of EPS Group, Inc.


**SEE SHEET 26 OF 26 SHEETS
FOR CURVE AND LINE TABLES**

NORTH
200 0 200 400 600 Feet
( IN U.S. SURVEY FEET )
1 inch = 200 feet

LEGEND

- PLAT BOUNDARY LINE
- PROPOSED RIGHT-OF-WAY LINE
- PROPOSED LOT LINE
- SECTION LINE
- EXISTING RIGHT OF WAY LINE
- EXISTING LOT LINE
- EDGE OF CREEK
- EDGE OF SPECIAL FLOOD HAZARD ZONE A
- EDGE OF 500 YEAR FLOOD AREA
- FOUND #5 REBAR WITH YELLOW PLASTIC CAP, PLS 20673, UNLESS OTHERWISE DESCRIBED
- SET #4 18" REBAR WITH 1" DIAMETER ORANGE PLASTIC CAP, LS 38882 UNLESS OTHERWISE DESCRIBED
- FOUND SECTION CORNER MONUMENT AS DESCRIBED
- R.O.W. RIGHT-OF-WAY
- (R) RECORD

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SECTION: 22 | TOWNSHIP: 4 NORTH | RANGE: 69 WEST OF 6TH PM
DATE: 06/18/2026 | SCALE: AS SHOWN | REVIEWED BY: R. TESSELY
PROJECT: 24-07761 | CLIENT: LEGACY PARK INVESTORS, LLC | DRAWN BY: T. HELGERSON

EPS GROUP
970.221.4158 epsgroupinc.com
ARIZONA | COLORADO

FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

Sheet 3
Of 26 Sheets

S:\Survey Jobs\24-07761\Dwg\Plat\24-07761(e) Legacy Park Filing One.dwg

## LAND USE SUMMARY TABLE / TRACT SUMMARY CHART

| PARCEL | AREA (SQ. FT.) | AREA (ACRES) | PERCENT | LAND USE | ENCUMBRANCES | INTENDED OWNERSHIP & MAINTAINANCE BY |
|---|---|---|---|---|---|---|
| OUTLOT EE | 9,947 | 0.23 | 0.07% | ALLEY | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT EEE | 21,566 | 0.50 | 0.16% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT FF | 1,852 | 0.04 | 0.01% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT FFF | 1,852 | 0.04 | 0.01% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT GG | 1,852 | 0.04 | 0.01% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT GGG | 1,852 | 0.04 | 0.01% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT HH | 4,303 | 0.10 | 0.03% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT II | 4,303 | 0.10 | 0.03% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT JJ | 4,303 | 0.10 | 0.03% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT JJJ | 1,408 | 0.03 | 0.01% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT KK | 4,303 | 0.10 | 0.03% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT KKK | 1,408 | 0.03 | 0.01% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT LL | 11,840 | 0.27 | 0.09% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT LLL | 17,009 | 0.39 | 0.13% | ALLEY | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT MM | 18,017 | 0.41 | 0.14% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT MMM | 29,073 | 0.67 | 0.22% | ALLEY | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT NN | 6,467 | 0.15 | 0.05% | ALLEY | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT NNN | 19,486 | 0.45 | 0.15% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT OO | 4,247 | 0.10 | 0.03% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT PP | 2,106 | 0.05 | 0.02% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT QQ | 4,247 | 0.10 | 0.03% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT RR | 2,106 | 0.05 | 0.02% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT S | 120,726 | 2.77 | 0.91% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT SS | 47,963 | 1.10 | 0.36% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT T | 324,898 | 7.46 | 2.44% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT TT | 13,394 | 0.31 | 0.10% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT U | 125,912 | 2.89 | 0.95% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT UU | 11,756 | 0.27 | 0.09% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT V | 407,851 | 9.36 | 3.06% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT V V | 21,814 | 0.50 | 0.16% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT W | 569,858 | 13.08 | 4.28% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT WW | 75,131 | 1.72 | 0.56% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT WWW | 59,367 | 1.36 | 0.45% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT XX | 101,460 | 2.33 | 0.76% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT Y | 508,170 | 11.67 | 3.82% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT YY | 10,829 | 0.25 | 0.08% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT Z | 192,509 | 4.42 | 1.45% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT ZZ | 1,852 | 0.04 | 0.01% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| OUTLOT ZZZ | 1,852 | 0.04 | 0.01% | OPEN SPACE | UTILITY, DRAINAGE & ACCESS EASEMENT | METRO DISTRICT / HOA |
| | **2,768,888** | **63.56** | **20.80%** | **TOTAL OPEN SPACE** | | |
| LOT 1A | 57,933 | 1.33 | 0.44% | FUTURE DEVELOPMENT | | PROPERTY OWNER |
| LOT 1B | 58,583 | 1.34 | 0.44% | FUTURE DEVELOPMENT | | PROPERTY OWNER |
| LOT 2 | 752,233 | 17.27 | 5.65% | FUTURE DEVELOPMENT | | PROPERTY OWNER |
| LOT 3 | 282,163 | 6.48 | 2.12% | FUTURE DEVELOPMENT | | PROPERTY OWNER |
| LOT 4 | 233,849 | 5.37 | 1.76% | FUTURE DEVELOPMENT | | PROPERTY OWNER |
| LOT 5 | 1,830,469 | 42.02 | 13.75% | FUTURE DEVELOPMENT | | PROPERTY OWNER |
| LOT 6 | 155,112 | 3.56 | 1.17% | FUTURE DEVELOPMENT | | PROPERTY OWNER |
| LOT 7 | 57,297 | 1.32 | 0.43% | FUTURE DEVELOPMENT | | PROPERTY OWNER |
| LOT 8 | 162,457 | 3.73 | 1.22% | FUTURE DEVELOPMENT | | PROPERTY OWNER |
| LOT 9 | 179,997 | 4.13 | 1.35% | FUTURE DEVELOPMENT | | PROPERTY OWNER |
| TRACT C | 149,215 | 3.43 | 1.12% | FUTURE DEVELOPMENT | | PROPERTY OWNER |
| TRACT D | 324,190 | 7.44 | 2.44% | FUTURE DEVELOPMENT | | PROPERTY OWNER |
| TRACT E | 148,867 | 3.42 | 1.12% | FUTURE DEVELOPMENT | | PROPERTY OWNER |
| TRACT F | 209,974 | 4.82 | 1.58% | FUTURE DEVELOPMENT | | PROPERTY OWNER |
| TRACT M | 27,688 | 0.64 | 0.21% | FUTURE DEVELOPMENT | | PROPERTY OWNER |
| TRACT Q | 77,979 | 1.79 | 0.59% | FUTURE DEVELOPMENT | | PROPERTY OWNER |
| TRACT R | 1,459,328 | 33.50 | 10.96% | FUTURE DEVELOPMENT | | PROPERTY OWNER |
| | **6,167,333** | **141.58** | **46.33%** | **TOTAL FUTURE DEVELOPMENT** | | |
| OUTLOT AA | 128,071 | 2.94 | 0.96% | PARK | | METRO DISTRICT |
| OUTLOT BB | 78,885 | 1.81 | 0.59% | PARK | | METRO DISTRICT |
| OUTLOT CC | 125,566 | 2.88 | 0.94% | PARK | | METRO DISTRICT |
| OUTLOT DD | 48,106 | 1.10 | 0.36% | PARK | | METRO DISTRICT |
| | **380,629** | **8.74** | **2.86%** | **TOTAL PARK** | | |
| **R.O.W.** | **1,831,507** | **42.05** | **13.76%** | **TOTAL PUBLIC RIGHT-OF-WAY** | | TOWN OF BERTHOUD |
| **LOTS** | **2,164,202** | **49.68** | **16.26%** | **TOTAL RESIDENTIAL LOTS (453)** | | PROPERTY OWNER |
| **TOTALS** | **13,312,558** | **305.61** | **100.00%** | | | |

# FINAL PLAT OF
# LEGACY PARK
# FILING ONE

BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M. TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

NORTH

40 0 40 80 120 Feet

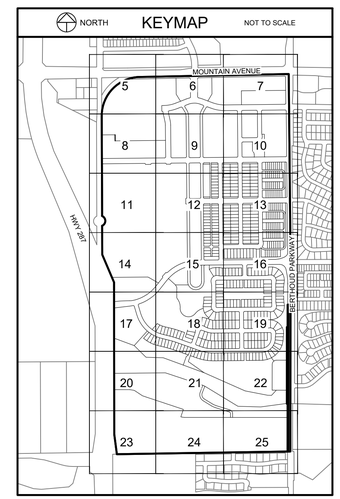
( IN U.S. SURVEY FEET )
1 inch = 40 feet

**SEE SHEET 26 OF 26 SHEETS FOR CURVE AND LINE TABLES**

## LEGEND

| | |
|---|---|
| | PLAT BOUNDARY LINE |
| | PROPOSED RIGHT-OF-WAY LINE |
| | PROPOSED LOT LINE |
| | PROPOSED CENTERLINE |
| | PROPOSED EASEMENT LINE |
| | SECTION LINE |
| | EXISTING RIGHT OF WAY LINE |
| | EXISTING LOT LINE |
| | EDGE OF CREEK |
| | EDGE OF SPECIAL FLOOD HAZARD ZONE A |
| | EDGE OF 500 YEAR FLOOD AREA |
| | SURVEY TIE LINE |
| ⊙ | FOUND #5 REBAR WITH RED PLASTIC CAP, PLS 20673 UNLESS OTHERWISE DESCRIBED |
| ○ | SET #4 18" REBAR WITH ORANGE PLASTIC CAP, LS 38882 UNLESS OTHERWISE DESCRIBED |
| ◈ | FOUND SECTION CORNER MONUMENT AS DESCRIBED |
| R.O.W. | RIGHT-OF-WAY |
| *AE* | ACCESS EASEMENT |
| *DE* | DRAINAGE EASEMENT |
| *ME* | MAINTENANCE EASEMENT |
| *SDE* | SIGHT DISTANCE EASEMENT |
| *UE* | UTILITY EASEMENT |
| *(R)* | RECORD MEASUREMENT |

NORTH KEYMAP NOT TO SCALE




PRELIMINARY
06/18/2026
FOR REVIEW ONLY

Tharen J. Helgerson
Colorado Professional Land Surveyor No. 38882
For and on Behalf of EPS Group, Inc.

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SECTION: 22
TOWNSHIP: 4 NORTH
RANGE: 69 WEST OF 6TH PM

DATE: 06/18/2026
SCALE: 1" = 40'
REVIEWED BY: R. TESSELY

PROJECT: 24-0761
CLIENT: LEGACY PARK INVESTORS, LLC
DRAWN BY: T. HELGERSON

EPS GROUP
970.221.4158 epsgroupinc.com
ARIZONA | COLORADO

FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

S:\Survey Jobs\24-0761\Dwg\Plat\24-0761(b) Legacy Park Filing One.dwg

Sheet 4
Of 26 Sheets

# FINAL PLAT OF
# LEGACY PARK
# FILING ONE

BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M. TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

NORTH

40 0 40 80 120 Feet

( IN U.S. SURVEY FEET )
1 inch = 40 feet

**SEE SHEET 26 OF 26 SHEETS FOR CURVE AND LINE TABLES**

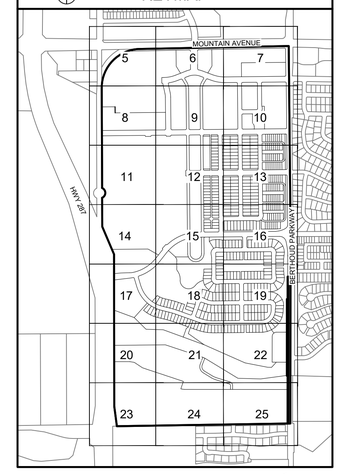
WESTSIDE CROSSING
TRACT A
MEADOWLARK DRIVE AKA COUNTY ROAD 17E (PUBLIC R.O.W. AS PRESENTLY EXISTS)
GATEWAY PARK REPLAT THREE
OWNER(S): GOLDEN EYE INVESTMENTS LLC
ZONING: PUD
TRACT A
OWNER(S): GATEWAY PARK MASTER ASSOCIATION
ZONING: PUD
OUTLOT 3
GATEWAY PARK
MOUNTAIN AVENUE / WEST COUNTY ROAD 8 (PUBLIC R.O.W. - WIDTH VARIES)
NORTH QUARTER CORNER OF SECTION 22-T4N-R69W FOUND 3-1/4" BRASS CAP, ILLEGIBLE IN MONUMENT BOX
FOUND #4 REBAR WITH BLUE PLASTIC CAP, LS 34174
S88°43'W 520.6' (R)
S88°51'50"W 525.38'
249.35'
30' PUBLIC R.O.W. (LARIMER COUNTY ROAD BOOK R PAGE 135)
276.03'
FOUND #4 REBAR WITH BLUE PLASTIC CAP, LS 34174
S88°51'50"W 2645.51'
1319.94'
FOUND #4 REBAR WITH BLUE PLASTIC CAP, LS 34174
N88°43'55"E 2094.91' (R)
N88°51'50"E 2090.31'
NORTH LINE OF ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS
764.74'
27.5' PUBLIC R.O.W. DEDICATED BY THIS PLAT
20'
5'
10'
MOUNTAIN AVENUE
676.44'
14' UE & DE
DE WIDTH VARIES
20' LITTLE THOMPSON VALLEY WATER DISTRICT GRANT OF RIGHT-OF-WAY (RECEPTION NO. 858889) TO BE VACATED BY SEPARATE DOCUMENT
10' MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY UNDERGROUND RIGHT-OF-WAY EASEMENT (BOOK 1401 PAGE 522 & BOOK 1500 PAGE 881)
N89°39'49"E 242.49'
N89°39'48"E 238.94'
FOUND #5 REBAR WITH RED PLASTIC CAP, LS 20673 NOT ACCEPTED, LYING S88°03'46"W 4.73' OF CORNER SEE SURVEYOR NOTE #10
PART OF NE 1/4 OF SECTION 22 - TOWNSHIP 4 NORTH - RANGE 69 WEST OF THE 6TH P.M. (RECEPTION NO. 87061616) (RECEPTION NO. 20210080442)
OWNER(S): YOUSAF PROPERTIES LLC
ZONING: C2
OWNER(S): YOUSAF PROPERTIES LLC
ZONING: T
TRACT A
OWNER(S): LIGHTFOOT LLC
ZONING: C2
HERITAGE WEST MINOR SUBDIVISION
LOT 1
MEADOWLARK DRIVE AKA COUNTY ROAD 17E (PUBLIC R.O.W. AS PRESENTLY EXISTS)
249.34'
30' PUBLIC R.O.W. (LARIMER COUNTY ROAD BOOK R PAGE 122)
NH 2873-068 UNIT 2 PARCEL 270X QUIT CLAIM DEED - (RECEPTION NO. 20170052469) (RECEPTION NO. 20210080442)
C2
C3
20' LITTLE THOMPSON VALLEY WATER DISTRICT GRANT OF RIGHT-OF-WAY (RECEPTION NO. 858889) TO BE VACATED BY SEPARATE DOCUMENT
FOUND #4 REBAR
S0°25'E 486.4' (R)
S0°12'52"E 325.37'
10' MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY UNDERGROUND RIGHT-OF-WAY EASEMENT (BOOK 1401 PAGE 522 & BOOK 1500 PAGE 881)
LOT 2
752,233 SQ. FT.
PART OF NW 1/4 OF SECTION 22 - TOWNSHIP 4 NORTH - RANGE 69 WEST OF THE 6TH P.M. (REC. NO. 20200044337)
OWNER(S): HAMMANS SHERYL ANN TRUST
ZONING: LARIMER COUNTY ZONING DISTRICT RURAL RESIDENTIAL (RR2)
WEST LINE OF EAST HALF OF SECTION 22-T4N-R69W
30' PUBLIC R.O.W. (LARIMER COUNTY ROAD BOOK R PAGE 122)
276.03'
OWNER(S): GRACE PLACE
ZONING: LARIMER COUNTY ZONING DISTRICT RURAL RESIDENTIAL (RR2)
FOUND #5 REBAR WITH RED PLASTIC CAP, LS 20673 NOT ACCEPTED, LYING N0°07'57"W 38.91' OF CORNER SEE SURVEYOR NOTE #10
20'
20' LITTLE THOMPSON VALLEY WATER DISTRICT GRANT OF RIGHT-OF-WAY (RECEPTION NO. 858889) TO BE VACATED BY SEPARATE DOCUMENT
UE
DE
PART OF NW 1/4 OF SECTION 22 - TOWNSHIP 4 NORTH - RANGE 69 WEST OF THE 6TH P.M. (REC. NO. 20220058879)
FOUND #4 REBAR WITH BLUE PLASTIC CAP, LS 34174
N0°07'29"W (R)
N00°12'32"W 1406.92'
1273.39'
N89°26'41"E 828.01'
27.83'
27.00'
42.00'
N89°26'46"E 27.83'
S00°33'14"E 79.00'
37.00'
C33
14' UE
5' DE
139.01'
30' UE

SEE SHEET 6

## LEGEND

| | |
|---|---|
| | PLAT BOUNDARY LINE |
| | PROPOSED RIGHT-OF-WAY LINE |
| | PROPOSED LOT LINE |
| | PROPOSED CENTERLINE |
| | PROPOSED EASEMENT LINE |
| | SECTION LINE |
| | EXISTING RIGHT OF WAY LINE |
| | EXISTING LOT LINE |
| | EDGE OF CREEK |
| | EDGE OF SPECIAL FLOOD HAZARD ZONE A |
| | EDGE OF 500 YEAR FLOOD AREA |
| | SURVEY TIE LINE |
| ◉ | FOUND #5 REBAR WITH RED PLASTIC CAP, PLS 20673 UNLESS OTHERWISE DESCRIBED |
| ○ | SET #4 18" REBAR WITH ORANGE PLASTIC CAP, LS 38882 UNLESS OTHERWISE DESCRIBED |
| ✣ | FOUND SECTION CORNER MONUMENT AS DESCRIBED |
| R.O.W. | RIGHT-OF-WAY |
| *AE* | ACCESS EASEMENT |
| *DE* | DRAINAGE EASEMENT |
| *ME* | MAINTENANCE EASEMENT |
| *SDE* | SIGHT DISTANCE EASEMENT |
| *UE* | UTILITY EASEMENT |
| *(R)* | RECORD MEASUREMENT |

NORTH KEYMAP NOT TO SCALE




PRELIMINARY
06/18/2026
FOR REVIEW ONLY

Tharen J. Helgerson
Colorado Professional Land Surveyor No. 38882
For and on Behalf of EPS Group, Inc.

SEE SHEET 8

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SECTION: 22
TOWNSHIP: 4 NORTH
RANGE: 69 WEST OF 6TH PM

DATE: 06/18/2026
SCALE: 1" = 40'
REVIEWED BY: R. TESSELY

PROJECT: 24-0761
CLIENT: LEGACY PARK INVESTORS, LLC
DRAWN BY: T. HELGERSON

EPS GROUP
970.221.4158 eps@epsgrp.com
ARIZONA | COLORADO

FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

Sheet 5
Of 26 Sheets

S:\Survey Jobs\24-0761\Dwg\Plat\24-0761(b) Legacy Park Filing One.dwg

# FINAL PLAT OF
# LEGACY PARK
# FILING ONE

BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M. TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

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GATEWAY PARK REPLAT THREE
OWNER(S): GOLDEN EYE INVESTMENTS LLC
ZONING: PUD
TRACT A

GATEWAY PARK BOULEVARD (PUBLIC R.O.W.)

GATEWAY PARK
OWNER(S): GATEWAY PARK MASTER ASSOCIATION
ZONING: PUD
TRACT B

GATEWAY PARK
OUTLOT 3
OWNER(S): GATEWAY PARK MASTER ASSOCIATION
ZONING: PUD

GATEWAY PARK FIRST FILING, PHASE 2 REPLAT "A"
LOT 1
OWNER(S): PLACER DEVELOPMENT INC
ZONING: PUD

MOUNTAIN AVENUE / WEST COUNTY ROAD 8
(PUBLIC R.O.W. - WIDTH VARIES)

NORTH LINE OF ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS
NORTH LINE OF NORTHEAST QUARTER OF SECTION 22-T4N-R69W
S88°51'50"W 2645.51'
N88°43'55"E 2094.91' (R)
N88°51'50"E 2090.31'
1319.94'
1325.57'
30.00'
30' PUBLIC R.O.W. (LARIMER COUNTY ROAD BOOK R PAGE 135)
764.74'
676.44'
27.5' PUBLIC R.O.W. DEDICATED BY THIS PLAT
MOUNTAIN AVENUE
10' MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY UNDERGROUND RIGHT-OF-WAY EASEMENT (BOOK 1401 PAGE 522 & BOOK 1500 PAGE 881)
DE WIDTH VARIES
14' UE & DE
N87°30'46"E 357.30'
285.45'
71.85'
184.86'
S89°08'55"E 128.24'
20' LITTLE THOMPSON VALLEY WATER DISTRICT GRANT OF RIGHT-OF-WAY (RECEPTION NO. 858889) TO BE VACATED BY SEPARATE DOCUMENT
10' MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY UNDERGROUND RIGHT-OF-WAY EASEMENT (BOOK 1401 PAGE 522 & BOOK 1500 PAGE 881)
185.16'
146.70'
53.30'
S89°02'38"W
22.53'
1015.40'
10' MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY UNDERGROUND RIGHT-OF-WAY EASEMENT (BOOK 1401 PAGE 522 & BOOK 1500 PAGE 881)
C5
C6
27.16'

SEE SHEET 5

LOT 1A
57,933 SQ. FT.
LOT 1B
58,583 SQ. FT.
LOT 2
752,233 SQ. FT.
LOT 3
282,163 SQ. FT.
N00°33'14"W 223.40'
249.41'
S00°33'14"E 373.08'
343.07'
LEGACY PARK DRIVE
100' PUBLIC R.O.W.
50.0'
50.0'
250.58'
N00°33'14"W 229.72'

SEE SHEET 7

N31°35'14"W 114.89'
83.12'
75.42'
C8
C16
C10
C7
C17
S30°26'46"W 113.43'
14' UE & DE
WELCH AVENUE
C12
C13
C14
C15
79' PUBLIC R.O.W.
37.0'
42.0'
N68°26'46"E 158.54'
75.72'
SDE
N84°11'49"W 211.19'
40.65'
C324
C325
C30
C29
S89°33'14"E 158.54'
82.82'
C20
C18
C19
N89°26'41"E 828.01'
27.00'
30' UE
S00°33'14"E 79.00'
42.00'
37.00'
27.83'
N89°26'46"E
C9
C11
C31
C32
50.87'
61.43'
SUNSET TERRACE LANE
49.79'
5' ME
C33
C34
C35
C36
FLOYD CLYMER DRIVE
N12°17'25"W 181.59'
139.01'
123.10'
74' PUBLIC R.O.W.
37.0'
10' UE & DE
36' PUBLIC R.O.W.
25.5'
10.5'
OUTLOT AA
128,071 SQ. FT.
TRACT C
149,215 SQ. FT.
TRACT D
324,190 SQ. FT.
51.24'
S30°26'46"W 108.54'
C26
C27
C38
C39
62.88'
45.5'

SEE SHEET 9

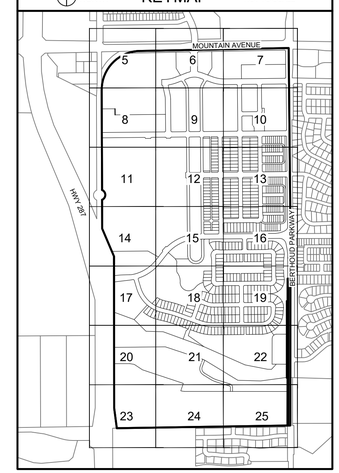
**SEE SHEET 26 OF 26 SHEETS FOR CURVE AND LINE TABLES**

NORTH
40 0 40 80 120 Feet
( IN U.S. SURVEY FEET )
1 inch = 40 feet

## LEGEND

| | |
|---|---|
| | PLAT BOUNDARY LINE |
| | PROPOSED RIGHT-OF-WAY LINE |
| | PROPOSED LOT LINE |
| | PROPOSED CENTERLINE |
| | PROPOSED EASEMENT LINE |
| | SECTION LINE |
| | EXISTING RIGHT OF WAY LINE |
| | EXISTING LOT LINE |
| | EDGE OF CREEK |
| | EDGE OF SPECIAL FLOOD HAZARD ZONE A |
| | EDGE OF 500 YEAR FLOOD AREA |
| | SURVEY TIE LINE |
| | FOUND #5 REBAR WITH RED PLASTIC CAP, PLS 20673 UNLESS OTHERWISE DESCRIBED |
| | SET #4 18" REBAR WITH ORANGE PLASTIC CAP, LS 38882 UNLESS OTHERWISE DESCRIBED |
| | FOUND SECTION CORNER MONUMENT AS DESCRIBED |
| R.O.W. | RIGHT-OF-WAY |
| *AE* | ACCESS EASEMENT |
| *DE* | DRAINAGE EASEMENT |
| *ME* | MAINTENANCE EASEMENT |
| *SDE* | SIGHT DISTANCE EASEMENT |
| *UE* | UTILITY EASEMENT |
| *(R)* | RECORD MEASUREMENT |

NORTH KEYMAP NOT TO SCALE




PRELIMINARY
06/18/2026
FOR REVIEW ONLY

Tharen J. Helgerson
Colorado Professional Land Surveyor No. 38882
For and on Behalf of EPS Group, Inc.

EPS GROUP
970.221.4158 eps@epsgroupinc.com
ARIZONA | COLORADO

SECTION: 22 | TOWNSHIP: 4 NORTH | RANGE: 69 WEST OF 6TH PM
DATE: 06/18/2026 | SCALE: 1" = 40' | REVIEWED BY: R. TESSELY
PROJECT: 24-0761 | CLIENT: LEGACY PARK INVESTORS, LLC | DRAWN BY: T. HELGERSON

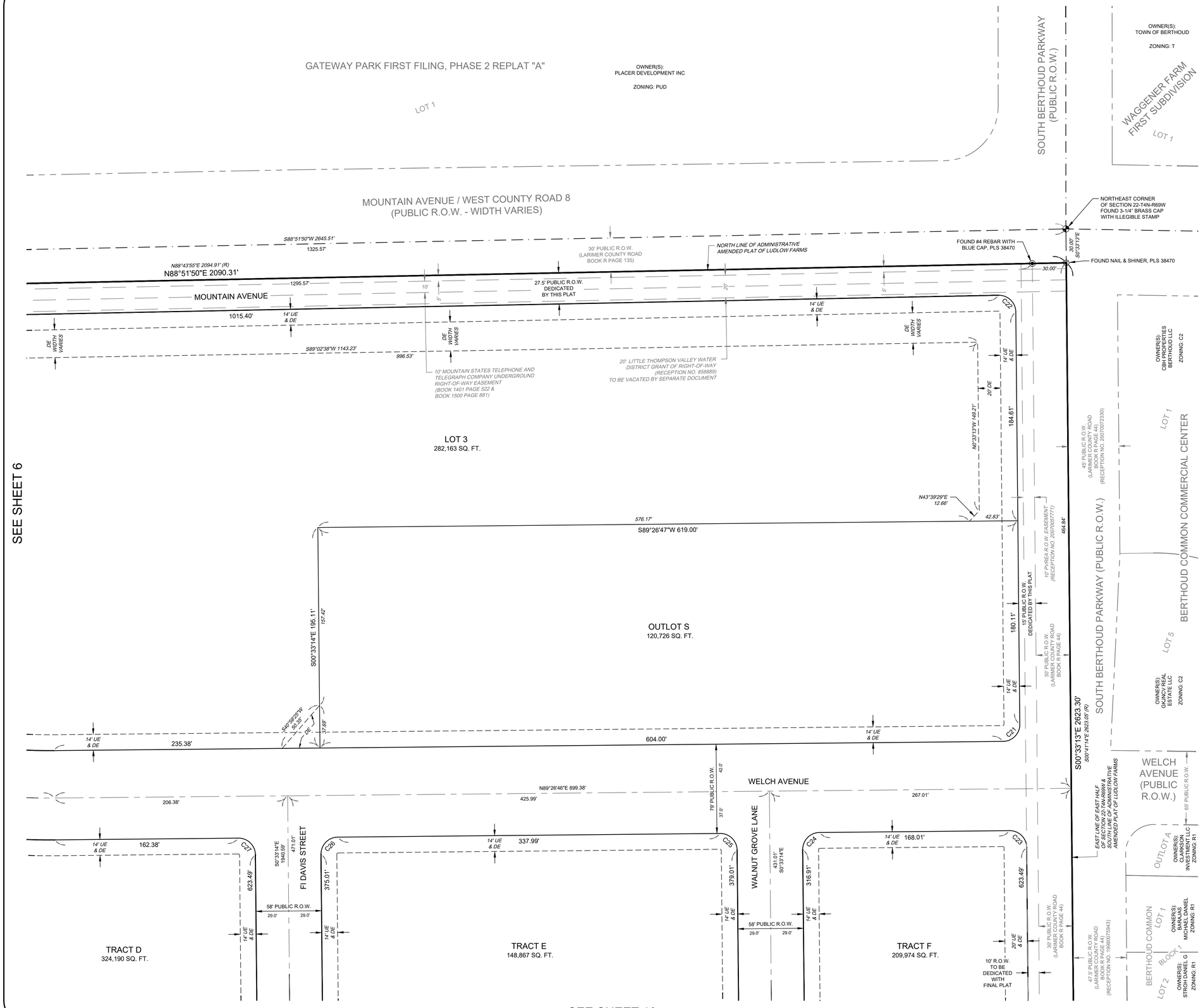
FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

Sheet 6
Of 26 Sheets

S:\Survey Jobs\24-0761\Dwg\Plat\24-0761(6) Legacy Park Filing One.dwg

# FINAL PLAT OF
# LEGACY PARK FILING ONE

## BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M. TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO




NOTICE:
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NORTH

40 0 40 80 120 Feet

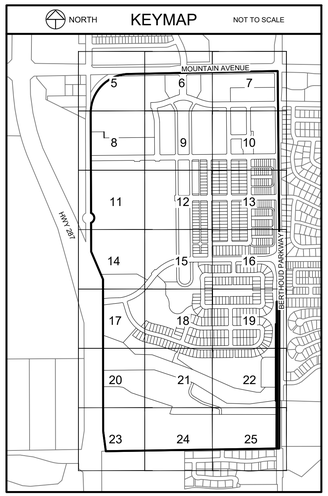
( IN U.S. SURVEY FEET )
1 inch = 40 feet

**SEE SHEET 26 OF 26 SHEETS FOR CURVE AND LINE TABLES**

## LEGEND

| | |
|---|---|
| | PLAT BOUNDARY LINE |
| | PROPOSED RIGHT-OF-WAY LINE |
| | PROPOSED LOT LINE |
| | PROPOSED CENTERLINE |
| | PROPOSED EASEMENT LINE |
| | SECTION LINE |
| | EXISTING RIGHT OF WAY LINE |
| | EXISTING LOT LINE |
| | EDGE OF CREEK |
| | EDGE OF SPECIAL FLOOD HAZARD ZONE A |
| | EDGE OF 500 YEAR FLOOD AREA |
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| | SET #4 18" REBAR WITH ORANGE PLASTIC CAP, LS 38882 UNLESS OTHERWISE DESCRIBED |
| | FOUND SECTION CORNER MONUMENT AS DESCRIBED |
| R.O.W. | RIGHT-OF-WAY |
| *AE* | ACCESS EASEMENT |
| *DE* | DRAINAGE EASEMENT |
| *ME* | MAINTENANCE EASEMENT |
| *SDE* | SIGHT DISTANCE EASEMENT |
| *UE* | UTILITY EASEMENT |
| *(R)* | RECORD MEASUREMENT |

NORTH KEYMAP NOT TO SCALE




PRELIMINARY
06/18/2026
FOR REVIEW ONLY

Tharen J. Helgerson
Colorado Professional Land Surveyor No. 38882
For and on Behalf of EPS Group, Inc.

SECTION: 22 | TOWNSHIP: 4 NORTH | RANGE: 69 WEST OF 6TH PM

PROJECT: 24-0761 | DATE: 06/18/2026 | REVIEWED BY: R. TESSELY

CLIENT: LEGACY PARK INVESTORS, LLC | SCALE: 1" = 40' | DRAWN BY: T. HELGERSON

EPS GROUP
970.221.4158 eps@epsinc.com
ARIZONA | COLORADO

FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

Sheet 7
Of 26 Sheets

S:\Survey Jobs\24-0761\Dwg\Plat\24-0761(b) Legacy Park Filing One.dwg

SEE SHEET 5

PART OF
NW 1/4 OF
SECTION 22 - TOWNSHIP 4
NORTH - RANGE 69
WEST OF THE 6TH P.M.
(REC. NO. 20220058879)

FOUND #4 REBAR WITH
BLUE PLASTIC CAP, LS 34174

WEST LINE OF ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS

14' UE & DE

273.39'

20' LITTLE THOMPSON VALLEY WATER DISTRICT - GRANT OF RIGHT-OF-WAY (RECEPTION NO. 838869) TO BE VACATED BY SEPARATE INSTRUMENT

LOT 2
752,233 SQ. FT.

S89°26'46"W 185.00'

S00°33'14"E 85.00'

N89°26'46"E 704.36'

139.01'

SEE SHEET 9

PUBLIC R.O.W. VARIES

PUBLIC R.O.W. (LARIMER COUNTY ROAD BOOK R PAGE 122)

314.92'

30' PUBLIC R.O.W.

OWNER(S):
GRACE PLACE
ZONING: PUD

LOT 4
233,849 SQ. FT.

LOT 1

YEAGER MINOR SUBDIVISION

MEADOWLARK DRIVE AKA COUNTY ROAD 17E
(PUBLIC R.O.W. AS PRESENTLY EXISTS)

N00°12'32"W (R)
N00°20'26"W 1406.92'

52.09'

51.91'

467.36'

C76

861.26'

74' PUBLIC R.O.W. 37.0'

N89°26'46"E 2622.57'

646.07'

LUDLOW AVENUE

282.50'

C75

579.38'

C74

37.00'

37.00'

S03°33'14"E

52.00'

N89°26'46"E 74.00'

C73

186.50'

14' UE & DE

# FINAL PLAT OF
# LEGACY PARK
# FILING ONE

## BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M. TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

NORTH

40 0 40 80 120 Feet

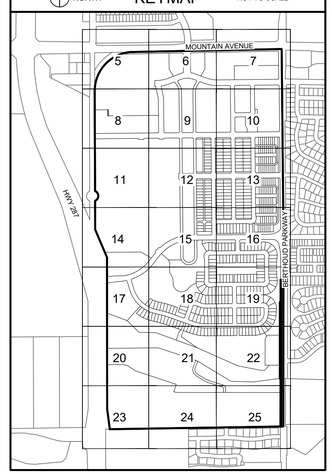
( IN U.S. SURVEY FEET )
1 inch = 40 feet

**SEE SHEET 26 OF 26 SHEETS
FOR CURVE AND LINE TABLES**

## LEGEND

| | |
|---|---|
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NORTH KEYMAP NOT TO SCALE




PRELIMINARY
06/18/2026
FOR REVIEW ONLY

Tharen J. Helgerson
Colorado Professional Land Surveyor No. 38882
For and on Behalf of EPS Group, Inc.

SEE SHEET 11

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SECTION: 22
TOWNSHIP: 4 NORTH
RANGE: 69 WEST OF 6TH PM

DATE: 06/18/2026
SCALE: 1" = 40'
REVIEWED BY: R. TESSELY

PROJECT: 24-0761
CLIENT: LEGACY PARK INVESTORS, LLC
DRAWN BY: T. HELGERSON

EPS GROUP
970.221.4158 epsgroupinc.com
ARIZONA | COLORADO

FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

Sheet
8
Of 26 Sheets

S:\Survey Jobs\24-0761\Dwg\Plat\24-0761(8) Legacy Park Filing One.dwg

SEE SHEET 6

SEE SHEET 8

SEE SHEET 10

SEE SHEET 12

# FINAL PLAT OF
# LEGACY PARK
# FILING ONE

BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M. TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

NORTH

40 0 40 80 120 Feet

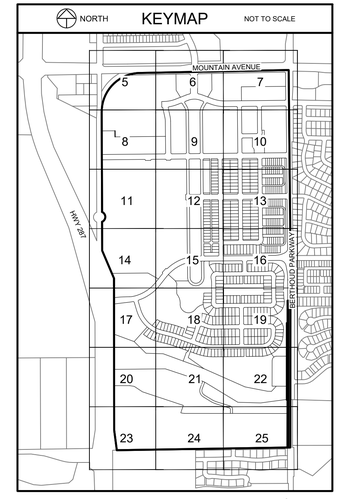
( IN U.S. SURVEY FEET )
1 inch = 40 feet

**SEE SHEET 26 OF 26 SHEETS FOR CURVE AND LINE TABLES**

## LEGEND

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| | PROPOSED LOT LINE |
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NORTH KEYMAP NOT TO SCALE




PRELIMINARY
06/18/2026
FOR REVIEW ONLY

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SECTION: 22
TOWNSHIP: 4 NORTH
RANGE: 69 WEST OF 6TH PM

PROJECT: 24-0761
DATE: 06/18/2026
CLIENT: LEGACY PARK INVESTORS, LLC
SCALE: 1" = 40'
DRAWN BY: T. HELGERSON
REVIEWED BY: R. TESSELY

EPS GROUP
970.221.4158 eps@epsgroupinc.com
ARIZONA | COLORADO

FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

Sheet 9
Of 26 Sheets

S:\Survey Jobs\24-0761\Dwg\Plat\24-0761(6) Legacy Park Filing One.dwg

SEE SHEET 7

SEE SHEET 9

SEE SHEET 13

TRACT D
324,190 SQ. FT.

TRACT E
148,867 SQ. FT.

TRACT F
209,974 SQ. FT.

FI DAVIS DRIVE

WALNUT GROVE LANE

SOUTH BERTHOUD PARKWAY (PUBLIC R.O.W.)

LUDLOW AVENUE

COLEMAN GROVE LANE

ROWAN LANE

BERTHOUD COMMON

BERTHOUD HEIGHTS - WEST SUBDIVISION

OUTLOT HH
4,303 SQ. FT.

OUTLOT JJ
4,303 SQ. FT.

OUTLOT JJJ
1,407 SQ. FT.

OUTLOT LLL
17,009 SQ. FT.

OUTLOT LL
11,839 SQ. FT.

BLOCK 1

BLOCK 2

BLOCK 3

BLOCK 4

BLOCK 5

BLOCK 6

BLOCK 7

# FINAL PLAT OF
# LEGACY PARK FILING ONE
## BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M. TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

NORTH

40 0 40 80 120 Feet

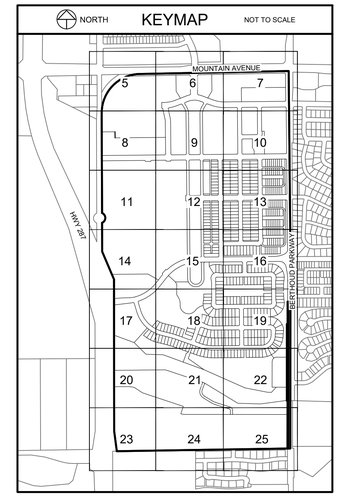
( IN U.S. SURVEY FEET )
1 inch = 40 feet

**SEE SHEET 26 OF 26 SHEETS FOR CURVE AND LINE TABLES**

## LEGEND

| | |
|---|---|
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SECTION: 22
TOWNSHIP: 4 NORTH
RANGE: 69 WEST OF 6TH PM

PROJECT: 24-07611
DATE: 06/18/2026
CLIENT: LEGACY PARK INVESTORS, LLC
SCALE: 1" = 40'
DRAWN BY: T. HELGERSON
REVIEWED BY: R. TESSELY

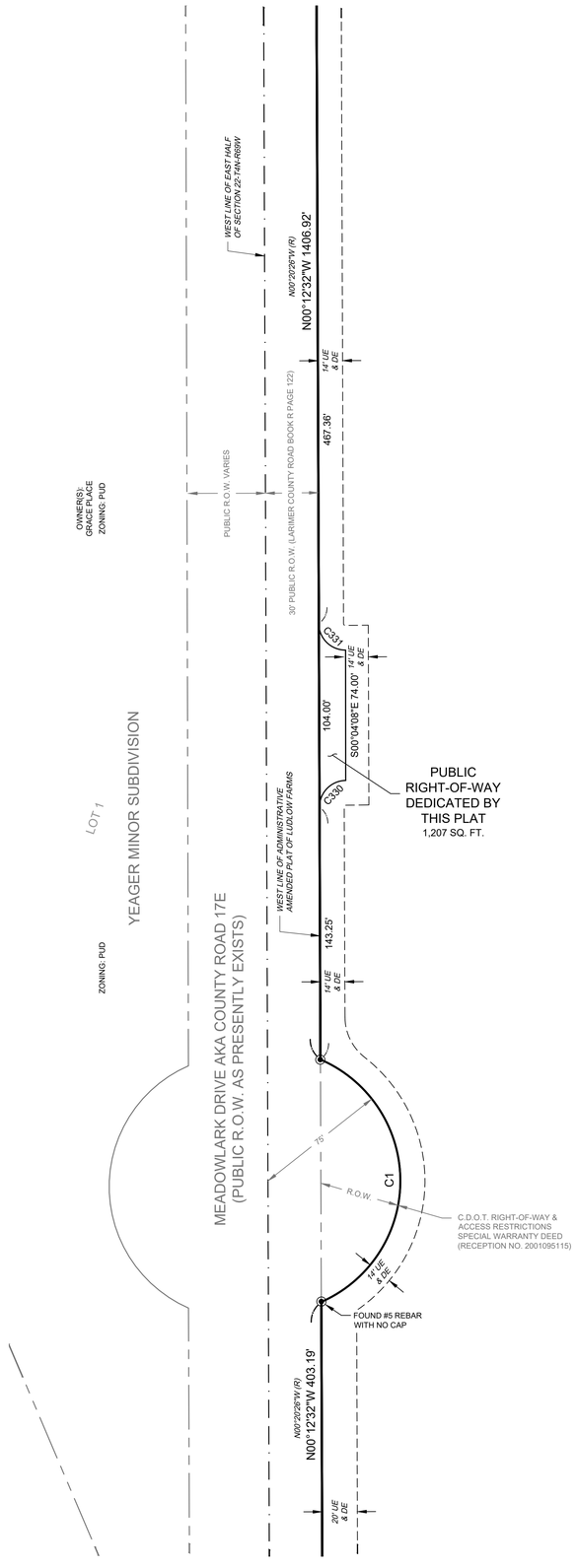
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FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

Sheet
10
Of 26 Sheets

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SEE SHEET 8




LOT 5
1,830,469 SQ. FT.

SEE SHEET 12

# FINAL PLAT OF
# LEGACY PARK
# FILING ONE

BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M. TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

NORTH

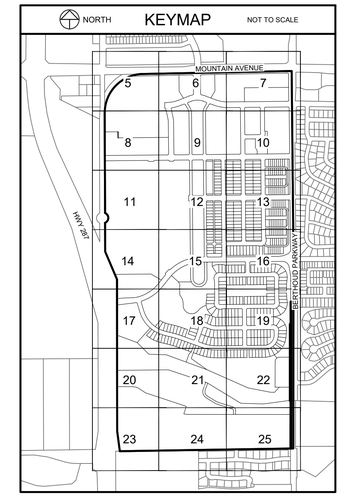
40 0 40 80 120 Feet

( IN U.S. SURVEY FEET )
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**SEE SHEET 26 OF 26 SHEETS FOR CURVE AND LINE TABLES**

## LEGEND

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SEE SHEET 14

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SECTION: 22
TOWNSHIP: 4 NORTH
RANGE: 69 WEST OF 6TH PM

PROJECT: 24-0761
CLIENT: LEGACY PARK INVESTORS, LLC
DRAWN BY: T. HELGERSON
DATE: 06/18/2026
SCALE: 1" = 40'
REVIEWED BY: R. TESSELY

EPS GROUP
970.221.4158 eps@epsinc.com
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FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

Sheet
11
Of 26 Sheets

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SEE SHEET 9

SEE SHEET 11

SEE SHEET 13

SEE SHEET 15

LOT 5
1,830,469 SQ. FT.

SUNSET TERRACE LANE

BERTHOUD STATION LANE

ED WILLIS DRIVE

OUTLOT BB
78,885 SQ. FT.

OUTLOT CC
125,566 SQ. FT.

OUTLOT EE
9,947 SQ. FT.

OUTLOT NNN
19,468 SQ. FT.

ARAPAHOE AVENUE

BLOCK 4

BLOCK 5

BLOCK 6

OUTLOT GGG
1,852 SQ. FT.

OUTLOT GG
1,852 SQ. FT.

OUTLOT ZZ
1,852 SQ. FT.

OUTLOT ZZZ
1,852 SQ. FT.

OUTLOT II 4,303 S

OUTLOT OO 4,246 :

# FINAL PLAT OF
# LEGACY PARK FILING ONE

## BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M. TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

NORTH

40 0 40 80 120 Feet

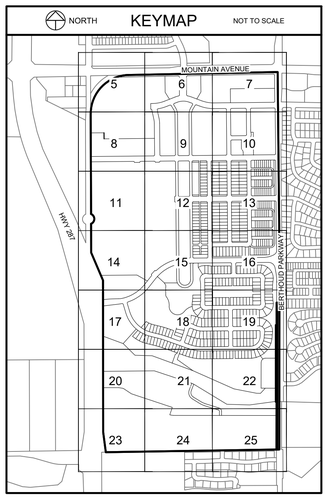
( IN U.S. SURVEY FEET )
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**SEE SHEET 26 OF 26 SHEETS FOR CURVE AND LINE TABLES**

## LEGEND

| | |
|---|---|
| | PLAT BOUNDARY LINE |
| | PROPOSED RIGHT-OF-WAY LINE |
| | PROPOSED LOT LINE |
| | PROPOSED CENTERLINE |
| | PROPOSED EASEMENT LINE |
| | SECTION LINE |
| | EXISTING RIGHT OF WAY LINE |
| | EXISTING LOT LINE |
| | EDGE OF CREEK |
| | EDGE OF SPECIAL FLOOD HAZARD ZONE A |
| | EDGE OF 500 YEAR FLOOD AREA |
| | SURVEY TIE LINE |
| | FOUND #5 REBAR WITH RED PLASTIC CAP, PLS 20673 UNLESS OTHERWISE DESCRIBED |
| | SET #4 18" REBAR WITH ORANGE PLASTIC CAP, LS 38882 UNLESS OTHERWISE DESCRIBED |
| | FOUND SECTION CORNER MONUMENT AS DESCRIBED |
| R.O.W. | RIGHT-OF-WAY |
| *AE* | ACCESS EASEMENT |
| *DE* | DRAINAGE EASEMENT |
| *ME* | MAINTENANCE EASEMENT |
| *SDE* | SIGHT DISTANCE EASEMENT |
| *UE* | UTILITY EASEMENT |
| *(R)* | RECORD MEASUREMENT |

NORTH KEYMAP NOT TO SCALE




PRELIMINARY
06/18/2026
FOR REVIEW ONLY

Tharen J. Helgerson
Colorado Professional Land Surveyor No. 38882
For and on Behalf of EPS Group, Inc.

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| | | |
|---|---|---|
| PROJECT: 24-0761 | DATE: 06/18/2026 | SECTION: 22 |
| CLIENT: LEGACY PARK INVESTORS, LLC | SCALE: 1" = 40' | TOWNSHIP: 4 NORTH |
| DRAWN BY: T. HELGERSON | REVIEWED BY: R. TESSELY | RANGE: 69 WEST OF 6TH PM |

EPS GROUP
970.221.4158 eps@epsinc.com
ARIZONA | COLORADO

FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

Sheet 12 Of 26 Sheets

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SEE SHEET 10

SEE SHEET 12

SEE SHEET 16

# FINAL PLAT OF
# LEGACY PARK FILING ONE

BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M. TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

NORTH

40 0 40 80 120 Feet

( IN U.S. SURVEY FEET )
1 inch = 40 feet

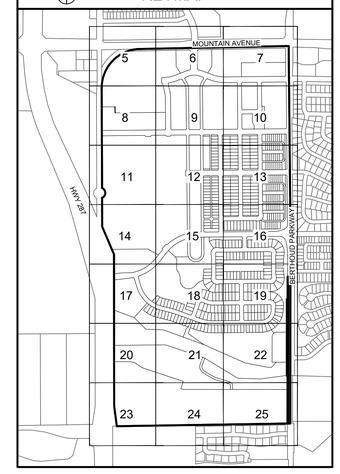
**SEE SHEET 26 OF 26 SHEETS FOR CURVE AND LINE TABLES**

## LEGEND

- PLAT BOUNDARY LINE
- PROPOSED RIGHT-OF-WAY LINE
- PROPOSED LOT LINE
- PROPOSED CENTERLINE
- PROPOSED EASEMENT LINE
- SECTION LINE
- EXISTING RIGHT OF WAY LINE
- EXISTING LOT LINE
- EDGE OF CREEK
- EDGE OF SPECIAL FLOOD HAZARD ZONE A
- EDGE OF 500 YEAR FLOOD AREA
- SURVEY TIE LINE
- FOUND #5 REBAR WITH RED PLASTIC CAP, PLS 20673 UNLESS OTHERWISE DESCRIBED
- SET #4 18" REBAR WITH ORANGE PLASTIC CAP, LS 38882 UNLESS OTHERWISE DESCRIBED
- FOUND SECTION CORNER MONUMENT AS DESCRIBED

| | |
|---|---|
| R.O.W. | RIGHT-OF-WAY |
| AE | ACCESS EASEMENT |
| DE | DRAINAGE EASEMENT |
| ME | MAINTENANCE EASEMENT |
| SDE | SIGHT DISTANCE EASEMENT |
| UE | UTILITY EASEMENT |
| (R) | RECORD MEASUREMENT |

KEYMAP NOT TO SCALE




PRELIMINARY
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| | | | |
|---|---|---|---|
| PROJECT: 24-0761 | DATE: 06/18/2026 | SECTION: 22 | |
| CLIENT: LEGACY PARK INVESTORS, LLC | SCALE: 1" = 40' | TOWNSHIP: 4 NORTH | |
| DRAWN BY: T. HELGERSON | REVIEWED BY: R. TESSELY | RANGE: 69 WEST OF 6TH PM | |

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FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

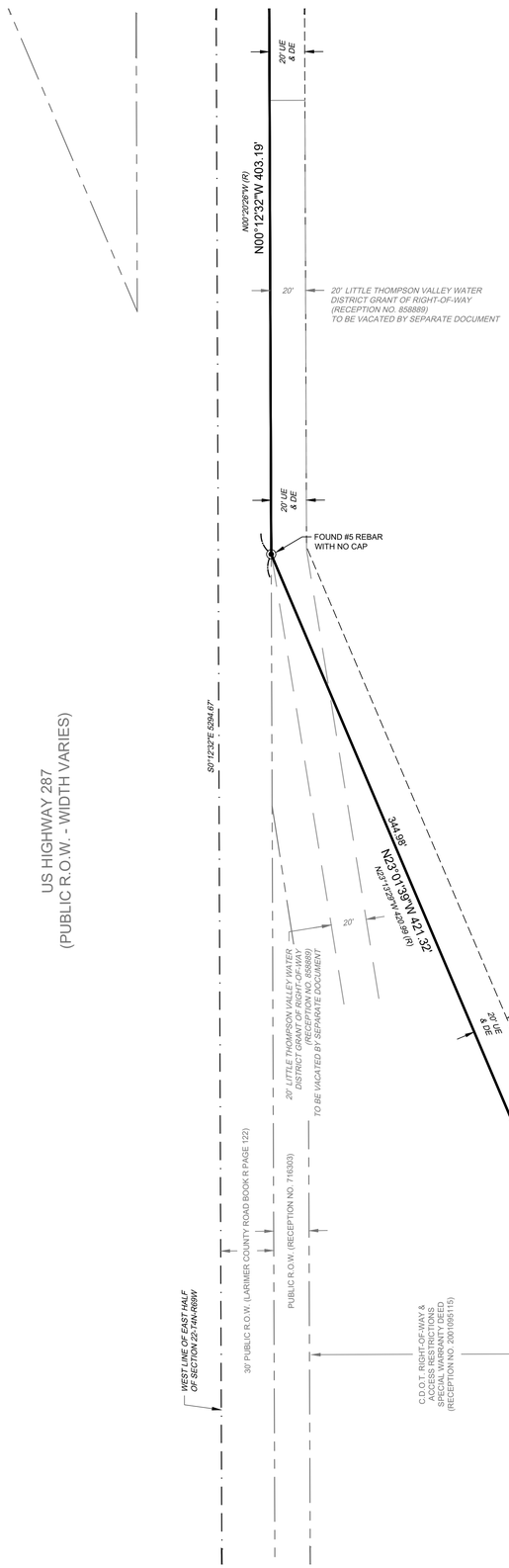
Sheet 13
Of 26 Sheets

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SEE SHEET 11

# FINAL PLAT OF
# LEGACY PARK
# FILING ONE

BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M. TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO




SEE SHEET 15

SEE SHEET 17

NORTH

40 0 40 80 120 Feet

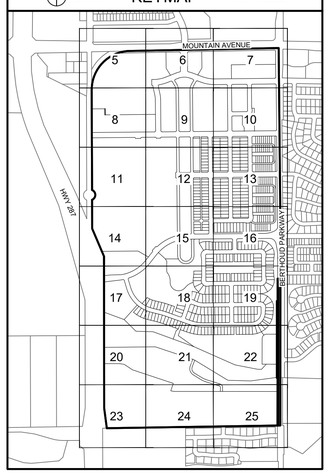
( IN U.S. SURVEY FEET )
1 inch = 40 feet

**SEE SHEET 26 OF 26 SHEETS FOR CURVE AND LINE TABLES**

## LEGEND

| | |
|---|---|
| | PLAT BOUNDARY LINE |
| | PROPOSED RIGHT-OF-WAY LINE |
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| | PROPOSED CENTERLINE |
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| *SDE* | SIGHT DISTANCE EASEMENT |
| *UE* | UTILITY EASEMENT |
| *(R)* | RECORD MEASUREMENT |

NORTH KEYMAP NOT TO SCALE




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|---|---|---|
| SECTION: 22 | TOWNSHIP: 4 NORTH | RANGE: 69 WEST OF 6TH PM |
| PROJECT: 24-0761 | DATE: 06/18/2026 | REVIEWED BY: R. TESSELY |
| CLIENT: LEGACY PARK INVESTORS, LLC | SCALE: 1" = 40' | DRAWN BY: T. HELGERSON |

EPS GROUP
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FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

Sheet
14
Of 26 Sheets

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SEE SHEET 12

SEE SHEET 14

SEE SHEET 16

SEE SHEET 18

OUTLOT CC
125,566 SQ. FT.

LOT 5
1,830,469 SQ. FT.

SUNSET TERRACE LANE

BERTHOUD STATION LANE

LOT 25
3,895 SQ. FT.
S89°26'46"W 95.00'

LOT 24
3,895 SQ. FT.
S89°26'46"W 95.00'

LOT 23
3,895 SQ. FT.

LOT 22
3,895 SQ. FT.
S89°26'46"W 95.00'

LOT 21
3,831 SQ. FT.
S89°26'46"W 70.00'

LOT 10
3,895 SQ. FT.
N89°26'46"E 95.00'

LOT 11
3,895 SQ. FT.
N89°26'46"E 95.00'

LOT 12
3,895 SQ. FT.
N89°26'46"E 95.00'

LOT 13
3,895 SQ. FT.
N89°26'46"E 95.00'

LOT 14
3,831 SQ. FT.
S89°26'46"W 70.00'

BLOCK 5

OUTLOT NNN
19,486 SQ. FT.

LOT 20
3,831 SQ. FT.
S89°26'46"W 95.00'

LOT 19
3,894 SQ. FT.
S89°26'46"W 95.00'

LOT 18
5,699 SQ. FT.

LOT 15
3,831 SQ. FT.
N89°26'46"E 95.00'

LOT 16
3,895 SQ. FT.
N89°26'46"E 95.00'

LOT 17
5,700 SQ. FT.

OUTLOT NN
6,467 SQ. FT.
S89°26'46"W 210.00'

58' PUBLIC R.O.W.

5,004 SQ. FT.

LOT 15
5,004 SQ. FT.
N89°26'46"E 110.00'

LOT 14
5,004 SQ. FT.
N89°26'46"E 110.00'

LOT 13
5,003 SQ. FT.
S89°26'46"W 109.14'

BLOCK 6

OUTLOT PP
190.00'

CLAUDE LEE WAY
278.00'

ED WILLIS DRIVE

BLOCK 9

LOT 11
6,142 SQ. FT.

LOT 10
6,142 SQ. FT.

SPARTAN AVENUE

OUTLOT V V
21,814 SQ. FT.

BLOCK 10

LOT 9
7,400 SQ. FT.

LOT 8
5,112 SQ. FT.

LOT 7
5,175 SQ. FT.

LOT 6
5,005 SQ. FT.

LOT 5
5,005 SQ. FT.

LOT 4
5,005 SQ. FT.

OUTLOT DD
48,106 SQ. FT.

LOT 7
57,297 SQ. FT.

TRACT M
27,688 SQ. FT.

LOT 8
162,457 SQ. FT.

CHALMON WAY
392.59'

BLOCK 11

LOT 38
6,362 SQ. FT.

LOT 37
5,342 SQ. FT.

LOT 36
5,004 SQ. FT.

LOT 35
5,004 SQ. FT.

LOT 1
5,004 SQ. FT.

LOT 2
5,005 SQ. FT.

LOT 3
5,004 SQ. FT.

ULLERY LANE

OUTLOT XX
101,460 SQ. FT.

OUTLOT T
324,898 SQ. FT.

SPARTAN AVENUE
330.00'

# FINAL PLAT OF
# LEGACY PARK FILING ONE

## BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M. TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

NORTH

40 0 40 80 120 Feet

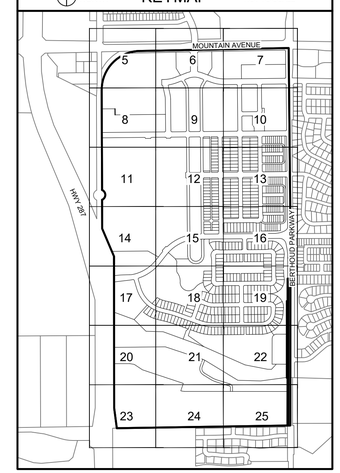
( IN U.S. SURVEY FEET )
1 inch = 40 feet

**SEE SHEET 26 OF 26 SHEETS FOR CURVE AND LINE TABLES**

## LEGEND

| | |
|---|---|
| | PLAT BOUNDARY LINE |
| | PROPOSED RIGHT-OF-WAY LINE |
| | PROPOSED LOT LINE |
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| | EDGE OF SPECIAL FLOOD HAZARD ZONE A |
| | EDGE OF 500 YEAR FLOOD AREA |
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KEYMAP NOT TO SCALE




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SECTION: 22
TOWNSHIP: 4 NORTH
RANGE: 69 WEST OF 6TH PM

DATE: 06/18/2026
SCALE: 1" = 40'
REVIEWED BY: R. TESSELY

PROJECT: 24-07611
CLIENT: LEGACY PARK INVESTORS, LLC
DRAWN BY: T. HELGERSON

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FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

Sheet
15
Of 26 Sheets

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# FINAL PLAT OF LEGACY PARK FILING ONE

BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M. TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

NORTH

40 0 40 80 120 Feet

( IN U.S. SURVEY FEET )
1 inch = 40 feet

**SEE SHEET 26 OF 26 SHEETS FOR CURVE AND LINE TABLES**

SEE SHEET 13

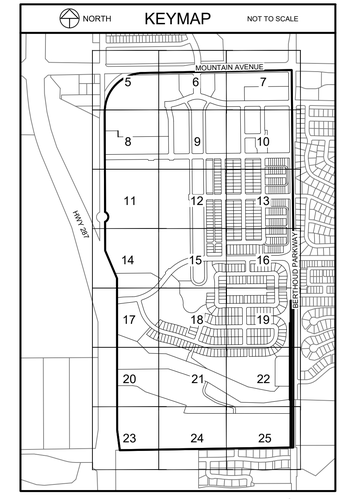
SEE SHEET 15

SEE SHEET 19

## LEGEND

- PLAT BOUNDARY LINE
- PROPOSED RIGHT-OF-WAY LINE
- PROPOSED LOT LINE
- PROPOSED CENTERLINE
- PROPOSED EASEMENT LINE
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- FOUND SECTION CORNER MONUMENT AS DESCRIBED

| | |
|---|---|
| R.O.W. | RIGHT-OF-WAY |
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| *UE* | UTILITY EASEMENT |
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06/18/2026
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| | | | |
|---|---|---|---|
| PROJECT: 24-07161 | DATE: 06/18/2026 | SECTION: 22 | |
| CLIENT: LEGACY PARK INVESTORS, LLC | SCALE: 1" = 40' | TOWNSHIP: 4 NORTH | |
| DRAWN BY: T. HELGERSON | REVIEWED BY: R. TESSELY | RANGE: 69 WEST OF 6TH PM | |

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Sheet 16
Of 26 Sheets

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SEE SHEET 14

# FINAL PLAT OF LEGACY PARK FILING ONE

BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M. TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

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US HIGHWAY 287
(PUBLIC R.O.W. - WIDTH VARIES)

387 PUBLIC R.O.W. (LARIMER COUNTY ROAD BOOK R PAGE 122)

C.D.O.T. RIGHT-OF-WAY & ACCESS RESTRICTIONS SPECIAL WARRANTY DEED (RECEPTION NO. 20010951115)

OWNER(S): LLEE LLC
ZONING: PUD

YEAGER MINOR SUBDIVISION

TRACT A

PUBLIC R.O.W. (RECEPTION NO. 716303)

LOT 6
155,112 SQ. FT.

20' UE & DE

270.03'

55.43'

C182

14' UE & DE

S89°09'08"W 78.71'

C181

C180

14' UE & DE

70' PUBLIC R.O.W.

35.0'

C173

C175

C177

SPARTAN AVENUE

N83°05'58"E 216.45'

C174

52.37'

50.0'

80' PUBLIC R.O.W.

35.0'

35.25'

220.65'

14' UE & DE

C176

C183

NARROW CREEK DRIVE

S16°34'55"E 171.87'

124.61'

C184

122.01'

14' UE & DE

14' UE & DE

OUTLOT T
324,898 SQ. FT.

20' UE & DE

422.49'

N00°11'45"W (R)
N00°03'50"W 2122.27'

LOT 9
179,997 SQ. FT.

C303

C302

S58°42'34"E 42.72'

S66°35'08"E 42.72'

S74

5' UE

8' UE

N55°13'43"E 110.00'

LOT 9
5,555 SQ. FT.

S27°21'09"W 110.00'

LOT 8
5,555 SQ. FT.

S19°28'35"W 110.00'

LOT 7
5,415 SQ. FT.

BLOCK 22

58' PUBLIC R.O.W.

29.0'

29.0'

C317

C304

C305

14' UE & DE

C306

11.73'

N69°57'23"W 280.05'

N86°07'51"E 136.01'

S48°36'36"W 67.34'

112.61'

C301

C300

C299

C298

C297

14' UE & DE

C296

12.23'

N41°44'52"E 108.21'

LOT 14
5,619 SQ. FT.

LOT 13
5,549 SQ. FT.

LOT 12
5,549 SQ. FT.

LOT 11
5,476 SQ. FT.

LOT 10
5,278 SQ. FT.

LOT 9
5,005 SQ. FT

N33°07'27"E 144.00'

N27°53'59"E 144.00'

N22°40'31"E 144.00'

N17°27'04"E 111.31'

N13°37'50"E 110.00'

BLOCK 21

N41°44'52"E 275.15'

56.37'

N49°15'08"W

8' UE

54.05'

N59°26'17"W

54.05'

N64°42'45"W

54.00'

N72°47'15"W

8' UE 51.56'

45.50'

N76°22'10"W 142.56'

WEST LINE OF ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS

127.79'

DRAINAGE EASEMENT

N69°57'23"W 299.36'

20' UE & DE

491.49'

LOT 9
179,997 SQ. FT.

OUTLOT W
569,858 SQ. FT.

N45°11'02"W 202.35'

OUTLOT U
125,912 SQ. FT.

SEE SHEET 18

SEE SHEET 20

NORTH

40 0 40 80 120 Feet

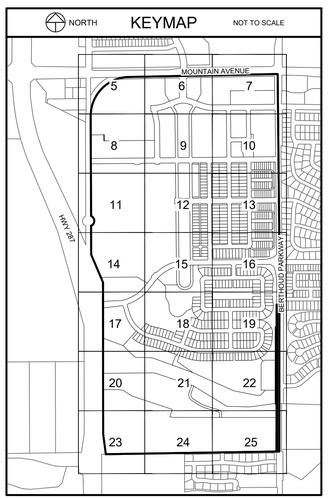
( IN U.S. SURVEY FEET )
1 inch = 40 feet

**SEE SHEET 26 OF 26 SHEETS FOR CURVE AND LINE TABLES**

## LEGEND

| | |
|---|---|
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| | EDGE OF 500 YEAR FLOOD AREA |
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NORTH KEYMAP NOT TO SCALE




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Colorado Professional Land Surveyor No. 38882
For and on Behalf of EPS Group, Inc.

SECTION: 22 | TOWNSHIP: 4 NORTH | RANGE: 69 WEST OF 6TH PM

PROJECT: 24-0761 | DATE: 06/18/2026
CLIENT: LEGACY PARK INVESTORS, LLC | SCALE: 1" = 40'
DRAWN BY: T. HELGERSON | REVIEWED BY: R. TESSELY

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970.221.4158 eps@epsinc.com
ARIZONA | COLORADO

FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

Sheet 17
Of 26 Sheets

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SEE SHEET 15

SEE SHEET 17

SEE SHEET 19

SEE SHEET 21

# FINAL PLAT OF LEGACY PARK FILING ONE

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NORTH

40 0 40 80 120 Feet

( IN U.S. SURVEY FEET )
1 inch = 40 feet

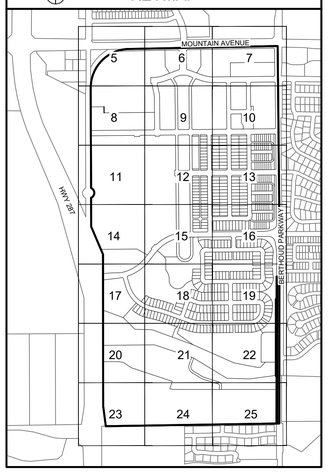
**SEE SHEET 26 OF 26 SHEETS FOR CURVE AND LINE TABLES**

## LEGEND

- PLAT BOUNDARY LINE
- PROPOSED RIGHT-OF-WAY LINE
- PROPOSED LOT LINE
- PROPOSED CENTERLINE
- PROPOSED EASEMENT LINE
- SECTION LINE
- EXISTING RIGHT OF WAY LINE
- EXISTING LOT LINE
- EDGE OF CREEK
- EDGE OF SPECIAL FLOOD HAZARD ZONE A
- EDGE OF 500 YEAR FLOOD AREA
- SURVEY TIE LINE
- FOUND #5 REBAR WITH RED PLASTIC CAP, PLS 20673 UNLESS OTHERWISE DESCRIBED
- SET #4 18" REBAR WITH ORANGE PLASTIC CAP, LS 38882 UNLESS OTHERWISE DESCRIBED
- FOUND SECTION CORNER MONUMENT AS DESCRIBED

| | |
|---|---|
| R.O.W. | RIGHT-OF-WAY |
| *AE* | ACCESS EASEMENT |
| *DE* | DRAINAGE EASEMENT |
| *ME* | MAINTENANCE EASEMENT |
| *SDE* | SIGHT DISTANCE EASEMENT |
| *UE* | UTILITY EASEMENT |
| *(R)* | RECORD MEASUREMENT |

NORTH KEYMAP NOT TO SCALE




PRELIMINARY
06/18/2026
FOR REVIEW ONLY

Tharen J. Helgerson
Colorado Professional Land Surveyor No. 38882
For and on Behalf of EPS Group, Inc.

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SECTION: 22 | TOWNSHIP: 4 NORTH | RANGE: 69 WEST OF 6TH PM

DATE: 06/18/2026 | SCALE: 1" = 40' | REVIEWED BY: R. TESSELY

PROJECT: 24-0761 | CLIENT: LEGACY PARK INVESTORS, LLC | DRAWN BY: T. HELGERSON

EPS GROUP
970.221.4158 eps@epsinc.com
ARIZONA | COLORADO

FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

Sheet 18
Of 26 Sheets

S:\Survey Jobs\24-0761\Dwg\Plat\24-0761b Legacy Park Filing One.dwg

SEE SHEET 16

OUTLOT XX
101,460 SQ. FT.

BLOCK 11

LOT 31 5,005 SQ. FT. | LOT 30 5,005 SQ. FT. | LOT 29 5,004 SQ. FT. | LOT 28 5,004 SQ. FT. | LOT 27 5,004 SQ. FT. | LOT 26 5,004 SQ. FT. | LOT 25 5,005 SQ. FT. | LOT 24 5,004 SQ. FT. | LOT 23 5,004 SQ. FT. | LOT 22 5,005 SQ. FT. | LOT 21 5,004 SQ. FT. | LOT 20 5,004 SQ. FT.

LOT 17 5,004 SQ. FT. | LOT 18 5,342 SQ. FT. | LOT 19 6,362 SQ. FT.

5,004 SQ. FT.

CORNELL CLAIM LANE

5,245 SQ. FT.

BLOCK 13

LOT 1 5,004 SQ. FT. | LOT 2 5,063 SQ. FT. | LOT 3 5,088 SQ. FT. | LOT 4 7,111 SQ. FT. | LOT 5 8,617 SQ. FT. | LOT 6 8,077 SQ. FT.

OUTLOT WW 75,131 SQ. FT.

MCCARTY WAY

BLOCK 14

LOT 5 5,459 SQ. FT. | LOT 4 5,460 SQ. FT. | LOT 3 5,460 SQ. FT. | LOT 2 5,460 SQ. FT. | LOT 1 7,151 SQ. FT.

BLOCK 15

LOT 5 5,460 SQ. FT. | LOT 4 5,460 SQ. FT. | LOT 3 5,459 SQ. FT. | LOT 2 5,460 SQ. FT. | LOT 1 7,151 SQ. FT.

MARK FRENCH LANE

BLOCK 13

LOT 14 7,151 SQ. FT. | LOT 13 5,460 SQ. FT. | LOT 12 5,460 SQ. FT. | LOT 11 5,460 SQ. FT. | LOT 10 5,459 SQ. FT. | LOT 9 5,459 SQ. FT. | LOT 8 5,456 SQ. FT. | LOT 7 5,255 SQ. FT.

BLOCK 16

LOT 1 7,151 SQ. FT. | LOT 2 5,459 SQ. FT. | LOT 3 5,460 SQ. FT. | LOT 4 5,460 SQ. FT. | LOT 5 5,459 SQ. FT. | LOT 6 5,460 SQ. FT. | LOT 7 5,438 SQ. FT. | LOT 8 5,176 SQ. FT.

LOT 9 7,751 SQ. FT. | LOT 10 7,686 SQ. FT.

OUTLOT WWW 59,367 SQ. FT.

SHULL DRIVE

BLOCK 19

LOT 5 5,361 SQ. FT. | LOT 4 5,361 SQ. FT. | LOT 3 5,361 SQ. FT. | LOT 2 5,327 SQ. FT. | LOT 1 6,551 SQ. FT.

BLOCK 19

LOT 19 5,248 SQ. FT. | LOT 20 5,248 SQ. FT. | LOT 21 5,248 SQ. FT. | LOT 22 5,226 SQ. FT. | LOT 23 6,551 SQ. FT.

BLOCK 18

LOT 1 6,551 SQ. FT. | LOT 2 5,005 SQ. FT. | LOT 3 5,005 SQ. FT. | LOT 4 5,004 SQ. FT. | LOT 5 5,005 SQ. FT. | LOT 6 5,004 SQ. FT. | LOT 7 5,005 SQ. FT.

LOT 13 6,551 SQ. FT. | LOT 12 5,004 SQ. FT. | LOT 11 5,005 SQ. FT. | LOT 10 5,005 SQ. FT. | LOT 9 5,537 SQ. FT. | LOT 8 6,100 SQ. FT.

OUTLOT YY 9,991 SQ. FT.

NARROW CREEK DRIVE

BLOCK 16

LOT 11 6,686 SQ. FT. | LOT 12 4,991 SQ. FT. | LOT 13 5,485 SQ. FT. | LOT 14 5,715 SQ. FT. | LOT 15 5,966 SQ. FT.

OUTLOT WWW 59,367 SQ. FT.

OUTLOT WWW 59,367 SQ. FT.

LOT 1 5,948 SQ. FT. | LOT 2 5,737 SQ. FT. | LOT 3

BLOCK 17

BLOCK 20

NARROW CREEK DRIVE

SEE SHEET 22

SEE SHEET 18

SOUTH BERTHOUD PARKWAY (PUBLIC R.O.W.)

BLUE BELL ROAD

ROSE FARM ACRES

OUTLOT B

OWNER(S):
ROSE FARM ACRES HOMEOWNERS ASSOCIATION INC

ZONING: R1

FOUND #4 REBAR WITH BLUE CAP, PLS 38470

FOUND #4 REBAR WITH BLUE CAP, PLS 38470

S00°02'33"W 2652.82'
S00°05'27"E 2652.82' (R)

S00°02'33"W 1072.00'
S00°05'27"E (R)

EAST LINE OF EAST HALF OF SECTION 22-T4N-R69W & SOUTH LINE OF ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS

50' PUBLIC R.O.W. (LARIMER COUNTY ROAD 44) (RECEPTION NO. 19980109445)

7.5' PUBLIC R.O.W. DEDICATION BY PLAT (RECEPTION NO. 20150087956)

10' PUBLIC R.O.W. DEDICATED BY THIS PLAT

20' PUBLIC R.O.W. BY DEED OF DEDICATION (RECEPTION NO. 97035299)

30' PUBLIC R.O.W. (LARIMER COUNTY ROAD BOOK R PAGE 441)

10' PUBLIC R.O.W. BY DEED OF DEDICATION (RECEPTION NO. 97035299)

# FINAL PLAT OF
# LEGACY PARK FILING ONE

BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M. TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

NORTH

40 0 40 80 120 Feet
( IN U.S. SURVEY FEET )
1 inch = 40 feet

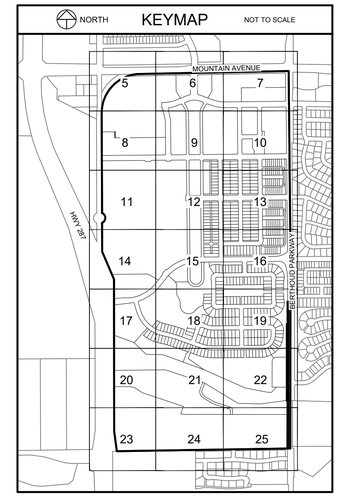
**SEE SHEET 26 OF 26 SHEETS FOR CURVE AND LINE TABLES**

## LEGEND

- PLAT BOUNDARY LINE
- PROPOSED RIGHT-OF-WAY LINE
- PROPOSED LOT LINE
- PROPOSED CENTERLINE
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- SECTION LINE
- EXISTING RIGHT OF WAY LINE
- EXISTING LOT LINE
- EDGE OF CREEK
- EDGE OF SPECIAL FLOOD HAZARD ZONE A
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- FOUND #5 REBAR WITH RED PLASTIC CAP, PLS 20673 UNLESS OTHERWISE DESCRIBED
- SET #4 18" REBAR WITH ORANGE PLASTIC CAP, LS 38882 UNLESS OTHERWISE DESCRIBED
- FOUND SECTION CORNER MONUMENT AS DESCRIBED

| | |
|---|---|
| R.O.W. | RIGHT-OF-WAY |
| AE | ACCESS EASEMENT |
| DE | DRAINAGE EASEMENT |
| ME | MAINTENANCE EASEMENT |
| SDE | SIGHT DISTANCE EASEMENT |
| UE | UTILITY EASEMENT |
| (R) | RECORD MEASUREMENT |

NORTH KEYMAP NOT TO SCALE




PRELIMINARY
06/18/2026
FOR REVIEW ONLY

Tharen J. Helgerson
Colorado Professional Land Surveyor No. 38882
For and on Behalf of EPS Group, Inc.

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| | | | |
|---|---|---|---|
| PROJECT: 24-07611 | DATE: 06/18/2026 | SECTION: 22 | |
| CLIENT: LEGACY PARK INVESTORS, LLC | SCALE: 1" = 40' | TOWNSHIP: 4 NORTH | |
| DRAWN BY: T. HELGERSON | REVIEWED BY: R. TESSELY | RANGE: 69 WEST OF 6TH PM | |

EPS GROUP
970.221.4158 epsgroupinc.com
ARIZONA | COLORADO

FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

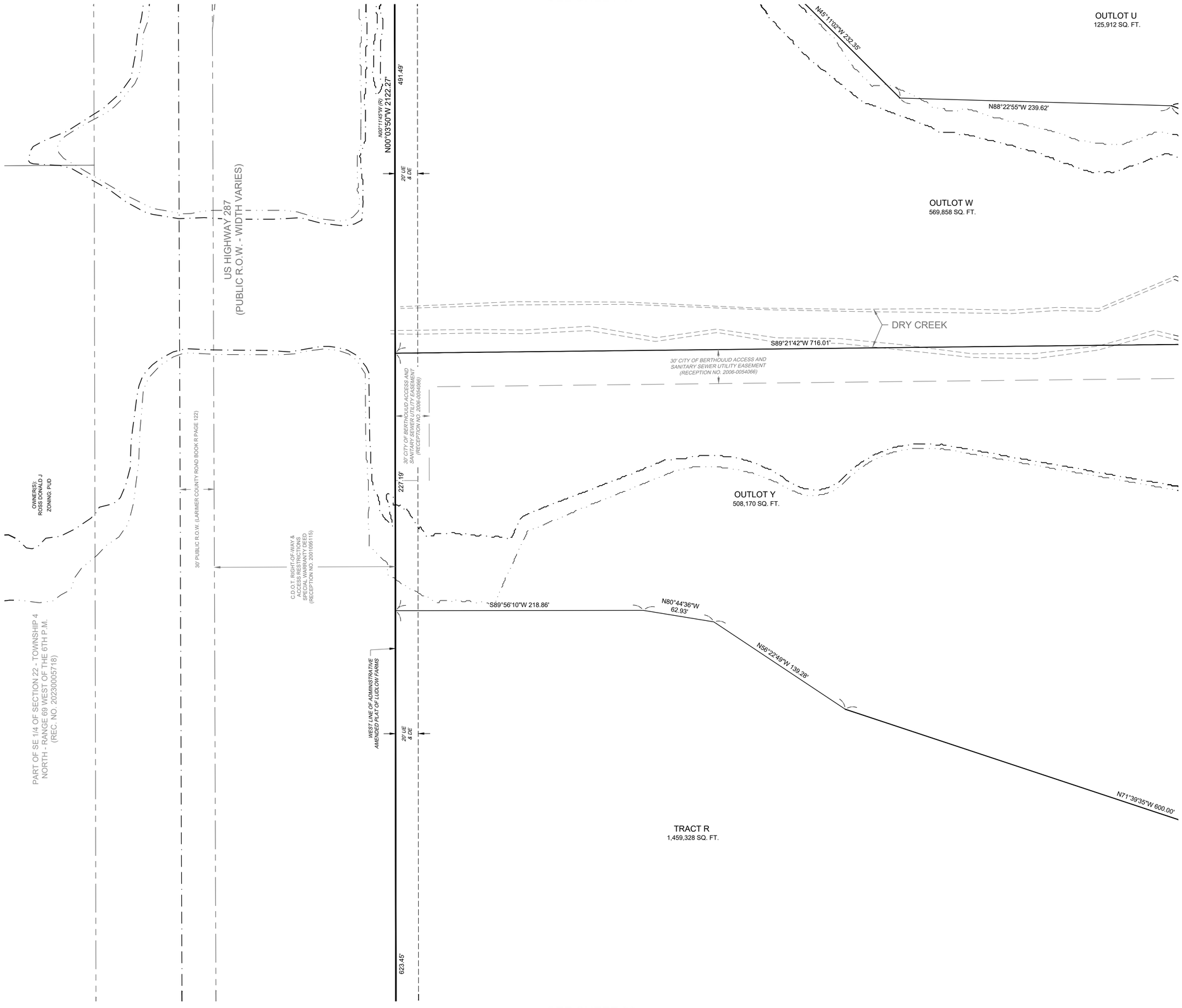
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Sheet 19
Of 26 Sheets

SEE SHEET 17

# FINAL PLAT OF LEGACY PARK FILING ONE

BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M. TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO




NORTH

40 0 40 80 120 Feet

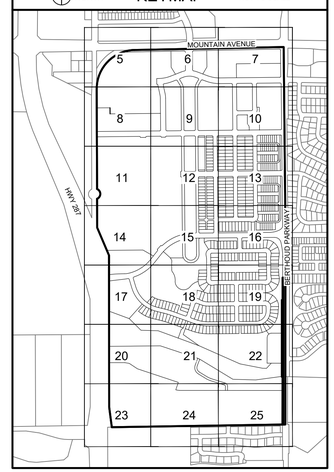
( IN U.S. SURVEY FEET )
1 inch = 40 feet

**SEE SHEET 26 OF 26 SHEETS FOR CURVE AND LINE TABLES**

## LEGEND

| | |
|---|---|
| | PLAT BOUNDARY LINE |
| | PROPOSED RIGHT-OF-WAY LINE |
| | PROPOSED LOT LINE |
| | PROPOSED CENTERLINE |
| | PROPOSED EASEMENT LINE |
| | SECTION LINE |
| | EXISTING RIGHT OF WAY LINE |
| | EXISTING LOT LINE |
| | EDGE OF CREEK |
| | EDGE OF SPECIAL FLOOD HAZARD ZONE A |
| | EDGE OF 500 YEAR FLOOD AREA |
| | SURVEY TIE LINE |
| ⊙ | FOUND #5 REBAR WITH RED PLASTIC CAP, PLS 20673 UNLESS OTHERWISE DESCRIBED |
| ○ | SET #4 18" REBAR WITH ORANGE PLASTIC CAP, LS 38882 UNLESS OTHERWISE DESCRIBED |
| ⊕ | FOUND SECTION CORNER MONUMENT AS DESCRIBED |
| R.O.W. | RIGHT-OF-WAY |
| *AE* | ACCESS EASEMENT |
| *DE* | DRAINAGE EASEMENT |
| *ME* | MAINTENANCE EASEMENT |
| *SDE* | SIGHT DISTANCE EASEMENT |
| *UE* | UTILITY EASEMENT |
| *(R)* | RECORD MEASUREMENT |

NORTH KEYMAP NOT TO SCALE




PRELIMINARY
06/18/2026
FOR REVIEW ONLY

Tharen J. Helgerson
Colorado Professional Land Surveyor No. 38882
For and on Behalf of EPS Group, Inc.

SEE SHEET 23

NOTICE:
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SECTION: 22
TOWNSHIP: 4 NORTH
RANGE: 69 WEST OF 6TH PM

PROJECT: 24-0761
CLIENT: LEGACY PARK INVESTORS, LLC
DRAWN BY: T. HELGERSON
DATE: 06/18/2026
SCALE: 1" = 40'
REVIEWED BY: R. TESSELY

EPS GROUP
970.221.4158 eps@epsinc.com
ARIZONA | COLORADO

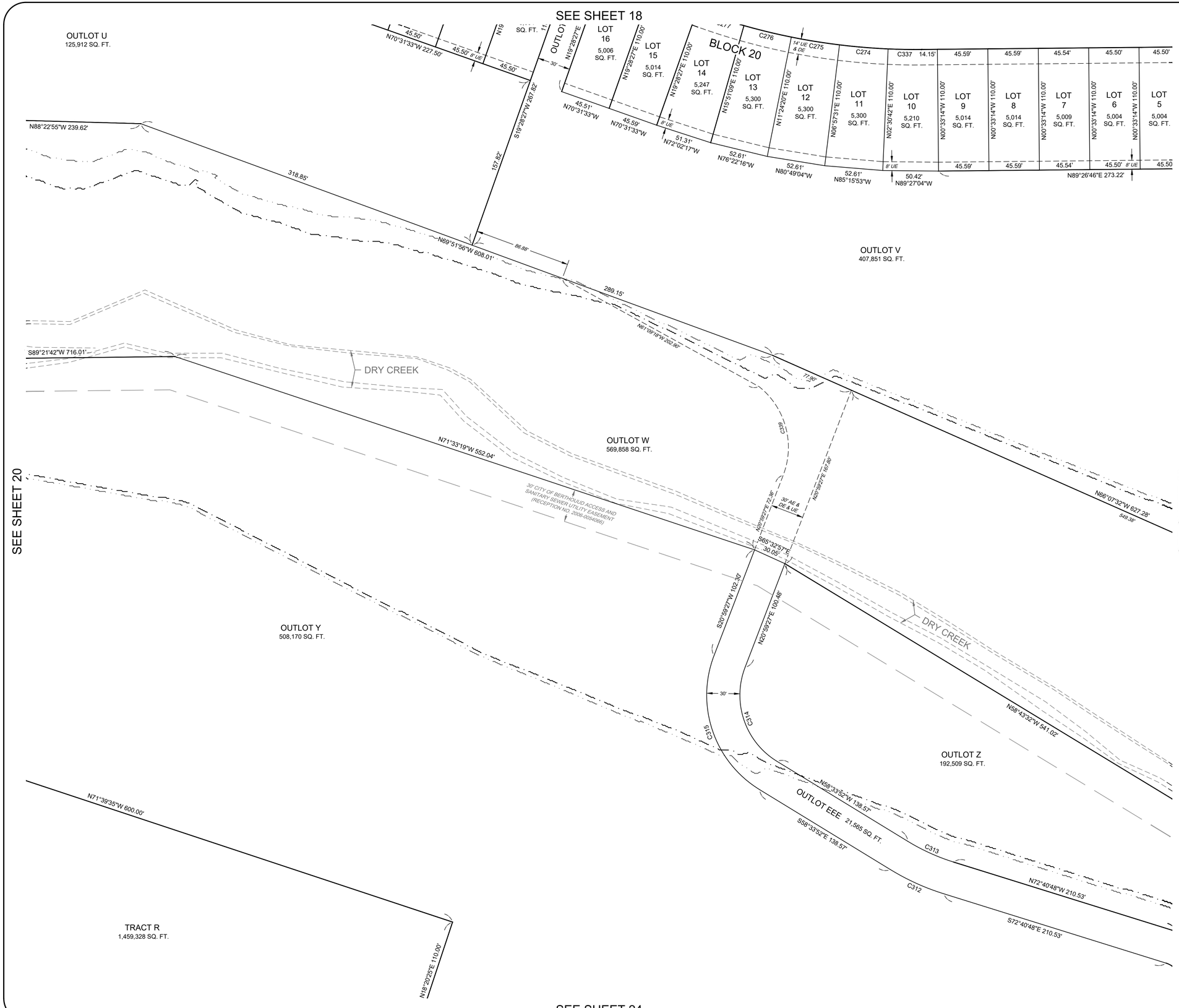
FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

Sheet
20
Of 26 Sheets

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# FINAL PLAT OF
# LEGACY PARK FILING ONE

BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M. TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO




NORTH

40 0 40 80 120 Feet

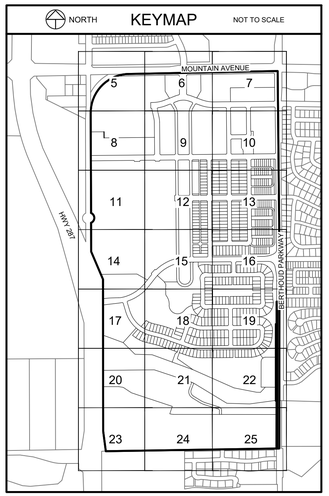
( IN U.S. SURVEY FEET )
1 inch = 40 feet

**SEE SHEET 26 OF 26 SHEETS FOR CURVE AND LINE TABLES**

## LEGEND

| | |
|---|---|
| | PLAT BOUNDARY LINE |
| | PROPOSED RIGHT-OF-WAY LINE |
| | PROPOSED LOT LINE |
| | PROPOSED CENTERLINE |
| | PROPOSED EASEMENT LINE |
| | SECTION LINE |
| | EXISTING RIGHT OF WAY LINE |
| | EXISTING LOT LINE |
| | EDGE OF CREEK |
| | EDGE OF SPECIAL FLOOD HAZARD ZONE A |
| | EDGE OF 500 YEAR FLOOD AREA |
| | SURVEY TIE LINE |
| ⦿ | FOUND #5 REBAR WITH RED PLASTIC CAP, PLS 20673 UNLESS OTHERWISE DESCRIBED |
| ○ | SET #4 18" REBAR WITH ORANGE PLASTIC CAP, LS 38882 UNLESS OTHERWISE DESCRIBED |
| ⌖ | FOUND SECTION CORNER MONUMENT AS DESCRIBED |
| R.O.W. | RIGHT-OF-WAY |
| *AE* | ACCESS EASEMENT |
| *DE* | DRAINAGE EASEMENT |
| *ME* | MAINTENANCE EASEMENT |
| *SDE* | SIGHT DISTANCE EASEMENT |
| *UE* | UTILITY EASEMENT |
| *(R)* | RECORD MEASUREMENT |

NORTH KEYMAP NOT TO SCALE




PRELIMINARY
06/18/2026
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SECTION: 22
TOWNSHIP: 4 NORTH
RANGE: 69 WEST OF 6TH PM

DATE: 06/18/2026
SCALE: 1" = 40'
REVIEWED BY: R. TESSELY

PROJECT: 24-0761
CLIENT: LEGACY PARK INVESTORS, LLC
DRAWN BY: T. HELGERSON

EPS GROUP
970.221.4158 eps@epsinc.com
ARIZONA | COLORADO

FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

Sheet
21
Of 26 Sheets

S:\Survey Jobs\24-0761\Dwg\Plat\24-0761(b) Legacy Park Filing One.dwg

SEE SHEET 19

NARROW CREEK DRIVE

BLOCK 20

LOT 6 5,004 SQ. FT. | LOT 5 5,004 SQ. FT. | LOT 4 5,005 SQ. FT. | LOT 3 4,686 SQ. FT. | LOT 2 4,686 SQ. FT. | LOT 1 4,686 SQ. FT. | OUTLOT V | LOT 9 4,686 SQ. FT. | LOT 8 4,686 SQ. FT.

BLOCK 17

LOT 7 4,686 SQ. FT. | LOT 6 4,686 SQ. FT. | LOT 5 4,890 SQ. FT. | LOT 4 5,529 SQ. FT. | LOT 3 5,751 SQ. FT. | LOT 2 5,737 SQ. FT.

OUTLOT WWW
59,367 SQ. FT.

N89°26'46"E 273.22'

S89°21'11"W 396.59'

63.74'
S85°42'11"W

64.08'
S68°02'52"W

56.48'
N37°29'47"W

N89°57'27"W 145.61'

C308 | C307 | C309 | C271 | C272 | C273

N27°44'03"W 110.00'

N16°50'00"W 110.00'

S22°W 110.00'

64.35'
S56°07'09"W

69.57'
S43°28'24"W

TRACT Q
77,979 SQ. FT.

OUTLOT V
407,851 SQ. FT.

N00°02'33"E 322.52'

S00°02'33"W 1072.00' S00°05'27"E (R)

S00°02'33"W 2652.82' S00°05'27"E 2652.82' (R)

N00°02'33"E 2052.83' S00°05'27"E (R)

S00°02'33"W 668.02' S00°05'27"E (R)

383.51'

183.77'

177.02'

4.74'

37.00'

10' UE & DE

20' PUBLIC R.O.W. BY DEED OF DEDICATION (RECEPTION NO. 97035299)

30' PUBLIC R.O.W. (LARIMER COUNTY ROAD BOOK R PAGE 44)

50' PUBLIC R.O.W. (LARIMER COUNTY ROAD BOOK R PAGE 44) (RECEPTION NO. 19980109445)

58' PUBLIC R.O.W.

SOUTH BERTHOUD PARKWAY (PUBLIC R.O.W.)

GREEN-WOOD DRIVE

ROSE FARM ACRES

OUTLOT B

OUTLOT E

OWNER(S): ROSE FARM ACRES HOMEOWNERS ASSOCIATION INC
ZONING: R1

7.5' PUBLIC R.O.W. DEDICATION BY PLAT (RECEPTION NO. 20150087996)

EAST LINE OF EAST HALF OF SECTION 22-T4N-R69W & SOUTH LINE OF LUDLOW DRIVE AMENDED PLAT OF LUDLOW FARMS

PART OF SW 1/4 OF SECTION 23 - TOWNSHIP 4 NORTH - RANGE 69 WEST OF THE 6TH P.M.

FOUND #6 REBAR WITH BLUE CAP, PLS 38470

FOUND #4 REBAR WITH BLUE CAP, PLS 38470

SEE SHEET 21

N66°07'32"W 627.28'
549.38'

N79°01'21"W 319.87'

N88°47'25"W
56.49'

S42°34'22"W 97.54'

N89°40'51"W 205.61'

N89°40'51"W 147.99'

OUTLOT W
569,858 SQ. FT.

N58°43'32"W 541.02'

DRY CREEK

S82°22'17"W 369.34'

N88°25'52"W 318.46'

30' CITY OF BERTHOUD ACCESS AND SANITARY SEWER UTILITY EASEMENT (RECEPTION NO. 2006-0054066)

30' CITY OF BERTHOUUD ACCESS AND SANITARY SEWER UTILITY EASEMENT (RECEPTION NO. 2006-0054066)

ACCESS & UTILITY EASEMENT (RECEPTION NO. 20200064240 & RECEPTION NO. 20200077576)

210.53'

S72°40'48"E 210.53'

C311 | C310

OUTLOT EEE

30'

OUTLOT Y
508,170 SQ. FT.

OUTLOT Z
192,509 SQ. FT.

SEE SHEET 25

# FINAL PLAT OF LEGACY PARK FILING ONE

## BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M. TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

NORTH

40 0 40 80 120 Feet

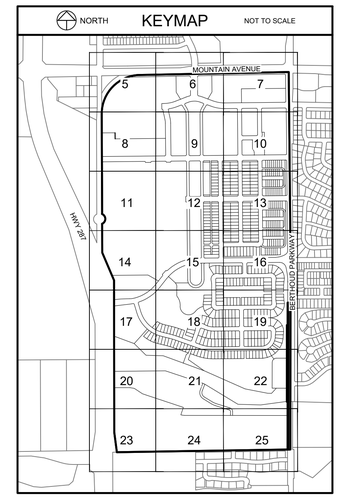
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**SEE SHEET 26 OF 26 SHEETS FOR CURVE AND LINE TABLES**

## LEGEND

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- EDGE OF 500 YEAR FLOOD AREA
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- FOUND SECTION CORNER MONUMENT AS DESCRIBED
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- *AE* ACCESS EASEMENT
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NORTH KEYMAP NOT TO SCALE




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SECTION: 22 | TOWNSHIP: 4 NORTH | RANGE: 69 WEST OF 6TH PM

PROJECT: 24-0761 | DATE: 06/18/2026 | REVIEWED BY: R. TESSELY
CLIENT: LEGACY PARK INVESTORS, LLC | SCALE: 1" = 40' | DRAWN BY: T. HELGERSON

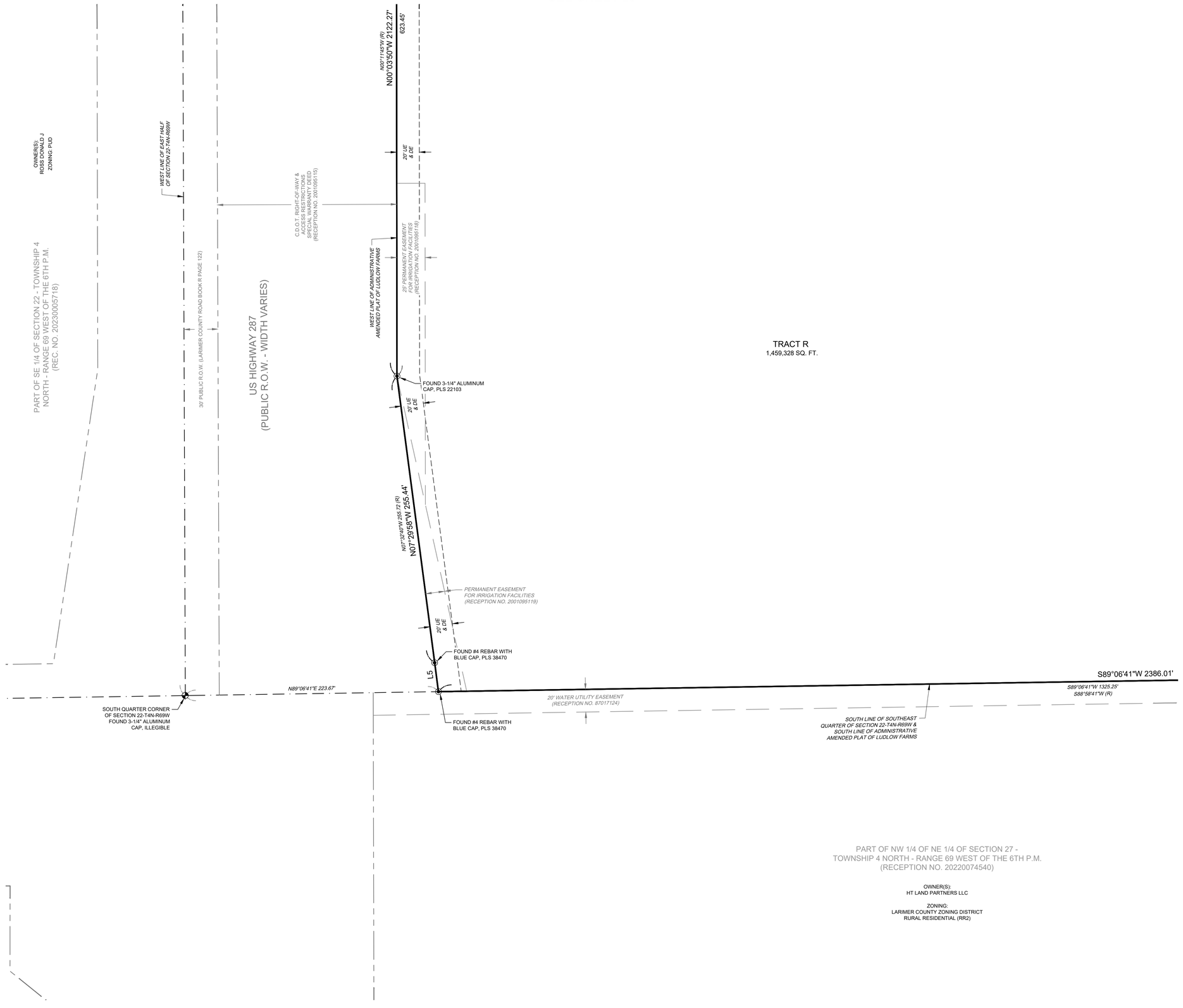
EPS GROUP
970.221.4158 eps@epsinc.com
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FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

Sheet 22
Of 26 Sheets

S:\Survey Jobs\24-0761\Dwg\Plat\24-0761(b) Legacy Park Filing One.dwg

SEE SHEET 20




SEE SHEET 24

# FINAL PLAT OF
# LEGACY PARK
# FILING ONE

BEING A REPLAT OF THE
ADMINISTRATIVE AMENDED PLAT
OF LUDLOW FARMS
LOCATED IN THE EAST HALF OF
SECTION 22, TOWNSHIP 4 NORTH,
RANGE 69 WEST OF THE 6TH P.M.
TOWN OF BERTHOUD, COUNTY OF
LARIMER, STATE OF COLORADO

NORTH

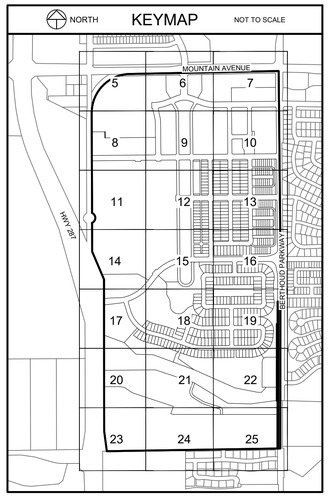
40 0 40 80 120 Feet
( IN U.S. SURVEY FEET )
1 inch = 40 feet

**SEE SHEET 26 OF 26 SHEETS
FOR CURVE AND LINE TABLES**

## LEGEND

| | |
|---|---|
| | PLAT BOUNDARY LINE |
| | PROPOSED RIGHT-OF-WAY LINE |
| | PROPOSED LOT LINE |
| | PROPOSED CENTERLINE |
| | PROPOSED EASEMENT LINE |
| | SECTION LINE |
| | EXISTING RIGHT OF WAY LINE |
| | EXISTING LOT LINE |
| | EDGE OF CREEK |
| | EDGE OF SPECIAL FLOOD HAZARD ZONE A |
| | EDGE OF 500 YEAR FLOOD AREA |
| | SURVEY TIE LINE |
| | FOUND #5 REBAR WITH RED PLASTIC CAP, PLS 20673 UNLESS OTHERWISE DESCRIBED |
| | SET #4 18" REBAR WITH ORANGE PLASTIC CAP, LS 38882 UNLESS OTHERWISE DESCRIBED |
| | FOUND SECTION CORNER MONUMENT AS DESCRIBED |
| R.O.W. | RIGHT-OF-WAY |
| *AE* | ACCESS EASEMENT |
| *DE* | DRAINAGE EASEMENT |
| *ME* | MAINTENANCE EASEMENT |
| *SDE* | SIGHT DISTANCE EASEMENT |
| *UE* | UTILITY EASEMENT |
| *(R)* | RECORD MEASUREMENT |

NORTH KEYMAP NOT TO SCALE




PRELIMINARY
06/18/2026
FOR REVIEW ONLY

Tharen J. Helgerson
Colorado Professional Land Surveyor No. 38882
For and on Behalf of EPS Group, Inc.

NOTICE:
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SECTION: 22
TOWNSHIP: 4 NORTH
RANGE: 69 WEST OF 6TH PM

PROJECT: 24-0761
DATE: 06/18/2026
CLIENT: LEGACY PARK INVESTORS, LLC
SCALE: 1" = 40'
DRAWN BY: T. HELGERSON
REVIEWED BY: R. TESSELY

EPS GROUP
970.221.4158 eps@epsgroupinc.com
ARIZONA | COLORADO

FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

Sheet
23
Of 26 Sheets

S:\Survey Jobs\24-0761\Dwg\Plat\24-0761 (b) Legacy Park Filing One.dwg

SEE SHEET 21

N18°20'25"E 110.00'

OUTLOT Y
508,170 SQ. FT.

C316

73.99'

644.15'

N89°57'27"W 1427.26'

S57°17'01"E 299.33'

DRAINAGE EASEMENT

S89°57'27"E 366.86'

TRACT R
1,459,328 SQ. FT.

SEE SHEET 23

SEE SHEET 25

S89°06'41"W 2386.01'

S89°06'41"W 1325.25'
S88°58'41"W (R)

20' WATER UTILITY EASEMENT
(RECEPTION NO. 87017124)

SOUTH LINE OF SOUTHEAST
QUARTER OF SECTION 22-T4N-R69W &
SOUTH LINE OF ADMINISTRATIVE
AMENDED PLAT OF LUDLOW FARMS

EAST 1/16 CORNER OF SOUTHEAST
QUARTER OF SECTION 22-T4N-R69W
FOUND 3-1/4" ALUMINUM CAP, LS 28650

OWNER(S):
HARVEST OWNERS
ASSOCIATION INC

TRACT G - OPEN SPACE

20' WATER UTILITY EASEMENT
(RECEPTION NO. 1503621 & 87017124)

ZONING: R1

N89°06'41"E 1324.43'
S88°58'41"W (R)

OWNER(S):
BOLINGER LISA
MOLINA DAVID CHAVEZ

LOT 1
BLOCK 2

ZONING: R1

HARVEST RIDGE NORTH

TRACT A

OWNER(S):
HARVEST OWNERS
ASSOCIATION INC

TRACT A

ZONING: R1

ART DRIVE
(58' PUBLIC R.O.W.)

PART OF NW 1/4 OF NE 1/4 OF SECTION 27 -
TOWNSHIP 4 NORTH - RANGE 69 WEST OF THE 6TH P.M.
(RECEPTION NO. 20220074540)

OWNER(S):
HT LAND PARTNERS LLC

ZONING:
LARIMER COUNTY ZONING DISTRICT
RURAL RESIDENTIAL (RR2)

LOT 1
BLOCK 4

WILLIAM WAY
(58' PUBLIC R.O.W.)

BLOCK 3

LOT 10

LOT 9

LOT 8

# FINAL PLAT OF
# LEGACY PARK
# FILING ONE

## BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M. TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

NORTH

40 0 40 80 120 Feet

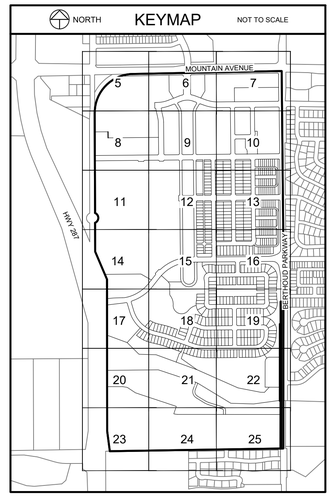
( IN U.S. SURVEY FEET )
1 inch = 40 feet

**SEE SHEET 26 OF 26 SHEETS
FOR CURVE AND LINE TABLES**

## LEGEND

| | |
|---|---|
| | PLAT BOUNDARY LINE |
| | PROPOSED RIGHT-OF-WAY LINE |
| | PROPOSED LOT LINE |
| | PROPOSED CENTERLINE |
| | PROPOSED EASEMENT LINE |
| | SECTION LINE |
| | EXISTING RIGHT OF WAY LINE |
| | EXISTING LOT LINE |
| | EDGE OF CREEK |
| | EDGE OF SPECIAL FLOOD HAZARD ZONE A |
| | EDGE OF 500 YEAR FLOOD AREA |
| | SURVEY TIE LINE |
| ⊙ | FOUND #5 REBAR WITH RED PLASTIC CAP, PLS 20673 UNLESS OTHERWISE DESCRIBED |
| ○ | SET #4 18" REBAR WITH ORANGE PLASTIC CAP, LS 38882 UNLESS OTHERWISE DESCRIBED |
| ⊕ | FOUND SECTION CORNER MONUMENT AS DESCRIBED |
| R.O.W. | RIGHT-OF-WAY |
| *AE* | ACCESS EASEMENT |
| *DE* | DRAINAGE EASEMENT |
| *ME* | MAINTENANCE EASEMENT |
| *SDE* | SIGHT DISTANCE EASEMENT |
| *UE* | UTILITY EASEMENT |
| *(R)* | RECORD MEASUREMENT |

NORTH KEYMAP NOT TO SCALE




PRELIMINARY
06/18/2026
FOR REVIEW ONLY

Tharen J. Helgerson
Colorado Professional Land Surveyor No. 38882
For and on Behalf of EPS Group, Inc.

NOTICE:
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SECTION: 22
TOWNSHIP: 4 NORTH
RANGE: 69 WEST OF 6TH PM

PROJECT: 24-0761
CLIENT: LEGACY PARK INVESTORS, LLC
DATE: 06/18/2026
SCALE: 1" = 40'
DRAWN BY: T. HELGERSON
REVIEWED BY: R. TESSELY

EPS GROUP
970.221.4158 eps@epsinc.com
ARIZONA | COLORADO

FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

S:\Survey Jobs\24-0761\Dwg\Plat\24-0761(b) Legacy Park Filing One.dwg

Sheet
24
Of 26 Sheets

SEE SHEET 22

SEE SHEET 24

# FINAL PLAT OF
# LEGACY PARK FILING ONE

## BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M. TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

NOTICE:
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NORTH

40 0 40 80 120 Feet

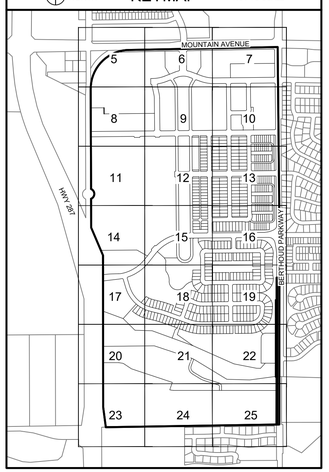
( IN U.S. SURVEY FEET )
1 inch = 40 feet

**SEE SHEET 26 OF 26 SHEETS FOR CURVE AND LINE TABLES**

## LEGEND

| | |
|---|---|
| | PLAT BOUNDARY LINE |
| | PROPOSED RIGHT-OF-WAY LINE |
| | PROPOSED LOT LINE |
| | PROPOSED CENTERLINE |
| | PROPOSED EASEMENT LINE |
| | SECTION LINE |
| | EXISTING RIGHT OF WAY LINE |
| | EXISTING LOT LINE |
| | EDGE OF CREEK |
| | EDGE OF SPECIAL FLOOD HAZARD ZONE A |
| | EDGE OF 500 YEAR FLOOD AREA |
| | SURVEY TIE LINE |
| ⦿ | FOUND #5 REBAR WITH RED PLASTIC CAP, PLS 20673 UNLESS OTHERWISE DESCRIBED |
| ○ | SET #4 18" REBAR WITH ORANGE PLASTIC CAP, LS 38882 UNLESS OTHERWISE DESCRIBED |
| ⊕ | FOUND SECTION CORNER MONUMENT AS DESCRIBED |
| R.O.W. | RIGHT-OF-WAY |
| *AE* | ACCESS EASEMENT |
| *DE* | DRAINAGE EASEMENT |
| *ME* | MAINTENANCE EASEMENT |
| *SDE* | SIGHT DISTANCE EASEMENT |
| *UE* | UTILITY EASEMENT |
| *(R)* | RECORD MEASUREMENT |

NORTH KEYMAP NOT TO SCALE




PRELIMINARY
06/18/2026
FOR REVIEW ONLY

Tharen J. Helgerson
Colorado Professional Land Surveyor No. 38882
For and on Behalf of EPS Group, Inc.

OUTLOT Y
508,170 SQ. FT.

OUTLOT Z
192,509 SQ. FT.

TRACT R
1,459,328 SQ. FT.

S72°40'48"E 210.53'
C310
C311
OUTLOT EEE
30'
S00°02'33"W 56.65'
56.65'
N00°02'33"E
30.00'
N89°57'27"W 1427.26'
15.00'
753.11'
C338
177.02'
DRAINAGE EASEMENT
N0°02'33"E 140.00'
S89°57'27"E 366.86'
40' ACCESS & UTILITY EASEMENT (RECEPTION NO. 20200084240 & RECEPTION NO. 20200077576)
20' UE & DE
491.00'
S00°02'33"W 668.02'
S00°05'27"E (R)
N00°02'33"E 2052.83'
S00°05'27"E (R)
30' PUBLIC R.O.W. (LARIMER COUNTY ROAD BOOK R, PAGE 44)
S00°02'33"W 2652.82'
S00°05'27"E 2652.82' (R)
30' PUBLIC R.O.W. (LARIMER COUNTY ROAD BOOK R, PAGE 44)
EAST LINE OF EAST HALF OF SECTION 22-T4N-R69W & SOUTH LINE OF ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS
SOUTH BERTHOUD PARKWAY (PUBLIC R.O.W.)
PART OF SW 1/4 OF SECTION 23-TOWNSHIP 4 NORTH - RANGE 69 WEST OF THE 6TH P.M.
OWNER(S): WILSON-BELZ CHERYL TRUST
ZONING: LARIMER COUNTY ZONING DISTRICT RURAL RESIDENTIAL (RR2)
10' PUBLIC R.O.W. BY DEED OF DEDICATION (RECEPTION NO. 97035299)
SOUTH LINE OF SOUTHEAST QUARTER OF SECTION 22-T4N-R69W & SOUTH LINE OF ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS
S89°06'41"W 2386.01'
N89°06'41"E 1324.43'
S88°58'41"W (R)
20' WATER UTILITY EASEMENT (RECEPTION NO. 1503621 & 87017124)
OWNER(S): HARVEST OWNERS ASSOCIATION INC
TRACT B - OPEN SPACE
ZONING: R1
FOUND #4 REBAR WITH BLUE CAP, PLS 38470
L1
10.00'
FOUND #4 REBAR WITH BLUE CAP, PLS 38470
SOUTHEAST CORNER OF SECTION 22-T4N-R69W FOUND 2-1/2" ALUMINUM CAP IN MONUMENT BOX, LS 12374
OWNER(S): HARVEST OWNERS ASSOCIATION INC
TRACT A
ZONING: R1
EARL STREET (58' PUBLIC R.O.W.)
HARVEST RIDGE NORTH
LOT 7
OWNER(S): ALLEN STEVEN PAUL/WENDY DIANE
ZONING: R1
LOT 6
OWNER(S): LEACH JASON/RACHEL
ZONING: R1
LOT 5
OWNER(S): OMNI HOMES LLC
ZONING: R1
LOT 4
OWNER(S): OMNI HOMES LLC
ZONING: R1
BLOCK 1
LOT 3
OWNER(S): OMNI HOMES LLC
ZONING: R1
LOT 2
OWNER(S): RHOADES BUILDS LLC
ZONING: R1
LOT 1
OWNER(S): RHOADES BUILDS LLC
ZONING: R1
TRACT B
ART DRIVE (58' PUBLIC R.O.W.)
LOT 8
LOT 7
BLOCK 3
LOT 6
LOT 5
LOT 4
LOT 3
TRACT D OPEN SPACE
LOT 2
BLOCK 3
LOT 1
TRACT C OPEN SPACE
SOUTH BERTHOUD PARKWAY (PUBLIC R.O.W.)
LOT 1
HICKS MRD S9-89
(RECEPTION NO. 19890033670)
OWNER(S): SCHLAMP STEVEN P/CLAIRE J
ZONING: R1

| | | |
|---|---|---|
| PROJECT: 24-0761 | DATE: 06/18/2026 | SECTION: 22 |
| CLIENT: LEGACY PARK INVESTORS, LLC | SCALE: 1" = 40' | TOWNSHIP: 4 NORTH |
| DRAWN BY: T. HELGERSON | REVIEWED BY: R. TESSELY | RANGE: 69 WEST OF 6TH PM |

EPS GROUP
970.221.4158 eps@epsinc.com
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FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

Sheet
25
Of 26 Sheets

S:\Survey Jobs\24-0761\Dwg\Plat\24-0761(b) Legacy Park Filing One.dwg

| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| CURVE | LENGTH | RADIUS | DELTA | BEARING | CHORD |
| C1 | 173.89' | 75.00' | 132°50'37" | N00°12'32"W | 137.48' |
| C1 (R) | 173.63' | 75.00' | 132°38'40" | N00°20'17"W | 137.37' |
| C2 | 826.48' | 543.00' | 87°12'28" | S44°19'41"W | 748.98' |
| C2 (R) | 826.50' | 543.00' | 87°12'34" | S44°04'22"W | 748.99' |
| C3 | 661.53' | 543.00' | 69°48'11" | N35°37'32"E | 621.37' |
| C4 | 164.95' | 543.00' | 17°24'18" | N79°13'46"E | 164.32' |
| C5 | 23.71' | 15.00' | 90°34'56" | N45°50'42"W | 21.32' |
| C6 | 23.41' | 15.00' | 89°25'04" | N44°09'18"E | 21.11' |
| C7 | 20.62' | 15.00' | 78°46'31" | N39°56'29"W | 19.04' |
| C8 | 20.59' | 15.00' | 78°38'37" | N38°46'05"E | 19.01' |
| C9 | 183.26' | 500.00' | 21°00'00" | N78°56'46"E | 182.24' |
| C10 | 167.87' | 458.00' | 21°00'00" | N78°56'46"E | 166.93' |
| C11 | 121.43' | 537.00' | 12°57'22" | N74°55'27"E | 121.17' |
| C12 | 201.59' | 275.00' | 42°00'00" | N89°26'46"E | 197.10' |
| C13 | 100.42' | 275.00' | 20°55'20" | N78°54'26"E | 99.86' |
| C14 | 101.17' | 275.00' | 21°04'40" | S80°05'34"E | 100.60' |
| C15 | 174.46' | 238.00' | 42°00'00" | N89°26'46"E | 170.58' |
| C16 | 53.36' | 317.00' | 9°38'37" | S73°16'05"W | 53.29' |
| C17 | 54.08' | 317.00' | 9°46'31" | N74°26'29"W | 54.02' |
| C18 | 183.26' | 500.00' | 21°00'00" | S80°03'14"E | 182.24' |
| C19 | 196.82' | 537.00' | 21°00'00" | S80°03'14"E | 195.72' |
| C20 | 167.87' | 458.00' | 21°00'00" | N80°03'14"W | 166.93' |
| C21 | 23.56' | 15.00' | 90°00'00" | S44°26'46"W | 21.21' |
| C22 | 23.71' | 15.00' | 90°34'56" | S45°50'42"E | 21.32' |
| C23 | 23.56' | 15.00' | 90°00'00" | S45°33'14"E | 21.21' |
| C24 | 23.56' | 15.00' | 90°00'00" | S44°26'46"W | 21.21' |
| C25 | 23.56' | 15.00' | 89°59'58" | N45°33'14"W | 21.21' |
| C26 | 23.56' | 15.00' | 90°00'00" | N44°26'46"E | 21.21' |
| C27 | 23.56' | 15.00' | 90°00'00" | S45°33'14"E | 21.21' |
| C28 | 20.94' | 15.00' | 80°00'00" | S70°26'46"W | 19.28' |
| C29 | 26.18' | 15.00' | 100°00'00" | S19°33'14"E | 22.98' |
| C30 | 26.18' | 15.00' | 100°00'00" | N18°26'46"E | 22.98' |
| C31 | 20.94' | 15.00' | 80°00'00" | S71°33'14"E | 19.28' |
| C32 | 24.51' | 15.00' | 93°37'01" | N34°35'38"E | 21.87' |
| C33 | 20.51' | 15.00' | 78°20'21" | N51°23'03"W | 18.95' |
| C34 | 89.81' | 166.00' | 31°00'00" | N16°03'14"W | 88.72' |
| C35 | 76.02' | 140.50' | 31°00'00" | N16°03'14"W | 75.09' |
| C36 | 95.50' | 176.50' | 31°00'00" | N16°03'14"W | 94.34' |
| C37 | 89.81' | 166.00' | 31°00'00" | S14°56'46"W | 88.72' |
| C38 | 95.50' | 176.50' | 31°00'00" | S14°56'46"W | 94.34' |
| C39 | 76.02' | 140.50' | 31°00'00" | S14°56'46"W | 75.09' |
| C40 | 23.56' | 15.00' | 90°00'00" | S45°33'14"E | 21.21' |
| C41 | 23.56' | 15.00' | 90°00'00" | S44°26'46"W | 21.21' |
| C42 | 43.05' | 168.00' | 14°40'56" | N83°12'46"W | 42.93' |
| C43 | 62.83' | 40.00' | 90°00'00" | S44°26'46"W | 56.57' |
| C44 | 17.28' | 11.00' | 90°00'00" | N44°26'46"E | 15.56' |
| C45 | 160.41' | 77.00' | 119°21'51" | N44°26'46"E | 132.94' |
| C46 | 43.05' | 168.00' | 14°40'56" | S07°53'41"E | 42.93' |
| C47 | 23.56' | 15.00' | 90°00'00" | S44°26'46"W | 21.21' |
| C48 | 23.56' | 15.00' | 90°00'00" | S45°33'14"E | 21.21' |
| C49 | 1.00' | 15.00' | 3°49'21" | S87°32'06"W | 1.00' |
| C50 | 22.56' | 15.00' | 86°10'39" | N42°32'06"E | 20.49' |
| C51 | 23.56' | 15.00' | 90°00'00" | N45°33'14"W | 21.21' |
| C52 | 23.56' | 15.00' | 89°59'59" | S44°26'47"W | 21.21' |
| C53 | 23.56' | 15.00' | 90°00'00" | N45°33'14"W | 21.21' |
| C54 | 23.56' | 15.00' | 90°00'00" | S45°33'14"E | 21.21' |
| C55 | 23.56' | 15.00' | 90°00'00" | S44°26'46"W | 21.21' |
| C56 | 23.56' | 15.00' | 90°00'00" | S44°26'46"W | 21.21' |
| C57 | 23.56' | 15.00' | 90°00'00" | N45°33'14"W | 21.21' |
| C58 | 23.56' | 15.00' | 90°00'00" | S44°26'46"W | 21.21' |
| C59 | 23.56' | 15.00' | 90°00'00" | S45°33'14"E | 21.21' |
| C60 | 23.56' | 15.00' | 90°00'00" | S45°33'14"E | 21.21' |
| C61 | 23.56' | 15.00' | 90°00'00" | S44°26'46"W | 21.21' |
| C62 | 23.56' | 15.00' | 90°00'00" | N45°33'14"W | 21.21' |
| C63 | 23.56' | 15.00' | 90°00'00" | N44°26'46"E | 21.21' |
| C64 | 23.56' | 15.00' | 90°00'00" | N44°26'46"E | 21.21' |
| C65 | 23.56' | 15.00' | 90°00'00" | N45°33'14"W | 21.21' |
| C66 | 23.56' | 15.00' | 90°00'00" | N44°26'46"E | 21.21' |
| C67 | 23.56' | 15.00' | 90°00'00" | S45°33'14"E | 21.21' |
| C68 | 23.56' | 15.00' | 90°00'00" | N45°33'14"W | 21.21' |

| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| CURVE | LENGTH | RADIUS | DELTA | BEARING | CHORD |
| C69 | 23.56' | 15.00' | 90°00'00" | S44°26'46"W | 21.21' |
| C70 | 55.97' | 275.00' | 11°39'39" | N06°23'03"W | 55.87' |
| C71 | 48.44' | 238.00' | 11°39'39" | N06°23'03"W | 48.35' |
| C72 | 63.50' | 312.00' | 11°39'39" | N06°23'03"W | 63.39' |
| C73 | 23.56' | 15.00' | 90°00'00" | N44°26'46"E | 21.21' |
| C74 | 23.56' | 15.00' | 90°00'00" | S45°33'14"E | 21.21' |
| C75 | 23.47' | 15.00' | 89°39'18" | N44°37'07"E | 21.15' |
| C76 | 23.65' | 15.00' | 90°20'42" | N45°22'53"W | 21.28' |
| C77 | 12.08' | 60.00' | 11°32'11" | N84°47'08"W | 12.06' |
| C78 | 82.17' | 60.00' | 78°27'49" | N39°47'08"W | 75.90' |
| C79 | 26.70' | 40.00' | 38°15'02" | S71°25'43"E | 26.21' |
| C80 | 36.13' | 40.00' | 51°44'58" | S26°25'43"E | 34.91' |
| C81 | 36.13' | 40.00' | 51°44'57" | S25°19'15"W | 34.91' |
| C82 | 26.70' | 40.00' | 38°15'03" | N70°19'15"E | 26.21' |
| C83 | 82.17' | 60.00' | 78°27'49" | N38°40'41"E | 75.90' |
| C84 | 12.08' | 60.00' | 11°32'11" | N83°40'41"E | 12.06' |
| C85 | 23.56' | 15.00' | 90°00'00" | S44°26'46"W | 21.21' |
| C86 | 23.56' | 15.00' | 90°00'00" | N45°33'14"W | 21.21' |
| C87 | 23.56' | 15.00' | 90°00'00" | N44°26'46"E | 21.21' |
| C88 | 23.52' | 15.00' | 89°51'11" | N45°28'49"W | 21.19' |
| C89 | 1.00' | 15.00' | 3°49'21" | S88°38'33"E | 1.00' |
| C90 | 22.56' | 15.00' | 86°10'39" | N43°38'33"W | 20.49' |
| C91 | 23.56' | 15.00' | 90°00'00" | N44°26'46"E | 21.21' |
| C92 | 23.56' | 15.00' | 90°00'00" | S45°33'14"E | 21.21' |
| C93 | 23.56' | 15.00' | 90°00'00" | N44°26'46"E | 21.21' |
| C94 | 23.56' | 15.00' | 90°00'00" | S44°26'46"W | 21.21' |
| C95 | 23.56' | 15.00' | 90°00'00" | N45°33'14"W | 21.21' |
| C96 | 23.56' | 15.00' | 90°00'00" | S44°26'46"W | 21.21' |
| C97 | 23.56' | 15.00' | 90°00'00" | N45°33'14"W | 21.21' |
| C98 | 23.56' | 15.00' | 90°00'00" | S45°33'14"E | 21.21' |
| C99 | 23.56' | 15.00' | 90°00'00" | N44°26'46"E | 21.21' |
| C100 | 23.56' | 15.00' | 90°00'00" | S45°33'14"E | 21.21' |
| C101 | 23.56' | 15.00' | 90°00'00" | S44°26'46"W | 21.21' |
| C102 | 23.56' | 15.00' | 90°00'00" | S44°26'46"W | 21.21' |
| C103 | 23.56' | 15.00' | 90°00'00" | S45°33'14"E | 21.21' |
| C104 | 23.56' | 15.00' | 90°00'00" | N44°26'46"E | 21.21' |
| C105 | 23.56' | 15.00' | 90°00'00" | N45°33'14"W | 21.21' |
| C106 | 23.56' | 15.00' | 90°00'00" | N45°33'14"W | 21.21' |
| C107 | 23.56' | 15.00' | 90°00'00" | N44°26'46"E | 21.21' |
| C108 | 40.64' | 40.00' | 58°12'41" | N61°26'53"W | 38.91' |
| C109 | 22.19' | 40.00' | 31°47'19" | S16°26'53"E | 21.91' |
| C110 | 21.99' | 60.00' | 20°59'52" | N80°03'18"W | 21.87' |
| C111 | 72.26' | 60.00' | 69°00'08" | N35°03'18"W | 67.97' |
| C112 | 17.69' | 25.00' | 40°32'10" | S19°42'52"W | 17.32' |
| C113 | 21.58' | 25.00' | 49°27'50" | N64°42'52"E | 20.92' |
| C114 | 21.58' | 25.00' | 49°27'50" | N65°49'19"W | 20.92' |
| C115 | 17.69' | 25.00' | 40°32'11" | S20°49'18"E | 17.32' |
| C116 | 35.83' | 40.00' | 51°19'04" | S25°06'18"W | 34.64' |
| C117 | 27.01' | 40.00' | 38°40'56" | N70°06'18"E | 26.50' |
| C118 | 91.75' | 60.00' | 87°36'44" | N43°15'08"E | 83.07' |
| C119 | 17.46' | 60.00' | 16°40'09" | S82°13'09"E | 17.39' |
| C120 | 31.42' | 40.00' | 45°00'00" | N68°03'14"W | 30.61' |
| C121 | 29.67' | 60.00' | 28°19'51" | S59°43'09"E | 29.37' |
| C122 | 42.70' | 168.00' | 14°33'47" | S07°50'07"E | 42.59' |
| C123 | 31.80' | 168.00' | 10°50'42" | N05°58'35"W | 31.75' |
| C124 | 10.90' | 168.00' | 3°43'05" | N13°15'28"W | 10.90' |
| C125 | 69.12' | 44.00' | 90°00'00" | N44°26'46"E | 62.23' |
| C126 | 18.46' | 15.00' | 70°31'44" | S54°10'55"W | 17.32' |
| C127 | 168.41' | 81.00' | 119°07'34" | N44°26'46"E | 139.67' |
| C128 | 74.18' | 81.00' | 52°28'17" | N11°07'08"E | 71.61' |
| C129 | 20.05' | 81.00' | 14°11'00" | N44°26'46"E | 20.00' |
| C130 | 21.24' | 81.00' | 15°01'23" | N59°02'58"E | 21.18' |
| C131 | 46.42' | 81.00' | 32°50'18" | N82°58'48"E | 45.79' |
| C132 | 6.52' | 81.00' | 4°36'36" | S78°17'45"E | 6.52' |
| C133 | 18.46' | 15.00' | 70°31'44" | N55°17'22"W | 17.32' |
| C134 | 18.46' | 15.00' | 70°31'44" | S54°10'55"W | 17.32' |
| C135 | 18.46' | 15.00' | 70°31'44" | N55°17'22"W | 17.32' |
| C136 | 22.56' | 15.00' | 86°10'39" | N42°32'06"E | 20.49' |
| C137 | 55.68' | 77.50' | 41°09'50" | N39°39'09"E | 54.49' |
| C138 | 76.87' | 277.50' | 15°52'19" | N68°10'14"E | 76.63' |

| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| CURVE | LENGTH | RADIUS | DELTA | BEARING | CHORD |
| C139 | 18.53' | 3449.63' | 0°18'28" | N79°05'55"E | 18.53' |
| C140 | 134.48' | 660.00' | 11°40'29" | N05°47'41"W | 134.25' |
| C141 | 123.97' | 90.00' | 78°55'18" | N51°05'34"W | 114.40' |
| C142 | 39.63' | 250.00' | 9°04'54" | N89°33'57"E | 39.59' |
| C143 | 11.32' | 213.00' | 3°02'47" | N83°30'06"E | 11.32' |
| C144 | 65.17' | 500.00' | 7°28'03" | N85°42'45"E | 65.12' |
| C145 | 23.56' | 15.00' | 90°00'00" | N44°26'46"E | 21.21' |
| C146 | 23.56' | 15.00' | 90°00'00" | N45°33'14"W | 21.21' |
| C147 | 23.56' | 15.00' | 90°00'00" | S45°33'14"E | 21.21' |
| C148 | 23.56' | 15.00' | 90°00'00" | N44°26'46"E | 21.21' |
| C149 | 23.56' | 15.00' | 90°00'00" | S45°33'14"E | 21.21' |
| C150 | 23.56' | 15.00' | 90°00'00" | S44°26'46"W | 21.21' |
| C151 | 23.56' | 15.00' | 90°00'00" | N44°26'46"E | 21.21' |
| C152 | 23.56' | 15.00' | 90°00'00" | S45°33'14"E | 21.21' |
| C153 | 20.90' | 15.00' | 79°50'51" | N39°22'12"E | 19.25' |
| C154 | 28.05' | 15.00' | 107°07'29" | S54°06'58"E | 24.14' |
| C155 | 25.81' | 15.00' | 98°34'40" | N49°50'34"W | 22.74' |
| C156 | 19.76' | 15.00' | 75°28'54" | N37°11'13"E | 18.36' |
| C157 | 536.65' | 600.00' | 51°14'48" | N63°49'22"E | 518.94' |
| C158 | 43.13' | 600.00' | 4°07'08" | S40°15'32"W | 43.12' |
| C159 | 370.21' | 600.00' | 35°21'08" | S59°59'40"W | 364.36' |
| C160 | 123.31' | 600.00' | 11°46'32" | S83°33'30"W | 123.10' |
| C161 | 336.48' | 565.00' | 34°07'20" | S55°15'38"W | 331.53' |
| C162 | 68.75' | 565.00' | 6°58'20" | S75°48'27"W | 68.71' |
| C163 | 100.12' | 565.00' | 10°09'09" | S84°22'12"W | 99.98' |
| C164 | 310.55' | 635.00' | 28°01'15" | S60°55'03"W | 307.47' |
| C165 | 22.36' | 15.00' | 85°24'41" | N89°36'46"E | 20.35' |
| C166 | 22.48' | 15.00' | 85°52'53" | N04°44'28"W | 20.44' |
| C167 | 43.20' | 49.50' | 50°00'00" | N25°33'14"W | 41.84' |
| C168 | 73.74' | 84.50' | 50°00'00" | S25°33'14"E | 71.42' |
| C169 | 58.18' | 84.50' | 39°26'46" | S70°16'37"E | 57.03' |
| C170 | 34.08' | 49.50' | 39°26'46" | S70°16'37"E | 33.41' |
| C171 | 43.46' | 27.50' | 90°33'14" | N44°43'23"E | 39.08' |
| C172 | 98.78' | 62.50' | 90°33'14" | N44°43'23"E | 88.81' |
| C173 | 470.19' | 600.00' | 44°54'00" | N60°38'58"E | 458.25' |
| C174 | 83.20' | 600.00' | 7°56'41" | N79°07'38"E | 83.13' |
| C175 | 387.00' | 600.00' | 36°57'19" | N56°40'38"E | 380.32' |
| C176 | 46.50' | 635.00' | 4°11'43" | N81°00'06"E | 46.49' |
| C177 | 365.05' | 635.00' | 32°56'19" | N54°40'07"E | 360.05' |
| C178 | 365.05' | 635.00' | 32°56'19" | N54°40'07"E | 360.05' |
| C179 | 30.89' | 565.00' | 3°07'58" | N39°45'57"E | 30.89' |
| C180 | 329.80' | 565.00' | 33°26'41" | S58°03'17"W | 325.14' |
| C181 | 77.53' | 309.00' | 14°22'31" | S81°57'53"W | 77.32' |
| C182 | 81.13' | 768.00' | 6°03'10" | S86°07'33"W | 81.10' |
| C183 | 22.11' | 15.00' | 84°27'50" | S58°51'50"E | 20.16' |
| C184 | 22.98' | 15.00' | 87°46'12" | N27°15'11"E | 20.80' |
| C185 | 22.56' | 15.00' | 86°10'39" | S42°32'06"W | 20.49' |
| C186 | 23.56' | 15.00' | 90°00'00" | N45°33'14"W | 21.21' |
| C187 | 35.92' | 168.00' | 12°15'07" | S83°19'13"W | 35.86' |
| C188 | 6.78' | 168.00' | 2°18'40" | S76°02'19"W | 6.78' |
| C189 | 69.12' | 44.00' | 90°00'00" | N45°33'14"W | 62.23' |
| C190 | 23.56' | 15.00' | 90°00'00" | S45°33'14"E | 21.21' |
| C191 | 36.58' | 81.00' | 25°52'32" | S87°49'16"W | 36.27' |
| C192 | 35.84' | 81.00' | 25°20'54" | N66°34'01"W | 35.54' |
| C193 | 36.49' | 81.00' | 25°48'41" | N40°59'14"W | 36.18' |
| C194 | 36.49' | 81.00' | 25°48'41" | N15°10'33"W | 36.18' |
| C195 | 23.01' | 81.00' | 16°16'45" | N05°52'11"E | 22.94' |
| C196 | 22.74' | 168.00' | 7°45'17" | N10°07'55"E | 22.72' |
| C197 | 19.96' | 168.00' | 6°48'30" | N02°51'02"E | 19.95' |
| C198 | 15.76' | 168.00' | 5°22'33" | N03°14'30"W | 15.76' |
| C199 | 26.94' | 168.00' | 9°11'14" | N10°31'23"W | 26.91' |
| C200 | 19.22' | 81.00' | 13°35'37" | N08°19'12"W | 19.17' |
| C201 | 69.12' | 44.00' | 90°00'00" | N44°26'46"E | 62.23' |
| C202 | 23.56' | 15.00' | 90°00'00" | S44°26'46"W | 21.21' |
| C203 | 38.85' | 81.00' | 27°28'44" | N12°12'58"E | 38.48' |
| C204 | 46.94' | 81.00' | 33°12'20" | N42°33'30"E | 46.29' |
| C205 | 44.42' | 81.00' | 31°25'14" | N74°52'17"E | 43.87' |
| C206 | 18.98' | 81.00' | 13°25'40" | S82°42'16"E | 18.94' |
| C207 | 27.17' | 168.00' | 9°16'03" | S80°37'28"E | 27.14' |
| C208 | 15.53' | 168.00' | 5°17'44" | S87°54'22"E | 15.52' |

| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| CURVE | LENGTH | RADIUS | DELTA | BEARING | CHORD |
| C209 | 38.88' | 168.00' | 13°15'29" | N82°49'02"E | 38.79' |
| C210 | 3.83' | 168.00' | 1°18'18" | N75°32'08"E | 3.83' |
| C211 | 69.12' | 44.00' | 90°00'00" | S45°33'14"E | 62.23' |
| C212 | 23.56' | 15.00' | 90°00'00" | N45°33'14"W | 21.21' |
| C213 | 37.58' | 81.00' | 26°34'51" | N88°10'25"E | 37.24' |
| C214 | 36.49' | 81.00' | 25°48'41" | S65°37'49"E | 36.18' |
| C215 | 51.03' | 81.00' | 36°05'51" | S34°40'32"E | 50.19' |
| C216 | 42.46' | 81.00' | 30°02'04" | S01°36'35"E | 41.98' |
| C217 | 0.85' | 81.00' | 0°36'06" | S13°42'30"W | 0.85' |
| C218 | 42.70' | 168.00' | 14°33'47" | S06°43'40"W | 42.59' |
| C219 | 42.70' | 168.00' | 14°33'47" | S07°50'07"E | 42.59' |
| C220 | 69.12' | 44.00' | 90°00'00" | S44°26'46"W | 62.23' |
| C221 | 23.56' | 15.00' | 90°00'00" | N44°26'46"E | 21.21' |
| C222 | 98.92' | 81.00' | 69°58'26" | S19°52'13"W | 92.89' |
| C223 | 33.39' | 81.00' | 23°37'12" | S66°40'02"W | 33.16' |
| C224 | 36.10' | 81.00' | 25°31'56" | N88°45'24"W | 35.80' |
| C225 | 9.97' | 168.00' | 3°24'03" | N77°41'28"W | 9.97' |
| C226 | 32.73' | 168.00' | 11°09'44" | N84°58'22"W | 32.68' |
| C227 | 23.56' | 15.00' | 90°00'00" | N45°33'14"W | 21.21' |
| C228 | 23.56' | 15.00' | 90°00'00" | S44°26'46"W | 21.21' |
| C229 | 23.56' | 15.00' | 90°00'00" | S45°33'14"E | 21.21' |
| C230 | 23.56' | 15.00' | 90°00'00" | N44°26'46"E | 21.21' |
| C231 | 23.56' | 15.00' | 90°00'00" | N45°33'14"W | 21.21' |
| C232 | 23.56' | 15.00' | 90°00'00" | S44°26'46"W | 21.21' |
| C233 | 23.56' | 15.00' | 90°00'00" | N25°31'33"W | 21.21' |
| C234 | 23.56' | 15.00' | 90°00'00" | S64°28'27"W | 21.21' |
| C235 | 10.48' | 168.00' | 3°34'27" | S17°41'13"W | 10.48' |
| C236 | 32.22' | 168.00' | 10°59'20" | S10°24'19"W | 32.17' |
| C237 | 69.12' | 44.00' | 90°00'00" | S64°28'27"W | 62.23' |
| C238 | 23.56' | 15.00' | 90°00'00" | N64°28'27"E | 21.21' |
| C239 | 37.81' | 81.00' | 26°44'37" | S28°08'46"W | 37.47' |
| C240 | 36.49' | 81.00' | 25°48'41" | S54°25'26"W | 36.18' |
| C241 | 36.49' | 81.00' | 25°48'41" | S80°14'07"W | 36.18' |
| C242 | 40.21' | 81.00' | 28°26'36" | N72°38'15"W | 39.80' |
| C243 | 3.47' | 81.00' | 2°27'10" | N57°11'22"W | 3.47' |
| C244 | 42.70' | 168.00' | 14°33'47" | N63°14'40"W | 42.59' |
| C245 | 91.23' | 261.00' | 20°01'40" | N80°32'24"W | 90.77' |
| C246 | 20.86' | 290.00' | 4°07'13" | S72°35'10"E | 20.85' |
| C247 | 45.79' | 290.00' | 9°02'45" | S79°10'10"E | 45.74' |
| C248 | 34.73' | 290.00' | 6°51'41" | S87°07'23"E | 34.71' |
| C249 | 57.27' | 232.00' | 14°08'37" | N77°35'52"W | 57.12' |
| C250 | 23.83' | 232.00' | 5°53'03" | N87°36'42"W | 23.82' |
| C251 | 28.06' | 168.00' | 9°34'10" | S84°39'42"W | 28.03' |
| C252 | 14.64' | 168.00' | 4°59'37" | S77°22'48"W | 14.64' |
| C253 | 69.12' | 44.00' | 90°00'00" | N45°33'14"W | 62.23' |
| C254 | 23.56' | 15.00' | 90°00'00" | N45°33'14"W | 21.21' |
| C255 | 31.44' | 81.00' | 22°14'19" | S86°00'09"W | 31.24' |
| C256 | 37.72' | 81.00' | 26°41'05" | N69°32'09"W | 37.38' |
| C257 | 42.22' | 81.00' | 29°51'51" | N41°15'41"W | 41.74' |
| C258 | 36.58' | 81.00' | 25°52'35" | N13°23'28"W | 36.27' |
| C259 | 20.45' | 81.00' | 14°27'44" | N06°46'41"E | 20.39' |
| C260 | 25.70' | 168.00' | 8°45'59" | N09°37'34"E | 25.68' |
| C261 | 17.00' | 168.00' | 5°47'48" | N02°20'40"E | 16.99' |
| C262 | 267.04' | 170.00' | 90°00'00" | N44°26'46"E | 240.42' |
| C263 | 55.82' | 141.00' | 22°41'04" | S74°02'23"W | 55.46' |
| C264 | 155.66' | 141.00' | 63°15'04" | N31°04'19"E | 147.87' |
| C265 | 24.93' | 199.00' | 7°10'45" | N03°02'09"E | 24.92' |
| C266 | 41.34' | 199.00' | 11°54'14" | N12°34'38"E | 41.27' |
| C267 | 39.98' | 199.00' | 11°30'41" | N24°17'05"E | 39.91' |
| C268 | 30.03' | 199.00' | 8°38'45" | N34°21'48"E | 30.00' |
| C269 | 39.82' | 199.00' | 11°27'52" | N44°25'06"E | 39.75' |
| C270 | 41.16' | 199.00' | 11°51'04" | N56°04'35"E | 41.09' |
| C271 | 41.67' | 199.00' | 11°59'52" | N68°00'03"E | 41.60' |
| C272 | 41.34' | 199.00' | 11°54'14" | N79°57'06"E | 41.27' |
| C273 | 12.30' | 199.00' | 3°32'33" | N87°40'30"E | 12.30' |
| C274 | 44.08' | 568.00' | 4°26'49" | S85°15'53"E | 44.07' |
| C275 | 44.08' | 568.00' | 4°26'49" | S80°49'04"E | 44.07' |
| C276 | 44.08' | 568.00' | 4°26'49" | S76°22'16"E | 44.07' |
| C277 | 35.90' | 568.00' | 3°37'18" | S72°20'12"E | 35.90' |
| C278 | 35.39' | 510.00' | 3°58'34" | N88°33'57"W | 35.39' |

| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| CURVE | LENGTH | RADIUS | DELTA | BEARING | CHORD |
| C279 | 58.07' | 510.00' | 6°31'27" | N83°18'56"W | 58.04' |
| C280 | 58.08' | 510.00' | 6°31'32" | N76°47'27"W | 58.05' |
| C281 | 26.72' | 510.00' | 3°00'07" | N72°01'37"W | 26.72' |
| C282 | 28.51' | 400.00' | 4°05'00" | S88°30'44"E | 28.50' |
| C283 | 47.90' | 400.00' | 6°51'41" | S87°07'23"E | 47.87' |
| C284 | 45.54' | 400.00' | 6°31'21" | S83°12'33"E | 45.51' |
| C285 | 63.15' | 400.00' | 9°02'45" | S79°10'10"E | 63.09' |
| C286 | 45.54' | 400.00' | 6°31'21" | S76°41'12"E | 45.51' |
| C287 | 20.24' | 400.00' | 2°53'58" | S71°58'32"E | 20.24' |
| C288 | 28.77' | 400.00' | 4°07'13" | S72°35'10"E | 28.76' |
| C289 | 101.99' | 1000.00' | 5°50'37" | S73°26'52"E | 101.94' |
| C290 | 18.94' | 1029.00' | 1°03'16" | N71°03'11"W | 18.94' |
| C291 | 44.63' | 1029.00' | 2°29'07" | N72°49'23"W | 44.63' |
| C292 | 41.38' | 1029.00' | 2°18'14" | N75°13'03"W | 41.37' |
| C293 | 50.19' | 971.00' | 2°57'41" | S72°06'47"E | 50.18' |
| C294 | 47.04' | 971.00' | 2°46'32" | S74°58'54"E | 47.04' |
| C295 | 188.41' | 539.00' | 20°01'40" | S80°32'24"E | 187.45' |
| C296 | 31.94' | 479.00' | 3°49'14" | S74°27'33"E | 31.93' |
| C297 | 43.68' | 479.00' | 5°13'28" | S69°56'12"E | 43.66' |
| C298 | 43.68' | 479.00' | 5°13'28" | S64°42'45"E | 43.66' |
| C299 | 43.68' | 479.00' | 5°13'28" | S59°29'17"E | 43.66' |
| C300 | 42.53' | 479.00' | 5°05'12" | S54°19'57"E | 42.51' |
| C301 | 22.02' | 479.00' | 2°38'01" | S50°28'20"E | 22.02' |
| C302 | 271.90' | 479.00' | 32°31'24" | S32°53'37"E | 268.26' |
| C303 | 280.24' | 421.00' | 38°08'22" | N35°42'06"W | 275.10' |
| C304 | 57.87' | 421.00' | 7°52'34" | S58°42'34"E | 57.83' |
| C305 | 57.87' | 421.00' | 7°52'34" | S66°35'08"E | 57.83' |
| C306 | 42.96' | 421.00' | 5°50'46" | S73°26'47"E | 42.94' |
| C307 | 94.25' | 60.00' | 90°00'00" | S45°02'33"W | 84.85' |
| C308 | 38.77' | 60.00' | 37°01'12" | S71°31'57"W | 38.10' |
| C309 | 55.48' | 60.00' | 52°58'48" | N26°31'57"E | 53.52' |
| C310 | 25.39' | 20.00' | 72°43'22" | S36°19'08"E | 23.72' |
| C311 | 63.46' | 50.00' | 72°43'22" | N36°19'08"W | 59.29' |
| C312 | 52.97' | 215.00' | 14°06'57" | S65°37'20"E | 52.83' |
| C313 | 45.58' | 185.00' | 14°06'57" | N65°37'20"W | 45.46' |
| C314 | 97.20' | 70.00' | 79°33'19" | N18°47'12"W | 89.57' |
| C315 | 138.85' | 100.00' | 79°33'19" | S18°47'12"E | 127.96' |
| C316 | 50.14' | 157.00' | 18°17'52" | N80°48'31"W | 49.93' |
| C317 | 469.18' | 450.00' | 59°44'15" | S46°30'03"E | 448.21' |
| C318 | 32.27' | 635.00' | 2°54'41" | S48°21'46"W | 32.26' |
| C319 | 278.28' | 635.00' | 25°06'34" | S62°22'24"W | 276.06' |
| C320 | 143.95' | 565.00' | 14°35'51" | S45°29'54"W | 143.56' |
| C321 | 192.53' | 565.00' | 19°31'29" | S62°33'33"W | 191.60' |
| C322 | 20.69' | 84.50' | 14°01'53" | S07°34'10"E | 20.64' |
| C323 | 53.05' | 84.50' | 35°58'07" | S32°34'10"E | 52.18' |
| C324 | 6.68' | 238.00' | 1°36'26" | S69°14'59"W | 6.68' |
| C325 | 10.22' | 15.00' | 39°01'20" | N50°02'34"W | 10.02' |
| C326 | 39.27' | 25.00' | 90°00'00" | N44°26'46"E | 35.36' |
| C327 | 39.27' | 25.00' | 90°00'00" | S45°33'14"E | 35.36' |
| C328 | 39.27' | 25.00' | 90°00'00" | S44°26'46"W | 35.36' |
| C329 | 39.27' | 25.00' | 90°00'00" | N45°33'14"W | 35.36' |
| C330 | 23.47' | 15.00' | 89°39'18" | S44°37'07"W | 21.15' |
| C331 | 23.65' | 15.00' | 90°20'42" | S45°22'53"E | 21.28' |
| C332 | 23.56' | 15.00' | 90°00'00" | N44°26'46"E | 21.21' |
| C333 | 23.56' | 15.00' | 90°00'00" | S45°33'14"E | 21.21' |
| C334 | 95.07' | 635.00' | 8°34'40" | S85°09'26"W | 94.98' |
| C335 | 39.59' | 168.00' | 13°30'09" | S82°44'31"E | 39.50' |
| C336 | 13.94' | 81.00' | 9°51'48" | S09°50'34"W | 13.93' |
| C337 | 30.39' | 568.00' | 3°03'56" | S89°01'15"E | 30.39' |
| C338 | 23.56' | 15.00' | 90°00'00" | S45°02'33"W | 21.21' |
| C339 | 88.69' | 70.00' | 72°35'24" | N15°18'14"W | 82.87' |
| C340 | 5.10' | 15.00' | 19°28'16" | S10°17'22"E | 5.07' |
| C341 | 5.10' | 15.00' | 19°28'16" | N09°10'55"E | 5.07' |
| C342 | 5.10' | 15.00' | 19°28'16" | S10°17'22"E | 5.07' |
| C343 | 5.10' | 15.00' | 19°28'16" | N09°10'55"E | 5.07' |
| C344 | 1.00' | 15.00' | 3°49'21" | S87°32'06"W | 1.00' |
| C345 | 1.81' | 971.00' | 0°06'24" | N70°34'45"W | 1.81' |
| C346 | 10.00' | 141.00' | 4°03'52" | N87°24'51"E | 10.00' |
| C347 | 2.50' | 60.00' | 2°23'16" | N88°15'08"E | 2.50' |

# FINAL PLAT OF LEGACY PARK FILING ONE

BEING A REPLAT OF THE ADMINISTRATIVE AMENDED PLAT OF LUDLOW FARMS LOCATED IN THE EAST HALF OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M. TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

| LINE TABLE | | |
|---|---|---|
| LINE | DIRECTION | LENGTH |
| L1 | S89°06'41"W | 30.00' |
| L1 (R) | S88°58'41"W | 30.00' |
| L2 | N89°59'10"W | 10.00' |
| L2 (R) | S89°54'33"W | 10.00' |
| L3 | N89°57'27"W | 10.00' |
| L3 (R) | S89°54'33"W | 10.00' |
| L4 | S89°57'27"E | 10.00' |
| L4 (R) | N89°54'33"E | 10.00' |
| L5 | N7°21'53"W | 25.76' |
| L5 (R) | N7°32'40"W | 25.76' |
| L6 | S0°33'13"E | 30.00' |
| L6 (R) | S0°41'14"E | 30.00' |

PRELIMINARY
06/18/2026
FOR REVIEW ONLY

Tharen J. Helgerson
Colorado Professional Land Surveyor No. 38882
For and on Behalf of EPS Group, Inc.

NOTICE:
According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years after the date of the certificate shown hereon.

SECTION: 22
TOWNSHIP: 4 NORTH
RANGE: 69 WEST OF 6TH PM

PROJECT: 24-0761
CLIENT: LEGACY PARK INVESTORS, LLC
DRAWN BY: T. HELGERSON
DATE: 06/18/2026
SCALE: N / A
REVIEWED BY: R. TESSELY

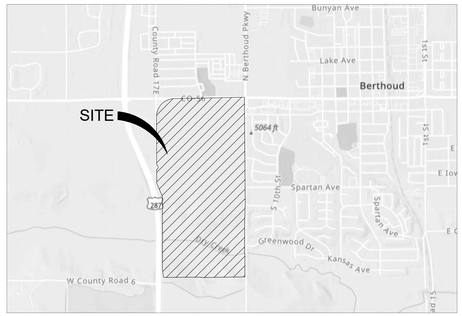
EPS GROUP
970.221.4158 eps@epsinc.com
ARIZONA | COLORADO

FINAL PLAT OF
LEGACY PARK FILING ONE
TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

Sheet
26
Of 26 Sheets

S:\Survey Jobs\24-0761\Dwg\Plat\24-0761(b) Legacy Park Filing One.dwg

## Vicinity Map




## Subdivision Identity & Residential Standards

UNITS PROVIDED (ESTIMATED TOTAL) :.....1500 - 1800

SUBDIVISION IDENTITY ELEMENTS POINTS REQUIRED:.....8

1. POCKET PARK.....1
2. TRAILS.....1
3. PLAYGROUND.....1
4. POOL.....2
5. POLLINATOR PLANT PALETTE.....1
6. COMMUNITY BUILDING.....2
7. ALLEY LOADED STREETS.....2

TOTAL.....10

## Community Park Requirements

| REQUIRED | PROVIDED |
|---|---|
| ALL COMPONENTS - LIST A | |
| *ELECTRICITY* | √ |
| *IRRIGATION* | √ |
| *SECURITY LIGHTING* | √ |
| *TRASH RECEPTACLES (MIN. 2 PER ACRE)*<br>*8.65 / 2 = 4.32* | 5 |
| *WATER SERVICE* | √ |
| *BIKE RACKS* | √ |
| *LANDSCAPING* | √ |
| (3) COMPONENTS - LIST B | |
| *GROUP PICNIC SHELTER (500 S.F. MIN. & 3 TABLES)* | √ |
| *MIN. 15,000 S.F. TURF PLAY AREA (COUNTED AS 1 PER 15,000 S.F.)* | √ |
| *LOOP WALK (MIN. 2,000 L.F.)* | √ |
| (2) COMPONENTS - LIST D | |
| *OPEN AIR VENUE/AMPHITHEATER* | √ |
| *PLAYGROUND* | √ |
| (4) COMPONENTS - LIST E<br>& 1 RESTROOM BUILDING | |
| *BBQ GRILLS (MIN. 1 PER EVERY 2 TABLES)*<br>*3 TABLES / 2 = 1.5*<br>*1.5 * 1 = 1.5* | 2 |
| *BENCHES (MIN. ONE PER HALF ACRE)*<br>*8.65 AC / 0.5 AC = 17.3* | 18 |
| DRINKING FOUNTAINS (MIN. 1 PER EVERY 4 ACRES)<br>8.65 AC / 4 AC = 2.16 | 3 |
| SHADE STRUCTURES FOR COMPONENTS FROM LIST C (AT FUTURE AMENITY CENTER) | √ |

TOWN OF BERTHOUD, COLORADO
FINAL APPROVAL

Town Planner Date

## Landscape Sheet Index:


| | |
|---|---|
| SHEET 1 | COVER SHEET |
| SHEET 2 | OVERALL LANDSCAPE & SCHEDULE |
| SHEETS 3-23 | LANDSCAPE PLANS |
| SHEETS 24-31 | COMMUNITY PARK ENLARGEMENTS |
| SHEETS 32-35 | PLANTING ENLARGEMENTS |
| SHEET 36 | DETAILS |
| SHEET 37 | PARK DETAILS |
| SHEET 38 | FENCING PLAN & DETAILS |
| SHEET 39 | OVERALL HYDROZONE PLAN |
| SHEET 40-44 | PHOTOMETRIC PLANS |


## Landscape Notes

1. LANDSCAPE AREAS SHALL BE MAINTAINED, INCLUDING MOWING, WATERING AND FERTILIZING BY CONTRACTOR, UP TO FINAL ACCEPTANCE. AT SUCH TIME OWNER WILL BE RESPONSIBLE FOR ALL MAINTENANCE. LANDSCAPE AND IRRIGATION WILL BE WARRANTED FOR ONE (1) FULL YEAR AFTER FINAL ACCEPTANCE. ALL NATIVE GRASS AREAS MAY NOT EXCEED 8" IN HEIGHT.
2. ANY DISCREPANCIES WITH THE DRAWINGS AND SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNERS REPRESENTATIVE PRIOR TO PROCEEDING WITH CONSTRUCTION.
3. CONTRACTOR TO VERIFY ALL FIELD CONDITIONS, EASEMENTS, PROPERTY LINES, ETC. PRIOR TO STARTING WORK. SHOULD ANY DISCREPANCIES, OMISSIONS, OR ERRORS OCCUR, NOTIFY THE OWNER'S REPRESENTATIVE IMMEDIATELY.
4. CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UTILITIES 48 HRS. PRIOR TO ANY EXCAVATION OR PLANTING.
5. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY COORDINATION WITH SUBCONTRACTORS AS REQUIRED TO ACCOMPLISH PLANTING OPERATIONS.
6. STREET AND ORNAMENTAL TREES SHALL BE PLANTED NO CLOSER THAN FORTY (40) FEET AND FIFTEEN (15) FEET RESPECTIVELY FROM STREET LIGHTS. NO TREES SHALL BE PLANTED WITHIN TEN (10) FEET FROM WATER AND SEWER LINES, FOUR (4) FEET FROM GAS, TELEPHONE AND ELECTRIC UTILITIES, FIVE (5) FEET FROM STORM SEWER LINES, AND FIVE (5) FEET FROM ANY DRIVEWAY.
7. MINIMUM CLEARANCE OF THREE (3) FEET ON EACH SIDE OF FIRE DEPARTMENT CONNECTION (FDC). NO VEGETATION OTHER THAN TURF OR GROUND COVERS PLANTED IN FRONT OF FDC.
8. ANY OBJECT WITHIN THE SIGHT DISTANCE EASEMENT MORE THAN 30 INCHES ABOVE THE FLOWLINE ELEVATION OF THE ADJACENT STREET SHALL CONSTITUTE A SIGHT OBSTRUCTION, AND SHALL BE REMOVED OR LOWERED. SUCH OBJECTS INCLUDE BUT ARE NOT LIMITED TO BERMS, BUILDINGS, PARKED VEHICLES ON PRIVATE PROPERTY, CUT SLOPES, HEDGES, TREES, BUSHES, UTILITY CABINETS, OR TALL CROPS. MAILBOX CLUSTERS MUST BE INSTALLED A MINIMUM OF 2 FEET FROM BACK OF WALK AND NOT CAUSE ANY SIGHT OBSTRUCTION. IN NO CASE SHALL ANY PERMANENT OBJECT ENCROACH INTO THE LINE-OF-SIGHT OF ANY PART OF THE SIGHT-DISTANCE TRIANGLE. STREET TREES REQUIRED ARE EXCEPTED FROM THIS REQUIREMENT. TREES ARE PERMITTED IF PRUNED UP TO 8 FEET. IN ADDITION TO THE SIGHT DISTANCE TRIANGLE REQUIREMENTS, A CLEAR SPACE ZONE IS REQUIRED WITHIN ALL CURB RETURNS (MEASURED FROM POINT OF CURB TO POINT OF CURB RETURN) WHERE NO TREES, SHRUBS, AESTHETIC STRUCTURES/FEATURES, MONUMENT SIGNS, OR OBJECTS THAT HAVE THE POTENTIAL TO HINDER DRIVER VISIBILITY, AND/OR PEDESTRIAN AND BICYCLE SAFETY, ARE ALLOWED. SEE LARIMER COUNTY URBAN AREA STREET STANDARDS SECTION 7.4.1.C. FOR ADDITIONAL INFORMATION.
9. IF TREES OR SHRUBS ARE LOCATED ON TOP OF FIELD VERIFIED UTILITIES, CONTRACTOR SHALL NOTIFY OWNER BEFORE ANY DIGGING HAS COMMENCED. VERIFY WITH OWNER IF AND WHICH SHRUBS/TREES SHALL BE TAKEN OUT OF PROJECT/CONTRACT. ANY REMOVAL OR SUBSTITUTION OF PLANT MATERIAL SHALL BE APPROVED BY THE TOWN, PRIOR TO PROCEEDING.
10. TO THE MAXIMUM EXTENT FEASIBLE, TOPSOIL THAT IS REMOVED DURING CONSTRUCTION ACTIVITY SHALL BE CONSERVED FOR LATER USE ON AREAS REQUIRING REVEGETATION AND LANDSCAPING.
11. EXCAVATED MATERIAL TO BE USED AS FILL WILL HAVE ALL ROCKS, DEBRIS, WASTE MATERIAL, FROZEN MATERIAL, VEGETATION LARGER THAN 3" IN ANY DIMENSION REMOVED BEFORE PLACEMENT AND COMPACTION OF SOIL.
12. PRIOR TO FINE GRADING, DURA-TURF TALL FESCUE SOD OR DURA-TURF TALL FESCUE SEEDED AREAS AND PLANTING BEDS, SHALL BE THOROUGHLY LOOSENED AND TILLED TO A 6" DEPTH. REMOVE ALL UNSUITABLE TOPSOIL, INCLUDING ALL ROCKS LARGER THAN 3 INCHES IN ANY DIRECTION, ALL CONCRETE, TRASH, DEBRIS, WEEDS, ROOTS AND OTHER WASTE MATERIALS. AFTER THAT TIME CLASS I OR II, EXCLUDING MANURE, SHALL THEN BE THOROUGHLY TILLED AND INCORPORATED TO A MINIMUM 6" DEPTH IN THESE AREAS AT THE MINIMUM OF RATE OF 3 CU. YDS. / 1,000 SQ.FT.
13. UNIFORMLY COMPACT AND FINE GRADE THESE SOD / GRASS AREAS AND PLANTING BEDS TO A SMOOTH SURFACE, FREE FROM IRREGULAR SURFACE CHANGES. CUT OUT SOFT SPOTS, FILL IN LOW SPOTS AND TRIM HIGH SPOTS TO COMPLY WITH REQUIRED GRADE TOLERANCES.
14. ONCE COMPACTED AND FINE GRADED ALL ROCKS, DEBRIS, WASTE MATERIAL AND VEGETATION MATERIAL LARGER THAN 1/2" WILL BE RAKED FROM THE SURFACE AND REMOVED FROM SITE.
15. SOD TO BE 100% COLORADO GROWN DURA-TURF TALL FESCUE BLEND (OR APPROVED EQUAL) SPECIFICALLY GROWN FOR LOW WATER LAWN APPLICATIONS WITH MINIMUM THREE (3) IMPROVED VARIETIES, HAVING A HEALTHY VIGOROUS ROOT SYSTEM. ONCE TURF IS LAID IT SHALL BE PROPERLY ROLLED, COMPACTED AND PUSHED TOGETHER TO ELIMINATE ANY GAPS BETWEEN ROLL EDGES. APPLY FERTILIZER IN THESE AREAS PER SOD FARM'S RECOMMENDATIONS.
16. ALL PLANT MATERIALS ARE SIZED AND OUTLINED IN PLANT LIST. ALL PLANTS TO BE PLANTED IN AMENDED SOIL AND STAKED AS SHOWN IN DETAILS. ALL PLANT MATERIAL SHALL MEET OR EXCEED THE CODE OF STANDARDS CURRENTLY RECOMMENDED BY THE COLORADO NURSERY ACT FOR NUMBER ONE GRADE.
17. IF PLANTS ARE IN NEED OF REPLACEMENT DUE TO DECLINING HEALTH, DISEASE, OR DEATH, THE PLANTS MUST BE REPLACED WITH THE ORIGINAL SPECIES UNLESS APPROVED BY THE TOWN.
18. CHANGES IN PLANT SPECIES OF PLANT LOCATIONS FROM WHAT IS LISTED ON THE LANDSCAPE PLAN WILL REQUIRE THE APPROVAL OF THE TOWN PRIOR TO INSTALLATION OF REPLACEMENT. OVERALL QUANTITY AND QUALITY TO BE CONSISTENT WITH THE APPROVED PLANS. IN THE EVENT OF CONFLICT WITH THE QUANTITIES INCLUDED IN THE PLANT LIST, SPECIES AND QUANTITIES SHALL BE PROVIDED.
19. ALL TREES AND SHRUBS TO BE BALLED AND BURLAPPED, OR CONTAINERIZED.
20. ALL EXISTING TREES TO REMAIN UNLESS OTHERWISE NOTED.
21. ALL PLANT MATERIAL SHALL HAVE ALL WIRE, TWINE, BASKETS, BURLAP, AND ALL OTHER NON-BIODEGRADABLE CONTAINMENT MATERIAL REMOVED FROM THE TRUNK AND/OR ROOT BALL OF THE PLANT, PRIOR TO PLANTING.
22. ALL SHRUB BEDS SHALL HAVE MINIMUM 4" DEPTH SHREDDED CEDAR MULCH - NATURAL COLOR AND/OR WASHED SMOOTH COBBLE. A CONTINUOUS LAYER OF TYPAR LANDSCAPE FABRIC OR APPROVED EQUAL SHALL BE INSTALLED IN ALL COBBLE AREA WITH 6" OVERLAP AT SEAMS WITH 4" STAPLES 4' O.C. IN ALL DIRECTIONS.
23. EDGING BETWEEN GRASS TYPES AND SHRUB BEDS / ROCK COBBLE SHALL BE HEAVY DUTY STEEL EDGER MIN. ¼" x 4" WITH ROUNDED TOP AND PLASTIC CAP AND SHALL BE SET LEVEL WITH THE TOP OF THE ADJACENT SOD. NO EDGING SHALL BE USED BETWEEN CEDAR MULCH AND COBBLE TRANSITIONS.
24. LANDSCAPING WITHIN THE FRONT YARD SETBACK OF RESIDENTIAL PROPERTIES MUST BE INSTALLED WITHIN ONE (1) YEAR OF CERTIFICATION OF OCCUPANCY.
25. MAINTENANCE OF ALL COMMON AREAS AND PUBLIC R.O.W. LANDSCAPING IS THE RESPONSIBILITY OF THE METRO DISTRICT.
26. ALL TURF GRASSES PLANTED IN PUBLIC R.O.W. MUST BE SOD
27. THE PROPOSED NEIGHBORHOOD PARK SHALL BE BUILT AND MAINTAINED BY THE METRO DISTRICT.
28. STREET TREES WILL BE PLANTED AT LEAST 5' FROM ANY SERVICE LINE AND DRIVEWAY.
29. TURF IS REQUIRED IN ALL TREE LAWNS AND IS THE RESPONSIBILITY OF THE BUILDER/HOME OWNER IN FRONT OF INDIVIDUAL LOTS.
30. IN ANY CIRCUMSTANCE WHERE PLANT LIST QUANTITIES OR SPECIES DO NOT MATCH THE PLAN LAYOUT, THE LANDSCAPE INSTALLATION SHALL MATCH THE PLAN LAYOUT.
31. WEED CONTROL WILL BE PRACTICED ON ALL AREAS DISTURBED BY CONSTRUCTION AND THOSE AREAS SHALL BE RESEEDED TO PREVENT EROSION. NATIVE, NONINVASIVE GRASSES SHALL BE USED FOR REVEGETATION WHERE PRACTICAL. WEED CONTROL IS THE RESPONSIBILITY OF THE LANDOWNER ON ALL RESEEDED AREAS AND PRESERVATION AREAS. WEED CONTROL SHALL BE A CONTINUAL RESPONSIBILITY OF THE OWNER DURING ALL PHASES OF LAND CLEARING AND CONSTRUCTION, AND OPERATION. EVERY EFFORT SHALL BE MADE TO PREVENT THE SPREAD OF NOXIOUS WEEDS.
32. UNLESS OTHERWISE NOTED, TREE LAWNS WILL BE SEVEN (7) FOOT WIDE FOR LOCAL STREETS AND TEN (10) FOOT WIDE FOR COLLECTOR STREETS.
33. STREET TREES ARE TO BE PLANTED WITHIN THIRTY (30) TO FORTY (40) FOOT OF EACH OTHER WITH THE EXCEPTION OF UTILITY CONFLICTS.
34. IF ANY FENCES, COLUMNS, WALLS OR OTHER STRUCTURES ARE LOCATED ON TOP OF FIELD VERIFIED UTILITIES AND/OR WITHIN A UTILITY EASEMENT, CONTRACTOR SHALL NOTIFY OWNER BEFORE ANY CONSTRUCTION OF THOSE ITEMS HAS COMMENCED.
35. RIGHT-OF-WAY TREE SPACING IS CONCEPTUAL AND MAY REQUIRE FIELD ADJUSTMENT AT THE TIME OF CONSTRUCTION. THE INTENT IS TO LOCATE ONE TREE APPROXIMATELY 40' ON CENTER, UNLESS FIRE HYDRANTS, STREETLIGHTS, DRIVEWAY LOCATIONS, UTILITIES OR OTHER ITEMS WHICH REQUIRE SEPARATION FROM TREES, PROHIBIT THE INTENDED SPACING.

## Irrigation Notes

1. ENTIRE IRRIGATION SYSTEM AND ASSOCIATED IRRIGATION TAP(S) TO BE SIZED, DESIGNED AND BUILT BY CONTRACTOR. IRRIGATION CONTRACTOR SHALL VERIFY P.S.I. AND GPM AVAILABLE. SYSTEM SHALL BE DESIGNED TO MEET THE AVAILABLE P.S.I. AND GPM. IF NECESSARY CONTACT THE WATER DISTRICT PRIOR TO BEGINNING DESIGN TO OBTAIN AVAILABLE PRESSURES.
2. ALL INDICATED TURF GRASS AREAS ARE TO BE IRRIGATED BY A PERMANENT UNDERGROUND AUTOMATIC IRRIGATION SYSTEM. TURF AREAS LESS THAN 25 FEET IN WIDTH ARE TO BE IRRIGATED WITH POP-UP SPRAY HEADS AND AREAS GREATER THAN 25 FEET SHALL USE A ROTOR POP-UP SPRAY SYSTEM.
3. ALL TREES, SHRUBS AND PERENNIALS OUTSIDE OF IRRIGATED TURF GRASS AREAS, ARE TO BE IRRIGATED WITH A PERMANENT DRIP IRRIGATION SYSTEM.
4. IRRIGATION SYSTEM WITH SMART CONTROLLER, RAIN SENSOR AND NECESSARY SLEEVING WILL BE DESIGNED AND BUILT BY CONTRACTOR AND ADJUSTED TO A LOW WATER REQUIREMENT, BASED ON THE NEEDS OF SELECTED PLANT MATERIAL.
5. QUICK COUPLERS SHALL BE PROVIDED AT EACH POINT OF CONNECTION AND AT REGULAR SPACING ALONG THE IRRIGATION MAINLINE. SPACING OF QUICK COUPLES SHALL NOT EXCEED 200 FEET. LOCATE QUICK COUPLING VALVE AT A POINT OF EASY ACCESS.
6. FINAL LOCATION OF IRRIGATION HEADS MUST BE APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO PLANTING. HEAD LOCATION SHALL BE COORDINATED IN THE FIELD WITH EXISTING SITE CONDITIONS AND PLANT MATERIAL.
7. ALL IRRIGATION TRENCHES SHALL BE PROPERLY WATERED AND COMPACTED TO AVOID FUTURE SETTLING. ANY SETTLING DURING WARRANTY PERIOD WILL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER.
8. COORDINATE ALL IRRIGATION WORK WITH EXISTING UTILITIES AND RESPECTIVE TRADES.
9. ALL IRRIGATION SLEEVING SHALL BE PROVIDED AND INSTALLED BY GENERAL CONTRACTOR. IRRIGATION CONTRACTOR SHALL COORDINATE SLEEVING LOCATIONS WITH GENERAL CONTRACTOR. ALL IRRIGATION SLEEVING TO BE STAKED IN THE FIELD OR LOCATED ON DIMENSIONED "AS-BUILT" DRAWING BY THE GENERAL CONTRACTOR TO ALLOW FUTURE USE AND LOCATION.

## General Notes:

1. ALL SIGNS SHALL BE REQUIRED TO APPLY FOR SIGN PERMIT.
2. PROPOSED GRADES SHALL MATCH OR IMPROVE EXISTING GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDING WHILE PROVIDING A SMOOTH TRANSITION BETWEEN ALL ADJACENT UNDISTURBED GRADES AND PROPOSED GRADES.
3. JOB SITE TO BE KEPT CLEAN AT ALL TIMES AND CONSTRUCTION AREAS ARE TO BE MAINTAINED FOR SAFETY.
4. ALL SOILS DISTURBED ADJACENT TO WORK AREA, INCLUDING AREAS OUTSIDE OF CONSTRUCTION LIMITS, DUE TO NEW CONSTRUCTION ARE TO BE REGRADED AND SURFACE CONDITIONS REPAIRED EQUIVALENT TO THAT CONDITION PRIOR TO START OF WORK PER THE NATIVE SEED MIX NOTES THIS SHEET.
5. PROTECT EXISTING SURFACES AND SOILS, BOTH INSIDE AND OUTSIDE OF CONSTRUCTION LIMITS, DURING CONSTRUCTION. IF GRADES, CONCRETE OR ASPHALT ARE DAMAGED DUE TO CONSTRUCTION OPERATIONS OR WEATHER THE CONTRACTOR IS RESPONSIBLE FOR REPAIR TO THAT EQUIVALENT TO EXISTING CONDITIONS AT NO EXPENSE TO THE OWNER / TOWN.
6. CONTRACTOR IS RESPONSIBLE FOR SETUP OF BARRICADES, WARNING SIGNAGE, OR OTHER PROTECTIVE DEVICES IF ANY EXCAVATIONS ARE LEFT EXPOSED AFTER ON-SITE WORK HOURS.
7. THE CONTRACTOR SHALL NOT PURPOSEFULLY PROCEED WITH ANY CONSTRUCTION PER PLANS PROVIDED WHEN OBSTRUCTIONS AND/OR GRADE DIFFERENCES EXIST THAT WERE NOT CONSIDERED OR CHANGED AFTER PLANS WERE SUBMITTED. CONTRACTOR SHALL NOTIFY OWNER OR OWNER'S REPRESENTATIVE AND THE TOWN IF SITUATION ARISES AND REVISIONS ARE NECESSARY.
8. THE CONTRACTOR SHALL PREVENT SEDIMENT, DEBRIS AND OTHER POLLUTANTS FROM ENTERING ANY STORM WATER SEWER SYSTEM OR, ADJACENT WATER WAYS, ETC., DURING THE DEMOLITION OR CONSTRUCTION OPERATIONS THAT ARE PART OF THIS PROJECT. THE CONTRACTOR SHALL BE HELD RESPONSIBLE AND EXPENSE FOR THE CORRECTION OF ANY ADVERSE IMPACTS TO THE STORM WATER SEWER SYSTEM OR, ADJACENT WATER WAYS, WETLANDS ETC., RESULTING FROM THE WORK DONE AS PART OF THIS PROJECT/CONTRACT.
9. THE CONTRACTOR SHALL BE RESPONSIBLE PRIOR TO BIDDING AND CONSTRUCTION, OF BECOMING AWARE OF ALL EXISTING AND PROPOSED UTILITIES, PIPES, STRUCTURES, ETC. CALL UNCC THREE DAYS BEFORE SCHEDULED WORK AT 811 OR 1-800-922-1987.

## Native Grass Seed Mix:

NON IRRIGATED NATIVE GRASS - (TEMPORARY IRRIGATION FOR ESTABLISHMENT)

FOOTHIILLS NATIVE GRASS MIX OR APPROVED EQUAL: SEED SHALL BE A MIXTURE THAT MATCHES THE FOLLOWING:

| | | | | | | Specifications / Recommendations | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Common Name | Scientific Nomenclature | Variety | Precip Zone | Lifeform | PLS / lb. | Applied PLS lbs/ac | PLS / ft2 | % of Seeds in Mix |
| Grasses | Indian Ricegrass | *Achnatherum hymenoides* | | 8 | NC | 141,000 | 2.00 | 6.5 | 10.2% |
| | Sideoats Grama | *Bouteloua curtipendula* | Vaughn | 12 | NW | 191,000 | 2.00 | 8.8 | 13.9% |
| | Blue grama | *Bouteloua gracilis* | Native | 10 | NW | 825,000 | 0.50 | 9.5 | 15.0% |
| | Buffalograss | *Buchloe dactyloides* | Bison | 10 | NW | 38,000 | 1.00 | 0.9 | 1.4% |
| | Slender Wheatgrass | *Elymus trachycaulus ssp. trachycaulus* | Pryor | 10 | NC | 159,000 | 2.00 | 7.3 | 11.5% |
| | Green needlegrass | *Nassella viridula* | Lodorm | 12 | NC | 181,000 | 2.00 | 8.3 | 13.1% |
| | Western Wheatgrass | *Pascopyrum smithii* | Arriba | 10 | NC | 110,000 | 4.00 | 10.1 | 16.0% |
| | Little Bluestem | *Schizachyrium scoparium* | Aldous | 14 | NW | 260,000 | 2.00 | 11.9 | 18.9% |
| | **Total** | | | | | | **15.50** | **63.2** | **100.0%** |

1. SEED SHALL BE AS MANUFACTURED BY ARKANSAS VALLEY SEED SOLUTIONS OR APPROVED EQUAL, 4625 COLORADO BOULEVARD, DENVER, CO 80216, (877) 957-3337.
2. DRILLED IN TWO PERPENDICULAR DIRECTIONS WITH AN APPLICATION RATE: 25.0 LBS (PLS) PER ACRE ( 0.57 LBS / 1000 SF)
3. ADEQUATE TEMPORARY IRRIGATION, OR BY OTHER ACCEPTABLE MEANS, WILL BE PROVIDED BY CONTRACTOR FOR THE WATERING , ESTABLISHMENT AND MAINTENANCE OF THESE SEEDED AREAS, AND THAT NATIVE GRASSES SHALL BE MAINTAINED IN A CONDITION OF ACCEPTABLE HEIGHT, FREE OF WEEDS, TRASH AND DEBRIS, AND SHALL NOT REPRESENT A FIRE HAZARD NOR BECOME A NUISANCE SITE FOR WATER OR WIND EROSION.

MULCH IN ALL NATIVE SEED AREAS:

1. IMMEDIATELY FOLLOWING THE RAKING / SEEDING OPERATION, ADD STRAW MULCH TO THE SEEDED AREAS.
2. APPLY STRAW MULCH AT A MINIMUM OF 1.5 TONS PER ACRE OF AIR DRY MATERIAL. SPREAD STRAW MULCH UNIFORMLY OVER THE AREA WITH MECHANICAL MULCH SPREADER / CRIMPER. DO NOT MULCH WHEN WIND VELOCITY EXCEEDS 10 MPH.
3. WHEREVER THE USE OF CRIMPING EQUIPMENT IS PRACTICAL, PLACE MULCH IN THE MANNER NOTED ABOVE AND ANCHOR IT INTO THE SOIL. USE A DISC SUCH AS A MULCH TILLER, WITH A FLAT SERRATED DISC AT LEAS ¼ INCH IN THICKNESS, HAVING DULL EDGES, AND SPACE NO MORE THAN 9 INCHES APART, WITH DISCS OF SUFFICIENT DIAMETER TO PREVENT THE FRAME OF THE EQUIPMENT FROM DRAGGING THE MULCH. ANCHOR MULCH A MINIMUM DEPTH OF 2 INCHES AND ACROSS THE SLOPE WHERE PRACTICAL WITH NO MORE THAN TWO PASSES OF THE ANCHORING EQUIPMENT.
4. IMMEDIATELY UPON COMPLETION OF THE MULCHING AND BINDING OPERATION, THE SEEDED AREAS SHALL BE IRRIGATED, KEEPING THE TOP 2 INCHES OF SOIL EVENLY MOIST UNTIL SEED HAS UNIFORMLY GERMINATED AND GROWN TO A HEIGHT OF 2-INCHES.
5. WATERING APPLICATION SHALL BE DONE IN A MANNER WHICH WILL PROVIDE UNIFORM COVERAGE BUT WHICH WILL NOT CAUSE EROSION, MOVEMENT, OR DAMAGE TO THE FINISHED SURFACE.
6. APPLY TEMPORARY SEEDING OR TACKIFIER ON ALL DISTURBED AREAS WITHIN LOTS.

## Tree Protection Notes

1. ALL EXISTING TREES WITHIN THE LIMITS OF THE DEVELOPMENT AND WITHIN ANY NATURAL AREA BUFFER ZONES SHALL REMAIN AND BE PROTECTED UNLESS NOTED ON THESE PLANS FOR REMOVAL.
2. WITHIN THE DRIP LINE OF ANY PROTECTED EXISTING TREE, THERE SHALL BE NO CUT OR FILL OVER A FOUR-INCH DEPTH UNLESS A QUALIFIED ARBORIST OR FORESTER HAS EVALUATED AND APPROVED THE DISTURBANCE.
3. PRIOR TO AND DURING CONSTRUCTION, BARRIERS SHALL BE ERECTED AROUND ALL PROTECTED EXISTING TREES WITH SUCH BARRIERS TO BE OF ORANGE FENCING A MINIMUM OF FOUR (4) FEET IN HEIGHT, SECURED WITH METAL T-POSTS, NO CLOSER THAN SIX (6) FEET FROM THE TRUNK OR ONE-HALF (½) OF THE DRIP LINE, WHICHEVER IS GREATER. THERE SHALL BE NO STORAGE OR MOVEMENT OF EQUIPMENT, MATERIAL, DEBRIS OR FILL WITHIN THE FENCED TREE PROTECTION ZONE.
4. DURING THE CONSTRUCTION STAGE OF DEVELOPMENT, THE APPLICANT SHALL PREVENT THE CLEANING OF EQUIPMENT OR MATERIAL OR THE STORAGE AND DISPOSAL OF WASTE MATERIAL SUCH AS PAINTS, OILS, SOLVENTS, ASPHALT, CONCRETE, MOTOR OIL OR ANY OTHER MATERIAL HARMFUL TO THE LIFE OF A TREE WITHIN THE DRIP LINE OF ANY PROTECTED TREE OR GROUP OF TREES.
5. NO DAMAGING ATTACHMENT, WIRES, SIGNS OR PERMITS MAY BE FASTENED TO ANY PROTECTED TREE.
6. LARGE PROPERTY AREAS CONTAINING PROTECTED TREES AND SEPARATED FROM CONSTRUCTION OR LAND CLEARING AREAS, ROAD RIGHTS-OF-WAY AND UTILITY EASEMENTS MAY BE "RIBBONED OFF," RATHER THAN ERECTING PROTECTIVE FENCING AROUND EACH TREE. THIS MAY BE ACCOMPLISHED BY PLACING METAL T-POST STAKES A MAXIMUM OF FIFTY (50) FEET APART AND TYING RIBBON OR ROPE FROM STAKE-TO-STAKE ALONG THE OUTSIDE PERIMETERS OF SUCH AREAS BEING CLEARED.
7. THE INSTALLATION OF UTILITIES, IRRIGATION LINES OR ANY UNDERGROUND FIXTURE REQUIRING EXCAVATION DEEPER THAN SIX (6) INCHES SHALL BE ACCOMPLISHED BY BORING UNDER THE ROOT SYSTEM OF PROTECTED EXISTING TREES AT A MINIMUM DEPTH OF TWENTY-FOUR (24) INCHES. THE AUGER DISTANCE IS ESTABLISHED FROM THE FACE OF THE TREE (OUTER BARK) AND IS SCALED FROM TREE DIAMETER AT BREAST HEIGHT AS DESCRIBED IN THE CHART BELOW:

| TREE DIAMETER AT BREAST HEIGHT (INCHES) | AUGER DISTANCE FROM FACE OF TREE (FEET) |
|---|---|
| 0-2 | 1 |
| 3-4 | 2 |
| 5-9 | 5 |
| 10-14 | 10 |
| 15-19 | 12 |
| OVER 19 | 15 |


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444 Mountain Ave, Berthoud,CO 80513 | TEL 970.532.5891 WEB TBGroup.us


SEAL

PROJECT TITLE

LEGACY PARK

FINAL PLAT

BERTHOUD, CO

PREPARED FOR

OWNER:

Legacy Park Investors, LLC

700 KEN PRATT BLD.
STE. 113
LONGMONT, CO 80501

| REVISIONS | DATE |
|---|---|
| Rnd 01 Comments | 11.4.25 |
| Rnd 02 Comments | 1.28.26 |
| Rnd 03 Comments | 5.21.26 |
| Rnd 04 Comments | 6.18.26 |

DATE

June 26, 2025

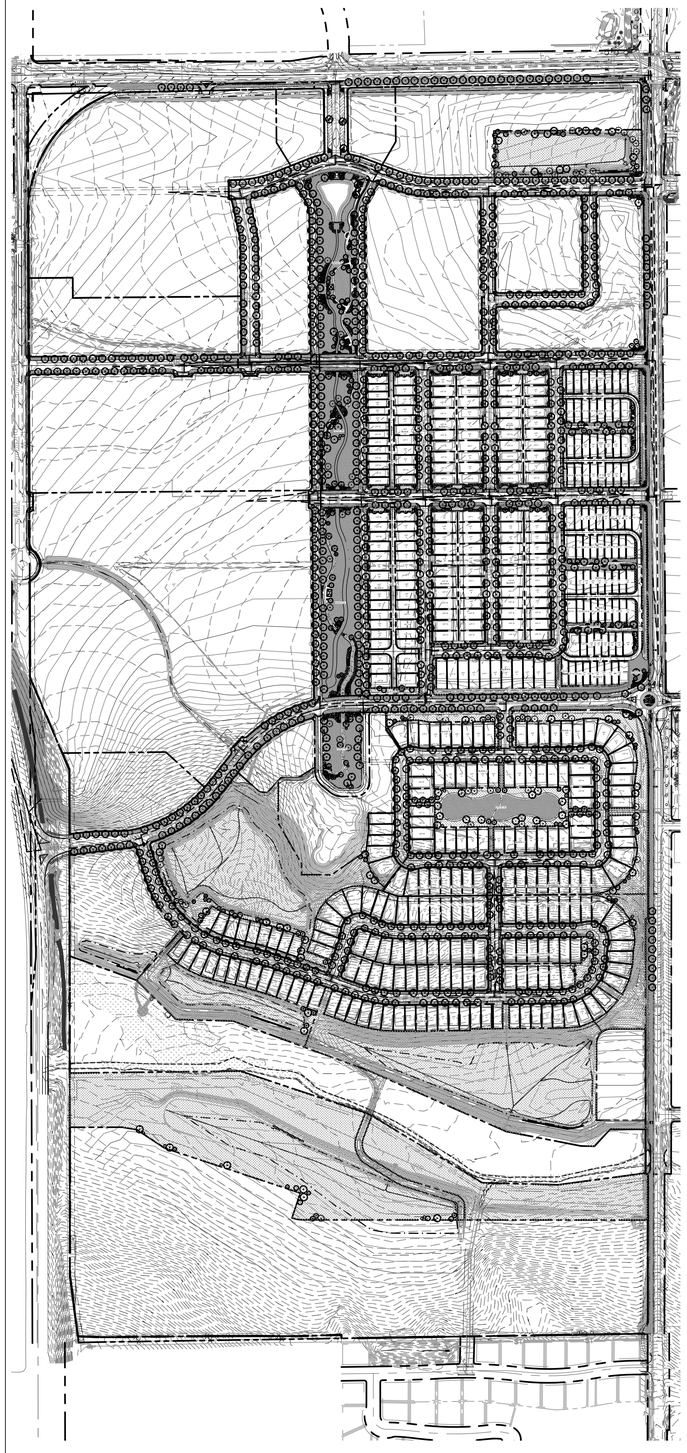
SHEET TITLE

COVER SHEET

SHEET INFORMATION

Sheet Number: 1

Of: 44



Overall Landscape Plan

0 300' 450' 600'

SCALE 1" = 300'-0"

NORTH

## Overall Landscape Legend

| SYMBOL | QTY | BOTANICAL / COMMON NAME | SIZE | HEIGHT | WIDTH | DIVERSITY | WATER USE | REMARKS |
|---|---|---|---|---|---|---|---|---|
| DECIDUOUS TREES | | | | | | | | |
| | 51 | Acer saccharum 'Caddo'<br>Caddo Sugar Maple | 2.0" cal. BB | 50` | 40` | 3.5% | Low | WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER |
| | 161 | Catalpa speciosa<br>Western Catalpa | 2.0" cal. BB | 50` | 40` | 11.2% | Low | WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER |
| | 170 | Celtis occidentalis<br>Western Hackberry | 2.0" cal. BB | 60` | 50` | 11.8% | Low | WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER |
| | 197 | Gleditsia triacanthos inermis `Shademaster`<br>Shademaster Honeylocust | 2.0" cal. BB | 50` | 40` | 13.7% | Low | WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER |
| | 164 | Gymnocladus dioicus `Espresso`<br>Seedless Kentucky Coffeetree | 2.0" cal. BB | 60` | 50` | 11.4% | Low | WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER |
| | 171 | Platanus x acerifolia `Exclamation`<br>Exclamation Planetree | 2.0" cal. BB | 60` | 30` | 11.9% | Medium | WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER |
| | 163 | Quercus shumardii<br>Shummard Red Oak | 2.0" cal. BB | 50` | 40` | 11.3% | Medium | WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER |
| | 26 | Tilia americana `Redmond`<br>Redmond Linden | 2.0" cal. BB | 50` | 40` | 1.8% | Medium | WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER |
| | 20 | Tilia americana `Sentry`<br>American Linden | 2.0" cal. BB | 50` | 35` | 1.4% | Medium | WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER |
| EVERGREEN TREES | | | | | | | | |
| | 32 | Picea pungens `Bakeri`<br>Bakeri Spruce | 6` B&B | 40` | 20` | 2.2% | Medium | WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER |
| | 21 | Picea pungens `Hoopsii`<br>Hoopsi Spruce | 6` B&B | 25` | 12` | 1.5% | Medium | WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER |
| | 30 | Pinus heldreichii leucodermis<br>Bosnian Pine | 6` B&B | 25` | 12` | 2.1% | Low | WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER |
| | 20 | Pinus mugo `Tannenbaum`<br>Tannenbaum Mugo Pine | 6` B&B | 10` | 10` | 1.4% | Low | WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER |
| | 31 | Pinus nigra<br>Austrian Pine | 6` B&B | 60` | 40` | 2.2% | Medium | WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER |
| | 21 | Pinus ponderosa<br>Ponderosa Pine | 6` B&B | 40` | 30` | 1.5% | Low | WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER |
| ORNAMENTAL TREES | | | | | | | | |
| | 23 | Acer ginnala `Flame`<br>Amur Maple | 1.5" cal. BB | 20` | 20` | 1.6% | Low | WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER |
| | 27 | Malus x `Royal Raindrops`<br>Royal Raindrops Crabapple | 1.5" cal. BB | 20` | 15` | 1.9% | Medium | WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER |
| | 27 | Malus x `Spring Snow`<br>Spring Snow Crab Apple | 1.5" cal. BB | 25` | 25` | 1.9% | Low | WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER |
| | 27 | Prunus virginiana `P002`<br>Sucker Punch Chokecherry | 1.5" cal. BB | 25` | 20` | 1.9% | Low | WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER |
| | 32 | Pyrus calleryana `Cleveland Select`<br>Cleveland Select Pear | 1.5" cal. BB | 40` | 20` | 2.2% | Medium | WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER |
| | 25 | Syringa reticulata<br>Japanese Tree Lilac | 1.5" cal. BB | 20` | 15` | 1.7% | Medium | WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER |

## Materials Legend

| SYMBOL | DESCRIPTION | QTY |
|---|---|---|
| 01 GROUND COVER | | |
| | IRRIGATED TURF<br>ARKANSAS VALLEY DURATURF FESCUE BLEND OR APPROVED EQUAL | 628,831 sf |
| | IRRIGATED TURF<br>ARKANSAS VALLEY DURATURF FESCUE BLEND OR APPROVED EQUAL, "BY HOMEOWNER" | 107,956 sf |
| | WOOD MULCH<br>ALL SHRUB BEDS TO RECEIVE A MINIMUM 4" DEPTH SHREDDED CEDAR MULCH | 72,927 sf |
| | 1.5" WASHED RIVER ROCK COBBLE<br>ALL SHRUB BEDS TO RECEIVE A MINIMUM 2"-3" DEPTH ROCK COBBLE | 717 sf |
| | IRRIGATED NATIVE SEED<br>SEE DETAILS FOR SEED MIX | 1,897,245 sf |
| | CRUSHER FINES<br>GRAY BREEZE | 10,997 sf |
| | COBBLE - SIZE VARIES | 23,443 sf |
| | FIBAR MULCH OR APPROVED EQUAL | 1,379 sf |

PROPERTY BOUNDARY

EASEMENTS

LANDSCAPE EDGING

SIGHT DISTANCE TRIANGLE

| SYMBOL | QTY | BOTANICAL / COMMON NAME | SIZE | HEIGHT | WIDTH | WATER USE |
|---|---|---|---|---|---|---|
| DECIDUOUS SHRUBS | | | | | | |
| | 19 | Amelanchier alnifolia `Regent`<br>Regent Serviceberry | 5 gal. | 8` | 8 | Low |
| | 24 | Arctostaphylos x coloradoensis<br>Panchito Manzanita | 5 gal. | 15" | 3` | Very Low |
| | 67 | Berberis thunbergii 'Rose Glow'<br>Rose Glow Japanese Barberry | 5 gal. | 4` | 5` | Low |
| | 228 | Perovskia atriplicifolia `Little Spire` TM<br>Little Spire Russian Sage | 5 gal. | 3` | 3` | Very Low |
| | 72 | Philadelphus microphyllus<br>Littleleaf Mockorage | 5 gal. | 3` | 3` | Low |
| | 49 | Physocarpus opulifolius `Coppertina`<br>Coppertina Ninebark | 5 gal. | 10` | 10` | Low |
| | 101 | Physocarpus opulifolius `Little Devil` TM<br>Little Devil Ninebark | 5 gal. | 4` | 4` | Low |
| | 134 | Potentilla fruticosa `Fargo`<br>Dakota Sunspot® Bush Cinquefoil | 5 gal. | 3` | 3` | Low |
| | 100 | Prunus besseyi<br>Western Sand Cherry | 5 gal. | 5` | 5` | Very Low |
| | 92 | Rhus aromatica `Gro-Low`<br>Gro-Low Fragrant Sumac | 5 gal. | 1.5` | 6` | Low |
| | 58 | Ribes alpinum<br>Alpine Currant | 5 gal. | 5` | 5` | Low |
| | 17 | Rosa x `Morden Sunrise`<br>Morden Sunrise Shrub Rose | 5 gal. | 3` | 3` | Low |
| | 24 | Spiraea japonica 'Neon Flash'<br>Neon Flash Japanese Spirea | 5 gal. | 3` | 3` | Medium |
| | 64 | Spiraea thunbergii 'Ogon'<br>Mellow Yellow™ Spirea | 5 gal. | 5` | 5` | Medium |
| | 47 | Syringa patula `Miss Kim`<br>Miss Kim Lilac | 5 gal. | 5` | 5` | Low |
| | 51 | Viburnum lentago<br>Nannyberry Viburnum | 5 gal. | 15` | 8` | Medium |
| EVERGREEN SHRUBS | | | | | | |
| | 54 | Arctostaphylos uva-ursi `Woods Compact`<br>Kinnikinnick | 5 gal. | 3" | 4` | Low |
| | 11 | Picea abies `Nidiformis`<br>Birds Nest Spruce | 5 gal. | 4` | 6` | Medium |
| | 105 | Pinus sylvestris `Hillside Creeper`<br>Hillside Creeper Pine | 5 gal. | 2` | 8` | Medium |
| GRASSES | | | | | | |
| | 157 | Bouteloua gracilis `Blonde Ambition`<br>Blonde Ambition Blue Grama | 1 gal. | 2` | 2` | Very Low |
| | 440 | Deschampsia cespitosa 'Northern Lights'<br>Northern Lights Tufted Hair Grass | 1 gal. | 2.5` | 1.5` | Medium |
| | 205 | Helictotrichon sempervirens<br>Blue Avena Grass | 1 gal. | 3` | 2` | Low |
| | 182 | Miscanthus sinensis `Morning Light`<br>Morning Light Maiden Grass | 1 gal. | 5` | 4` | Low |
| | 224 | Miscanthus sinensis `Purpurescens`<br>Flame (Purple Maiden) Grass | 1 gal. | 4` | 3` | Low |
| | 96 | Molinia caerulea `Variegata`<br>Variegated Moor Grass | 1 gal. | 2` | 2` | Low |
| | 137 | Pennisetum alopecuroides 'Hameln'<br>Hameln Fountain Grass | 1 gal. | 2` | 3` | Low |
| | 182 | Pennisetum alopecuroides 'Little Bunny'<br>Little Bunny Fountain Grass | 1 gal. | 1.5` | 1.5` | Low |
| | 311 | Sorghastrum nutans 'Indian Steel'<br>Indian Steel Indian Grass | 1 gal. | 5` | 3` | Low |
| PERENNIALS | | | | | | |
| | 132 | Achillea millefolium `Terra Cotta`<br>Terra Cotta Common Yarrow | 1 gal. | 2` | 2` | Low |
| | 182 | Asclepias tuberosa<br>Butterfly Milkweed | 1 gal. | 3` | 2` | Low |
| | 113 | Baptisia australis<br>Blue Wild Indigo | 1 gal. | 3.5` | 3` | Medium |
| | 148 | Callirhoe involucrata<br>Purple Poppymallow | 1 gal. | 1` | 3` | Very Low |
| | 248 | Centaurea montana<br>Perennial Cornflower | 1 gal. | 1.5` | 2` | Low |
| | 285 | Centranthus ruber 'Roseus'<br>Pink Valerian | 1 gal. | 2` | 2.5` | Low |
| | 28 | Machaeranthera bigelovii<br>Santa Fe Aster | 1 gal. | 3` | 2` | Very Low |
| | 88 | Monarda fistulosa fistulosa menthifolia<br>Mintleaf Bergamot | 1 gal. | 4` | 3` | Medium |
| | 148 | Rudbeckia hirta fulgida<br>Black-eyed Susan | 1 gal. | 2` | 2` | Low |
| | 245 | Solidago x 'Goldkind'<br>Golden Baby Goldenrod | 1 gal. | 2` | 1.5` | Low |

**TREE DIVERSITY SUMMARY**

| GENUS (20% MAX) | | FAMILY (30% MAX) | |
|---|---|---|---|
| ACER | 5.1% | SAPINDACEAE | 5.1% |
| CATALPA | 11.2% | BIGNONIACEAE | 11.2% |
| CELTIS | 11.8% | CANNABACEAE | 11.8% |
| GLEDITSIA | 13.7% | FABACEAE | 25.1% |
| GYMNOCLADUS | 11.4% | MALVACEAE | 3.2% |
| PLATANUS | 11.9% | PLATANACEAE | 11.9% |
| QUERCUS | 11.3% | FAGACEAE | 11.3% |
| TILIA | 3.2% | PINACEAE | 10.8% |
| PICEA | 3.7% | ROSACEAE | 7.9% |
| PINUS | 7.1% | OLEACEAE | 1.7% |
| MALUS | 3.8% | | |
| PRUNUS | 1.9% | | |
| PYRUS | 2.2% | | |
| SYRINGA | 1.7% | | |


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444 Mountain Ave, Berthoud,CO 80513 | TEL 970.532.5891 | WEB TBGroup.us


SEAL

PROJECT TITLE

LEGACY PARK

FINAL PLAT

BERTHOUD, CO

PREPARED FOR

OWNER:

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700 KEN PRATT BLD.
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| REVISIONS | DATE |
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June 26, 2025

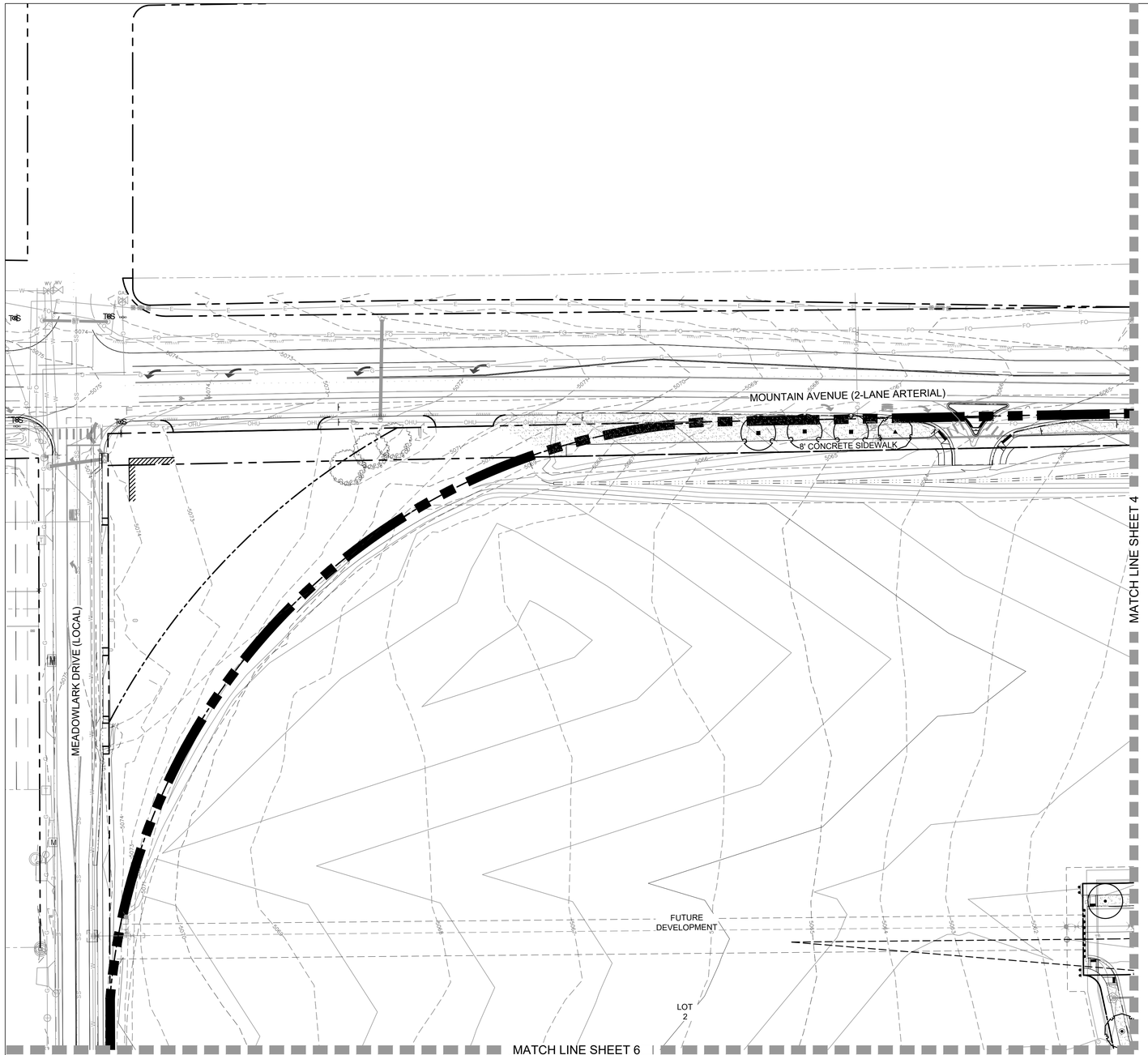
SHEET TITLE

OVERALL LANDSCAPE & SCHEDULE

SHEET INFORMATION

Sheet Number: 2

Of: 44




## Landscape Legend

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| **DECIDUOUS TREES** | |
| | Acer saccharum `Caddo'<br>Caddo Sugar Maple |
| | Catalpa speciosa<br>Western Catalpa |
| | Celtis occidentalis<br>Western Hackberry |
| | Gleditsia triacanthos inermis<br>`Shademaster`<br>Shademaster Honeylocust |
| | Gymnocladus dioicus `Espresso`<br>Seedless Kentucky Coffeetree |
| | Platanus x acerifolia `Exclamation`<br>Exclamation Planetree |
| | Quercus shumardii<br>Shummard Red Oak |
| | Tilia americana `Redmond`<br>Redmond Linden |
| | Tilia americana `Sentry`<br>American Linden |
| **EVERGREEN TREES** | |
| | Picea pungens `Bakeri`<br>Bakeri Spruce |
| | Picea pungens `Hoopsii`<br>Hoopsi Spruce |
| | Pinus heldreichii leucodermis<br>Bosnian Pine |
| | Pinus mugo `Tannenbaum`<br>Tannenbaum Mugo Pine |
| | Pinus nigra<br>Austrian Pine |
| | Pinus ponderosa<br>Ponderosa Pine |
| **ORNAMENTAL TREES** | |
| | Acer ginnala `Flame`<br>Amur Maple |
| | Malus x `Royal Raindrops`<br>Royal Raindrops Crabapple |
| | Malus x `Spring Snow`<br>Spring Snow Crab Apple |
| | Prunus virginiana `P002`<br>Sucker Punch Chokecherry |
| | Pyrus calleryana `Cleveland Select`<br>Cleveland Select Pear |
| | Syringa reticulata<br>Japanese Tree Lilac |

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| **DECIDUOUS SHRUBS** | |
| | Amelanchier alnifolia `Regent`<br>Regent Serviceberry |
| | Arctostaphylos x coloradoensis<br>Panchito Manzanita |
| | Berberis thunbergii 'Rose Glow'<br>Rose Glow Japanese Barberry |
| | Perovskia atriplicifolia `Little Spire` TM<br>Little Spire Russian Sage |
| | Philadelphus microphyllus<br>Littleleaf Mockorage |
| | Physocarpus opulifolius `Coppertina`<br>Coppertina Ninebark |
| | Physocarpus opulifolius `Little Devil` TM<br>Little Devil Ninebark |
| | Potentilla fruticosa `Fargo`<br>Dakota Sunspot® Bush Cinquefoil |
| | Prunus besseyi<br>Western Sand Cherry |
| | Rhus aromatica `Gro-Low`<br>Gro-Low Fragrant Sumac |
| | Ribes alpinum<br>Alpine Currant |
| | Rosa x `Morden Sunrise`<br>Morden Sunrise Shrub Rose |
| | Spiraea japonica 'Neon Flash'<br>Neon Flash Japanese Spirea |
| | Spiraea thunbergii 'Ogon'<br>Mellow Yellow™ Spirea |
| | Syringa patula `Miss Kim`<br>Miss Kim Lilac |
| | Viburnum lentago<br>Nannyberry Viburnum |

| EVERGREEN SHRUBS | |
|---|---|
| | Arctostaphylos uva-ursi `Woods Compact`<br>Kinnikinnick |
| | Picea abies `Nidiformis`<br>Birds Nest Spruce |
| | Pinus sylvestris `Hillside Creeper`<br>Hillside Creeper Pine |
| **GRASSES** | |
| | Bouteloua gracilis `Blonde Ambition`<br>Blonde Ambition Blue Grama |
| | Deschampsia cespitosa 'Northern Lights'<br>Northern Lights Tufted Hair Grass |
| | Helictotrichon sempervirens<br>Blue Avena Grass |
| | Miscanthus sinensis `Morning Light`<br>Morning Light Maiden Grass |
| | Miscanthus sinensis `Purpurescens`<br>Flame (Purple Maiden) Grass |
| | Molinia caerulea `Variegata`<br>Variegated Moor Grass |
| | Pennisetum alopecuroides 'Hameln'<br>Hameln Fountain Grass |
| | Pennisetum alopecuroides 'Little Bunny'<br>Little Bunny Fountain Grass |
| | Sorghastrum nutans 'Indian Steel'<br>Indian Steel Indian Grass |
| **PERENNIALS** | |
| | Achillea millefolium `Terra Cotta`<br>Terra Cotta Common Yarrow |
| | Asclepias tuberosa<br>Butterfly Milkweed |
| | Baptisia australis<br>Blue Wild Indigo |
| | Callirhoe involucrata<br>Purple Poppymallow |
| | Centaurea montana<br>Perennial Cornflower |
| | Centranthus ruber 'Roseus'<br>Pink Valerian |
| | Machaeranthera bigelovii<br>Santa Fe Aster |
| | Monarda fistulosa fistulosa menthifolia<br>Mintleaf Bergamot |
| | Rudbeckia hirta fulgida<br>Black-eyed Susan |
| | Solidago x 'Goldkind'<br>Golden Baby Goldenrod |

## Materials Legend

| SYMBOL | DESCRIPTION |
|---|---|
| **01 GROUND COVER** | |
| | IRRIGATED TURF<br>ARKANSAS VALLEY DURATURF FESCUE BLEND OR APPROVED EQUAL |
| | IRRIGATED TURF<br>ARKANSAS VALLEY DURATURF FESCUE BLEND OR APPROVED EQUAL, "BY HOMEOWNER" |
| | WOOD MULCH<br>ALL SHRUB BEDS TO RECEIVE A MINIMUM 4" DEPTH SHREDDED CEDAR MULCH |
| | 1.5" WASHED RIVER ROCK COBBLE<br>ALL SHRUB BEDS TO RECEIVE A MINIMUM 2"-3" DEPTH ROCK COBBLE |
| | IRRIGATED NATIVE SEED<br>SEE DETAILS FOR SEED MIX |
| | CRUSHER FINES<br>GRAY BREEZE |
| | COBBLE - SIZE VARIES |
| | FIBAR MULCH OR APPROVED EQUAL |

PROPERTY BOUNDARY

EASEMENTS

LANDSCAPE EDGING

SIGHT DISTANCE TRIANGLE

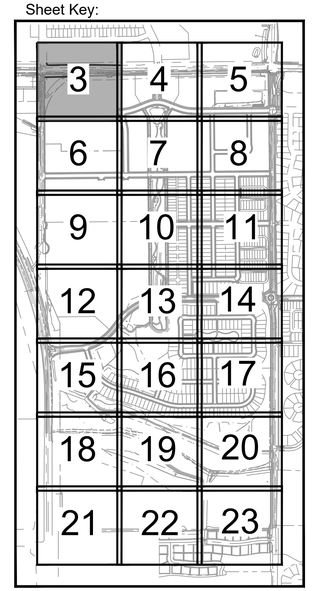
LIGHT FIXTURE *

* ALL LIGHTING WILL MEET THE DEVELOPMENT CODE DARK SKY STANDARDS

0 50' 75' 100'
SCALE 1" = 50'-0"

NORTH

Sheet Key:




TB GROUP
landscape architecture | planning | illustration
444 Mountain Ave.
Berthoud, CO 80513
TEL 970.532.5891
WEB TBGroup.us

SEAL

PROJECT TITLE

LEGACY PARK

FINAL PLAT

BERTHOUD, CO

PREPARED FOR

OWNER:

Legacy Park Investors, LLC

700 KEN PRATT BLD.
STE. 113
LONGMONT, CO 80501

| REVISIONS | DATE |
|---|---|
| Rnd 01 Comments | 11.4.25 |
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June 26, 2025

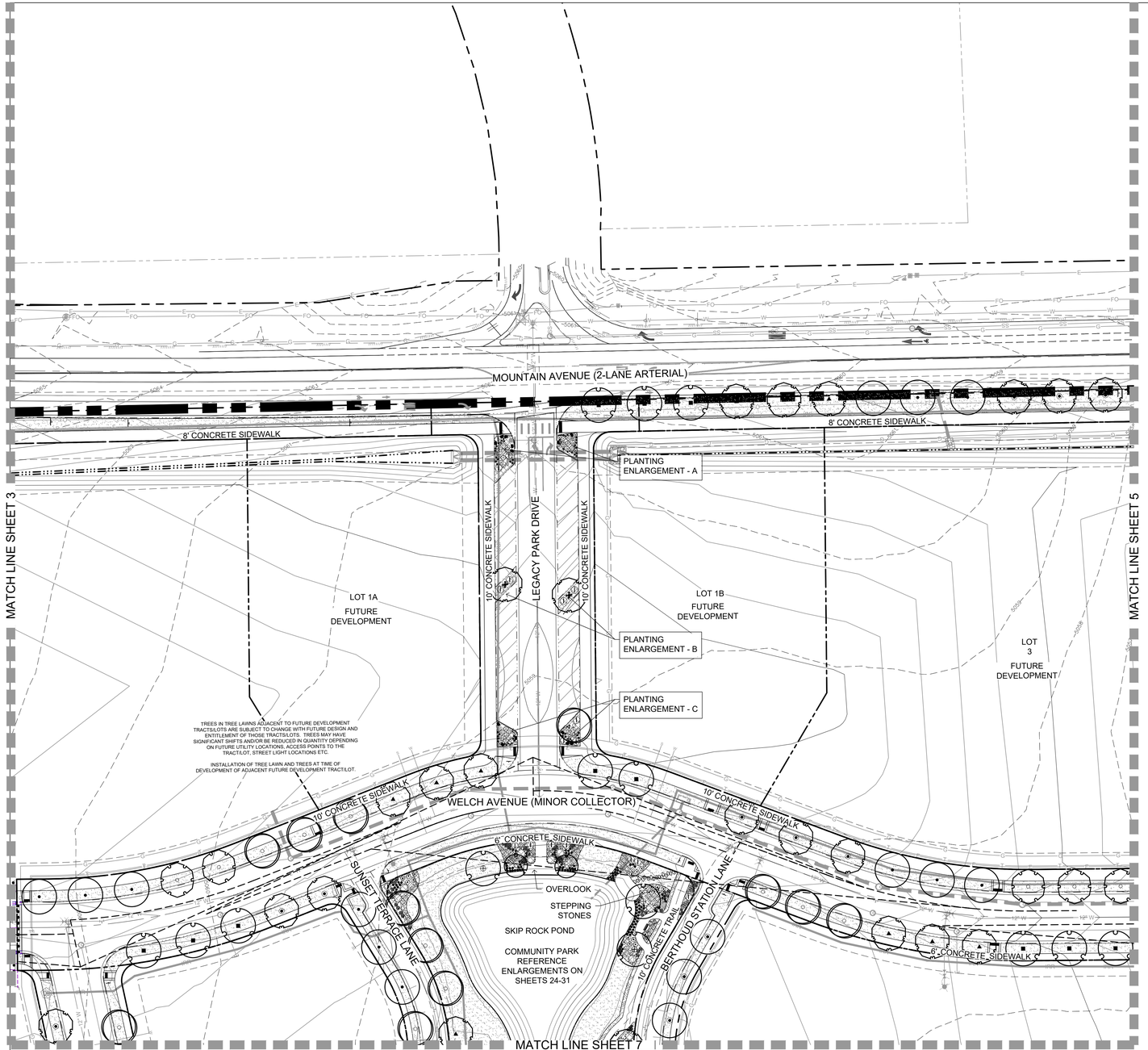
SHEET TITLE

LANDSCAPE PLAN

SHEET INFORMATION

Sheet Number: 3

Of: 44




## Materials Legend

| SYMBOL | DESCRIPTION |
|---|---|
| 01 GROUND COVER | |
| | IRRIGATED TURF<br>ARKANSAS VALLEY DURATURF FESCUE BLEND OR APPROVED EQUAL |
| | IRRIGATED TURF<br>ARKANSAS VALLEY DURATURF FESCUE BLEND OR APPROVED EQUAL, "BY HOMEOWNER" |
| | WOOD MULCH<br>ALL SHRUB BEDS TO RECEIVE A MINIMUM 4" DEPTH SHREDDED CEDAR MULCH |
| | 1.5" WASHED RIVER ROCK COBBLE<br>ALL SHRUB BEDS TO RECEIVE A MINIMUM 2"-3" DEPTH ROCK COBBLE |
| | IRRIGATED NATIVE SEED<br>SEE DETAILS FOR SEED MIX |
| | CRUSHER FINES<br>GRAY BREEZE |
| | COBBLE - SIZE VARIES |
| | FIBAR MULCH OR APPROVED EQUAL |

PROPERTY BOUNDARY

EASEMENTS

LANDSCAPE EDGING

SIGHT DISTANCE TRIANGLE

LIGHT FIXTURE *

* ALL LIGHTING WILL MEET THE DEVELOPMENT CODE DARK SKY STANDARDS

0 50' 75' 100' NORTH

SCALE 1" = 50'-0"

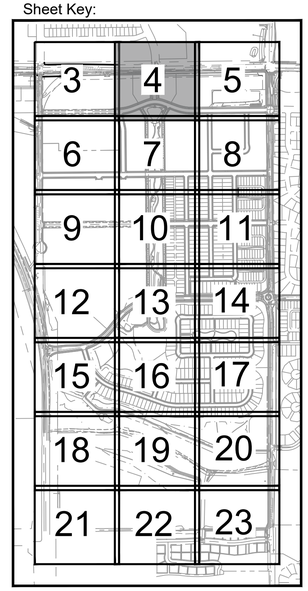
## Landscape Legend

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| DECIDUOUS TREES | |
| | Acer saccharum 'Caddo'<br>Caddo Sugar Maple |
| | Catalpa speciosa<br>Western Catalpa |
| | Celtis occidentalis<br>Western Hackberry |
| | Gleditsia triacanthos inermis `Shademaster`<br>Shademaster Honeylocust |
| | Gymnocladus dioicus `Espresso`<br>Seedless Kentucky Coffeetree |
| | Platanus x acerifolia `Exclamation`<br>Exclamation Planetree |
| | Quercus shumardii<br>Shummard Red Oak |
| | Tilia americana `Redmond`<br>Redmond Linden |
| | Tilia americana `Sentry`<br>American Linden |
| EVERGREEN TREES | |
| | Picea pungens `Bakeri`<br>Bakeri Spruce |
| | Picea pungens `Hoopsii`<br>Hoopsi Spruce |
| | Pinus heldreichii leucodermis<br>Bosnian Pine |
| | Pinus mugo `Tannenbaum`<br>Tannenbaum Mugo Pine |
| | Pinus nigra<br>Austrian Pine |
| | Pinus ponderosa<br>Ponderosa Pine |
| ORNAMENTAL TREES | |
| | Acer ginnala `Flame`<br>Amur Maple |
| | Malus x `Royal Raindrops`<br>Royal Raindrops Crabapple |
| | Malus x `Spring Snow`<br>Spring Snow Crab Apple |
| | Prunus virginiana `P002`<br>Sucker Punch Chokecherry |
| | Pyrus calleryana `Cleveland Select`<br>Cleveland Select Pear |
| | Syringa reticulata<br>Japanese Tree Lilac |

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| DECIDUOUS SHRUBS | |
| | Amelanchier alnifolia `Regent`<br>Regent Serviceberry |
| | Arctostaphylos x coloradoensis<br>Panchito Manzanita |
| | Berberis thunbergii 'Rose Glow'<br>Rose Glow Japanese Barberry |
| | Perovskia atriplicifolia `Little Spire` TM<br>Little Spire Russian Sage |
| | Philadelphus microphyllus<br>Littleleaf Mockorage |
| | Physocarpus opulifolius `Coppertina`<br>Coppertina Ninebark |
| | Physocarpus opulifolius `Little Devil` TM<br>Little Devil Ninebark |
| | Potentilla fruticosa `Fargo`<br>Dakota Sunspot® Bush Cinquefoil |
| | Prunus besseyi<br>Western Sand Cherry |
| | Rhus aromatica `Gro-Low`<br>Gro-Low Fragrant Sumac |
| | Ribes alpinum<br>Alpine Currant |
| | Rosa x `Morden Sunrise`<br>Morden Sunrise Shrub Rose |
| | Spiraea japonica 'Neon Flash'<br>Neon Flash Japanese Spirea |
| | Spiraea thunbergii 'Ogon'<br>Mellow Yellow™ Spirea |
| | Syringa patula `Miss Kim`<br>Miss Kim Lilac |
| | Viburnum lentago<br>Nannyberry Viburnum |

| | |
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| EVERGREEN SHRUBS | |
| | Arctostaphylos uva-ursi `Woods Compact`<br>Kinnikinnick |
| | Picea abies `Nidiformis`<br>Birds Nest Spruce |
| | Pinus sylvestris `Hillside Creeper`<br>Hillside Creeper Pine |
| GRASSES | |
| | Bouteloua gracilis `Blonde Ambition`<br>Blonde Ambition Blue Grama |
| | Deschampsia cespitosa 'Northern Lights'<br>Northern Lights Tufted Hair Grass |
| | Helictotrichon sempervirens<br>Blue Avena Grass |
| | Miscanthus sinensis `Morning Light`<br>Morning Light Maiden Grass |
| | Miscanthus sinensis `Purpurescens`<br>Flame (Purple Maiden) Grass |
| | Molinia caerulea `Variegata`<br>Variegated Moor Grass |
| | Pennisetum alopecuroides 'Hameln'<br>Hameln Fountain Grass |
| | Pennisetum alopecuroides 'Little Bunny'<br>Little Bunny Fountain Grass |
| | Sorghastrum nutans 'Indian Steel'<br>Indian Steel Indian Grass |
| PERENNIALS | |
| | Achillea millefolium `Terra Cotta`<br>Terra Cotta Common Yarrow |
| | Asclepias tuberosa<br>Butterfly Milkweed |
| | Baptisia australis<br>Blue Wild Indigo |
| | Callirhoe involucrata<br>Purple Poppymallow |
| | Centaurea montana<br>Perennial Cornflower |
| | Centranthus ruber 'Roseus'<br>Pink Valerian |
| | Machaeranthera bigelovii<br>Santa Fe Aster |
| | Monarda fistulosa fistulosa menthifolia<br>Mintleaf Bergamot |
| | Rudbeckia hirta fulgida<br>Black-eyed Susan |
| | Solidago x 'Goldkind'<br>Golden Baby Goldenrod |

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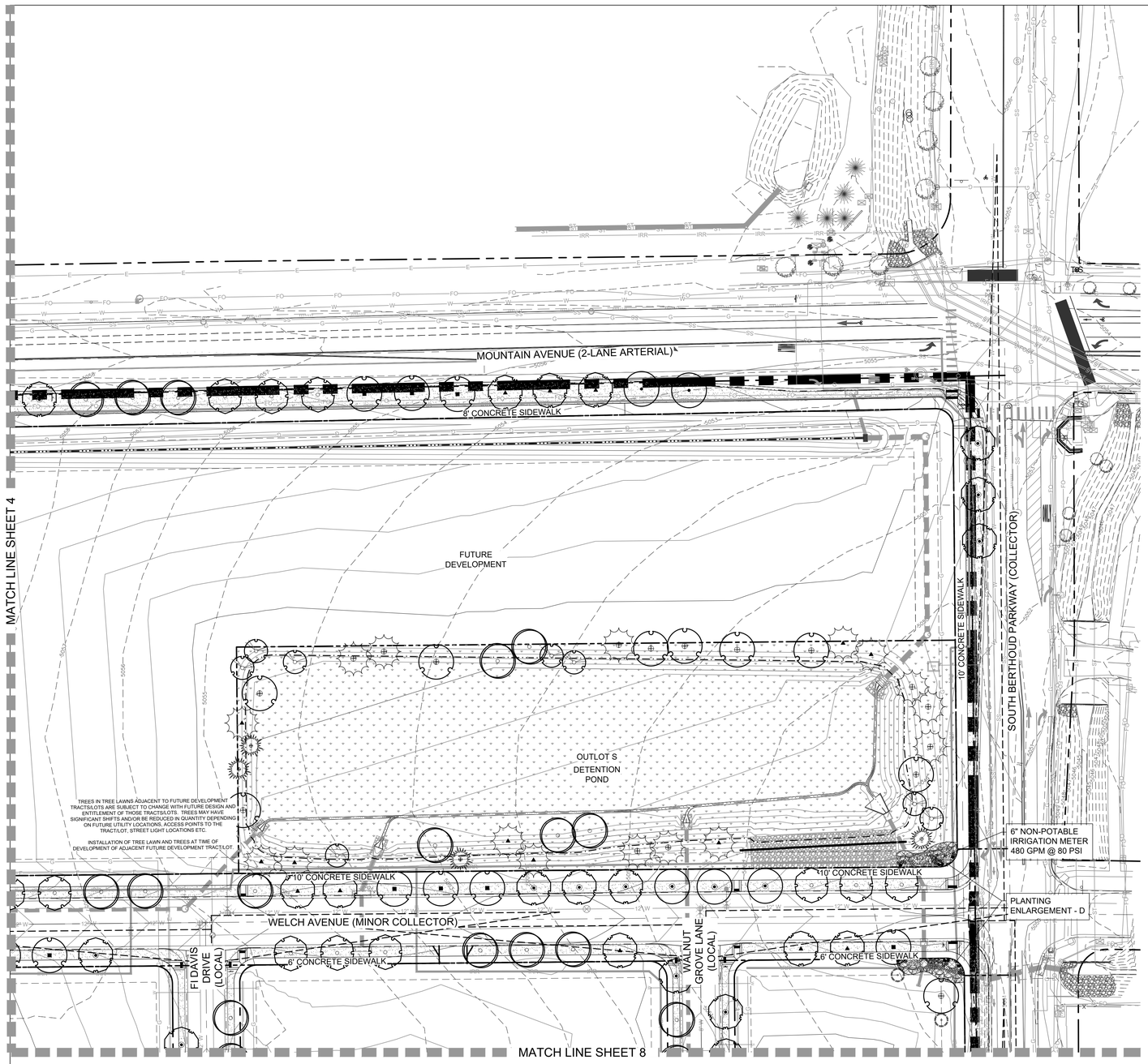
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LANDSCAPE PLAN

SHEET INFORMATION

Sheet Number: 4

Of: 44




## Landscape Legend

| SYMBOL | BOTANICAL / COMMON NAME |
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| **DECIDUOUS TREES** | |
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| | Catalpa speciosa<br>Western Catalpa |
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| | Platanus x acerifolia `Exclamation`<br>Exclamation Planetree |
| | Quercus shumardii<br>Shummard Red Oak |
| | Tilia americana `Redmond`<br>Redmond Linden |
| | Tilia americana `Sentry`<br>American Linden |
| **EVERGREEN TREES** | |
| | Picea pungens `Bakeri`<br>Bakeri Spruce |
| | Picea pungens `Hoopsii`<br>Hoopsi Spruce |
| | Pinus heldreichii leucodermis<br>Bosnian Pine |
| | Pinus mugo `Tannenbaum`<br>Tannenbaum Mugo Pine |
| | Pinus nigra<br>Austrian Pine |
| | Pinus ponderosa<br>Ponderosa Pine |
| **ORNAMENTAL TREES** | |
| | Acer ginnala `Flame`<br>Amur Maple |
| | Malus x `Royal Raindrops`<br>Royal Raindrops Crabapple |
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| | Physocarpus opulifolius `Coppertina`<br>Coppertina Ninebark |
| | Physocarpus opulifolius `Little Devil` TM<br>Little Devil Ninebark |
| | Potentilla fruticosa `Fargo`<br>Dakota Sunspot® Bush Cinquefoil |
| | Prunus besseyi<br>Western Sand Cherry |
| | Rhus aromatica `Gro-Low`<br>Gro-Low Fragrant Sumac |
| | Ribes alpinum<br>Alpine Currant |
| | Rosa x `Morden Sunrise`<br>Morden Sunrise Shrub Rose |
| | Spiraea japonica 'Neon Flash'<br>Neon Flash Japanese Spirea |
| | Spiraea thunbergii 'Ogon'<br>Mellow Yellow™ Spirea |
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| | Viburnum lentago<br>Nannyberry Viburnum |

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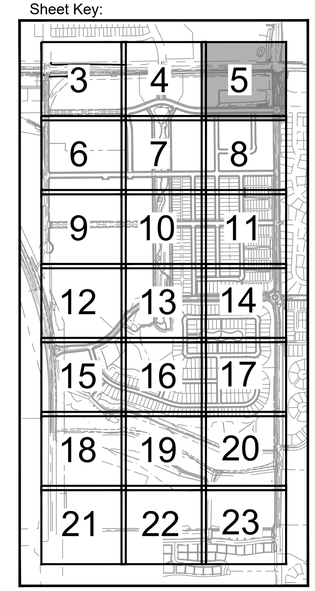
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| | IRRIGATED NATIVE SEED<br>SEE DETAILS FOR SEED MIX |
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0 50' 75' 100'
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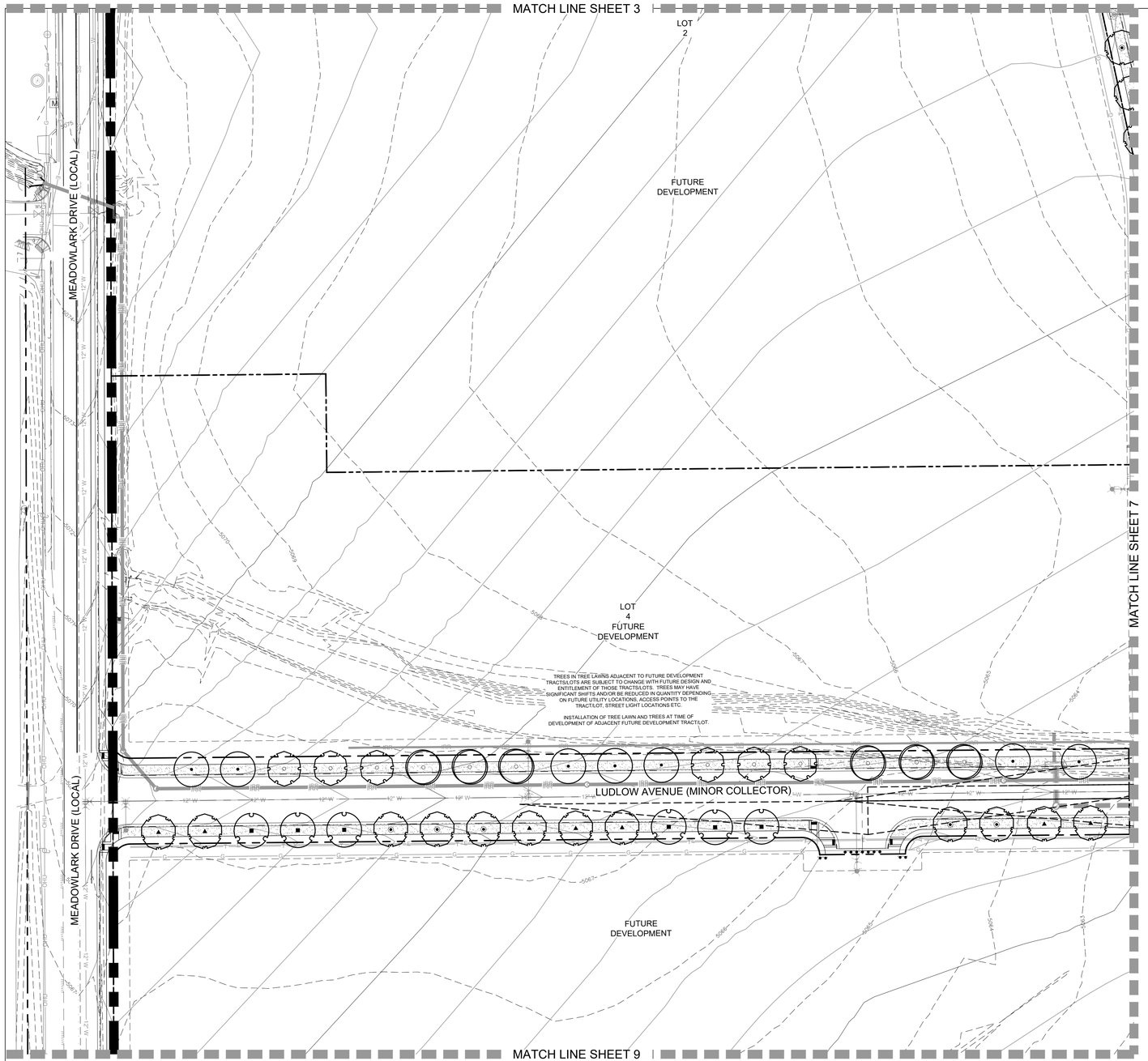
SHEET TITLE

LANDSCAPE PLAN

SHEET INFORMATION

Sheet Number: 5

Of: 44




## Landscape Legend

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
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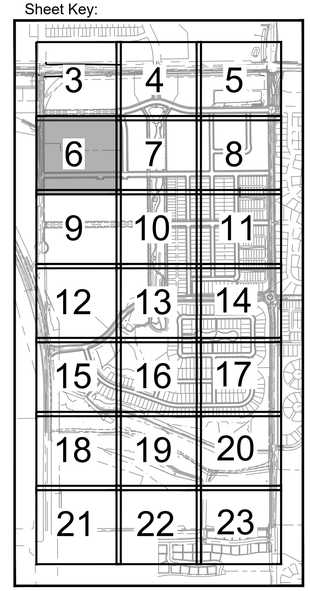
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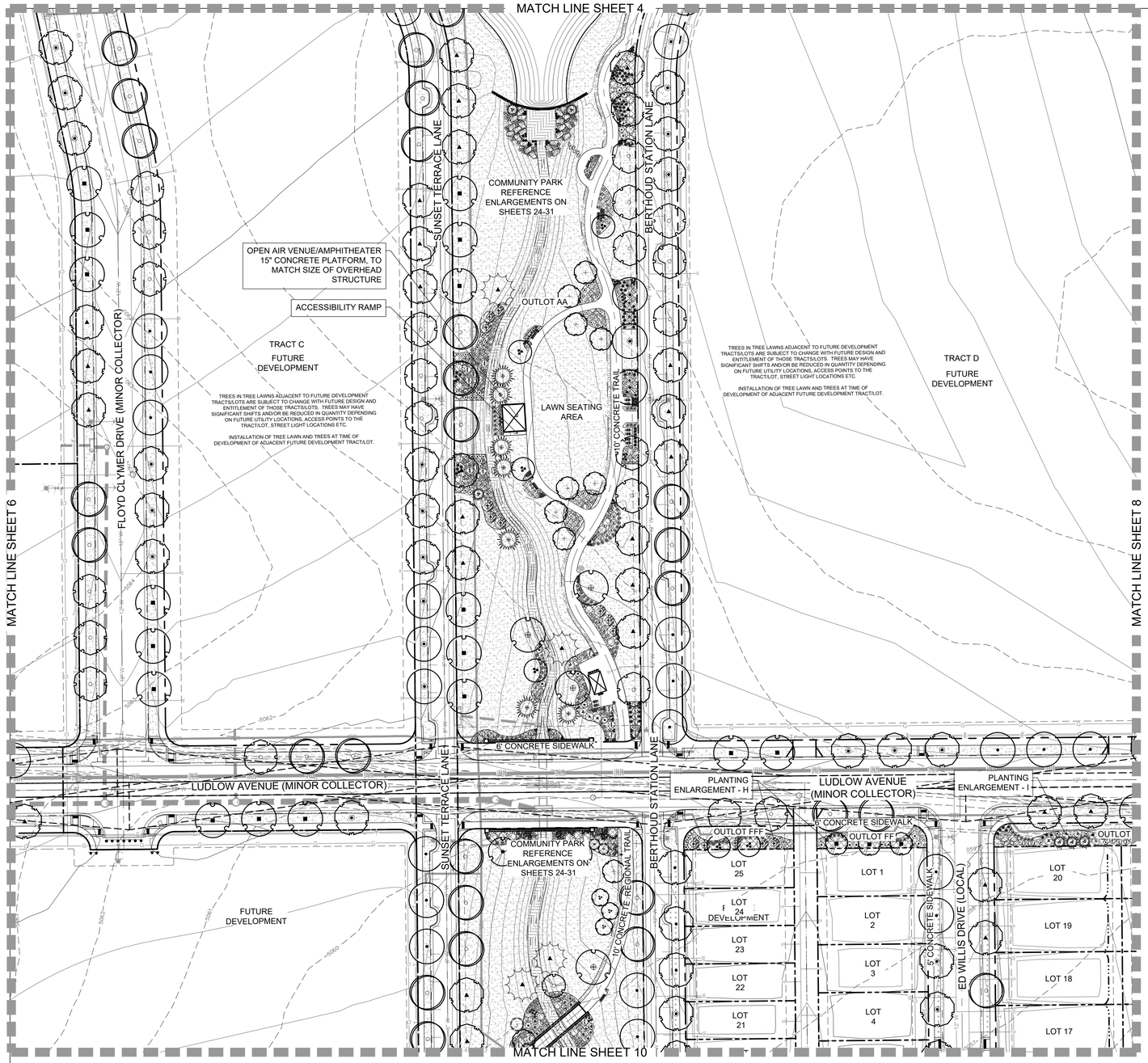
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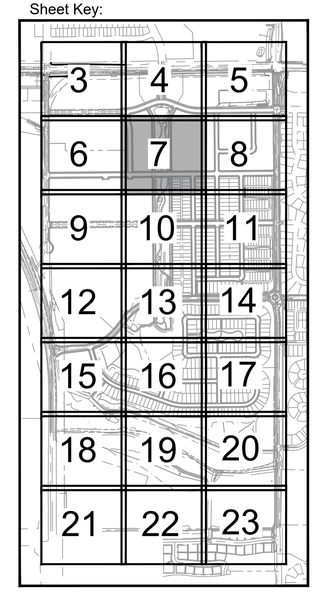
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| | Gleditsia triacanthos inermis `Shademaster`<br>Shademaster Honeylocust |
| | Gymnocladus dioicus `Espresso`<br>Seedless Kentucky Coffeetree |
| | Platanus x acerifolia `Exclamation`<br>Exclamation Planetree |
| | Quercus shumardii<br>Shummard Red Oak |
| | Tilia americana `Redmond`<br>Redmond Linden |
| | Tilia americana `Sentry`<br>American Linden |
| EVERGREEN TREES | |
| | Picea pungens `Bakeri`<br>Bakeri Spruce |
| | Picea pungens `Hoopsii`<br>Hoopsi Spruce |
| | Pinus heldreichii leucodermis<br>Bosnian Pine |
| | Pinus mugo `Tannenbaum`<br>Tannenbaum Mugo Pine |
| | Pinus nigra<br>Austrian Pine |
| | Pinus ponderosa<br>Ponderosa Pine |
| ORNAMENTAL TREES | |
| | Acer ginnala `Flame`<br>Amur Maple |
| | Malus x `Royal Raindrops`<br>Royal Raindrops Crabapple |
| | Malus x `Spring Snow`<br>Spring Snow Crab Apple |
| | Prunus virginiana `P002`<br>Sucker Punch Chokecherry |
| | Pyrus calleryana `Cleveland Select`<br>Cleveland Select Pear |
| | Syringa reticulata<br>Japanese Tree Lilac |

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| DECIDUOUS SHRUBS | |
| | Amelanchier alnifolia `Regent`<br>Regent Serviceberry |
| | Arctostaphylos x coloradoensis<br>Panchito Manzanita |
| | Berberis thunbergii 'Rose Glow'<br>Rose Glow Japanese Barberry |
| | Perovskia atriplicifolia `Little Spire` TM<br>Little Spire Russian Sage |
| | Philadelphus microphyllus<br>Littleleaf Mockorage |
| | Physocarpus opulifolius `Coppertina`<br>Coppertina Ninebark |
| | Physocarpus opulifolius `Little Devil` TM<br>Little Devil Ninebark |
| | Potentilla fruticosa `Fargo`<br>Dakota Sunspot® Bush Cinquefoil |
| | Prunus besseyi<br>Western Sand Cherry |
| | Rhus aromatica `Gro-Low`<br>Gro-Low Fragrant Sumac |
| | Ribes alpinum<br>Alpine Currant |
| | Rosa x `Morden Sunrise`<br>Morden Sunrise Shrub Rose |
| | Spiraea japonica 'Neon Flash'<br>Neon Flash Japanese Spirea |
| | Spiraea thunbergii 'Ogon'<br>Mellow Yellow™ Spirea |
| | Syringa patula `Miss Kim`<br>Miss Kim Lilac |
| | Viburnum lentago<br>Nannyberry Viburnum |

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| EVERGREEN SHRUBS | |
| | Arctostaphylos uva-ursi `Woods Compact`<br>Kinnikinnick |
| | Picea abies `Nidiformis`<br>Birds Nest Spruce |
| | Pinus sylvestris `Hillside Creeper`<br>Hillside Creeper Pine |
| GRASSES | |
| | Bouteloua gracilis `Blonde Ambition`<br>Blonde Ambition Blue Grama |
| | Deschampsia cespitosa 'Northern Lights'<br>Northern Lights Tufted Hair Grass |
| | Helictotrichon sempervirens<br>Blue Avena Grass |
| | Miscanthus sinensis `Morning Light`<br>Morning Light Maiden Grass |
| | Miscanthus sinensis `Purpurescens`<br>Flame (Purple Maiden) Grass |
| | Molinia caerulea `Variegata`<br>Variegated Moor Grass |
| | Pennisetum alopecuroides 'Hameln'<br>Hameln Fountain Grass |
| | Pennisetum alopecuroides 'Little Bunny'<br>Little Bunny Fountain Grass |
| | Sorghastrum nutans 'Indian Steel'<br>Indian Steel Indian Grass |
| PERENNIALS | |
| | Achillea millefolium `Terra Cotta`<br>Terra Cotta Common Yarrow |
| | Asclepias tuberosa<br>Butterfly Milkweed |
| | Baptisia australis<br>Blue Wild Indigo |
| | Callirhoe involucrata<br>Purple Poppymallow |
| | Centaurea montana<br>Perennial Cornflower |
| | Centranthus ruber 'Roseus'<br>Pink Valerian |
| | Machaeranthera bigelovii<br>Santa Fe Aster |
| | Monarda fistulosa fistulosa menthifolia<br>Mintleaf Bergamot |
| | Rudbeckia hirta fulgida<br>Black-eyed Susan |
| | Solidago x 'Goldkind'<br>Golden Baby Goldenrod |

Sheet Key:




TB GROUP
landscape architecture | planning | illustration
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TEL 970.532.5891
WEB TBGroup.us

SEAL

PROJECT TITLE

LEGACY PARK

FINAL PLAT

BERTHOUD, CO

PREPARED FOR

OWNER:

Legacy Park Investors, LLC

700 KEN PRATT BLD.
STE. 113
LONGMONT, CO 80501

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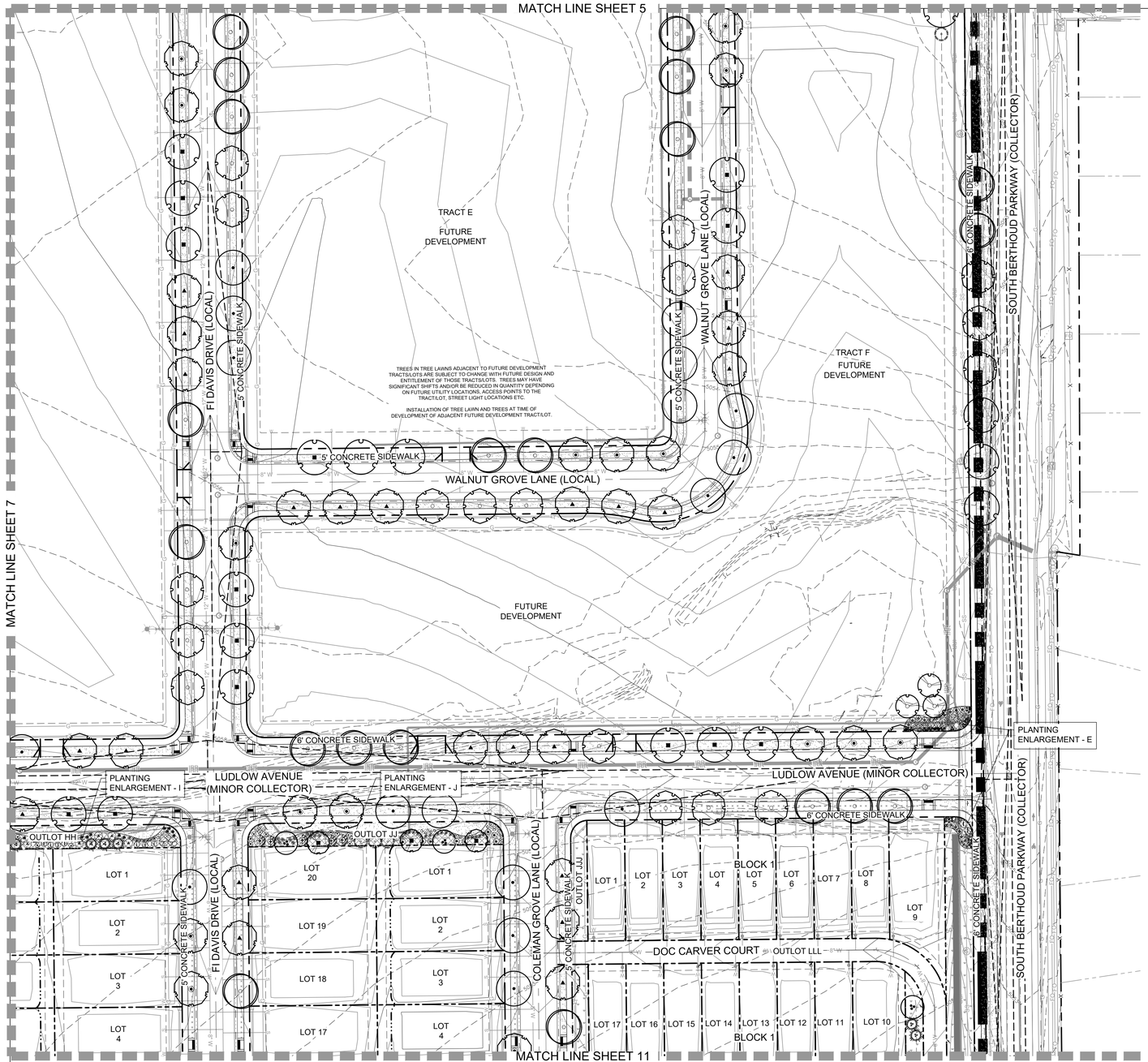
SHEET TITLE

LANDSCAPE PLAN

SHEET INFORMATION

Sheet Number: 7

Of: 44




## Landscape Legend

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| **DECIDUOUS TREES** | |
| | Acer saccharum 'Caddo'<br>Caddo Sugar Maple |
| | Catalpa speciosa<br>Western Catalpa |
| | Celtis occidentalis<br>Western Hackberry |
| | Gleditsia triacanthos inermis<br>`Shademaster`<br>Shademaster Honeylocust |
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| **EVERGREEN TREES** | |
| | Picea pungens `Bakeri`<br>Bakeri Spruce |
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| | Pinus mugo `Tannenbaum`<br>Tannenbaum Mugo Pine |
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| | Pinus ponderosa<br>Ponderosa Pine |
| **ORNAMENTAL TREES** | |
| | Acer ginnala `Flame`<br>Amur Maple |
| | Malus x `Royal Raindrops`<br>Royal Raindrops Crabapple |
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| **DECIDUOUS SHRUBS** | |
| | Amelanchier alnifolia `Regent`<br>Regent Serviceberry |
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| | Perovskia atriplicifolia `Little Spire` TM<br>Little Spire Russian Sage |
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| | Prunus besseyi<br>Western Sand Cherry |
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| | Spiraea thunbergii 'Ogon'<br>Mellow Yellow™ Spirea |
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| | Viburnum lentago<br>Nannyberry Viburnum |

| | |
|---|---|
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| | Picea abies `Nidiformis`<br>Birds Nest Spruce |
| | Pinus sylvestris `Hillside Creeper`<br>Hillside Creeper Pine |
| **GRASSES** | |
| | Bouteloua gracilis `Blonde Ambition`<br>Blonde Ambition Blue Grama |
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| | Miscanthus sinensis `Morning Light`<br>Morning Light Maiden Grass |
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| | Rudbeckia hirta fulgida<br>Black-eyed Susan |
| | Solidago x 'Goldkind'<br>Golden Baby Goldenrod |

## Materials Legend

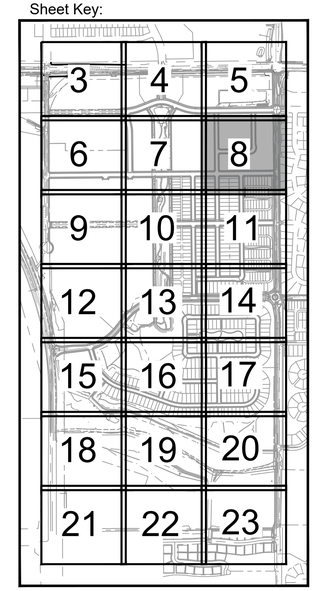
| SYMBOL | DESCRIPTION |
|---|---|
| **01 GROUND COVER** | |
| | IRRIGATED TURF<br>ARKANSAS VALLEY DURATURF FESCUE BLEND OR APPROVED EQUAL |
| | IRRIGATED TURF<br>ARKANSAS VALLEY DURATURF FESCUE BLEND OR APPROVED EQUAL, "BY HOMEOWNER" |
| | WOOD MULCH<br>ALL SHRUB BEDS TO RECEIVE A MINIMUM 4" DEPTH SHREDDED CEDAR MULCH |
| | 1.5" WASHED RIVER ROCK COBBLE<br>ALL SHRUB BEDS TO RECEIVE A MINIMUM 2"-3" DEPTH ROCK COBBLE |
| | IRRIGATED NATIVE SEED<br>SEE DETAILS FOR SEED MIX |
| | CRUSHER FINES<br>GRAY BREEZE |
| | COBBLE - SIZE VARIES |
| | FIBAR MULCH OR APPROVED EQUAL |

PROPERTY BOUNDARY
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* ALL LIGHTING WILL MEET THE DEVELOPMENT CODE DARK SKY STANDARDS

0 50' 75' 100'
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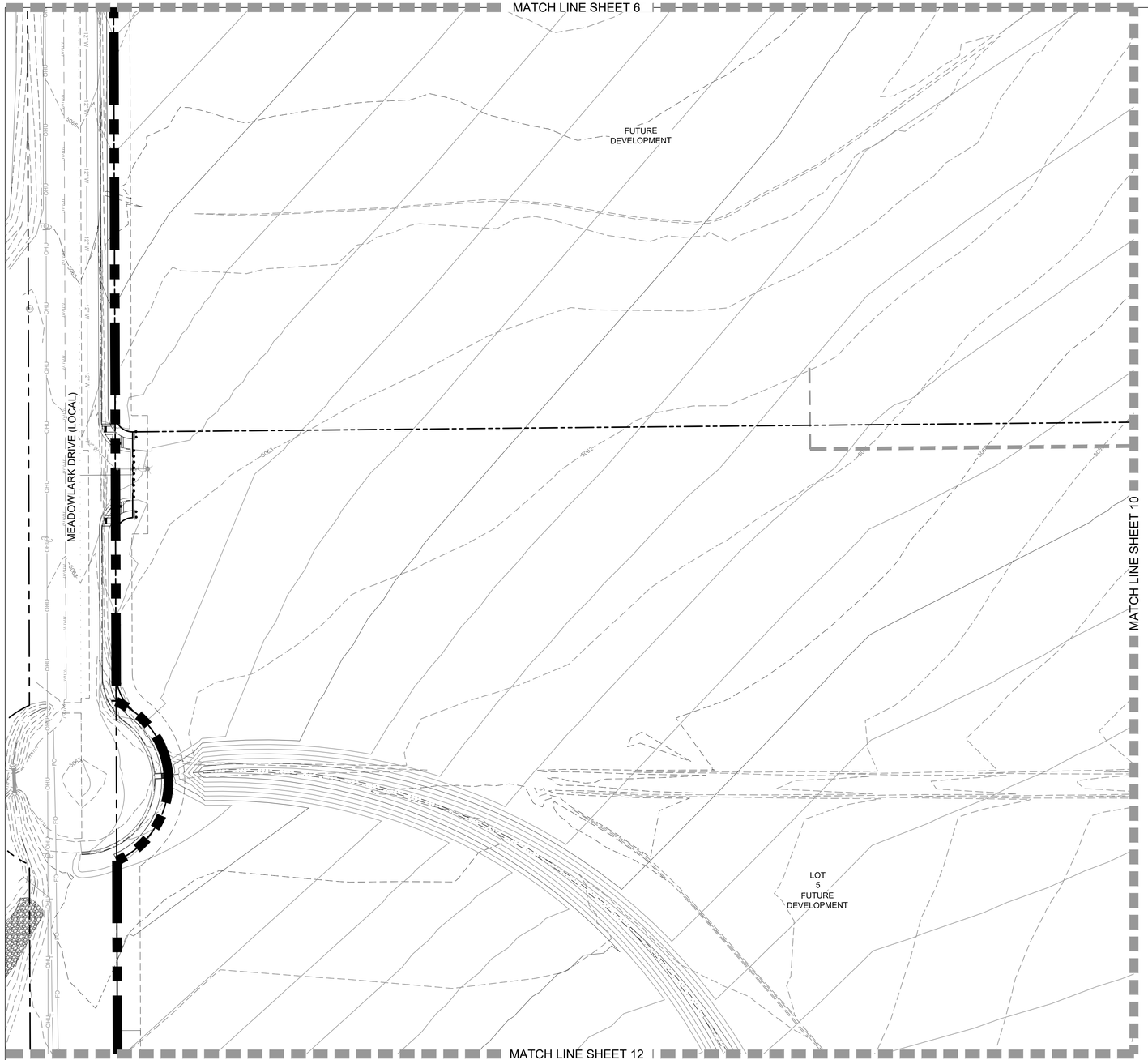
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LANDSCAPE PLAN

SHEET INFORMATION

Sheet Number: 8

Of: 44




## Landscape Legend

| SYMBOL | BOTANICAL / COMMON NAME |
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| **DECIDUOUS TREES** | |
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| **EVERGREEN TREES** | |
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| | Potentilla fruticosa `Fargo`<br>Dakota Sunspot® Bush Cinquefoil |
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| **EVERGREEN SHRUBS** | |
| | Arctostaphylos uva-ursi `Woods Compact`<br>Kinnikinnick |
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| **GRASSES** | |
| | Bouteloua gracilis `Blonde Ambition`<br>Blonde Ambition Blue Grama |
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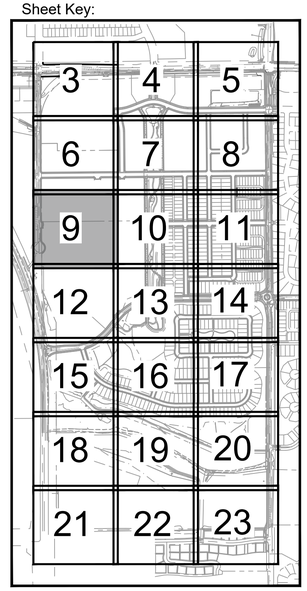
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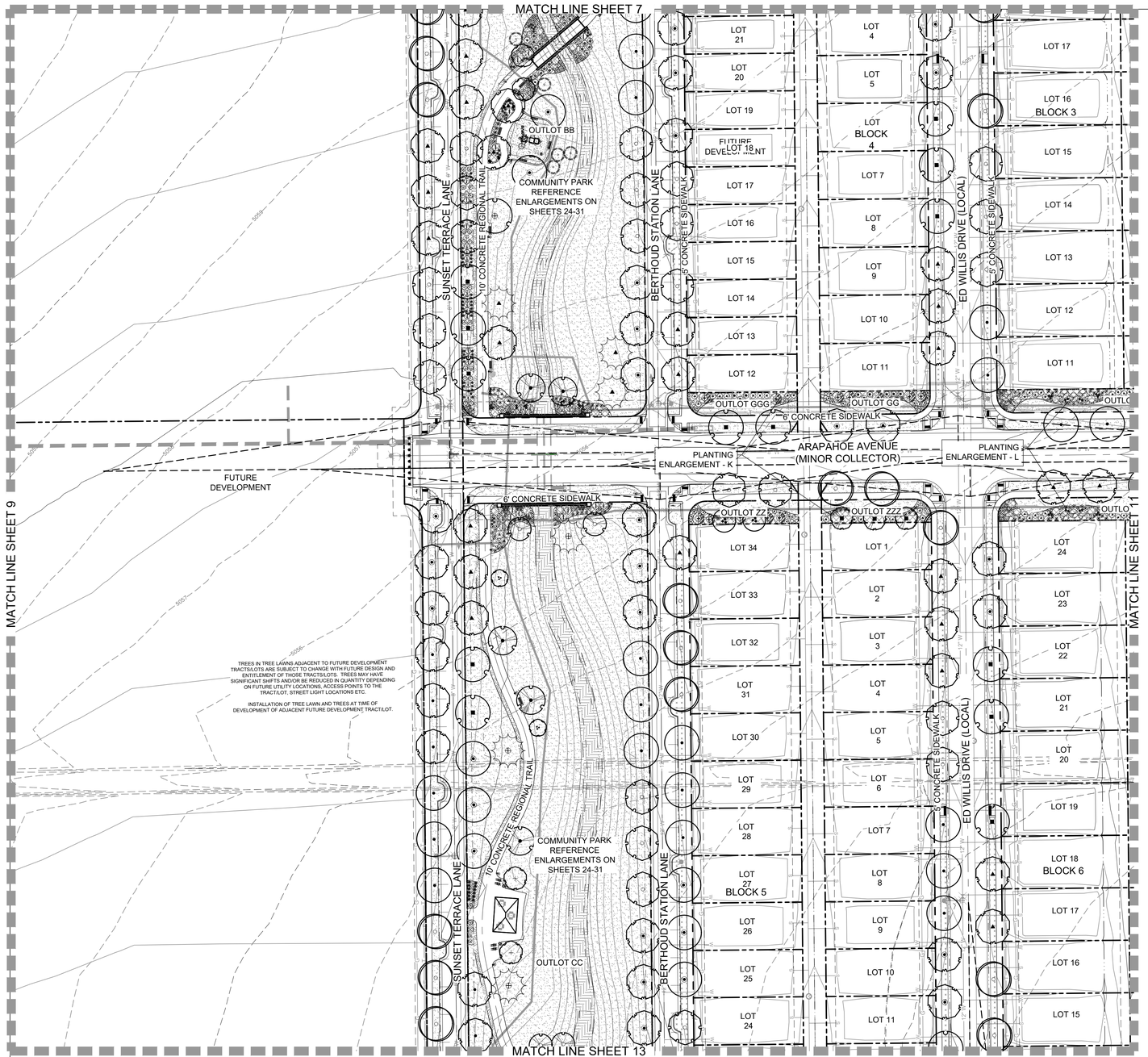
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Sheet Number: 9

Of: 44




## Landscape Legend

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|---|---|
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| | Solidago x 'Goldkind'<br>Golden Baby Goldenrod |

## Materials Legend

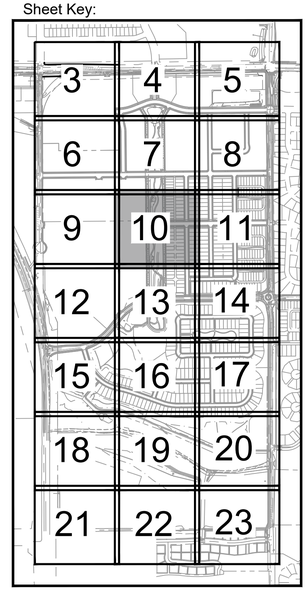
| SYMBOL | DESCRIPTION |
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| 01 GROUND COVER | |
| | IRRIGATED TURF<br>ARKANSAS VALLEY DURATURF FESCUE BLEND OR APPROVED EQUAL |
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| | WOOD MULCH<br>ALL SHRUB BEDS TO RECEIVE A MINIMUM 4" DEPTH SHREDDED CEDAR MULCH |
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| | IRRIGATED NATIVE SEED<br>SEE DETAILS FOR SEED MIX |
| | CRUSHER FINES<br>GRAY BREEZE |
| | COBBLE - SIZE VARIES |
| | FIBAR MULCH OR APPROVED EQUAL |

PROPERTY BOUNDARY
EASEMENTS
LANDSCAPE EDGING
SIGHT DISTANCE TRIANGLE
LIGHT FIXTURE *

* ALL LIGHTING WILL MEET THE DEVELOPMENT CODE DARK SKY STANDARDS

0 50' 75' 100'
SCALE 1" = 50'-0"
NORTH

Sheet Key:




TB GROUP
landscape architecture | planning | illustration
444 Mountain Ave.
Berthoud, CO 80513
TEL 970.532.5891
WEB TBGroup.us

SEAL

PROJECT TITLE

LEGACY PARK

FINAL PLAT

BERTHOUD, CO

PREPARED FOR

OWNER:

Legacy Park Investors, LLC

700 KEN PRATT BLD.
STE. 113
LONGMONT, CO 80501

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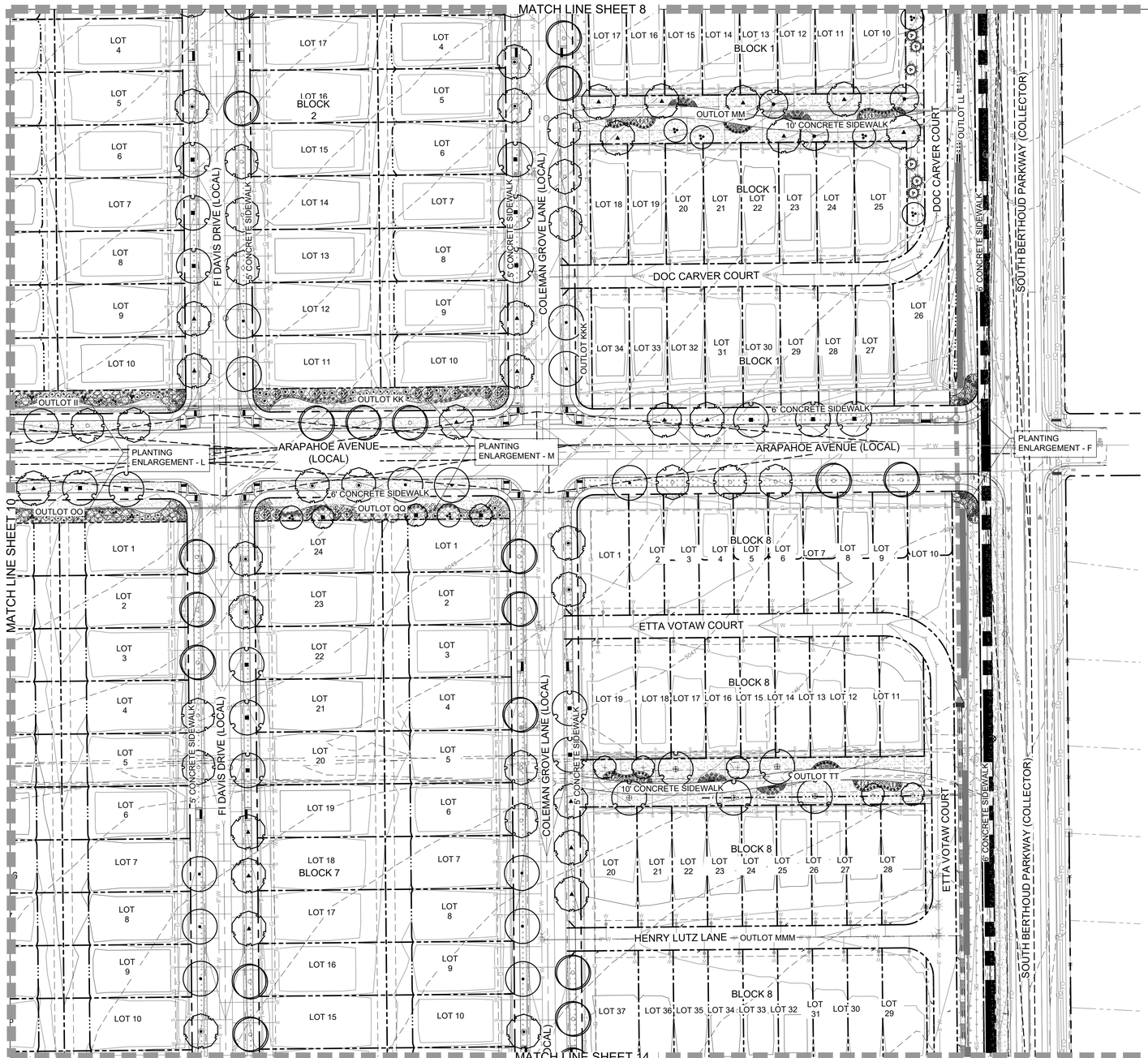
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LANDSCAPE PLAN

SHEET INFORMATION

Sheet Number: 10

Of: 44




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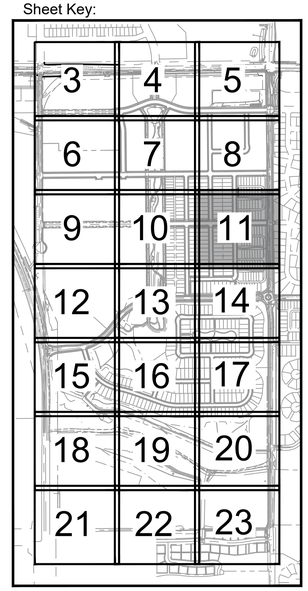
## Landscape Legend

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| DECIDUOUS TREES | |
| | Acer saccharum 'Caddo'<br>Caddo Sugar Maple |
| | Catalpa speciosa<br>Western Catalpa |
| | Celtis occidentalis<br>Western Hackberry |
| | Gleditsia triacanthos inermis `Shademaster`<br>Shademaster Honeylocust |
| | Gymnocladus dioicus `Espresso`<br>Seedless Kentucky Coffeetree |
| | Platanus x acerifolia `Exclamation`<br>Exclamation Planetree |
| | Quercus shumardii<br>Shummard Red Oak |
| | Tilia americana `Redmond`<br>Redmond Linden |
| | Tilia americana `Sentry`<br>American Linden |
| EVERGREEN TREES | |
| | Picea pungens `Bakeri`<br>Bakeri Spruce |
| | Picea pungens `Hoopsii`<br>Hoopsi Spruce |
| | Pinus heldreichii leucodermis<br>Bosnian Pine |
| | Pinus mugo `Tannenbaum`<br>Tannenbaum Mugo Pine |
| | Pinus nigra<br>Austrian Pine |
| | Pinus ponderosa<br>Ponderosa Pine |
| ORNAMENTAL TREES | |
| | Acer ginnala `Flame`<br>Amur Maple |
| | Malus x `Royal Raindrops`<br>Royal Raindrops Crabapple |
| | Malus x `Spring Snow`<br>Spring Snow Crab Apple |
| | Prunus virginiana `P002`<br>Sucker Punch Chokecherry |
| | Pyrus calleryana `Cleveland Select`<br>Cleveland Select Pear |
| | Syringa reticulata<br>Japanese Tree Lilac |

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| DECIDUOUS SHRUBS | |
| | Amelanchier alnifolia `Regent`<br>Regent Serviceberry |
| | Arctostaphylos x coloradoensis<br>Panchito Manzanita |
| | Berberis thunbergii 'Rose Glow'<br>Rose Glow Japanese Barberry |
| | Perovskia atriplicifolia `Little Spire` TM<br>Little Spire Russian Sage |
| | Philadelphus microphyllus<br>Littleleaf Mockorage |
| | Physocarpus opulifolius `Coppertina`<br>Coppertina Ninebark |
| | Physocarpus opulifolius `Little Devil` TM<br>Little Devil Ninebark |
| | Potentilla fruticosa `Fargo`<br>Dakota Sunspot® Bush Cinquefoil |
| | Prunus besseyi<br>Western Sand Cherry |
| | Rhus aromatica `Gro-Low`<br>Gro-Low Fragrant Sumac |
| | Ribes alpinum<br>Alpine Currant |
| | Rosa x `Morden Sunrise`<br>Morden Sunrise Shrub Rose |
| | Spiraea japonica 'Neon Flash'<br>Neon Flash Japanese Spirea |
| | Spiraea thunbergii 'Ogon'<br>Mellow Yellow™ Spirea |
| | Syringa patula `Miss Kim`<br>Miss Kim Lilac |
| | Viburnum lentago<br>Nannyberry Viburnum |

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| EVERGREEN SHRUBS | |
| | Arctostaphylos uva-ursi `Woods Compact`<br>Kinnikinnick |
| | Picea abies `Nidiformis`<br>Birds Nest Spruce |
| | Pinus sylvestris `Hillside Creeper`<br>Hillside Creeper Pine |
| GRASSES | |
| | Bouteloua gracilis `Blonde Ambition`<br>Blonde Ambition Blue Grama |
| | Deschampsia cespitosa 'Northern Lights'<br>Northern Lights Tufted Hair Grass |
| | Helictotrichon sempervirens<br>Blue Avena Grass |
| | Miscanthus sinensis `Morning Light`<br>Morning Light Maiden Grass |
| | Miscanthus sinensis `Purpurescens`<br>Flame (Purple Maiden) Grass |
| | Molinia caerulea `Variegata`<br>Variegated Moor Grass |
| | Pennisetum alopecuroides 'Hameln'<br>Hameln Fountain Grass |
| | Pennisetum alopecuroides 'Little Bunny'<br>Little Bunny Fountain Grass |
| | Sorghastrum nutans 'Indian Steel'<br>Indian Steel Indian Grass |
| PERENNIALS | |
| | Achillea millefolium `Terra Cotta`<br>Terra Cotta Common Yarrow |
| | Asclepias tuberosa<br>Butterfly Milkweed |
| | Baptisia australis<br>Blue Wild Indigo |
| | Callirhoe involucrata<br>Purple Poppymallow |
| | Centaurea montana<br>Perennial Cornflower |
| | Centranthus ruber 'Roseus'<br>Pink Valerian |
| | Machaeranthera bigelovii<br>Santa Fe Aster |
| | Monarda fistulosa fistulosa menthifolia<br>Mintleaf Bergamot |
| | Rudbeckia hirta fulgida<br>Black-eyed Susan |
| | Solidago x 'Goldkind'<br>Golden Baby Goldenrod |

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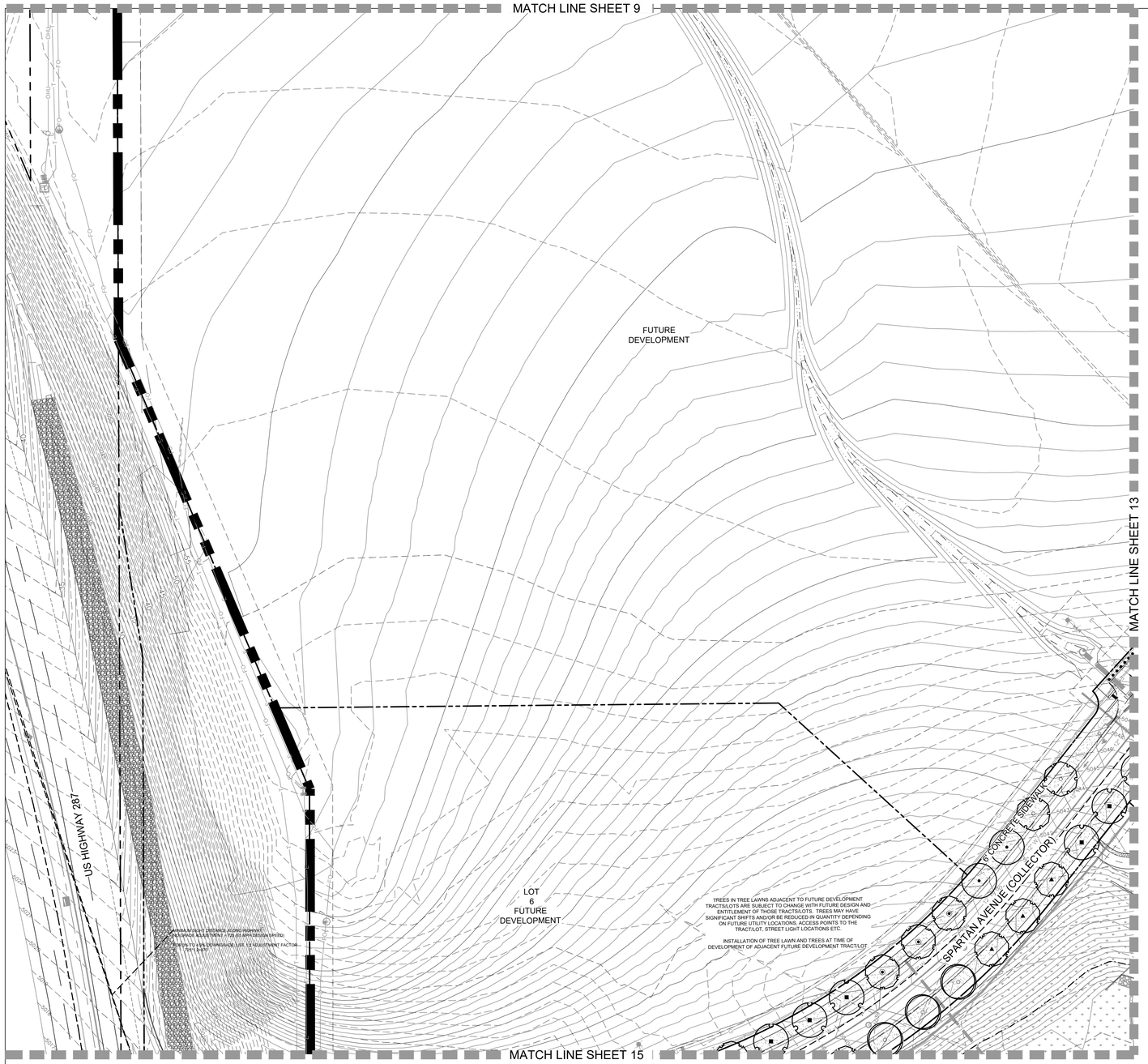
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LANDSCAPE PLAN

SHEET INFORMATION

Sheet Number: 11

Of: 44




## Landscape Legend

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| **DECIDUOUS TREES** | |
| | Acer saccharum `Caddo'<br>Caddo Sugar Maple |
| | Catalpa speciosa<br>Western Catalpa |
| | Celtis occidentalis<br>Western Hackberry |
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| | Platanus x acerifolia `Exclamation`<br>Exclamation Planetree |
| | Quercus shumardii<br>Shummard Red Oak |
| | Tilia americana `Redmond`<br>Redmond Linden |
| | Tilia americana `Sentry`<br>American Linden |
| **EVERGREEN TREES** | |
| | Picea pungens `Bakeri`<br>Bakeri Spruce |
| | Picea pungens `Hoopsii`<br>Hoopsi Spruce |
| | Pinus heldreichii leucodermis<br>Bosnian Pine |
| | Pinus mugo `Tannenbaum`<br>Tannenbaum Mugo Pine |
| | Pinus nigra<br>Austrian Pine |
| | Pinus ponderosa<br>Ponderosa Pine |
| **ORNAMENTAL TREES** | |
| | Acer ginnala `Flame`<br>Amur Maple |
| | Malus x `Royal Raindrops`<br>Royal Raindrops Crabapple |
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| | Philadelphus microphyllus<br>Littleleaf Mockorage |
| | Physocarpus opulifolius `Coppertina`<br>Coppertina Ninebark |
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| | Potentilla fruticosa `Fargo`<br>Dakota Sunspot® Bush Cinquefoil |
| | Prunus besseyi<br>Western Sand Cherry |
| | Rhus aromatica `Gro-Low`<br>Gro-Low Fragrant Sumac |
| | Ribes alpinum<br>Alpine Currant |
| | Rosa x `Morden Sunrise`<br>Morden Sunrise Shrub Rose |
| | Spiraea japonica 'Neon Flash'<br>Neon Flash Japanese Spirea |
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| | Viburnum lentago<br>Nannyberry Viburnum |

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| | Arctostaphylos uva-ursi `Woods Compact`<br>Kinnikinnick |
| | Picea abies `Nidiformis`<br>Birds Nest Spruce |
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| **GRASSES** | |
| | Bouteloua gracilis `Blonde Ambition`<br>Blonde Ambition Blue Grama |
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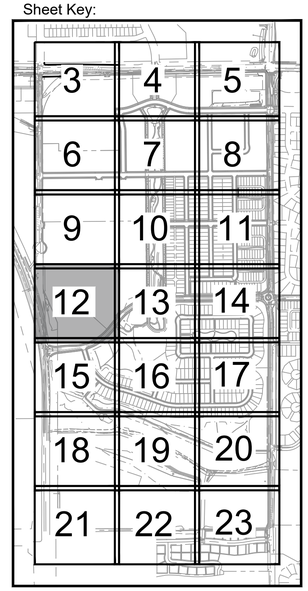
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| | IRRIGATED TURF<br>ARKANSAS VALLEY DURATURF FESCUE BLEND OR APPROVED EQUAL |
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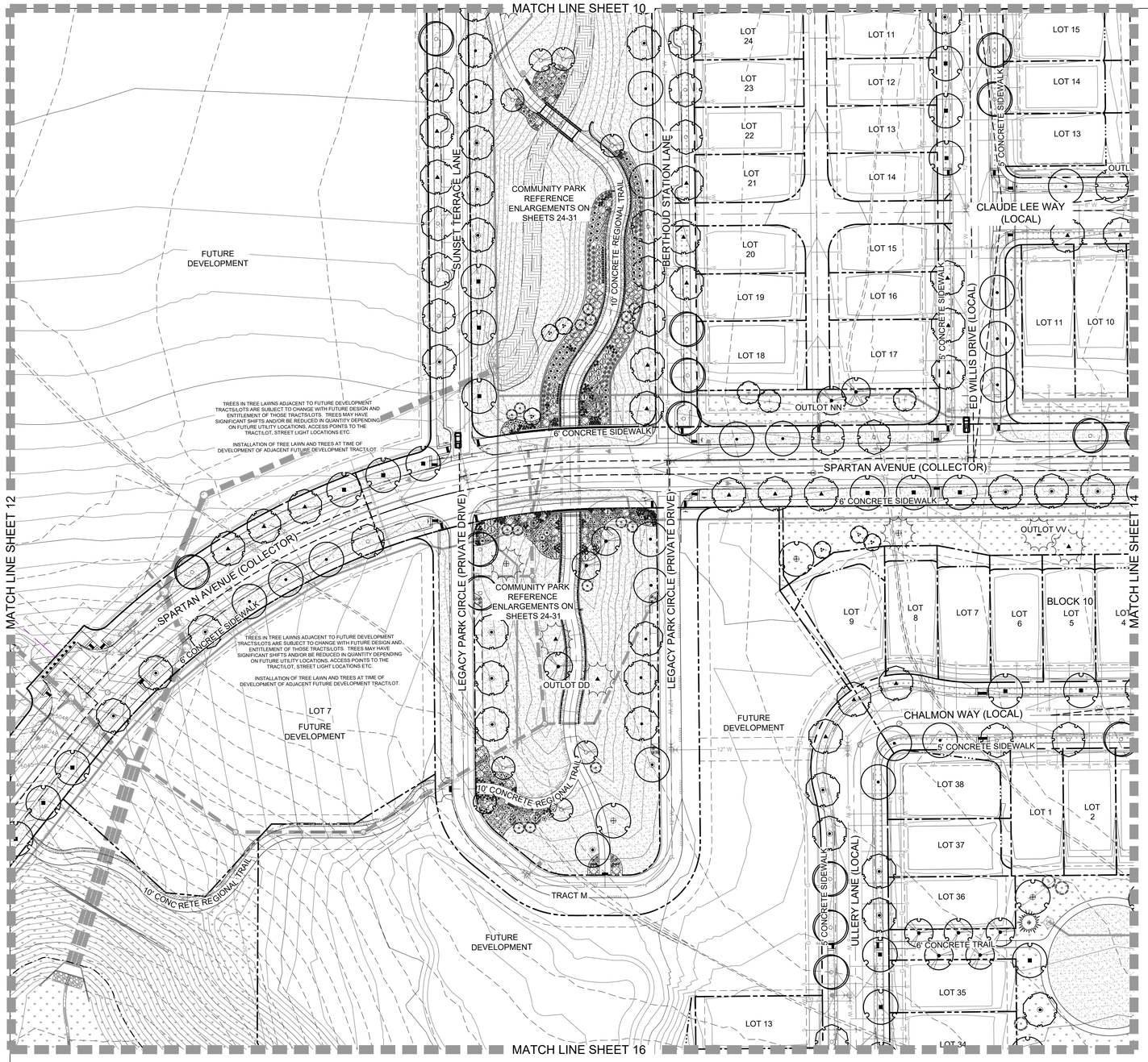
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LANDSCAPE PLAN

SHEET INFORMATION

Sheet Number: 12

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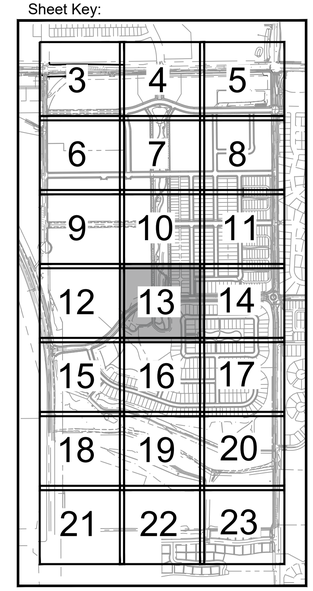
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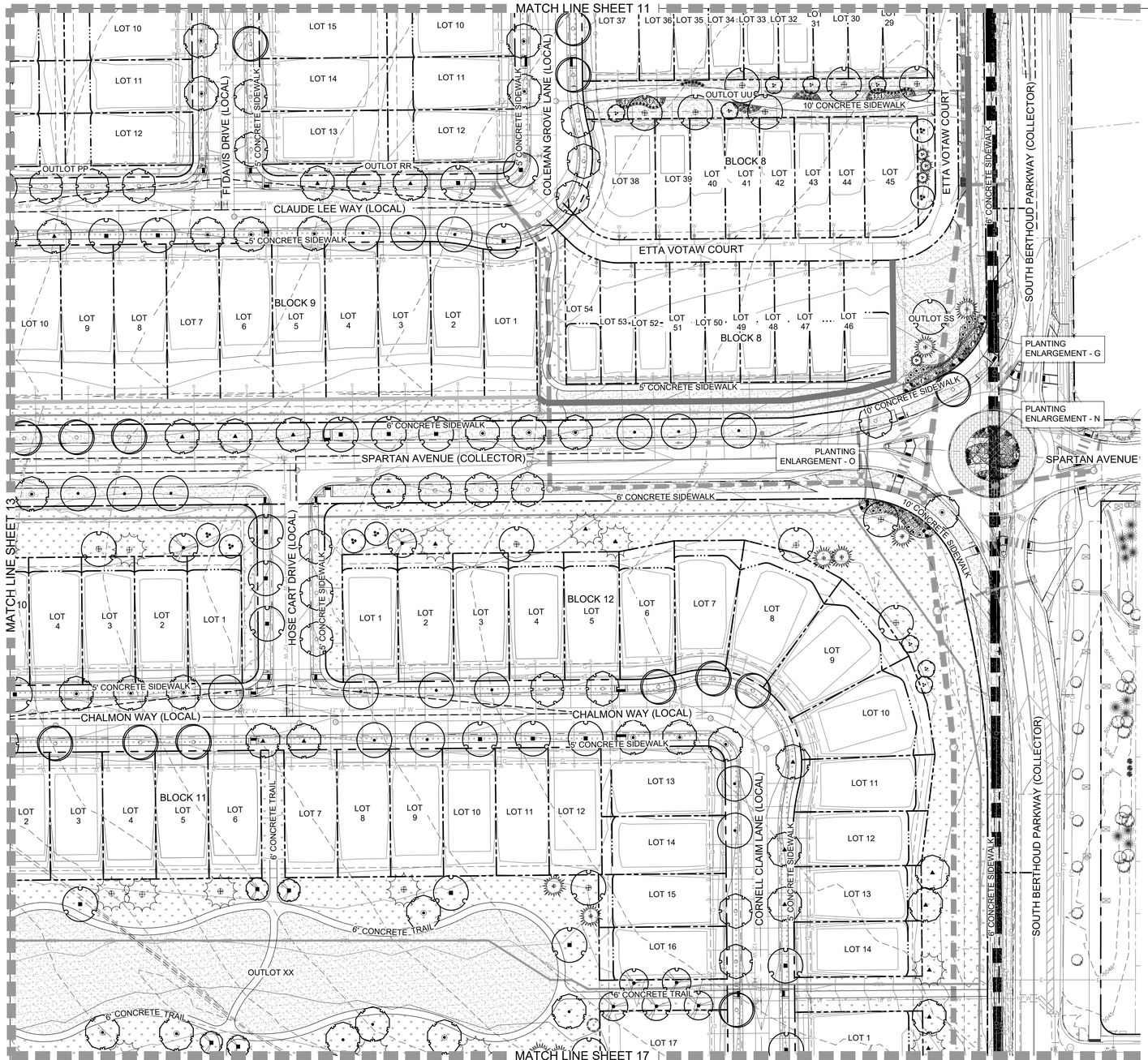
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| | IRRIGATED NATIVE SEED<br>SEE DETAILS FOR SEED MIX |
| | CRUSHER FINES<br>GRAY BREEZE |
| | COBBLE - SIZE VARIES |
| | FIBAR MULCH OR APPROVED EQUAL |

PROPERTY BOUNDARY
EASEMENTS
LANDSCAPE EDGING
SIGHT DISTANCE TRIANGLE
LIGHT FIXTURE *

* ALL LIGHTING WILL MEET THE DEVELOPMENT CODE DARK SKY STANDARDS

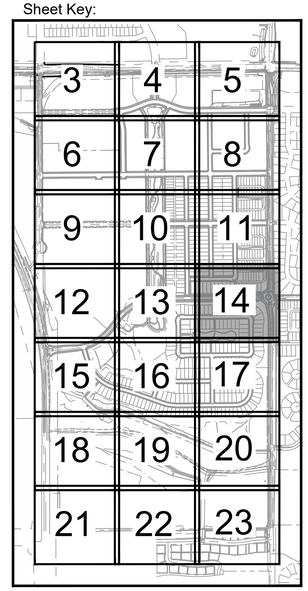
## Landscape Legend

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| DECIDUOUS TREES | |
| | Acer saccharum `Caddo'<br>Caddo Sugar Maple |
| | Catalpa speciosa<br>Western Catalpa |
| | Celtis occidentalis<br>Western Hackberry |
| | Gleditsia triacanthos inermis `Shademaster`<br>Shademaster Honeylocust |
| | Gymnocladus dioicus `Espresso`<br>Seedless Kentucky Coffeetree |
| | Platanus x acerifolia `Exclamation`<br>Exclamation Planetree |
| | Quercus shumardii<br>Shummard Red Oak |
| | Tilia americana `Redmond`<br>Redmond Linden |
| | Tilia americana `Sentry`<br>American Linden |
| EVERGREEN TREES | |
| | Picea pungens `Bakeri`<br>Bakeri Spruce |
| | Picea pungens `Hoopsii`<br>Hoopsi Spruce |
| | Pinus heldreichii leucodermis<br>Bosnian Pine |
| | Pinus mugo `Tannenbaum`<br>Tannenbaum Mugo Pine |
| | Pinus nigra<br>Austrian Pine |
| | Pinus ponderosa<br>Ponderosa Pine |
| ORNAMENTAL TREES | |
| | Acer ginnala `Flame`<br>Amur Maple |
| | Malus x `Royal Raindrops`<br>Royal Raindrops Crabapple |
| | Malus x `Spring Snow`<br>Spring Snow Crab Apple |
| | Prunus virginiana `P002`<br>Sucker Punch Chokecherry |
| | Pyrus calleryana `Cleveland Select`<br>Cleveland Select Pear |
| | Syringa reticulata<br>Japanese Tree Lilac |

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| DECIDUOUS SHRUBS | |
| | Amelanchier alnifolia `Regent`<br>Regent Serviceberry |
| | Arctostaphylos x coloradoensis<br>Panchito Manzanita |
| | Berberis thunbergii 'Rose Glow'<br>Rose Glow Japanese Barberry |
| | Perovskia atriplicifolia `Little Spire` TM<br>Little Spire Russian Sage |
| | Philadelphus microphyllus<br>Littleleaf Mockorage |
| | Physocarpus opulifolius `Coppertina`<br>Coppertina Ninebark |
| | Physocarpus opulifolius `Little Devil` TM<br>Little Devil Ninebark |
| | Potentilla fruticosa `Fargo`<br>Dakota Sunspot® Bush Cinquefoil |
| | Prunus besseyi<br>Western Sand Cherry |
| | Rhus aromatica `Gro-Low`<br>Gro-Low Fragrant Sumac |
| | Ribes alpinum<br>Alpine Currant |
| | Rosa x `Morden Sunrise`<br>Morden Sunrise Shrub Rose |
| | Spiraea japonica 'Neon Flash'<br>Neon Flash Japanese Spirea |
| | Spiraea thunbergii 'Ogon'<br>Mellow Yellow™ Spirea |
| | Syringa patula `Miss Kim`<br>Miss Kim Lilac |
| | Viburnum lentago<br>Nannyberry Viburnum |

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| EVERGREEN SHRUBS | |
| | Arctostaphylos uva-ursi `Woods Compact`<br>Kinnikinnick |
| | Picea abies `Nidiformis`<br>Birds Nest Spruce |
| | Pinus sylvestris `Hillside Creeper`<br>Hillside Creeper Pine |
| GRASSES | |
| | Bouteloua gracilis `Blonde Ambition`<br>Blonde Ambition Blue Grama |
| | Deschampsia cespitosa 'Northern Lights'<br>Northern Lights Tufted Hair Grass |
| | Helictotrichon sempervirens<br>Blue Avena Grass |
| | Miscanthus sinensis `Morning Light`<br>Morning Light Maiden Grass |
| | Miscanthus sinensis `Purpurescens`<br>Flame (Purple Maiden) Grass |
| | Molinia caerulea `Variegata`<br>Variegated Moor Grass |
| | Pennisetum alopecuroides 'Hameln'<br>Hameln Fountain Grass |
| | Pennisetum alopecuroides 'Little Bunny'<br>Little Bunny Fountain Grass |
| | Sorghastrum nutans 'Indian Steel'<br>Indian Steel Indian Grass |
| PERENNIALS | |
| | Achillea millefolium `Terra Cotta`<br>Terra Cotta Common Yarrow |
| | Asclepias tuberosa<br>Butterfly Milkweed |
| | Baptisia australis<br>Blue Wild Indigo |
| | Callirhoe involucrata<br>Purple Poppymallow |
| | Centaurea montana<br>Perennial Cornflower |
| | Centranthus ruber 'Roseus'<br>Pink Valerian |
| | Machaeranthera bigelovii<br>Santa Fe Aster |
| | Monarda fistulosa fistulosa menthifolia<br>Mintleaf Bergamot |
| | Rudbeckia hirta fulgida<br>Black-eyed Susan |
| | Solidago x 'Goldkind'<br>Golden Baby Goldenrod |

Sheet Key:




TB GROUP
landscape architecture | planning | illustration
444 Mountain Ave.
Berthoud, CO 80513
TEL 970.532.5891
WEB TBGroup.us

SEAL

PROJECT TITLE

LEGACY PARK

FINAL PLAT

BERTHOUD, CO

PREPARED FOR

OWNER:

Legacy Park Investors, LLC

700 KEN PRATT BLD.
STE. 113
LONGMONT, CO 80501

| REVISIONS | DATE |
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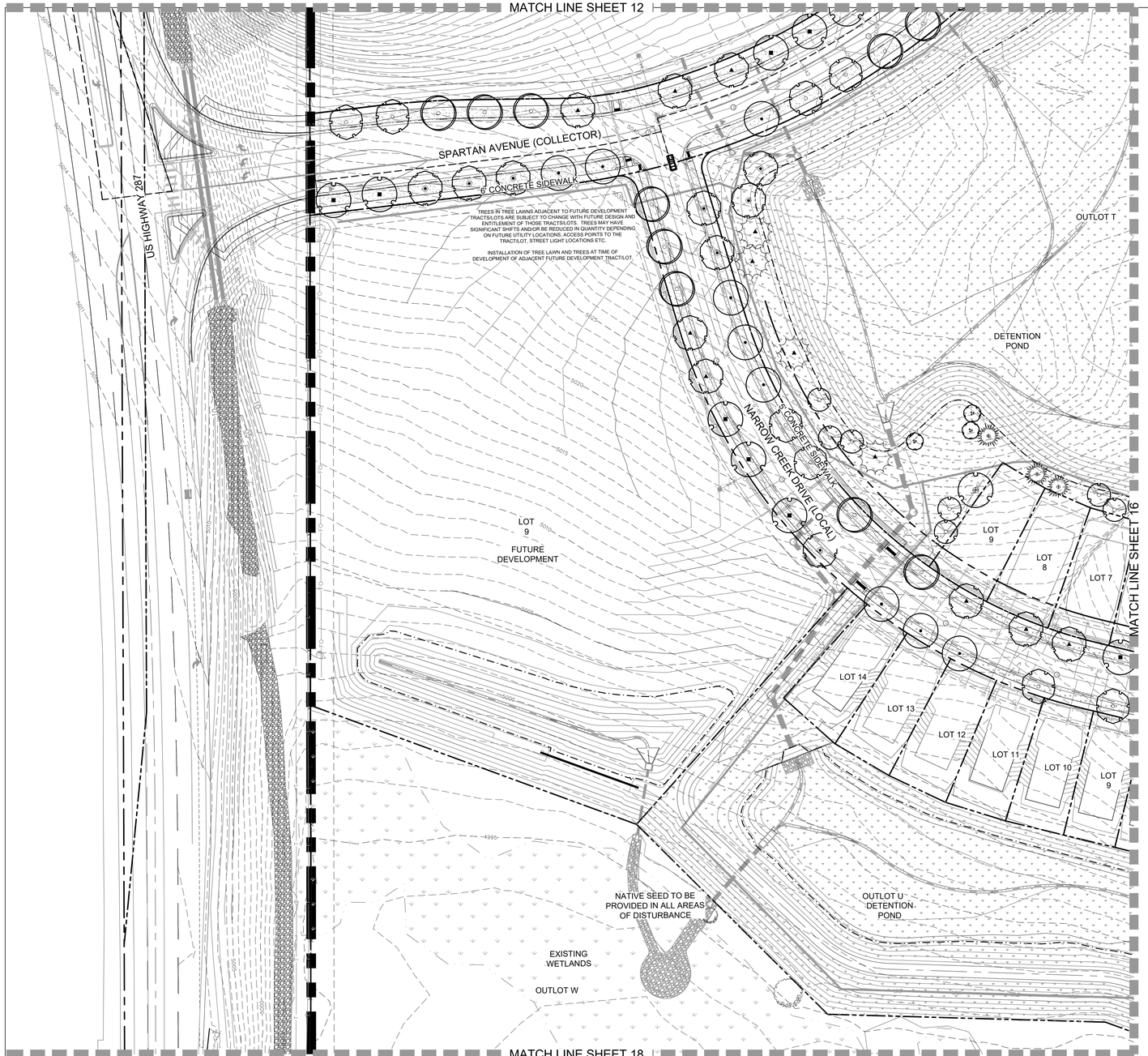
SHEET TITLE

LANDSCAPE PLAN

SHEET INFORMATION

Sheet Number: 14

Of: 44




## Landscape Legend

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| **DECIDUOUS TREES** | |
| | Acer saccharum 'Caddo'<br>Caddo Sugar Maple |
| | Catalpa speciosa<br>Western Catalpa |
| | Celtis occidentalis<br>Western Hackberry |
| | Gleditsia triacanthos inermis `Shademaster`<br>Shademaster Honeylocust |
| | Gymnocladus dioicus `Espresso`<br>Seedless Kentucky Coffeetree |
| | Platanus x acerifolia `Exclamation`<br>Exclamation Planetree |
| | Quercus shumardii<br>Shummard Red Oak |
| | Tilia americana `Redmond`<br>Redmond Linden |
| | Tilia americana `Sentry`<br>American Linden |
| **EVERGREEN TREES** | |
| | Picea pungens `Bakeri`<br>Bakeri Spruce |
| | Picea pungens `Hoopsii`<br>Hoopsi Spruce |
| | Pinus heldreichii leucodermis<br>Bosnian Pine |
| | Pinus mugo `Tannenbaum`<br>Tannenbaum Mugo Pine |
| | Pinus nigra<br>Austrian Pine |
| | Pinus ponderosa<br>Ponderosa Pine |
| **ORNAMENTAL TREES** | |
| | Acer ginnala `Flame`<br>Amur Maple |
| | Malus x `Royal Raindrops`<br>Royal Raindrops Crabapple |
| | Malus x `Spring Snow`<br>Spring Snow Crab Apple |
| | Prunus virginiana `P002`<br>Sucker Punch Chokecherry |
| | Pyrus calleryana `Cleveland Select`<br>Cleveland Select Pear |
| | Syringa reticulata<br>Japanese Tree Lilac |

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| **DECIDUOUS SHRUBS** | |
| | Amelanchier alnifolia `Regent`<br>Regent Serviceberry |
| | Arctostaphylos x coloradoensis<br>Panchito Manzanita |
| | Berberis thunbergii 'Rose Glow'<br>Rose Glow Japanese Barberry |
| | Perovskia atriplicifolia `Little Spire` TM<br>Little Spire Russian Sage |
| | Philadelphus microphyllus<br>Littleleaf Mockorage |
| | Physocarpus opulifolius `Coppertina`<br>Coppertina Ninebark |
| | Physocarpus opulifolius `Little Devil` TM<br>Little Devil Ninebark |
| | Potentilla fruticosa `Fargo`<br>Dakota Sunspot® Bush Cinquefoil |
| | Prunus besseyi<br>Western Sand Cherry |
| | Rhus aromatica `Gro-Low`<br>Gro-Low Fragrant Sumac |
| | Ribes alpinum<br>Alpine Currant |
| | Rosa x `Morden Sunrise`<br>Morden Sunrise Shrub Rose |
| | Spiraea japonica 'Neon Flash'<br>Neon Flash Japanese Spirea |
| | Spiraea thunbergii 'Ogon'<br>Mellow Yellow™ Spirea |
| | Syringa patula `Miss Kim`<br>Miss Kim Lilac |
| | Viburnum lentago<br>Nannyberry Viburnum |

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| **EVERGREEN SHRUBS** | |
| | Arctostaphylos uva-ursi `Woods Compact`<br>Kinnikinnick |
| | Picea abies `Nidiformis`<br>Birds Nest Spruce |
| | Pinus sylvestris `Hillside Creeper`<br>Hillside Creeper Pine |
| **GRASSES** | |
| | Bouteloua gracilis `Blonde Ambition`<br>Blonde Ambition Blue Grama |
| | Deschampsia cespitosa 'Northern Lights'<br>Northern Lights Tufted Hair Grass |
| | Helictotrichon sempervirens<br>Blue Avena Grass |
| | Miscanthus sinensis `Morning Light`<br>Morning Light Maiden Grass |
| | Miscanthus sinensis `Purpurescens`<br>Flame (Purple Maiden) Grass |
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| **PERENNIALS** | |
| | Achillea millefolium `Terra Cotta`<br>Terra Cotta Common Yarrow |
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| | Centranthus ruber 'Roseus'<br>Pink Valerian |
| | Machaeranthera bigelovii<br>Santa Fe Aster |
| | Monarda fistulosa fistulosa menthifolia<br>Mintleaf Bergamot |
| | Rudbeckia hirta fulgida<br>Black-eyed Susan |
| | Solidago x 'Goldkind'<br>Golden Baby Goldenrod |

## Materials Legend

| SYMBOL | DESCRIPTION |
|---|---|
| 01 GROUND COVER | |
| | IRRIGATED TURF<br>ARKANSAS VALLEY DURATURF FESCUE BLEND OR APPROVED EQUAL |
| | IRRIGATED TURF<br>ARKANSAS VALLEY DURATURF FESCUE BLEND OR APPROVED EQUAL, "BY HOMEOWNER" |
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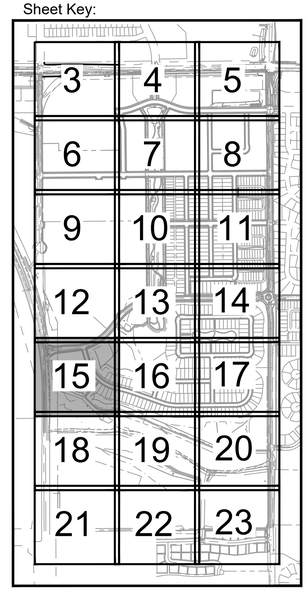
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|---|---|
| | IRRIGATED NATIVE SEED<br>SEE DETAILS FOR SEED MIX |
| | CRUSHER FINES<br>GRAY BREEZE |
| | COBBLE - SIZE VARIES |
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PROPERTY BOUNDARY
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* ALL LIGHTING WILL MEET THE DEVELOPMENT CODE DARK SKY STANDARDS

0 50' 75' 100'
SCALE 1" = 50'-0"
NORTH

Sheet Key:




TB GROUP
landscape architecture | planning | illustration
444 Mountain Ave.
Berthoud,CO 80513
TEL 970.532.5891
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FINAL PLAT

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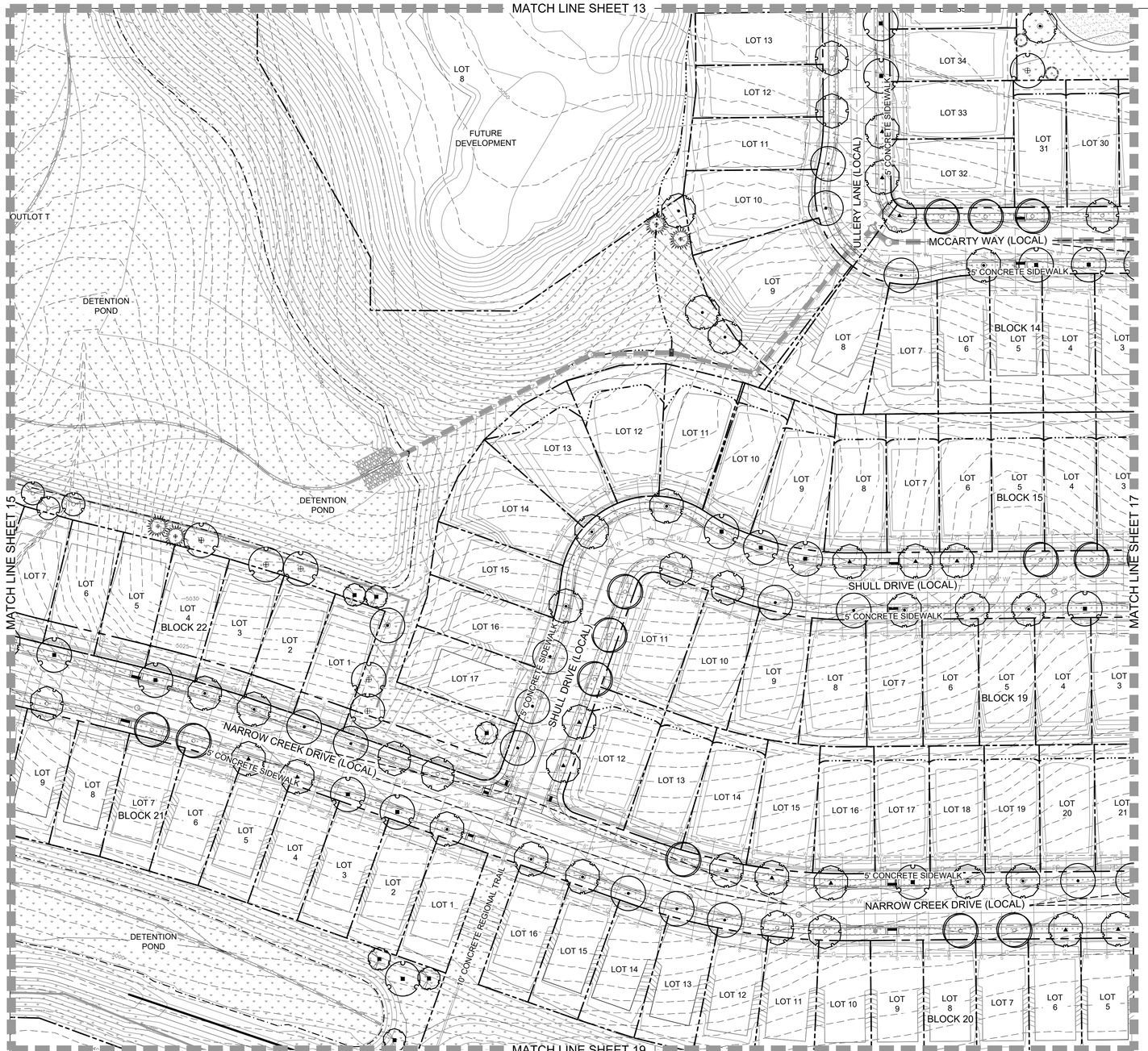
SHEET TITLE

LANDSCAPE PLAN

SHEET INFORMATION

Sheet Number: 15

Of: 44




## Landscape Legend

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| **DECIDUOUS TREES** | |
| | Acer saccharum 'Caddo'<br>Caddo Sugar Maple |
| | Catalpa speciosa<br>Western Catalpa |
| | Celtis occidentalis<br>Western Hackberry |
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| | Platanus x acerifolia `Exclamation`<br>Exclamation Planetree |
| | Quercus shumardii<br>Shummard Red Oak |
| | Tilia americana `Redmond`<br>Redmond Linden |
| | Tilia americana `Sentry`<br>American Linden |
| **EVERGREEN TREES** | |
| | Picea pungens `Bakeri`<br>Bakeri Spruce |
| | Picea pungens `Hoopsii`<br>Hoopsi Spruce |
| | Pinus heldreichii leucodermis<br>Bosnian Pine |
| | Pinus mugo `Tannenbaum`<br>Tannenbaum Mugo Pine |
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| **ORNAMENTAL TREES** | |
| | Acer ginnala `Flame`<br>Amur Maple |
| | Malus x `Royal Raindrops`<br>Royal Raindrops Crabapple |
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| **DECIDUOUS SHRUBS** | |
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| | Berberis thunbergii 'Rose Glow'<br>Rose Glow Japanese Barberry |
| | Perovskia atriplicifolia `Little Spire` TM<br>Little Spire Russian Sage |
| | Philadelphus microphyllus<br>Littleleaf Mockorage |
| | Physocarpus opulifolius `Coppertina`<br>Coppertina Ninebark |
| | Physocarpus opulifolius `Little Devil` TM<br>Little Devil Ninebark |
| | Potentilla fruticosa `Fargo`<br>Dakota Sunspot® Bush Cinquefoil |
| | Prunus besseyi<br>Western Sand Cherry |
| | Rhus aromatica `Gro-Low`<br>Gro-Low Fragrant Sumac |
| | Ribes alpinum<br>Alpine Currant |
| | Rosa x `Morden Sunrise`<br>Morden Sunrise Shrub Rose |
| | Spiraea japonica 'Neon Flash'<br>Neon Flash Japanese Spirea |
| | Spiraea thunbergii 'Ogon'<br>Mellow Yellow™ Spirea |
| | Syringa patula `Miss Kim`<br>Miss Kim Lilac |
| | Viburnum lentago<br>Nannyberry Viburnum |

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| **EVERGREEN SHRUBS** | |
| | Arctostaphylos uva-ursi `Woods Compact`<br>Kinnikinnick |
| | Picea abies `Nidiformis`<br>Birds Nest Spruce |
| | Pinus sylvestris `Hillside Creeper`<br>Hillside Creeper Pine |
| **GRASSES** | |
| | Bouteloua gracilis `Blonde Ambition`<br>Blonde Ambition Blue Grama |
| | Deschampsia cespitosa 'Northern Lights'<br>Northern Lights Tufted Hair Grass |
| | Helictotrichon sempervirens<br>Blue Avena Grass |
| | Miscanthus sinensis `Morning Light`<br>Morning Light Maiden Grass |
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| | Rudbeckia hirta fulgida<br>Black-eyed Susan |
| | Solidago x 'Goldkind'<br>Golden Baby Goldenrod |

## Materials Legend

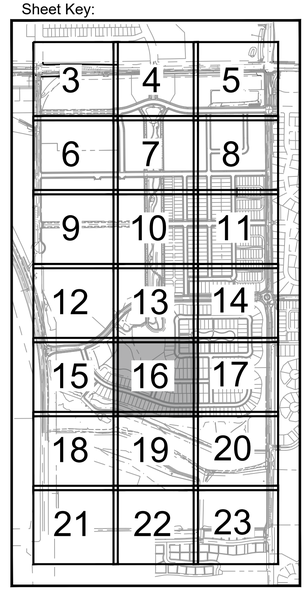
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|---|---|
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0 50' 75' 100' NORTH
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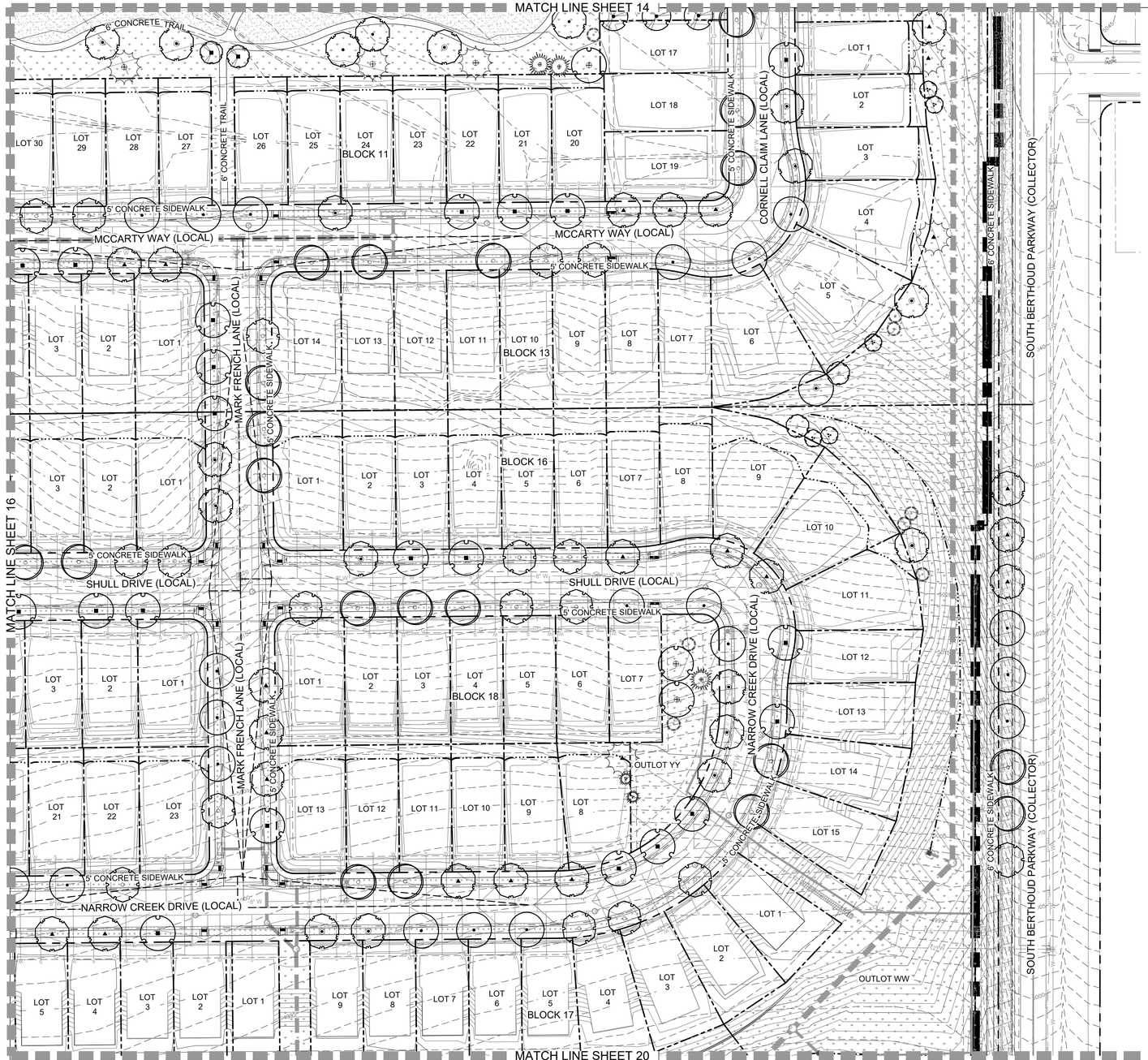
SHEET TITLE

LANDSCAPE PLAN

SHEET INFORMATION

Sheet Number: 16

Of: 44




## Landscape Legend

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| **DECIDUOUS TREES** | |
| | Acer saccharum `Caddo'<br>Caddo Sugar Maple |
| | Catalpa speciosa<br>Western Catalpa |
| | Celtis occidentalis<br>Western Hackberry |
| | Gleditsia triacanthos inermis<br>`Shademaster`<br>Shademaster Honeylocust |
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| | Quercus shumardii<br>Shummard Red Oak |
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| **EVERGREEN TREES** | |
| | Picea pungens `Bakeri`<br>Bakeri Spruce |
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| **ORNAMENTAL TREES** | |
| | Acer ginnala `Flame`<br>Amur Maple |
| | Malus x `Royal Raindrops`<br>Royal Raindrops Crabapple |
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| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| **DECIDUOUS SHRUBS** | |
| | Amelanchier alnifolia `Regent`<br>Regent Serviceberry |
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| | Berberis thunbergii 'Rose Glow'<br>Rose Glow Japanese Barberry |
| | Perovskia atriplicifolia `Little Spire` TM<br>Little Spire Russian Sage |
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| | Syringa patula `Miss Kim`<br>Miss Kim Lilac |
| | Viburnum lentago<br>Nannyberry Viburnum |

| | |
|---|---|
| **EVERGREEN SHRUBS** | |
| | Arctostaphylos uva-ursi `Woods Compact`<br>Kinnikinnick |
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| | Pinus sylvestris `Hillside Creeper`<br>Hillside Creeper Pine |
| **GRASSES** | |
| | Bouteloua gracilis `Blonde Ambition`<br>Blonde Ambition Blue Grama |
| | Deschampsia cespitosa 'Northern Lights'<br>Northern Lights Tufted Hair Grass |
| | Helictotrichon sempervirens<br>Blue Avena Grass |
| | Miscanthus sinensis `Morning Light`<br>Morning Light Maiden Grass |
| | Miscanthus sinensis `Purpurescens`<br>Flame (Purple Maiden) Grass |
| | Molinia caerulea `Variegata`<br>Variegated Moor Grass |
| | Pennisetum alopecuroides 'Hameln'<br>Hameln Fountain Grass |
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| | Sorghastrum nutans 'Indian Steel'<br>Indian Steel Indian Grass |
| **PERENNIALS** | |
| | Achillea millefolium `Terra Cotta`<br>Terra Cotta Common Yarrow |
| | Asclepias tuberosa<br>Butterfly Milkweed |
| | Baptisia australis<br>Blue Wild Indigo |
| | Callirhoe involucrata<br>Purple Poppymallow |
| | Centaurea montana<br>Perennial Cornflower |
| | Centranthus ruber 'Roseus'<br>Pink Valerian |
| | Machaeranthera bigelovii<br>Santa Fe Aster |
| | Monarda fistulosa fistulosa menthifolia<br>Mintleaf Bergamot |
| | Rudbeckia hirta fulgida<br>Black-eyed Susan |
| | Solidago x 'Goldkind'<br>Golden Baby Goldenrod |

## Materials Legend

| SYMBOL | DESCRIPTION |
|---|---|
| 01 GROUND COVER | |
| | IRRIGATED TURF<br>ARKANSAS VALLEY DURATURF FESCUE BLEND OR APPROVED EQUAL |
| | IRRIGATED TURF<br>ARKANSAS VALLEY DURATURF FESCUE BLEND OR APPROVED EQUAL, "BY HOMEOWNER" |
| | WOOD MULCH<br>ALL SHRUB BEDS TO RECEIVE A MINIMUM 4" DEPTH SHREDDED CEDAR MULCH |
| | 1.5" WASHED RIVER ROCK COBBLE<br>ALL SHRUB BEDS TO RECEIVE A MINIMUM 2"-3" DEPTH ROCK COBBLE |
| | IRRIGATED NATIVE SEED<br>SEE DETAILS FOR SEED MIX |
| | CRUSHER FINES<br>GRAY BREEZE |
| | COBBLE - SIZE VARIES |
| | FIBAR MULCH OR APPROVED EQUAL |

PROPERTY BOUNDARY

EASEMENTS

LANDSCAPE EDGING

SIGHT DISTANCE TRIANGLE

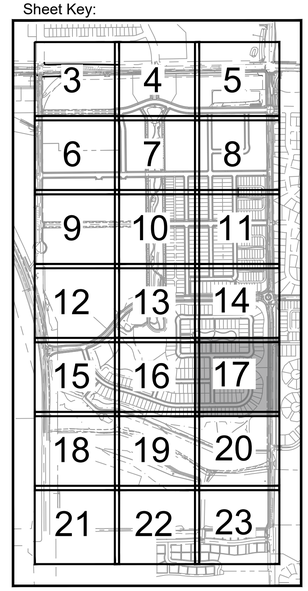
LIGHT FIXTURE *

* ALL LIGHTING WILL MEET THE DEVELOPMENT CODE DARK SKY STANDARDS

SCALE 1" = 50'-0"

0 50' 75' 100' NORTH

Sheet Key:




TB GROUP
landscape architecture | planning | illustration
444 Mountain Ave.
Berthoud, CO 80513
TEL 970.532.5891
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SEAL

PROJECT TITLE

LEGACY PARK

FINAL PLAT

BERTHOUD, CO

PREPARED FOR

OWNER:

Legacy Park Investors, LLC

700 KEN PRATT BLD.
STE. 113
LONGMONT, CO 80501

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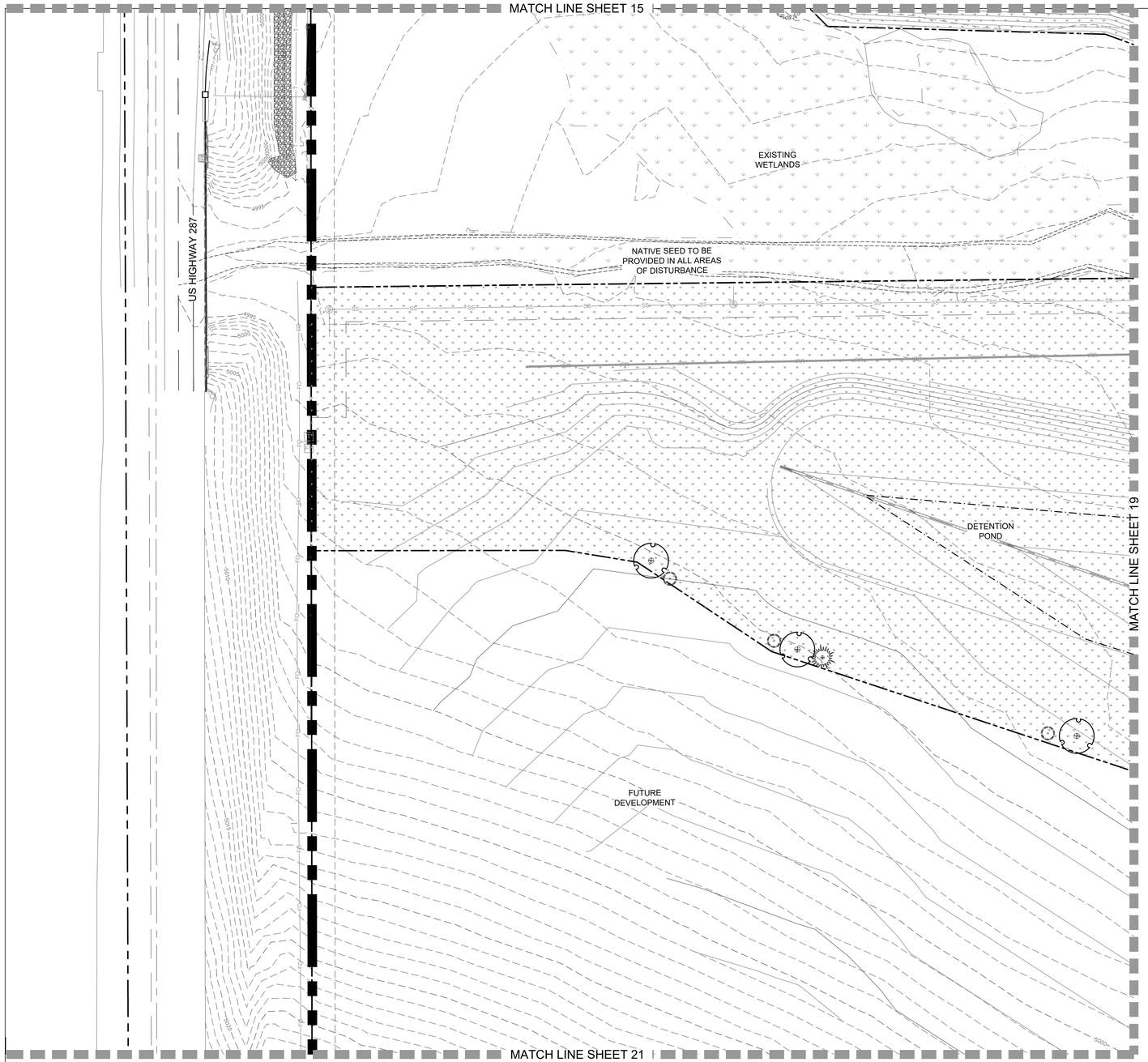
SHEET TITLE

LANDSCAPE PLAN

SHEET INFORMATION

Sheet Number: 17

Of: 44




## Landscape Legend

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| **DECIDUOUS TREES** | |
| | Acer saccharum `Caddo'<br>Caddo Sugar Maple |
| | Catalpa speciosa<br>Western Catalpa |
| | Celtis occidentalis<br>Western Hackberry |
| | Gleditsia triacanthos inermis<br>`Shademaster`<br>Shademaster Honeylocust |
| | Gymnocladus dioicus `Espresso`<br>Seedless Kentucky Coffeetree |
| | Platanus x acerifolia `Exclamation`<br>Exclamation Planetree |
| | Quercus shumardii<br>Shummard Red Oak |
| | Tilia americana `Redmond`<br>Redmond Linden |
| | Tilia americana `Sentry`<br>American Linden |
| **EVERGREEN TREES** | |
| | Picea pungens `Bakeri`<br>Bakeri Spruce |
| | Picea pungens `Hoopsii`<br>Hoopsi Spruce |
| | Pinus heldreichii leucodermis<br>Bosnian Pine |
| | Pinus mugo `Tannenbaum`<br>Tannenbaum Mugo Pine |
| | Pinus nigra<br>Austrian Pine |
| | Pinus ponderosa<br>Ponderosa Pine |
| **ORNAMENTAL TREES** | |
| | Acer ginnala `Flame`<br>Amur Maple |
| | Malus x `Royal Raindrops`<br>Royal Raindrops Crabapple |
| | Malus x `Spring Snow`<br>Spring Snow Crab Apple |
| | Prunus virginiana `P002`<br>Sucker Punch Chokecherry |
| | Pyrus calleryana `Cleveland Select`<br>Cleveland Select Pear |
| | Syringa reticulata<br>Japanese Tree Lilac |

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| **DECIDUOUS SHRUBS** | |
| | Amelanchier alnifolia `Regent`<br>Regent Serviceberry |
| | Arctostaphylos x coloradoensis<br>Panchito Manzanita |
| | Berberis thunbergii 'Rose Glow'<br>Rose Glow Japanese Barberry |
| | Perovskia atriplicifolia `Little Spire` TM<br>Little Spire Russian Sage |
| | Philadelphus microphyllus<br>Littleleaf Mockorage |
| | Physocarpus opulifolius `Coppertina`<br>Coppertina Ninebark |
| | Physocarpus opulifolius `Little Devil` TM<br>Little Devil Ninebark |
| | Potentilla fruticosa `Fargo`<br>Dakota Sunspot® Bush Cinquefoil |
| | Prunus besseyi<br>Western Sand Cherry |
| | Rhus aromatica `Gro-Low`<br>Gro-Low Fragrant Sumac |
| | Ribes alpinum<br>Alpine Currant |
| | Rosa x `Morden Sunrise`<br>Morden Sunrise Shrub Rose |
| | Spiraea japonica 'Neon Flash'<br>Neon Flash Japanese Spirea |
| | Spiraea thunbergii 'Ogon'<br>Mellow Yellow™ Spirea |
| | Syringa patula `Miss Kim`<br>Miss Kim Lilac |
| | Viburnum lentago<br>Nannyberry Viburnum |

| SYMBOL | BOTANICAL / COMMON NAME |
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| **EVERGREEN SHRUBS** | |
| | Arctostaphylos uva-ursi `Woods Compact`<br>Kinnikinnick |
| | Picea abies `Nidiformis`<br>Birds Nest Spruce |
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| | Bouteloua gracilis `Blonde Ambition`<br>Blonde Ambition Blue Grama |
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| | Monarda fistulosa fistulosa menthifolia<br>Mintleaf Bergamot |
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| | |
|---|---|
| | IRRIGATED NATIVE SEED<br>SEE DETAILS FOR SEED MIX |
| | CRUSHER FINES<br>GRAY BREEZE |
| | COBBLE - SIZE VARIES |
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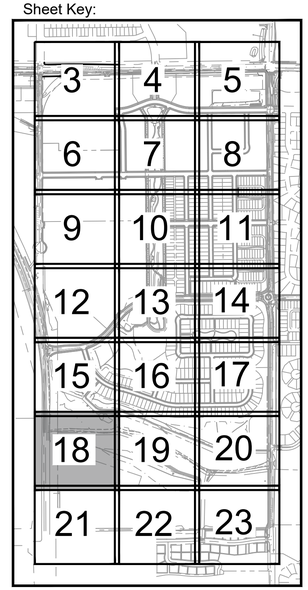
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LANDSCAPE EDGING
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0 50' 75' 100'
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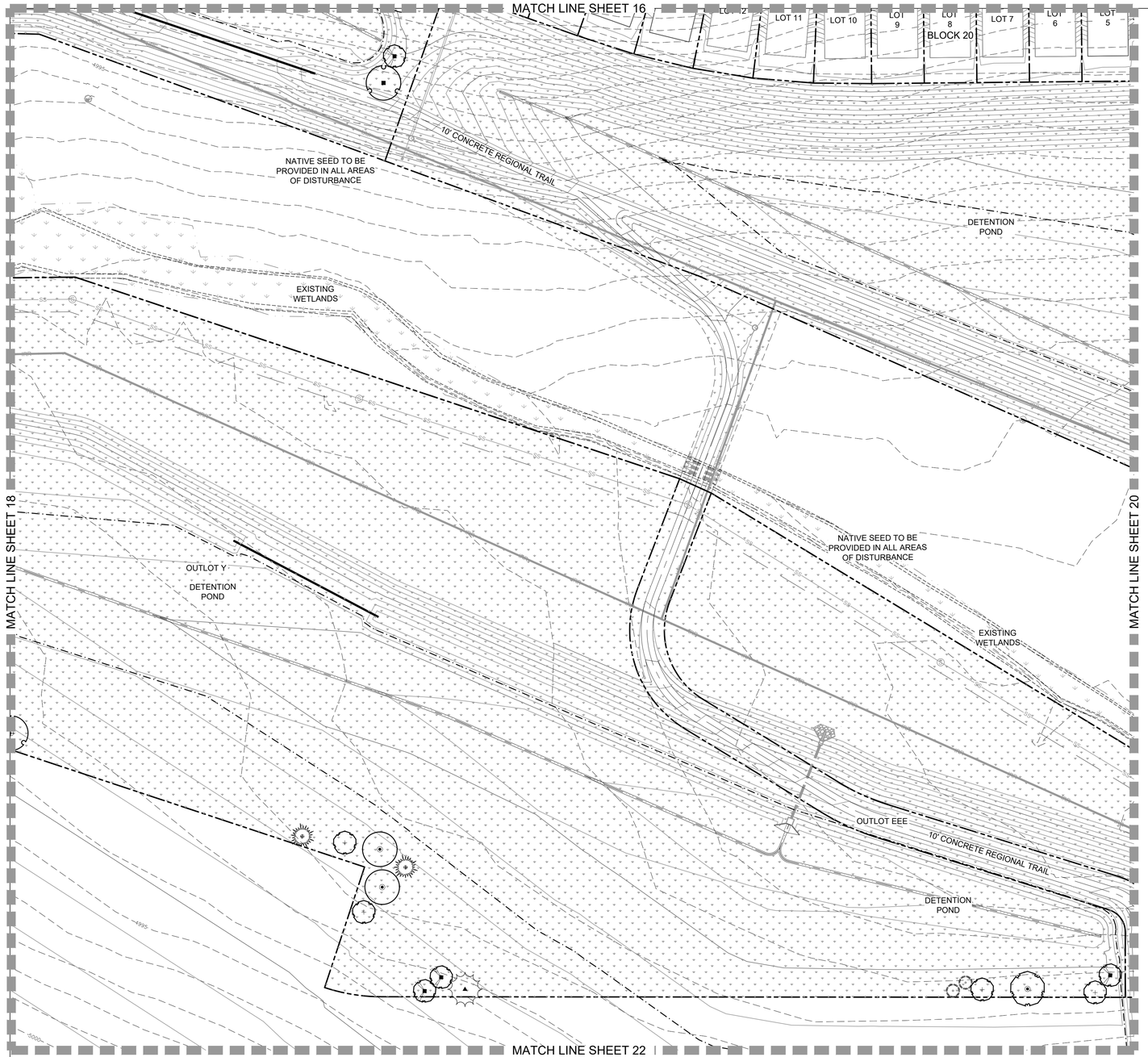
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LANDSCAPE PLAN

SHEET INFORMATION

Sheet Number: 18

Of: 44




## Materials Legend

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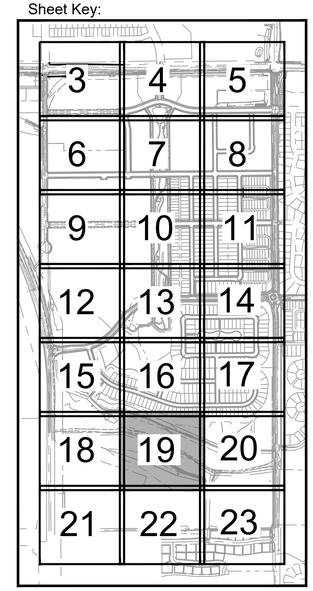
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|---|---|
| DECIDUOUS TREES | |
| | Acer saccharum 'Caddo'<br>Caddo Sugar Maple |
| | Catalpa speciosa<br>Western Catalpa |
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| | Gymnocladus dioicus `Espresso`<br>Seedless Kentucky Coffeetree |
| | Platanus x acerifolia `Exclamation`<br>Exclamation Planetree |
| | Quercus shumardii<br>Shummard Red Oak |
| | Tilia americana `Redmond`<br>Redmond Linden |
| | Tilia americana `Sentry`<br>American Linden |
| EVERGREEN TREES | |
| | Picea pungens `Bakeri`<br>Bakeri Spruce |
| | Picea pungens `Hoopsii`<br>Hoopsi Spruce |
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| | Pinus mugo `Tannenbaum`<br>Tannenbaum Mugo Pine |
| | Pinus nigra<br>Austrian Pine |
| | Pinus ponderosa<br>Ponderosa Pine |
| ORNAMENTAL TREES | |
| | Acer ginnala `Flame`<br>Amur Maple |
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| SYMBOL | BOTANICAL / COMMON NAME |
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| | Perovskia atriplicifolia `Little Spire` TM<br>Little Spire Russian Sage |
| | Philadelphus microphyllus<br>Littleleaf Mockorage |
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| | Potentilla fruticosa `Fargo`<br>Dakota Sunspot® Bush Cinquefoil |
| | Prunus besseyi<br>Western Sand Cherry |
| | Rhus aromatica `Gro-Low`<br>Gro-Low Fragrant Sumac |
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| | Spiraea japonica 'Neon Flash'<br>Neon Flash Japanese Spirea |
| | Spiraea thunbergii 'Ogon'<br>Mellow Yellow™ Spirea |
| | Syringa patula `Miss Kim`<br>Miss Kim Lilac |
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| PERENNIALS | |
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| | Asclepias tuberosa<br>Butterfly Milkweed |
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| | Machaeranthera bigelovii<br>Santa Fe Aster |
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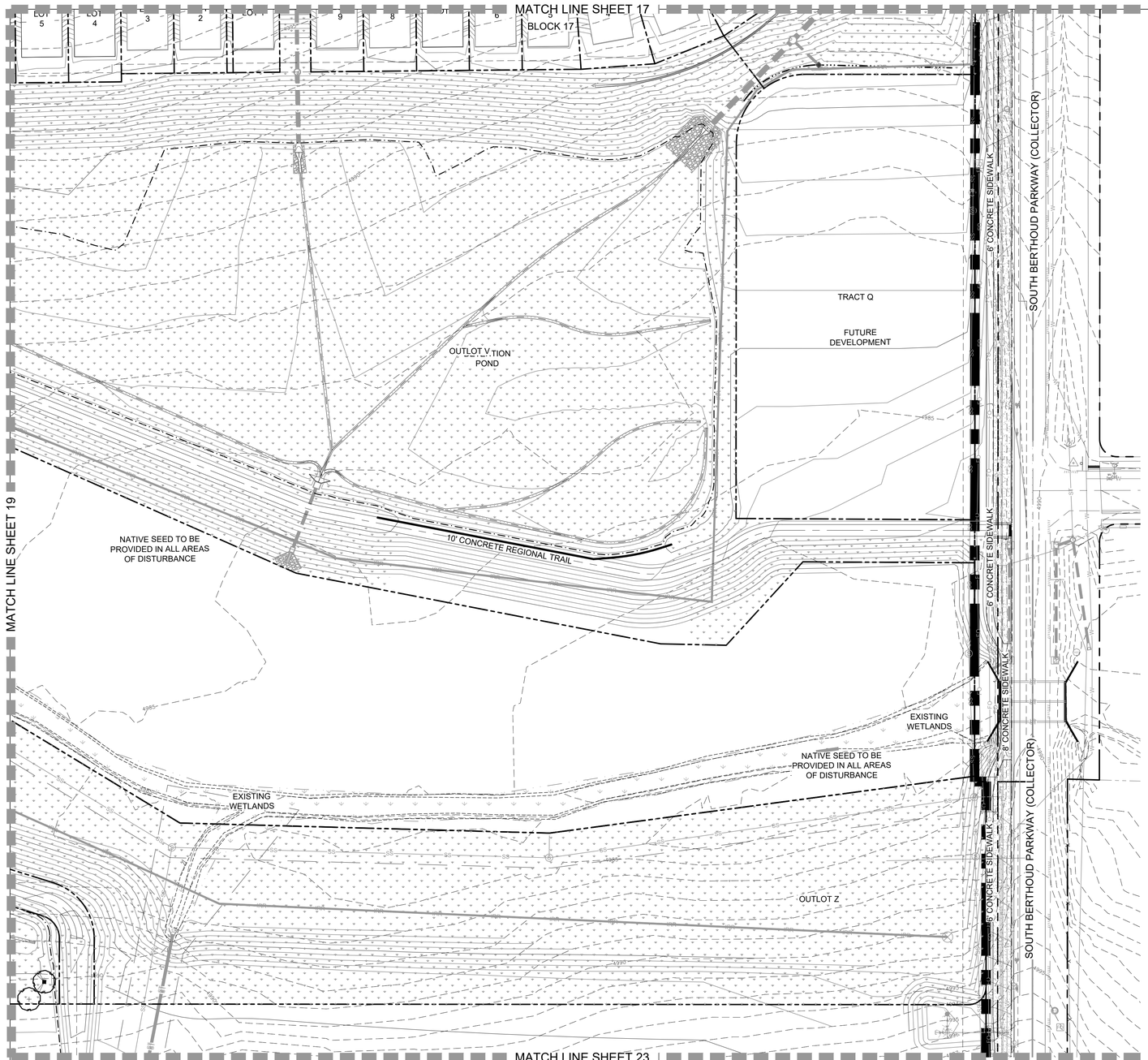
SHEET TITLE

LANDSCAPE PLAN

SHEET INFORMATION

Sheet Number: 19

Of: 44




## Landscape Legend

| SYMBOL | BOTANICAL / COMMON NAME |
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| **DECIDUOUS TREES** | |
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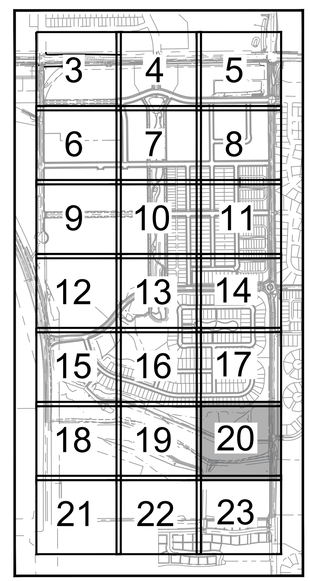
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landscape architecture | planning | illustration
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Berthoud, CO 80513
TEL 970.532.5891
WEB TBGroup.us

SEAL

PROJECT TITLE

LEGACY PARK

FINAL PLAT

BERTHOUD, CO

PREPARED FOR

OWNER:

Legacy Park Investors, LLC

700 KEN PRATT BLD.
STE. 113
LONGMONT, CO 80501

| REVISIONS | DATE |
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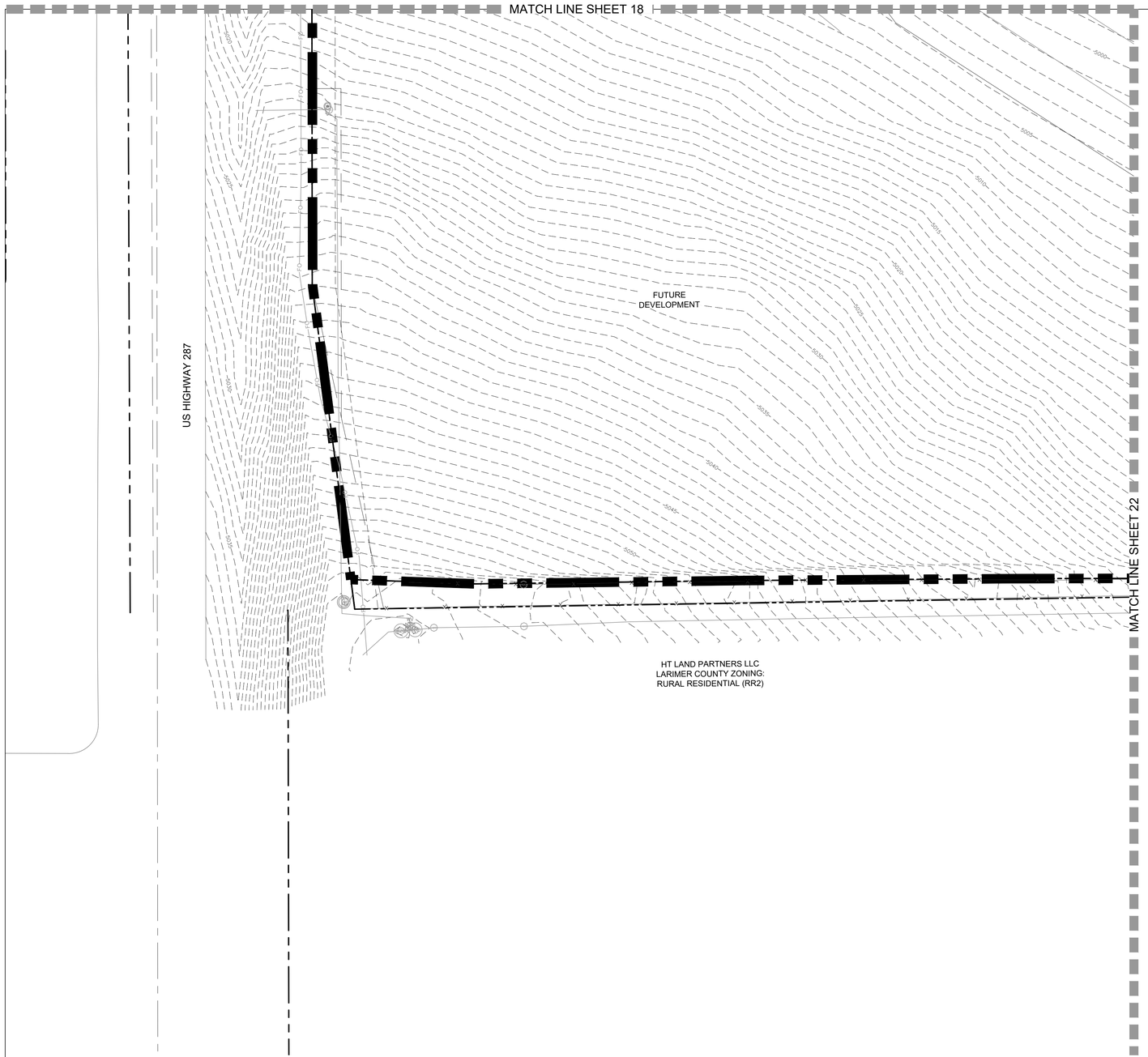
SHEET TITLE

LANDSCAPE PLAN

SHEET INFORMATION

Sheet Number: 20

Of: 44




## Landscape Legend

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| **DECIDUOUS TREES** | |
| | Acer saccharum `Caddo'<br>Caddo Sugar Maple |
| | Catalpa speciosa<br>Western Catalpa |
| | Celtis occidentalis<br>Western Hackberry |
| | Gleditsia triacanthos inermis<br>`Shademaster`<br>Shademaster Honeylocust |
| | Gymnocladus dioicus `Espresso`<br>Seedless Kentucky Coffeetree |
| | Platanus x acerifolia `Exclamation`<br>Exclamation Planetree |
| | Quercus shumardii<br>Shummard Red Oak |
| | Tilia americana `Redmond`<br>Redmond Linden |
| | Tilia americana `Sentry`<br>American Linden |
| **EVERGREEN TREES** | |
| | Picea pungens `Bakeri`<br>Bakeri Spruce |
| | Picea pungens `Hoopsii`<br>Hoopsi Spruce |
| | Pinus heldreichii leucodermis<br>Bosnian Pine |
| | Pinus mugo `Tannenbaum`<br>Tannenbaum Mugo Pine |
| | Pinus nigra<br>Austrian Pine |
| | Pinus ponderosa<br>Ponderosa Pine |
| **ORNAMENTAL TREES** | |
| | Acer ginnala `Flame`<br>Amur Maple |
| | Malus x `Royal Raindrops`<br>Royal Raindrops Crabapple |
| | Malus x `Spring Snow`<br>Spring Snow Crab Apple |
| | Prunus virginiana `P002`<br>Sucker Punch Chokecherry |
| | Pyrus calleryana `Cleveland Select`<br>Cleveland Select Pear |
| | Syringa reticulata<br>Japanese Tree Lilac |

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| **EVERGREEN SHRUBS** | |
| | Arctostaphylos uva-ursi `Woods Compact`<br>Kinnikinnick |
| | Picea abies `Nidiformis`<br>Birds Nest Spruce |
| | Pinus sylvestris `Hillside Creeper`<br>Hillside Creeper Pine |
| **GRASSES** | |
| | Bouteloua gracilis `Blonde Ambition`<br>Blonde Ambition Blue Grama |
| | Deschampsia cespitosa 'Northern Lights'<br>Northern Lights Tufted Hair Grass |
| | Helictotrichon sempervirens<br>Blue Avena Grass |
| | Miscanthus sinensis `Morning Light`<br>Morning Light Maiden Grass |
| | Miscanthus sinensis `Purpurescens`<br>Flame (Purple Maiden) Grass |
| | Molinia caerulea `Variegata`<br>Variegated Moor Grass |
| | Pennisetum alopecuroides 'Hameln'<br>Hameln Fountain Grass |
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| | Asclepias tuberosa<br>Butterfly Milkweed |
| | Baptisia australis<br>Blue Wild Indigo |
| | Callirhoe involucrata<br>Purple Poppymallow |
| | Centaurea montana<br>Perennial Cornflower |
| | Centranthus ruber 'Roseus'<br>Pink Valerian |
| | Machaeranthera bigelovii<br>Santa Fe Aster |
| | Monarda fistulosa fistulosa menthifolia<br>Mintleaf Bergamot |
| | Rudbeckia hirta fulgida<br>Black-eyed Susan |
| | Solidago x 'Goldkind'<br>Golden Baby Goldenrod |

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| | Amelanchier alnifolia `Regent`<br>Regent Serviceberry |
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| | Philadelphus microphyllus<br>Littleleaf Mockorage |
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| | Rosa x `Morden Sunrise`<br>Morden Sunrise Shrub Rose |
| | Spiraea japonica 'Neon Flash'<br>Neon Flash Japanese Spirea |
| | Spiraea thunbergii 'Ogon'<br>Mellow Yellow™ Spirea |
| | Syringa patula `Miss Kim`<br>Miss Kim Lilac |
| | Viburnum lentago<br>Nannyberry Viburnum |

## Materials Legend

| SYMBOL | DESCRIPTION |
|---|---|
| **01 GROUND COVER** | |
| | IRRIGATED TURF<br>ARKANSAS VALLEY DURATURF FESCUE BLEND OR APPROVED EQUAL |
| | IRRIGATED TURF<br>ARKANSAS VALLEY DURATURF FESCUE BLEND OR APPROVED EQUAL, "BY HOMEOWNER" |
| | WOOD MULCH<br>ALL SHRUB BEDS TO RECEIVE A MINIMUM 4" DEPTH SHREDDED CEDAR MULCH |
| | 1.5" WASHED RIVER ROCK COBBLE<br>ALL SHRUB BEDS TO RECEIVE A MINIMUM 2"-3" DEPTH ROCK COBBLE |
| | IRRIGATED NATIVE SEED<br>SEE DETAILS FOR SEED MIX |
| | CRUSHER FINES<br>GRAY BREEZE |
| | COBBLE - SIZE VARIES |
| | FIBAR MULCH OR APPROVED EQUAL |

PROPERTY BOUNDARY

EASEMENTS

LANDSCAPE EDGING

SIGHT DISTANCE TRIANGLE

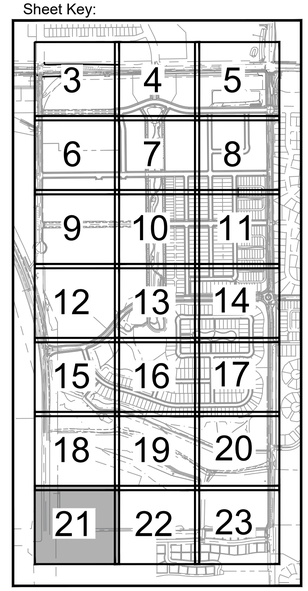
LIGHT FIXTURE *

* ALL LIGHTING WILL MEET THE DEVELOPMENT CODE DARK SKY STANDARDS

0 50' 75' 100'
SCALE 1" = 50'-0"

NORTH

Sheet Key:




TB GROUP
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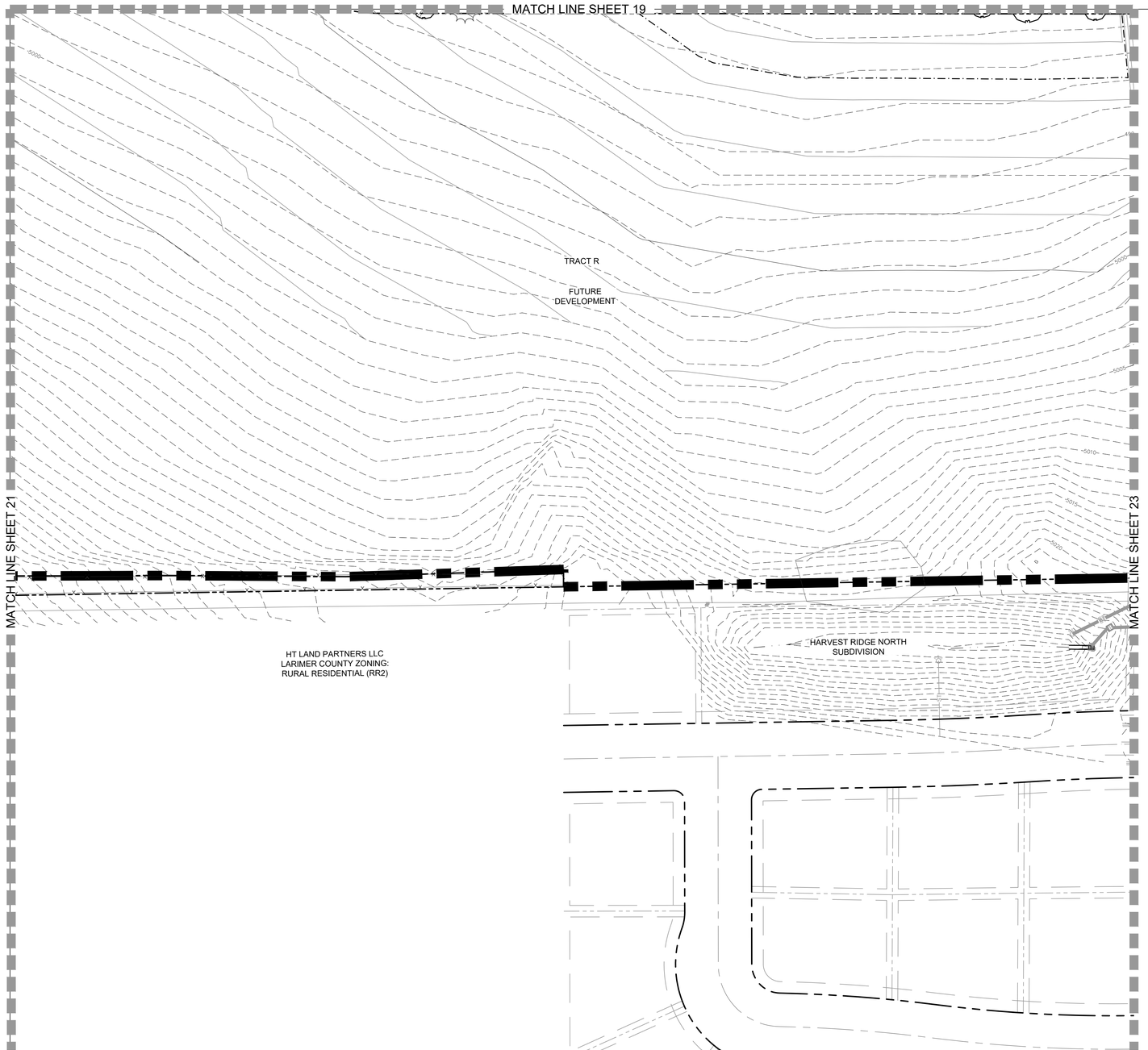
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LANDSCAPE PLAN

SHEET INFORMATION

Sheet Number: 21

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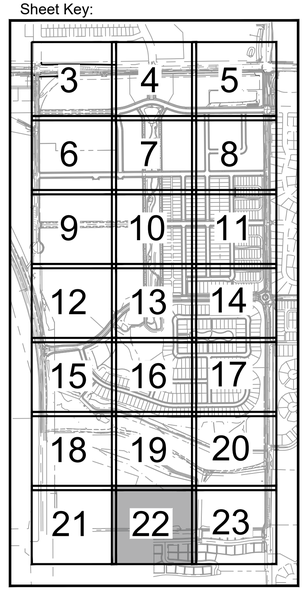
LANDSCAPE EDGING

SIGHT DISTANCE TRIANGLE

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Sheet Key:




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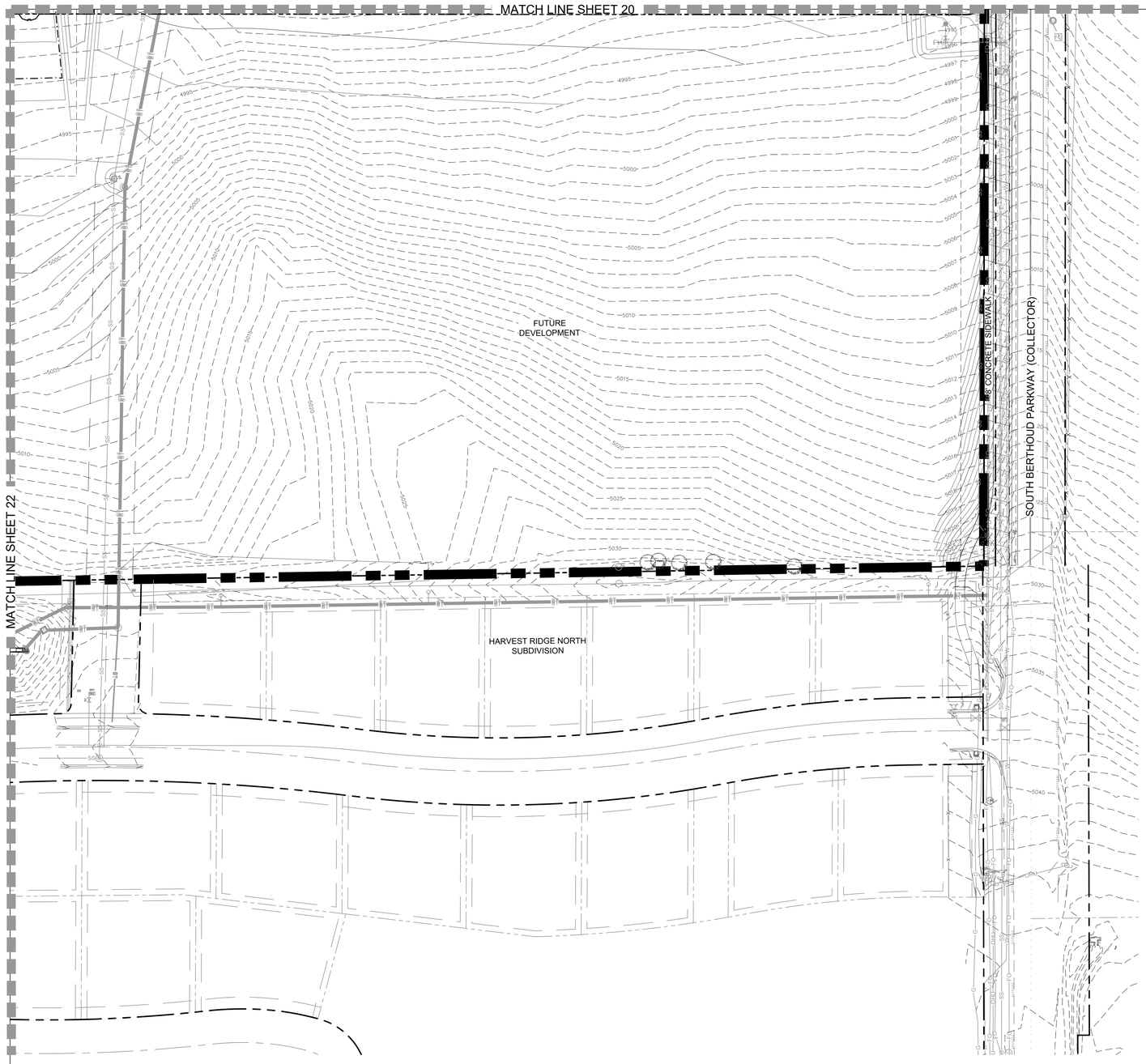
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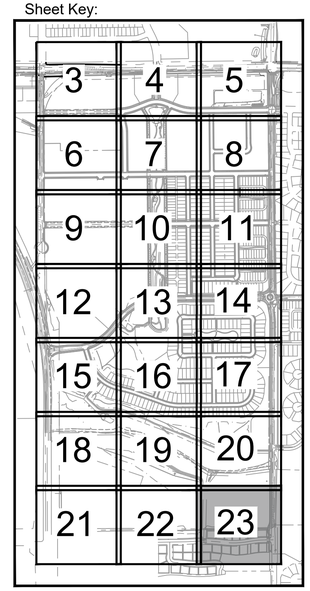
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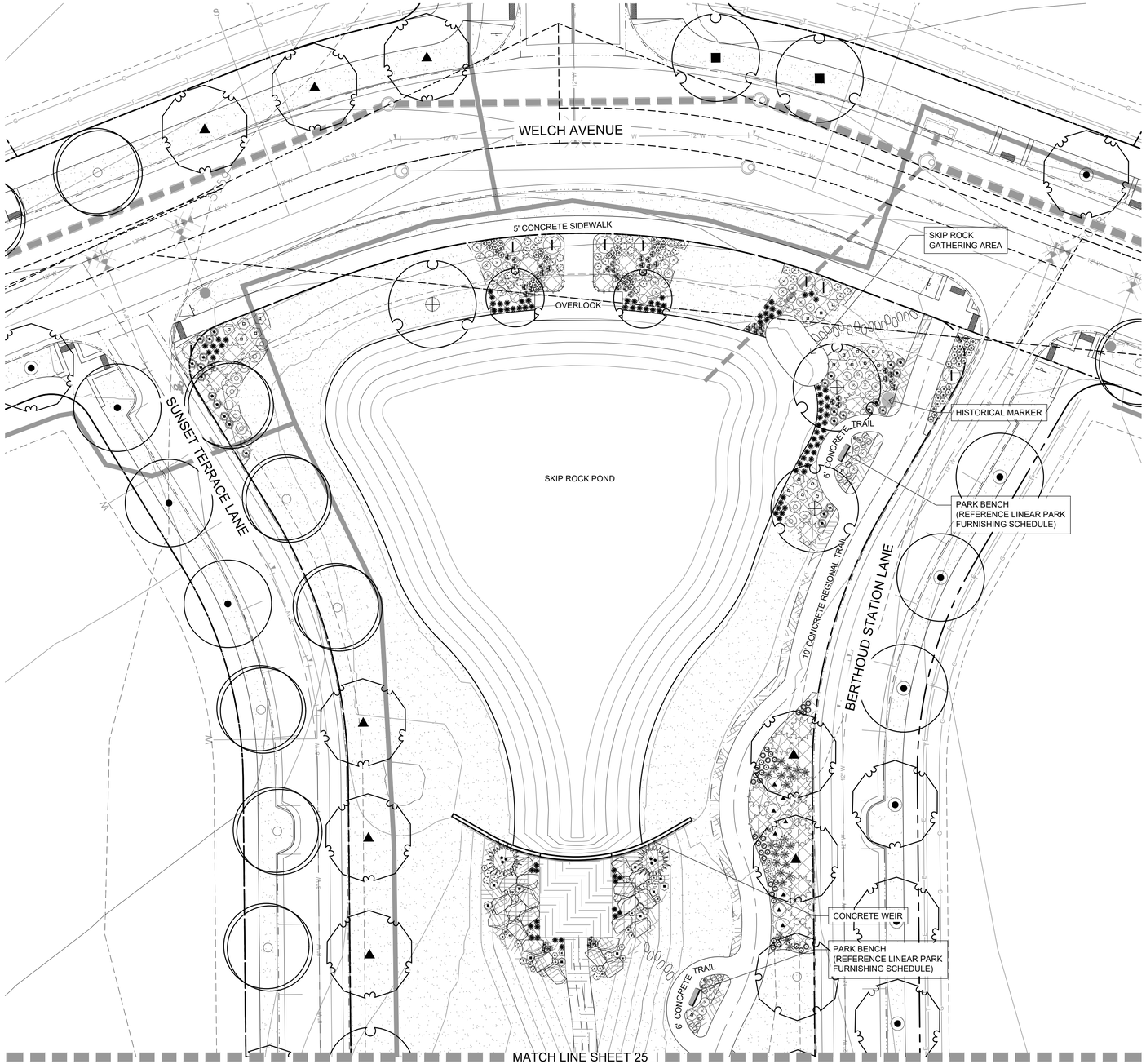
SHEET TITLE

LANDSCAPE PLAN

SHEET INFORMATION

Sheet Number: 23

Of: 44




## Linear Park Furnishing Schedule

| DESCRIPTION | MANUFACTURER | MODEL | QUANTITY | MATERIAL / COLOR | MOUNT TYPE |
|---|---|---|---|---|---|
| CLIMBING STRUCTURE | LITTLE TIKES COMMERCIAL | VARIOUS | 1 | VARIOUS | IN GROUND |
| AMPHITHEATER/OPEN AIR VENUE | ICON SHELTER SYSTEMS | DS20x24S-P108 | 1 | WOOD / METAL | IN GROUND |
| PARK SHELTER | ICON SHELTER SYSTEMS | RG20X26S-P9 | 1 | METAL / TBD | IN GROUND |
| 6' PARK BENCH | ANOVA | RCPMC6 | 6 | RECYCLED PLASTIC / TBD | SURFACE |
| TRASH RECEPTACLE | ANOVA | TR35DT | 9 | RECYCLED PLASTIC, STEEL / TBD | SURFACE |
| ADA PARK TABLE | ANOVA | L3016 | 1 | STEEL / TBD | SURFACE |
| PARK TABLE | ANOVA | T2003R | 2 | RECYCLED PLASTIC, STEEL / TBD | SURFACE |
| BIKE RACK | ANOVA | CIRBLEBR | 12 | STEEL / TBD | SURFACE |
| PET WASTE STATION | ANOVA | D022-B | 7 | ALUMINUM / GREEN | IN-GROUND |
| DRINKING FOUNTAIN | ELKAY | LK4400FRK | 2 | STAINLESS STEEL / BLACK | SURFACE |
| DRINKING FOUNTAIN W/ PET STATION | ELKAY | LK4420DB | 1 | STAINLESS STEEL / BLACK | SURFACE |
| | | | | | |

NOTE:
ALL PARK FURNISHINGS, PLAY EQUIPMENT, AND SPECIFIC STRUCTURES AS SPECIFIED OR EQUAL.

## GENERAL EQUIPMENT / AMENITY NOTES:

1. CONTRACTOR TO OBTAIN ALL INSTALLATION AND STRUCTURAL INFORMATION OR DRAWINGS FROM MANUFACTURER PRIOR TO INSTALLATION.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO SUBMIT ALL NECESSARY PERMIT DOCUMENTS AS REQUIRED BY THE LOCAL JURISDICTIONS FOR THESE PRODUCTS.
3. CONTRACTOR TO SUBMIT PRODUCT AND ASSOCIATED INSTALLATION INFORMATION / DETAILS FOR OWNER'S REVIEW AND APPROVAL PRIOR TO ORDERING.
4. COORDINATE FINAL LOCATION OF ALL AMENITIES / EQUIPMENT WITH OWNER PRIOR TO FINAL INSTALLATION / MOUNTING.
5. SUBSTITUTIONS ARE ALLOWED, FOR SPECIFIED PRODUCTS THAT ARE NO LONGER AVAILABLE, OR IF A SUBSTANTIAL COST SAVINGS CAN BE REALIZED FOR THE OWNER BY USE OF AN ALTERNATE AND EQUAL PRODUCT. IF SUCH SUBSTITUTION OCCURS IT MUST BE SUBMITTED IN WRITING AND APPROVED BY THE OWNER OR ANY GOVERNING AGENCIES.

0 20' 30' 40' NORTH
SCALE 1" = 20'-0"

PROPERTY BOUNDARY
EASEMENTS
LANDSCAPE EDGING
SIGHT DISTANCE TRIANGLE
LIGHT FIXTURE *

* ALL LIGHTING WILL MEET THE DEVELOPMENT CODE DARK SKY STANDARDS

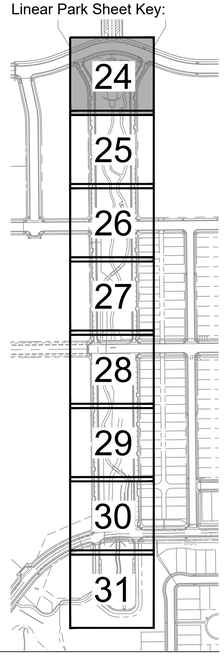
## Landscape Legend

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| DECIDUOUS TREES | |
| | Acer saccharum 'Caddo'<br>Caddo Sugar Maple |
| | Catalpa speciosa<br>Western Catalpa |
| | Celtis occidentalis<br>Western Hackberry |
| | Gleditsia triacanthos inermis `Shademaster`<br>Shademaster Honeylocust |
| | Gymnocladus dioicus `Espresso`<br>Seedless Kentucky Coffeetree |
| | Platanus x acerifolia `Exclamation`<br>Exclamation Planetree |
| | Quercus shumardii<br>Shummard Red Oak |
| | Tilia americana `Redmond`<br>Redmond Linden |
| | Tilia americana `Sentry`<br>American Linden |
| EVERGREEN TREES | |
| | Picea pungens `Bakeri`<br>Bakeri Spruce |
| | Picea pungens `Hoopsii`<br>Hoopsi Spruce |
| | Pinus heldreichii leucodermis<br>Bosnian Pine |
| | Pinus mugo ``Tannenbaum`<br>Tannenbaum Mugo Pine |
| | Pinus nigra<br>Austrian Pine |
| | Pinus ponderosa<br>Ponderosa Pine |
| ORNAMENTAL TREES | |
| | Acer ginnala `Flame`<br>Amur Maple |
| | Malus x `Royal Raindrops`<br>Royal Raindrops Crabapple |
| | Malus x `Spring Snow`<br>Spring Snow Crab Apple |
| | Prunus virginiana `P002`<br>Sucker Punch Chokecherry |
| | Pyrus calleryana `Cleveland Select`<br>Cleveland Select Pear |
| | Syringa reticulata<br>Japanese Tree Lilac |

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| DECIDUOUS SHRUBS | |
| | Amelanchier alnifolia `Regent`<br>Regent Serviceberry |
| | Arctostaphylos x coloradoensis<br>Panchito Manzanita |
| | Berberis thunbergii 'Rose Glow'<br>Rose Glow Japanese Barberry |
| | Perovskia atriplicifolia `Little Spire` TM<br>Little Spire Russian Sage |
| | Philadelphus microphyllus<br>Littleleaf Mockorage |
| | Physocarpus opulifolius `Coppertina`<br>Coppertina Ninebark |
| | Physocarpus opulifolius `Little Devil` TM<br>Little Devil Ninebark |
| | Potentilla fruticosa `Fargo`<br>Dakota Sunspot® Bush Cinquefoil |
| | Prunus besseyi<br>Western Sand Cherry |
| | Rhus aromatica `Gro-Low`<br>Gro-Low Fragrant Sumac |
| | Ribes alpinum<br>Alpine Currant |
| | Rosa x `Morden Sunrise`<br>Morden Sunrise Shrub Rose |
| | Spiraea japonica 'Neon Flash'<br>Neon Flash Japanese Spirea |
| | Spiraea thunbergii 'Ogon'<br>Mellow Yellow™ Spirea |
| | Syringa patula `Miss Kim`<br>Miss Kim Lilac |
| | Viburnum lentago<br>Nannyberry Viburnum |

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| EVERGREEN SHRUBS | |
| | Arctostaphylos uva-ursi `Woods Compact`<br>Kinnikinnick |
| | Picea abies `Nidiformis`<br>Birds Nest Spruce |
| | Pinus sylvestris `Hillside Creeper`<br>Hillside Creeper Pine |
| GRASSES | |
| | Bouteloua gracilis `Blonde Ambition`<br>Blonde Ambition Blue Grama |
| | Deschampsia cespitosa 'Northern Lights'<br>Northern Lights Tufted Hair Grass |
| | Helictotrichon sempervirens<br>Blue Avena Grass |
| | Miscanthus sinensis `Morning Light`<br>Morning Light Maiden Grass |
| | Miscanthus sinensis `Purpurescens`<br>Flame (Purple Maiden) Grass |
| | Molinia caerulea `Variegata`<br>Variegated Moor Grass |
| | Pennisetum alopecuroides 'Hameln'<br>Hameln Fountain Grass |
| | Pennisetum alopecuroides 'Little Bunny'<br>Little Bunny Fountain Grass |
| | Sorghastrum nutans 'Indian Steel'<br>Indian Steel Indian Grass |
| PERENNIALS | |
| | Achillea millefolium `Terra Cotta`<br>Terra Cotta Common Yarrow |
| | Asclepias tuberosa<br>Butterfly Milkweed |
| | Baptisia australis<br>Blue Wild Indigo |
| | Callirhoe involucrata<br>Purple Poppymallow |
| | Centaurea montana<br>Perennial Cornflower |
| | Centranthus ruber 'Roseus'<br>Pink Valerian |
| | Machaeranthera bigelovii<br>Santa Fe Aster |
| | Monarda fistulosa fistulosa menthifolia<br>Mintleaf Bergamot |
| | Rudbeckia hirta fulgida<br>Black-eyed Susan |
| | Solidago x 'Goldkind'<br>Golden Baby Goldenrod |

Linear Park Sheet Key:




TB GROUP
landscape architecture | planning | illustration
444 Mountain Ave, Berthoud,CO 80513
TEL 970.532.5891
WEB TBGroup.us

SEAL

PROJECT TITLE

LEGACY PARK

FINAL PLAT

BERTHOUD, CO

PREPARED FOR

OWNER:

Legacy Park Investors, LLC

700 KEN PRATT BLD.
STE. 113
LONGMONT, CO 80501

| REVISIONS | DATE |
|---|---|
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June 26, 2025

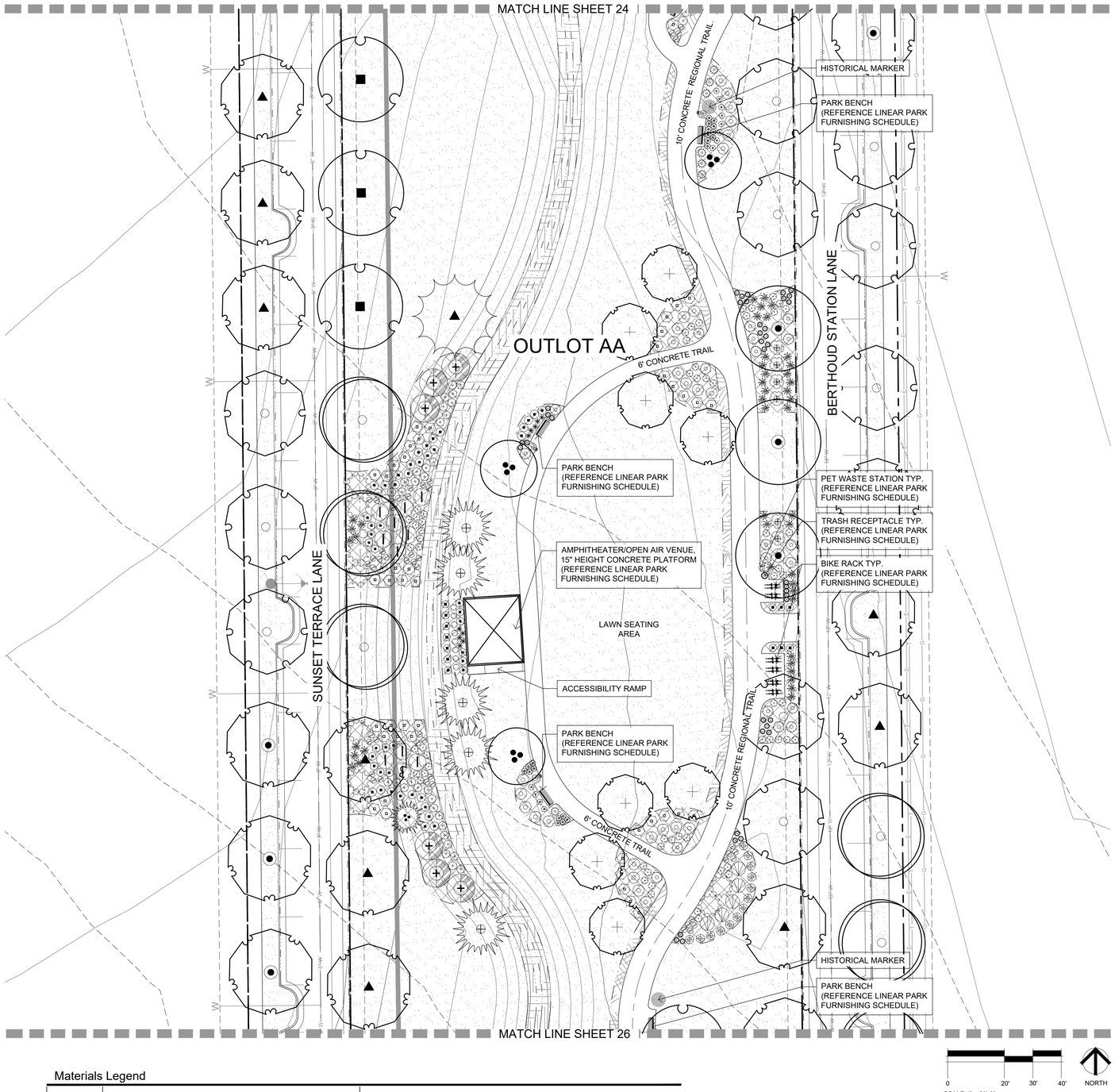
SHEET TITLE

COMMUNITY PARK ENLARGEMENT

SHEET INFORMATION

Sheet Number: 24

Of: 44




## Landscape Legend

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| **DECIDUOUS TREES** | |
| | Acer saccharum 'Caddo'<br>Caddo Sugar Maple |
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| | Gleditsia triacanthos inermis `Shademaster`<br>Shademaster Honeylocust |
| | Gymnocladus dioicus `Espresso`<br>Seedless Kentucky Coffeetree |
| | Platanus x acerifolia `Exclamation`<br>Exclamation Planetree |
| | Quercus shumardii<br>Shummard Red Oak |
| | Tilia americana `Redmond`<br>Redmond Linden |
| | Tilia americana `Sentry`<br>American Linden |
| **EVERGREEN TREES** | |
| | Picea pungens `Bakeri`<br>Bakeri Spruce |
| | Picea pungens `Hoopsii`<br>Hoopsi Spruce |
| | Pinus heldreichii leucodermis<br>Bosnian Pine |
| | Pinus mugo `Tannenbaum`<br>Tannenbaum Mugo Pine |
| | Pinus nigra<br>Austrian Pine |
| | Pinus ponderosa<br>Ponderosa Pine |
| **ORNAMENTAL TREES** | |
| | Acer ginnala `Flame`<br>Amur Maple |
| | Malus x `Royal Raindrops`<br>Royal Raindrops Crabapple |
| | Malus x `Spring Snow`<br>Spring Snow Crab Apple |
| | Prunus virginiana `P002`<br>Sucker Punch Chokecherry |
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|---|---|
| **DECIDUOUS SHRUBS** | |
| | Amelanchier alnifolia `Regent`<br>Regent Serviceberry |
| | Arctostaphylos x coloradoensis<br>Panchito Manzanita |
| | Berberis thunbergii 'Rose Glow'<br>Rose Glow Japanese Barberry |
| | Perovskia atriplicifolia `Little Spire` TM<br>Little Spire Russian Sage |
| | Philadelphus microphyllus<br>Littleleaf Mockorage |
| | Physocarpus opulifolius `Coppertina`<br>Coppertina Ninebark |
| | Physocarpus opulifolius `Little Devil` TM<br>Little Devil Ninebark |
| | Potentilla fruticosa `Fargo`<br>Dakota Sunspot® Bush Cinquefoil |
| | Prunus besseyi<br>Western Sand Cherry |
| | Rhus aromatica `Gro-Low`<br>Gro-Low Fragrant Sumac |
| | Ribes alpinum<br>Alpine Currant |
| | Rosa x `Morden Sunrise`<br>Morden Sunrise Shrub Rose |
| | Spiraea japonica 'Neon Flash'<br>Neon Flash Japanese Spirea |
| | Spiraea thunbergii 'Ogon'<br>Mellow Yellow™ Spirea |
| | Syringa patula `Miss Kim`<br>Miss Kim Lilac |
| | Viburnum lentago<br>Nannyberry Viburnum |

| | |
|---|---|
| **EVERGREEN SHRUBS** | |
| | Arctostaphylos uva-ursi `Woods Compact`<br>Kinnikinnick |
| | Picea abies `Nidiformis`<br>Birds Nest Spruce |
| | Pinus sylvestris `Hillside Creeper`<br>Hillside Creeper Pine |
| **GRASSES** | |
| | Bouteloua gracilis `Blonde Ambition`<br>Blonde Ambition Blue Grama |
| | Deschampsia cespitosa 'Northern Lights'<br>Northern Lights Tufted Hair Grass |
| | Helictotrichon sempervirens<br>Blue Avena Grass |
| | Miscanthus sinensis `Morning Light`<br>Morning Light Maiden Grass |
| | Miscanthus sinensis `Purpurescens`<br>Flame (Purple Maiden) Grass |
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| **PERENNIALS** | |
| | Achillea millefolium `Terra Cotta`<br>Terra Cotta Common Yarrow |
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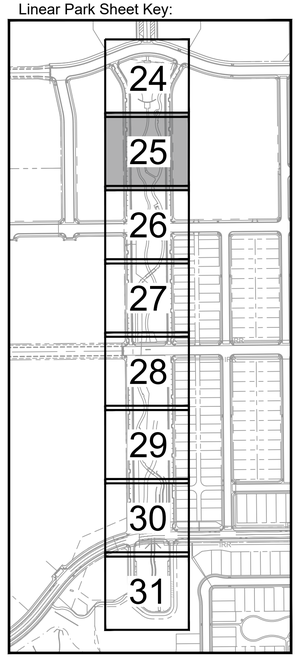
## Materials Legend

| SYMBOL | DESCRIPTION |
|---|---|
| 01 GROUND COVER | |
| | IRRIGATED TURF<br>ARKANSAS VALLEY DURATURF FESCUE BLEND OR APPROVED EQUAL |
| | IRRIGATED TURF<br>ARKANSAS VALLEY DURATURF FESCUE BLEND OR APPROVED EQUAL, "BY HOMEOWNER" |
| | WOOD MULCH<br>ALL SHRUB BEDS TO RECEIVE A MINIMUM 4" DEPTH SHREDDED CEDAR MULCH |
| | 1.5" WASHED RIVER ROCK COBBLE<br>ALL SHRUB BEDS TO RECEIVE A MINIMUM 2"-3" DEPTH ROCK COBBLE |
| | IRRIGATED NATIVE SEED<br>SEE DETAILS FOR SEED MIX |
| | CRUSHER FINES<br>GRAY BREEZE |
| | COBBLE - SIZE VARIES |
| | FIBAR MULCH OR APPROVED EQUAL |

PROPERTY BOUNDARY
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Linear Park Sheet Key:




TB GROUP
landscape architecture | planning | illustration
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SEAL

PROJECT TITLE

LEGACY PARK

FINAL PLAT

BERTHOUD, CO

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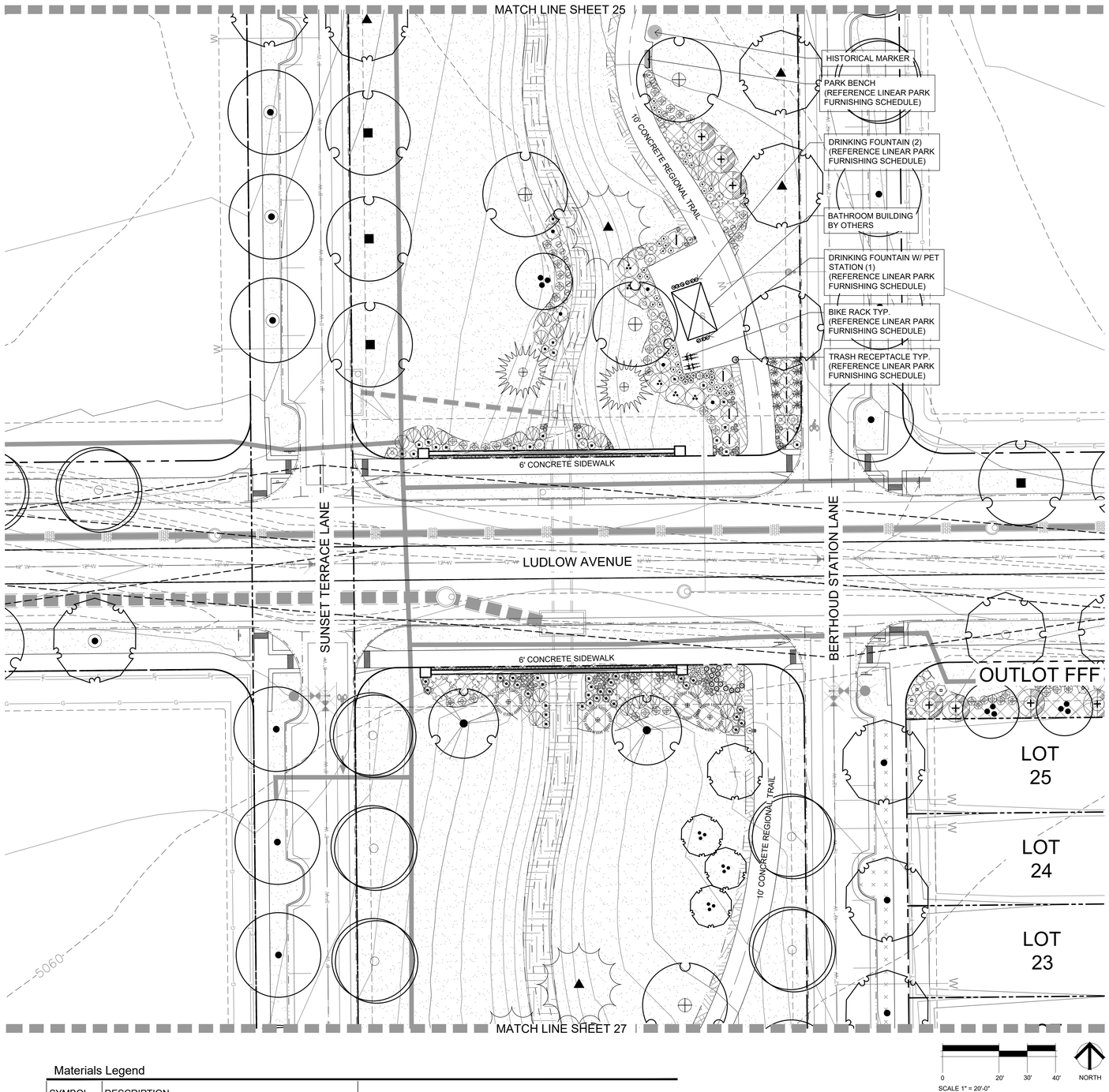
SHEET TITLE

COMMUNITY PARK ENLARGEMENT

SHEET INFORMATION

Sheet Number: 25

Of: 44




## Landscape Legend

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| **DECIDUOUS TREES** | |
| | Acer saccharum 'Caddo'<br>Caddo Sugar Maple |
| | Catalpa speciosa<br>Western Catalpa |
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| | Platanus x acerifolia `Exclamation`<br>Exclamation Planetree |
| | Quercus shumardii<br>Shummard Red Oak |
| | Tilia americana `Redmond`<br>Redmond Linden |
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| **EVERGREEN TREES** | |
| | Picea pungens `Bakeri`<br>Bakeri Spruce |
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| | Pinus mugo `Tannenbaum`<br>Tannenbaum Mugo Pine |
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| | Pinus ponderosa<br>Ponderosa Pine |
| **ORNAMENTAL TREES** | |
| | Acer ginnala `Flame`<br>Amur Maple |
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| | Perovskia atriplicifolia `Little Spire` TM<br>Little Spire Russian Sage |
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| | Spiraea thunbergii 'Ogon'<br>Mellow Yellow™ Spirea |
| | Syringa patula `Miss Kim`<br>Miss Kim Lilac |
| | Viburnum lentago<br>Nannyberry Viburnum |

| | |
|---|---|
| **EVERGREEN SHRUBS** | |
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| **GRASSES** | |
| | Bouteloua gracilis `Blonde Ambition`<br>Blonde Ambition Blue Grama |
| | Deschampsia cespitosa 'Northern Lights'<br>Northern Lights Tufted Hair Grass |
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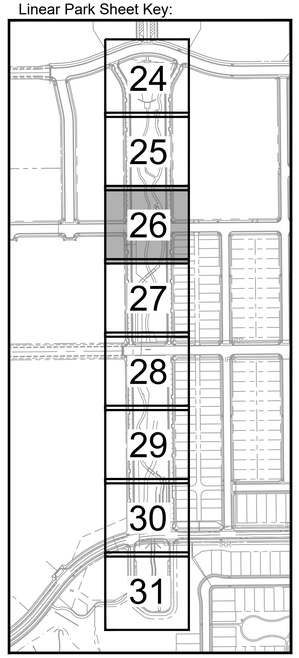
## Materials Legend

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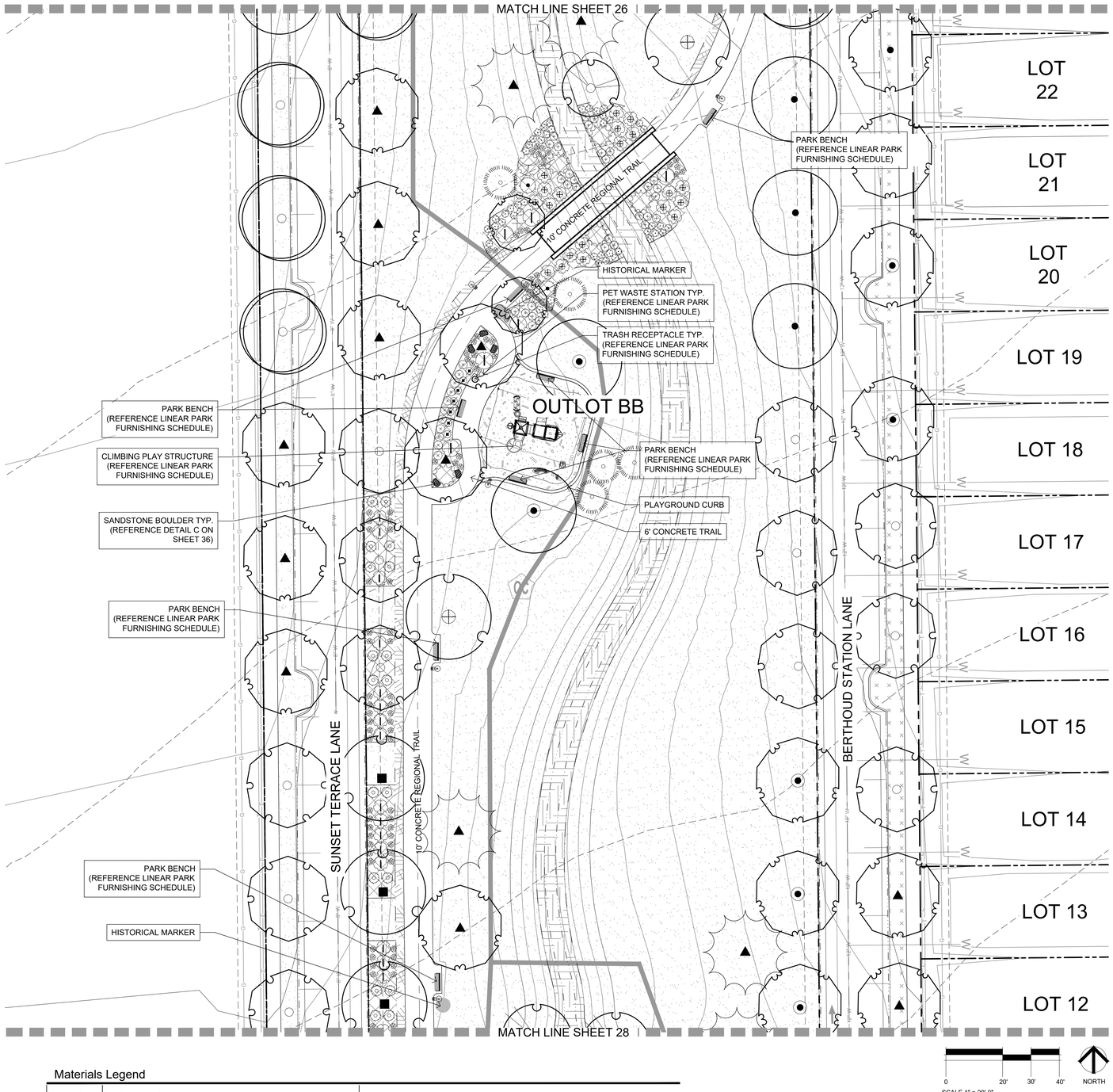
SHEET TITLE

COMMUNITY PARK ENLARGEMENT

SHEET INFORMATION

Sheet Number: 26

Of: 44




## Materials Legend

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PROPERTY BOUNDARY
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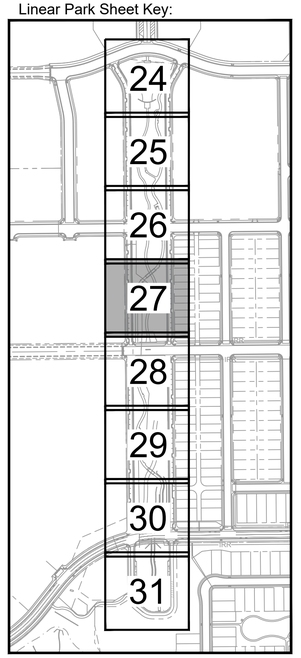
## Landscape Legend

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| | Physocarpus opulifolius `Coppertina`<br>Coppertina Ninebark |
| | Physocarpus opulifolius `Little Devil` TM<br>Little Devil Ninebark |
| | Potentilla fruticosa `Fargo`<br>Dakota Sunspot® Bush Cinquefoil |
| | Prunus besseyi<br>Western Sand Cherry |
| | Rhus aromatica `Gro-Low`<br>Gro-Low Fragrant Sumac |
| | Ribes alpinum<br>Alpine Currant |
| | Rosa x `Morden Sunrise`<br>Morden Sunrise Shrub Rose |
| | Spiraea japonica 'Neon Flash'<br>Neon Flash Japanese Spirea |
| | Spiraea thunbergii 'Ogon'<br>Mellow Yellow™ Spirea |
| | Syringa patula `Miss Kim`<br>Miss Kim Lilac |
| | Viburnum lentago<br>Nannyberry Viburnum |

| | |
|---|---|
| EVERGREEN SHRUBS | |
| | Arctostaphylos uva-ursi `Woods Compact`<br>Kinnikinnick |
| | Picea abies `Nidiformis`<br>Birds Nest Spruce |
| | Pinus sylvestris `Hillside Creeper`<br>Hillside Creeper Pine |
| GRASSES | |
| | Bouteloua gracilis `Blonde Ambition`<br>Blonde Ambition Blue Grama |
| | Deschampsia cespitosa 'Northern Lights'<br>Northern Lights Tufted Hair Grass |
| | Helictotrichon sempervirens<br>Blue Avena Grass |
| | Miscanthus sinensis `Morning Light`<br>Morning Light Maiden Grass |
| | Miscanthus sinensis `Purpurescens`<br>Flame (Purple Maiden) Grass |
| | Molinia caerulea `Variegata`<br>Variegated Moor Grass |
| | Pennisetum alopecuroides 'Hameln'<br>Hameln Fountain Grass |
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| | Sorghastrum nutans 'Indian Steel'<br>Indian Steel Indian Grass |
| PERENNIALS | |
| | Achillea millefolium `Terra Cotta`<br>Terra Cotta Common Yarrow |
| | Asclepias tuberosa<br>Butterfly Milkweed |
| | Baptisia australis<br>Blue Wild Indigo |
| | Callirhoe involucrata<br>Purple Poppymallow |
| | Centaurea montana<br>Perennial Cornflower |
| | Centranthus ruber 'Roseus'<br>Pink Valerian |
| | Machaeranthera bigelovii<br>Santa Fe Aster |
| | Monarda fistulosa fistulosa menthifolia<br>Mintleaf Bergamot |
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| | Solidago x 'Goldkind'<br>Golden Baby Goldenrod |

Linear Park Sheet Key:




TB GROUP
landscape architecture | planning | illustration
444 Mountain Ave.
Berthoud, CO 80513
TEL 970.532.5891
WEB TBGroup.us

SEAL

PROJECT TITLE

LEGACY PARK

FINAL PLAT

BERTHOUD, CO

PREPARED FOR

OWNER:

Legacy Park Investors, LLC

700 KEN PRATT BLD.
STE. 113
LONGMONT, CO 80501

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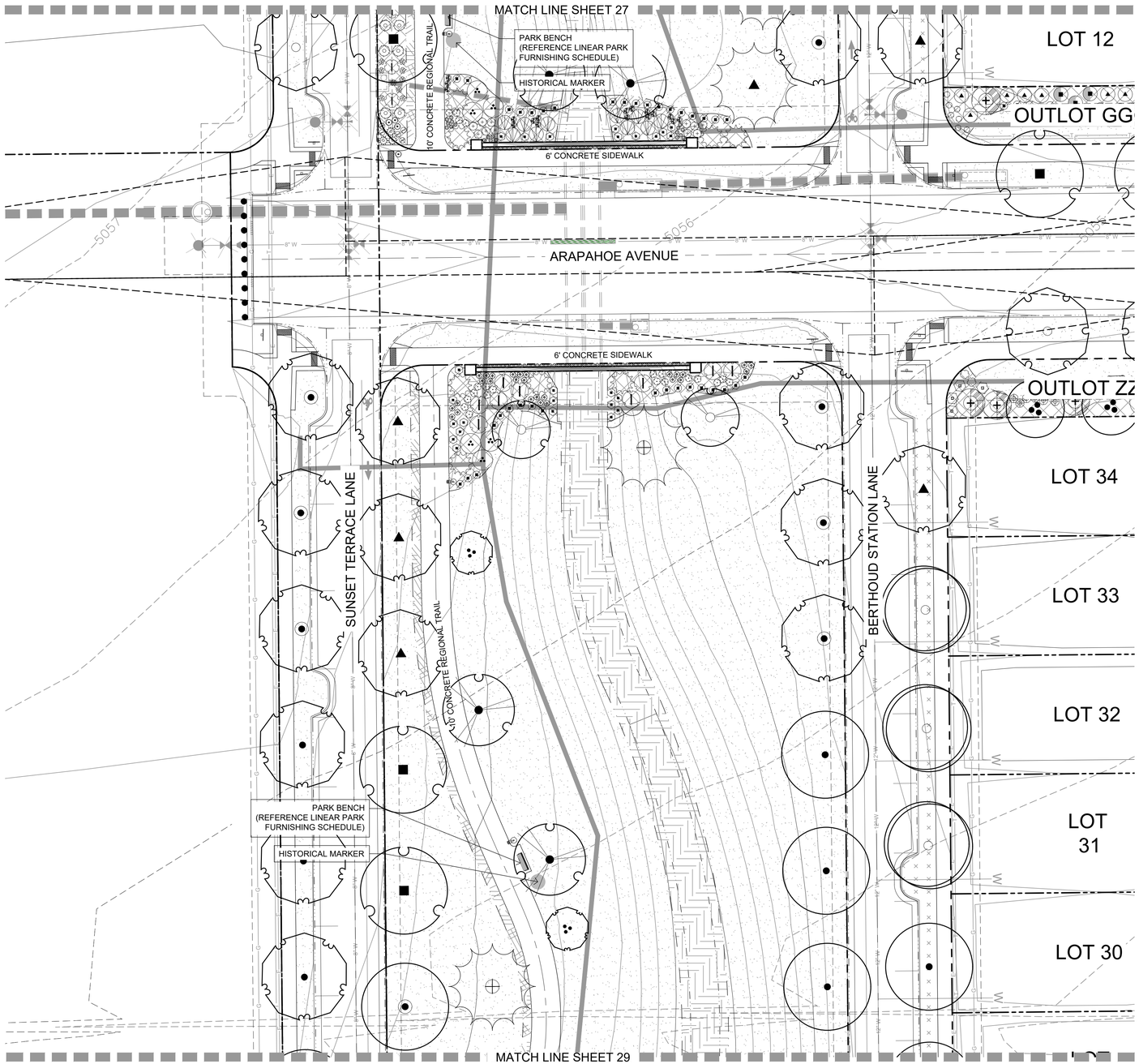
SHEET TITLE

COMMUNITY PARK ENLARGEMENT

SHEET INFORMATION

Sheet Number: 27

Of: 44




## Materials Legend

| SYMBOL | DESCRIPTION |
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| | IRRIGATED TURF<br>ARKANSAS VALLEY DURATURF FESCUE BLEND OR APPROVED EQUAL |
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| | IRRIGATED NATIVE SEED<br>SEE DETAILS FOR SEED MIX |
| | CRUSHER FINES<br>GRAY BREEZE |
| | COBBLE - SIZE VARIES |
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PROPERTY BOUNDARY
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SIGHT DISTANCE TRIANGLE
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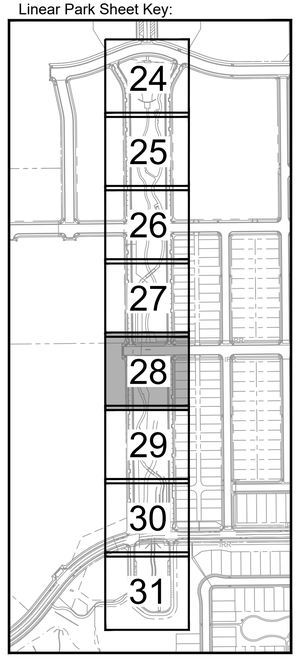
## Landscape Legend

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| DECIDUOUS TREES | |
| | Acer saccharum 'Caddo'<br>Caddo Sugar Maple |
| | Catalpa speciosa<br>Western Catalpa |
| | Celtis occidentalis<br>Western Hackberry |
| | Gleditsia triacanthos inermis `Shademaster`<br>Shademaster Honeylocust |
| | Gymnocladus dioicus `Espresso`<br>Seedless Kentucky Coffeetree |
| | Platanus x acerifolia `Exclamation`<br>Exclamation Planetree |
| | Quercus shumardii<br>Shummard Red Oak |
| | Tilia americana `Redmond`<br>Redmond Linden |
| | Tilia americana `Sentry`<br>American Linden |
| EVERGREEN TREES | |
| | Picea pungens `Bakeri`<br>Bakeri Spruce |
| | Picea pungens `Hoopsii`<br>Hoopsi Spruce |
| | Pinus heldreichii leucodermis<br>Bosnian Pine |
| | Pinus mugo `Tannenbaum`<br>Tannenbaum Mugo Pine |
| | Pinus nigra<br>Austrian Pine |
| | Pinus ponderosa<br>Ponderosa Pine |
| ORNAMENTAL TREES | |
| | Acer ginnala `Flame`<br>Amur Maple |
| | Malus x `Royal Raindrops`<br>Royal Raindrops Crabapple |
| | Malus x `Spring Snow`<br>Spring Snow Crab Apple |
| | Prunus virginiana `P002`<br>Sucker Punch Chokecherry |
| | Pyrus calleryana `Cleveland Select`<br>Cleveland Select Pear |
| | Syringa reticulata<br>Japanese Tree Lilac |

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| DECIDUOUS SHRUBS | |
| | Amelanchier alnifolia `Regent`<br>Regent Serviceberry |
| | Arctostaphylos x coloradoensis<br>Panchito Manzanita |
| | Berberis thunbergii 'Rose Glow'<br>Rose Glow Japanese Barberry |
| | Perovskia atriplicifolia `Little Spire` TM<br>Little Spire Russian Sage |
| | Philadelphus microphyllus<br>Littleleaf Mockorage |
| | Physocarpus opulifolius `Coppertina`<br>Coppertina Ninebark |
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| EVERGREEN SHRUBS | |
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| | Centaurea montana<br>Perennial Cornflower |
| | Centranthus ruber 'Roseus'<br>Pink Valerian |
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| | Monarda fistulosa fistulosa menthifolia<br>Mintleaf Bergamot |
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| | Solidago x 'Goldkind'<br>Golden Baby Goldenrod |

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COMMUNITY PARK ENLARGEMENT

SHEET INFORMATION

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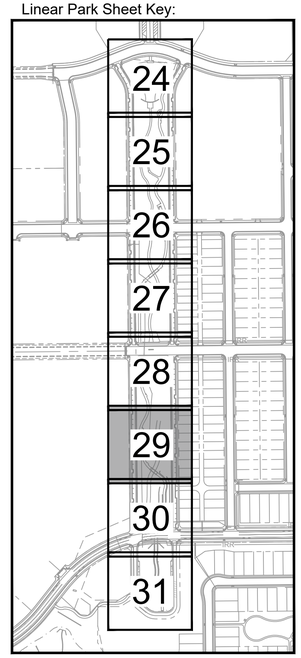

## Landscape Legend

| SYMBOL | BOTANICAL / COMMON NAME |
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| **DECIDUOUS TREES** | |
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| | Quercus shumardii<br>Shummard Red Oak |
| | Tilia americana `Redmond`<br>Redmond Linden |
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| **EVERGREEN TREES** | |
| | Picea pungens `Bakeri`<br>Bakeri Spruce |
| | Picea pungens `Hoopsii`<br>Hoopsi Spruce |
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| | Pinus nigra<br>Austrian Pine |
| | Pinus ponderosa<br>Ponderosa Pine |
| **ORNAMENTAL TREES** | |
| | Acer ginnala `Flame`<br>Amur Maple |
| | Malus x `Royal Raindrops`<br>Royal Raindrops Crabapple |
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| **EVERGREEN SHRUBS** | |
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| **GRASSES** | |
| | Bouteloua gracilis `Blonde Ambition`<br>Blonde Ambition Blue Grama |
| | Deschampsia cespitosa 'Northern Lights'<br>Northern Lights Tufted Hair Grass |
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| **PERENNIALS** | |
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| | Baptisia australis<br>Blue Wild Indigo |
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| | Centaurea montana<br>Perennial Cornflower |
| | Centranthus ruber 'Roseus'<br>Pink Valerian |
| | Machaeranthera bigelovii<br>Santa Fe Aster |
| | Monarda fistulosa fistulosa menthifolia<br>Mintleaf Bergamot |
| | Rudbeckia hirta fulgida<br>Black-eyed Susan |
| | Solidago x 'Goldkind'<br>Golden Baby Goldenrod |

Linear Park Sheet Key:




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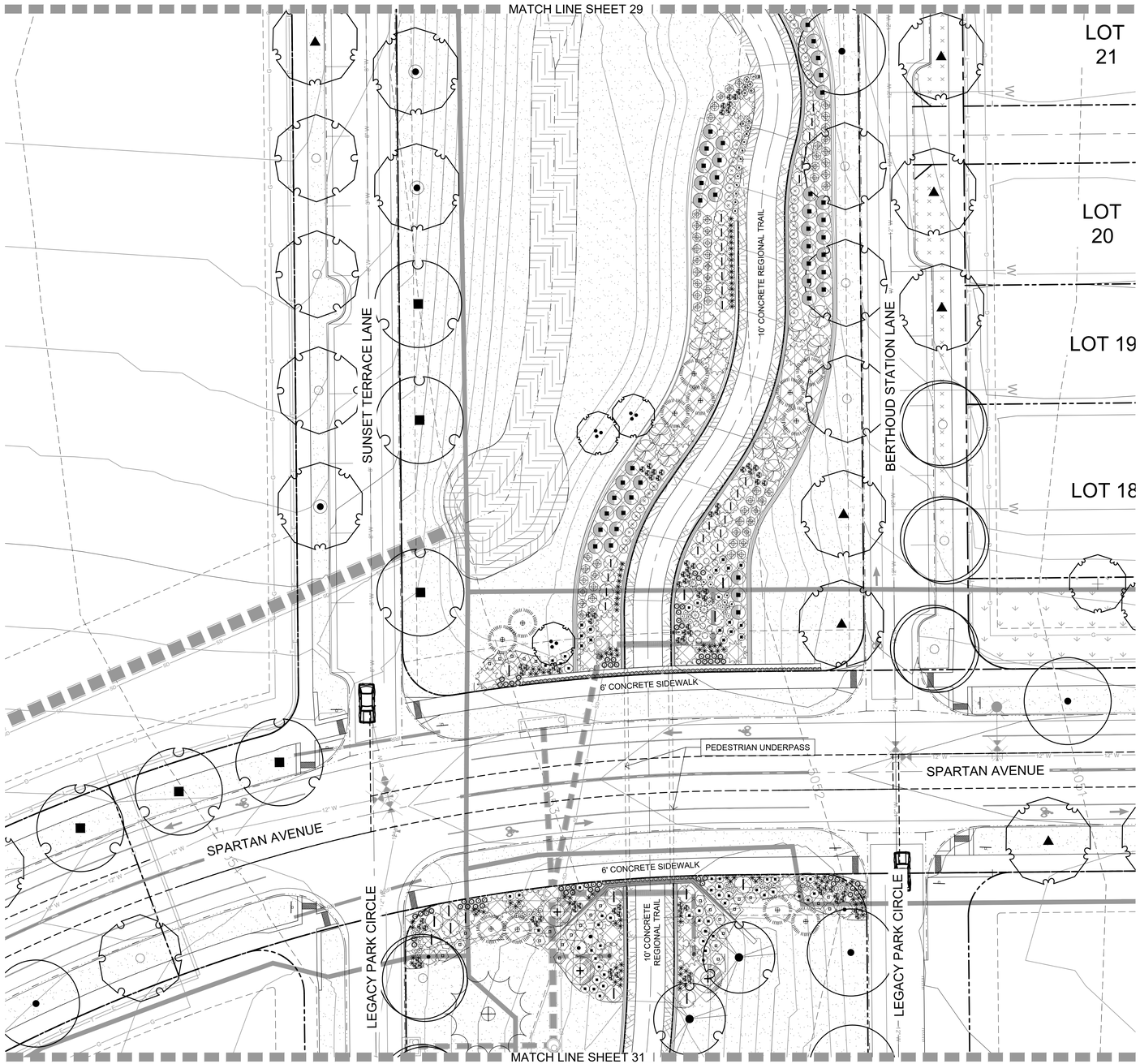
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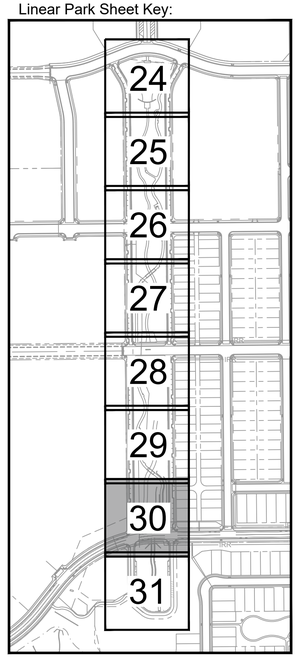
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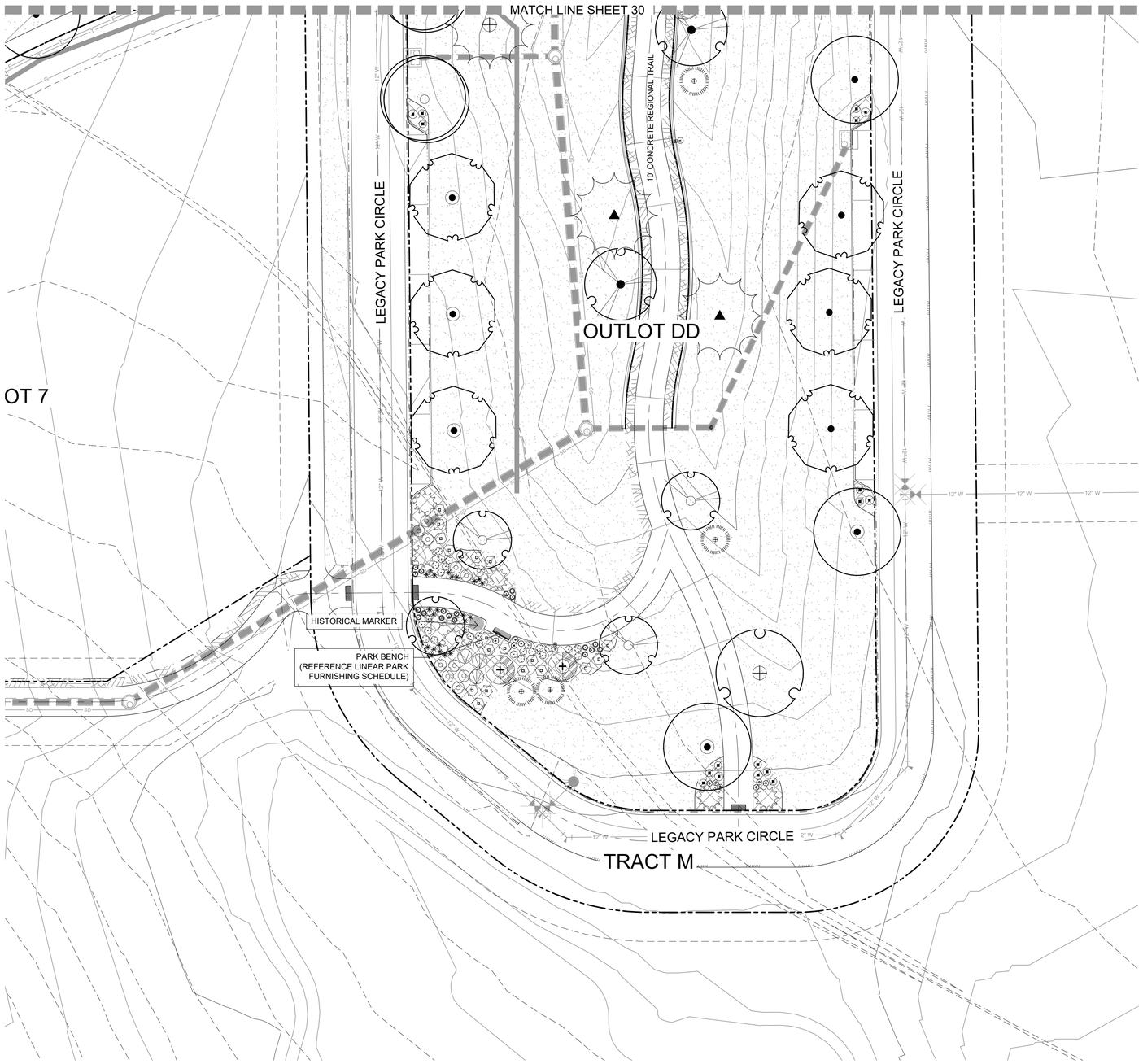
SHEET TITLE

COMMUNITY PARK ENLARGEMENT

SHEET INFORMATION

Sheet Number: 30

Of: 44




## Landscape Legend

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| **DECIDUOUS TREES** | |
| | Acer saccharum 'Caddo'<br>Caddo Sugar Maple |
| | Catalpa speciosa<br>Western Catalpa |
| | Celtis occidentalis<br>Western Hackberry |
| | Gleditsia triacanthos inermis<br>`Shademaster`<br>Shademaster Honeylocust |
| | Gymnocladus dioicus `Espresso`<br>Seedless Kentucky Coffeetree |
| | Platanus x acerifolia `Exclamation`<br>Exclamation Planetree |
| | Quercus shumardii<br>Shummard Red Oak |
| | Tilia americana `Redmond`<br>Redmond Linden |
| | Tilia americana `Sentry`<br>American Linden |
| **EVERGREEN TREES** | |
| | Picea pungens `Bakeri`<br>Bakeri Spruce |
| | Picea pungens `Hoopsii`<br>Hoopsi Spruce |
| | Pinus heldreichii leucodermis<br>Bosnian Pine |
| | Pinus mugo `Tannenbaum`<br>Tannenbaum Mugo Pine |
| | Pinus nigra<br>Austrian Pine |
| | Pinus ponderosa<br>Ponderosa Pine |
| **ORNAMENTAL TREES** | |
| | Acer ginnala `Flame`<br>Amur Maple |
| | Malus x `Royal Raindrops`<br>Royal Raindrops Crabapple |
| | Malus x `Spring Snow`<br>Spring Snow Crab Apple |
| | Prunus virginiana `P002`<br>Sucker Punch Chokecherry |
| | Pyrus calleryana `Cleveland Select`<br>Cleveland Select Pear |
| | Syringa reticulata<br>Japanese Tree Lilac |

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| **DECIDUOUS SHRUBS** | |
| | Amelanchier alnifolia `Regent`<br>Regent Serviceberry |
| | Arctostaphylos x coloradoensis<br>Panchito Manzanita |
| | Berberis thunbergii 'Rose Glow'<br>Rose Glow Japanese Barberry |
| | Perovskia atriplicifolia `Little Spire` TM<br>Little Spire Russian Sage |
| | Philadelphus microphyllus<br>Littleleaf Mockorage |
| | Physocarpus opulifolius `Coppertina`<br>Coppertina Ninebark |
| | Physocarpus opulifolius `Little Devil` TM<br>Little Devil Ninebark |
| | Potentilla fruticosa `Fargo`<br>Dakota Sunspot® Bush Cinquefoil |
| | Prunus besseyi<br>Western Sand Cherry |
| | Rhus aromatica `Gro-Low`<br>Gro-Low Fragrant Sumac |
| | Ribes alpinum<br>Alpine Currant |
| | Rosa x `Morden Sunrise`<br>Morden Sunrise Shrub Rose |
| | Spiraea japonica 'Neon Flash'<br>Neon Flash Japanese Spirea |
| | Spiraea thunbergii 'Ogon'<br>Mellow Yellow™ Spirea |
| | Syringa patula `Miss Kim`<br>Miss Kim Lilac |
| | Viburnum lentago<br>Nannyberry Viburnum |

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| **EVERGREEN SHRUBS** | |
| | Arctostaphylos uva-ursi `Woods Compact`<br>Kinnikinnick |
| | Picea abies `Nidiformis`<br>Birds Nest Spruce |
| | Pinus sylvestris `Hillside Creeper`<br>Hillside Creeper Pine |
| **GRASSES** | |
| | Bouteloua gracilis `Blonde Ambition`<br>Blonde Ambition Blue Grama |
| | Deschampsia cespitosa 'Northern Lights'<br>Northern Lights Tufted Hair Grass |
| | Helictotrichon sempervirens<br>Blue Avena Grass |
| | Miscanthus sinensis `Morning Light`<br>Morning Light Maiden Grass |
| | Miscanthus sinensis `Purpurescens`<br>Flame (Purple Maiden) Grass |
| | Molinia caerulea `Variegata`<br>Variegated Moor Grass |
| | Pennisetum alopecuroides 'Hameln'<br>Hameln Fountain Grass |
| | Pennisetum alopecuroides 'Little Bunny'<br>Little Bunny Fountain Grass |
| | Sorghastrum nutans 'Indian Steel'<br>Indian Steel Indian Grass |
| **PERENNIALS** | |
| | Achillea millefolium `Terra Cotta`<br>Terra Cotta Common Yarrow |
| | Asclepias tuberosa<br>Butterfly Milkweed |
| | Baptisia australis<br>Blue Wild Indigo |
| | Callirhoe involucrata<br>Purple Poppymallow |
| | Centaurea montana<br>Perennial Cornflower |
| | Centranthus ruber 'Roseus'<br>Pink Valerian |
| | Machaeranthera bigelovii<br>Santa Fe Aster |
| | Monarda fistulosa fistulosa menthifolia<br>Mintleaf Bergamot |
| | Rudbeckia hirta fulgida<br>Black-eyed Susan |
| | Solidago x 'Goldkind'<br>Golden Baby Goldenrod |

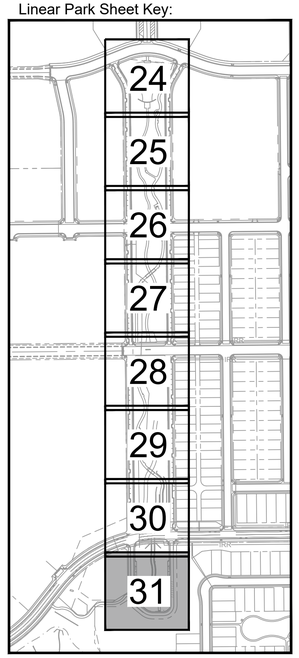
## Materials Legend

| SYMBOL | DESCRIPTION |
|---|---|
| 01 GROUND COVER | |
| | IRRIGATED TURF<br>ARKANSAS VALLEY DURATURF FESCUE BLEND OR APPROVED EQUAL |
| | IRRIGATED TURF<br>ARKANSAS VALLEY DURATURF FESCUE BLEND OR APPROVED EQUAL, "BY HOMEOWNER" |
| | WOOD MULCH<br>ALL SHRUB BEDS TO RECEIVE A MINIMUM 4" DEPTH SHREDDED CEDAR MULCH |
| | 1.5" WASHED RIVER ROCK COBBLE<br>ALL SHRUB BEDS TO RECEIVE A MINIMUM 2"-3" DEPTH ROCK COBBLE |
| | IRRIGATED NATIVE SEED<br>SEE DETAILS FOR SEED MIX |
| | CRUSHER FINES<br>GRAY BREEZE |
| | COBBLE - SIZE VARIES |
| | FIBAR MULCH OR APPROVED EQUAL |

PROPERTY BOUNDARY
EASEMENTS
LANDSCAPE EDGING
SIGHT DISTANCE TRIANGLE
LIGHT FIXTURE *

* ALL LIGHTING WILL MEET THE DEVELOPMENT CODE DARK SKY STANDARDS

Linear Park Sheet Key:




TB GROUP
landscape architecture | planning | illustration
444 Mountain Ave.
Berthoud, CO 80513
TEL 970.532.5891
WEB TBGroup.us

SEAL

PROJECT TITLE

LEGACY PARK

FINAL PLAT

BERTHOUD, CO

PREPARED FOR

OWNER:

Legacy Park Investors, LLC

700 KEN PRATT BLD.
STE. 113
LONGMONT, CO 80501

| REVISIONS | DATE |
|---|---|
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| Rnd 02 Comments | 1.28.26 |
| Rnd 03 Comments | 5.21.26 |
| Rnd 04 Comments | 6.18.26 |

DATE

June 26, 2025

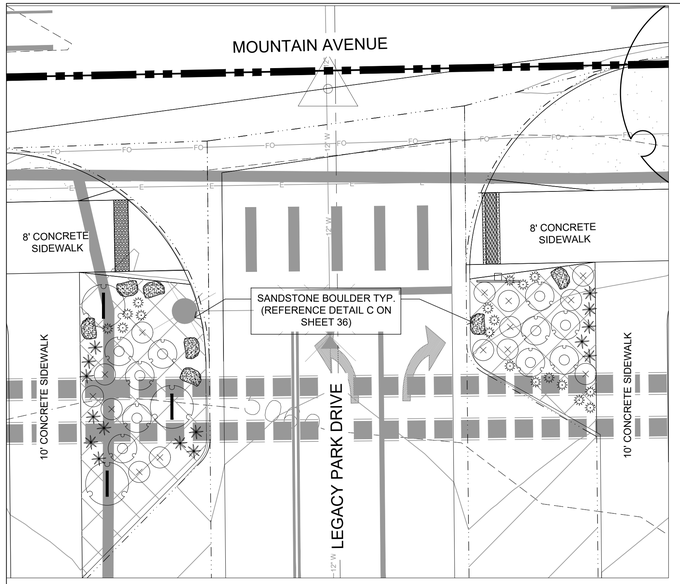
SHEET TITLE

COMMUNITY PARK ENLARGEMENT

SHEET INFORMATION

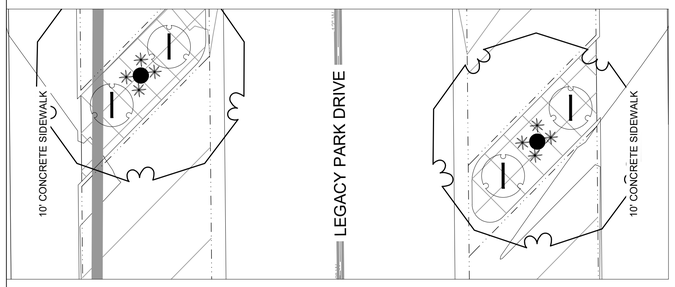
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Of: 44



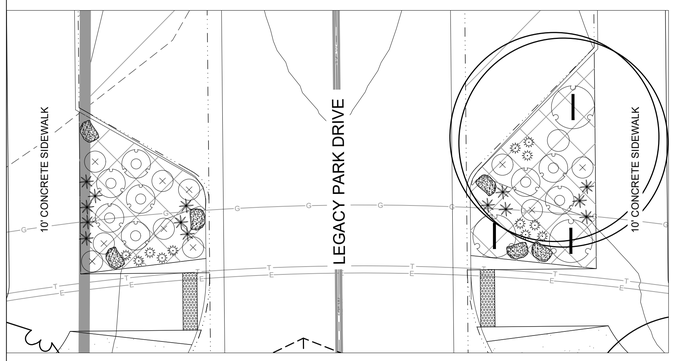

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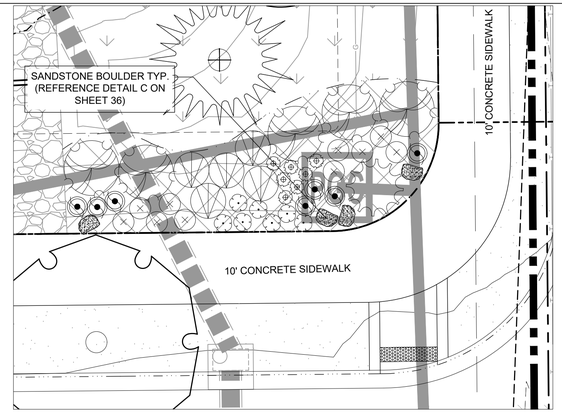

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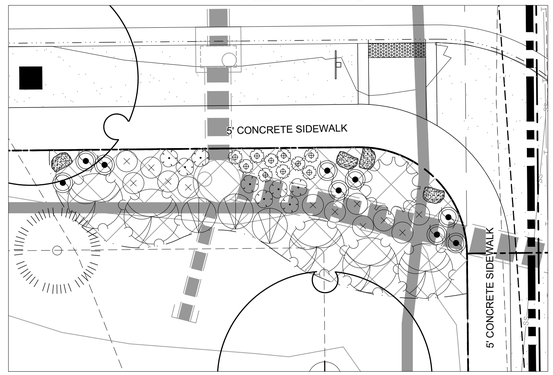
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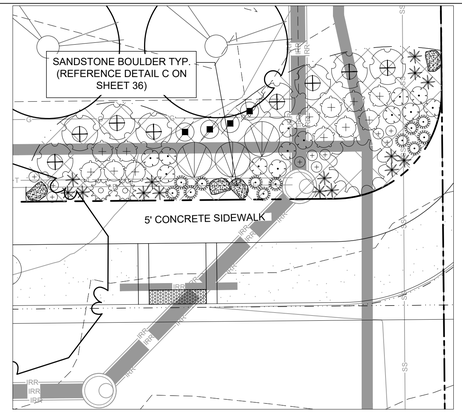
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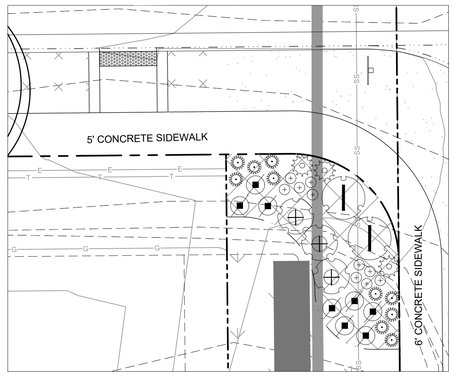



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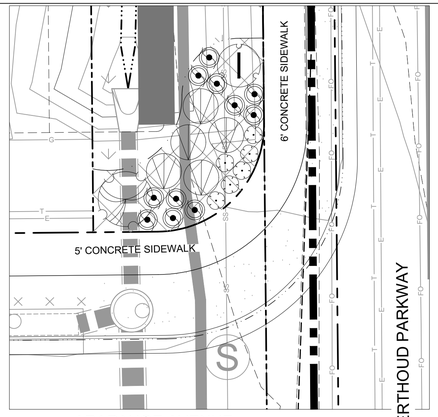
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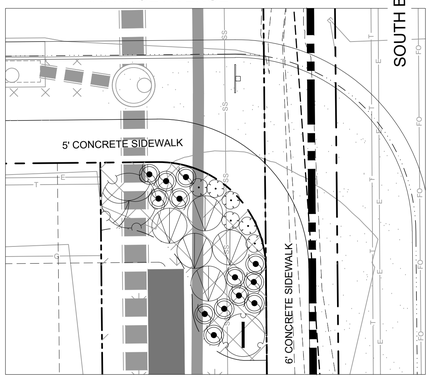



PLANTING ENLARGEMENT - E

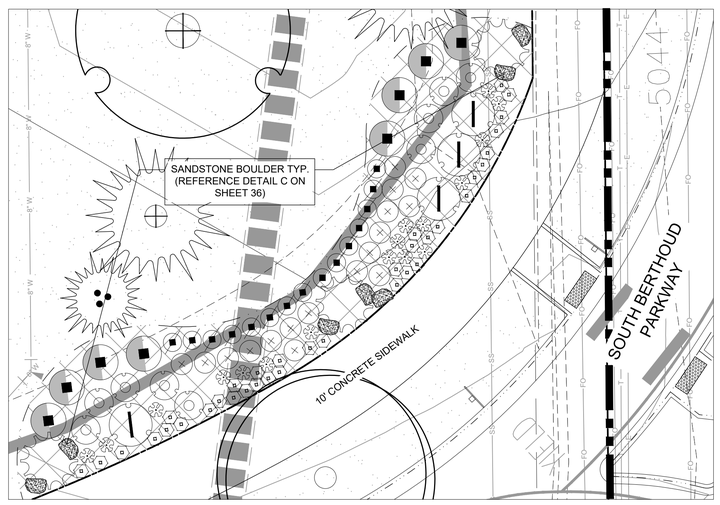
NORTH
SCALE 1" = 10'-0"




PLANTING ENLARGEMENT - F

NORTH
SCALE 1" = 10'-0"




PLANTING ENLARGEMENT - G

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NORTH

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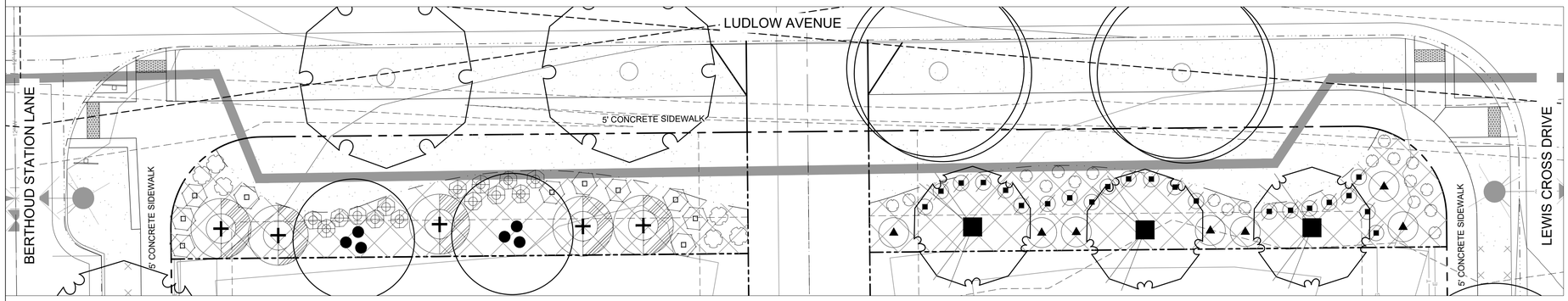
SHEET TITLE

PLANTING ENLARGEMENTS

SHEET INFORMATION

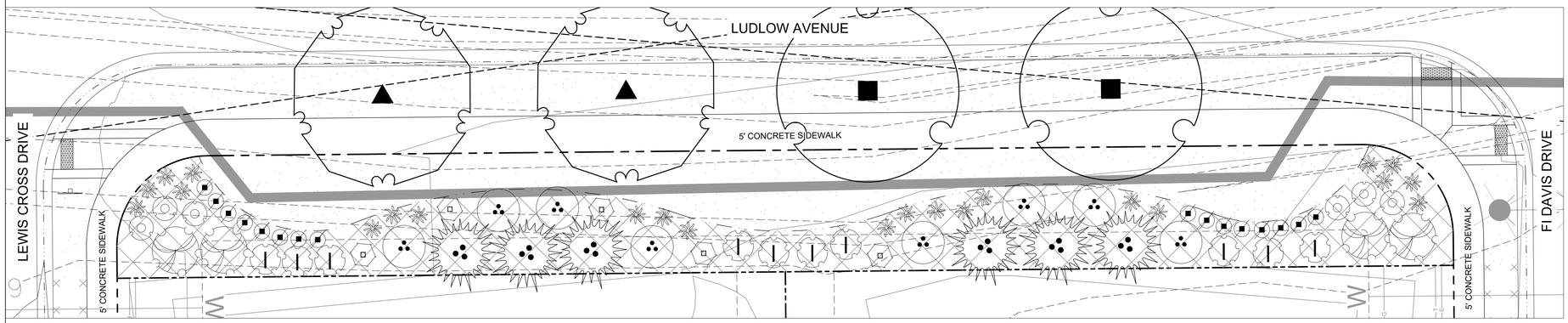
Sheet Number: 32

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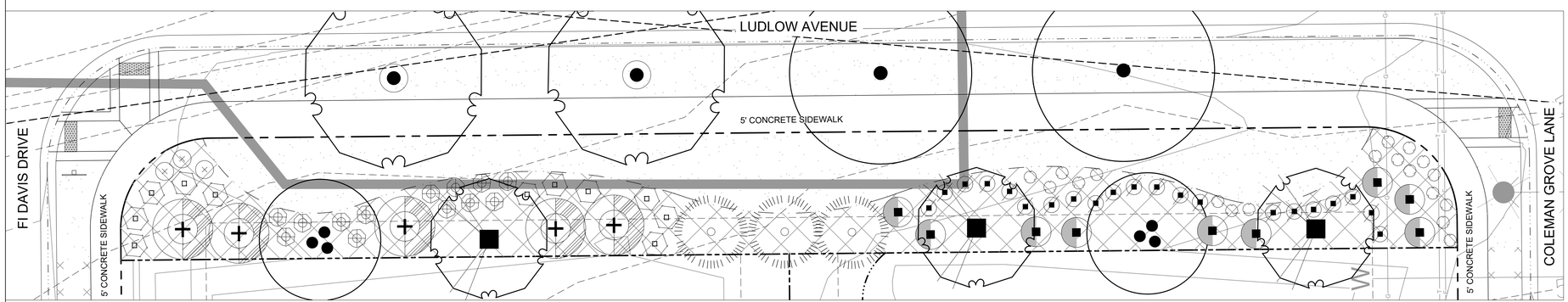

PLANTING ENLARGEMENT - H

NORTH
SCALE 1" = 10'-0"




PLANTING ENLARGEMENT - I

NORTH
SCALE 1" = 10'-0"




PLANTING ENLARGEMENT - J

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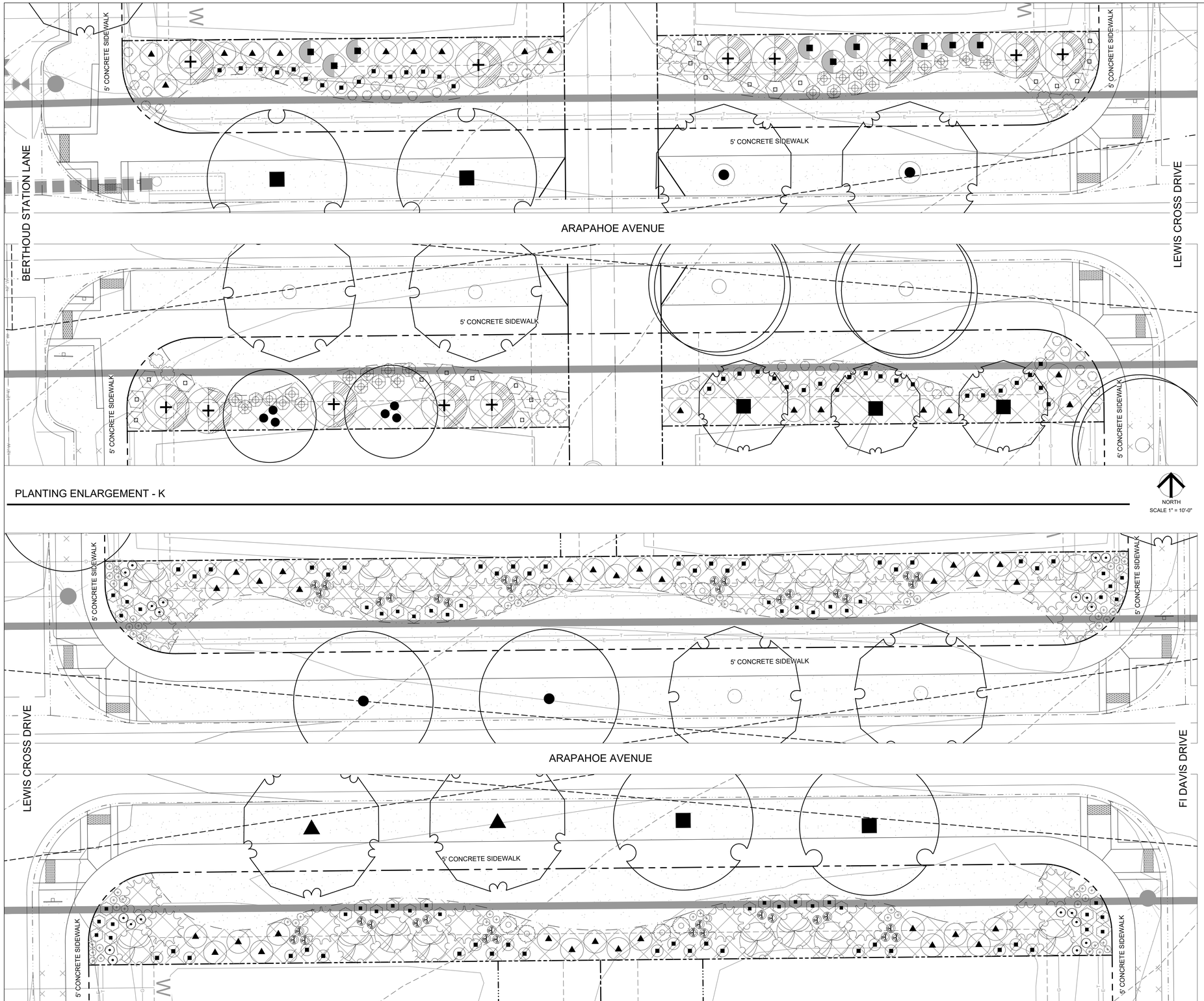
SHEET TITLE

PLANTING ENLARGEMENTS

SHEET INFORMATION

Sheet Number: 33

Of: 44




PLANTING ENLARGEMENT - K

NORTH
SCALE 1" = 10'-0"

PLANTING ENLARGEMENT - L

NORTH
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0 10' 20' 30'
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NORTH

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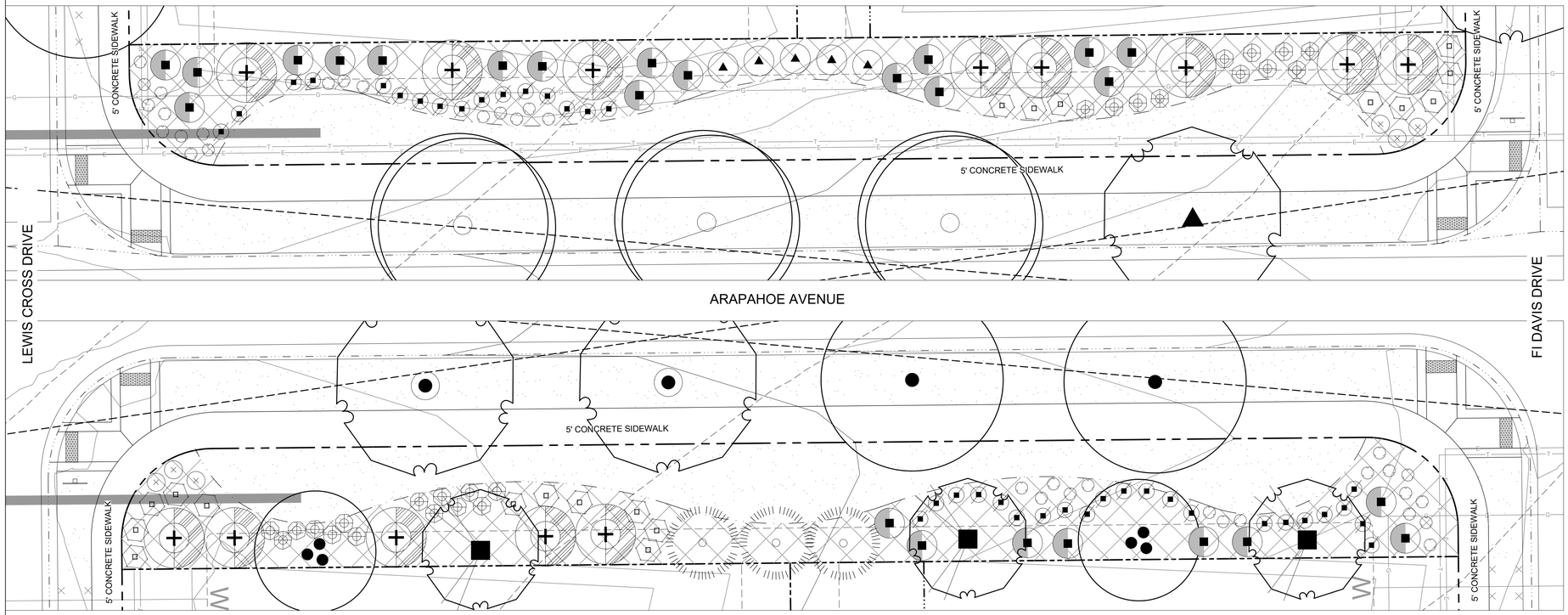
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PLANTING ENLARGEMENTS

SHEET INFORMATION

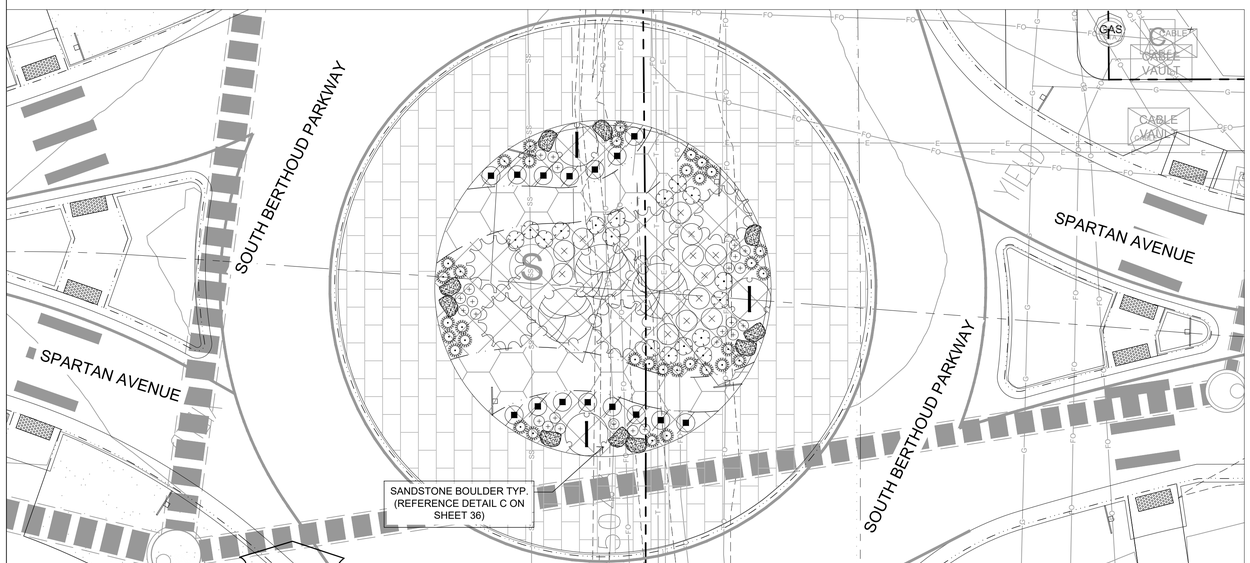
Sheet Number: 34

Of: 44



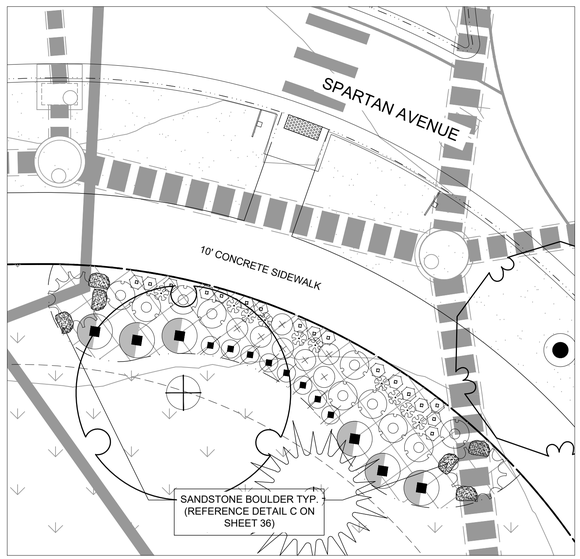

PLANTING ENLARGEMENT - M

NORTH
SCALE 1" = 10'-0"




PLANTING ENLARGEMENT - N

NORTH
SCALE 1" = 10'-0"




PLANTING ENLARGEMENT - O

NORTH
SCALE 1" = 10'-0"

## Landscape Legend

| SYMBOL | BOTANICAL / COMMON NAME |
|---|---|
| DECIDUOUS SHRUBS | |
| | Amelanchier alnifolia `Regent` Regent Serviceberry |
| | Arctostaphylos x coloradoensis Panchito Manzanita |
| | Berberis thunbergii 'Rose Glow' Rose Glow Japanese Barberry |
| | Perovskia atriplicifolia `Little Spire` TM Little Spire Russian Sage |
| | Philadelphus microphyllus Littleleaf Mockorage |
| | Physocarpus opulifolius `Coppertina` Coppertina Ninebark |
| | Physocarpus opulifolius `Little Devil` TM Little Devil Ninebark |
| | Potentilla fruticosa `Fargo` Dakota Sunspot® Bush Cinquefoil |
| | Prunus besseyi Western Sand Cherry |
| | Rhus aromatica `Gro-Low` Gro-Low Fragrant Sumac |
| | Ribes alpinum Alpine Currant |
| | Rosa x `Morden Sunrise` Morden Sunrise Shrub Rose |
| | Spiraea japonica 'Neon Flash' Neon Flash Japanese Spirea |
| | Spiraea thunbergii 'Ogon' Mellow Yellow™ Spirea |
| | Syringa patula `Miss Kim` Miss Kim Lilac |
| | Viburnum lentago Nannyberry Viburnum |
| EVERGREEN SHRUBS | |
| | Arctostaphylos uva-ursi `Woods Compact` Kinnikinnick |
| | Picea abies `Nidiformis` Birds Nest Spruce |
| | Pinus sylvestris `Hillside Creeper` Hillside Creeper Pine |
| GRASSES | |
| | Bouteloua gracilis `Blonde Ambition` Blonde Ambition Blue Grama |
| | Deschampsia cespitosa 'Northern Lights' Northern Lights Tufted Hair Grass |
| | Helictotrichon sempervirens Blue Avena Grass |
| | Miscanthus sinensis `Morning Light` Morning Light Maiden Grass |
| | Miscanthus sinensis `Purpurescens` Flame (Purple Maiden) Grass |
| | Molinia caerulea `Variegata` Variegated Moor Grass |
| | Pennisetum alopecuroides 'Hameln' Hameln Fountain Grass |
| | Pennisetum alopecuroides 'Little Bunny' Little Bunny Fountain Grass |
| | Sorghastrum nutans 'Indian Steel' Indian Steel Indian Grass |
| PERENNIALS | |
| | Achillea millefolium `Terra Cotta` Terra Cotta Common Yarrow |
| | Asclepias tuberosa Butterfly Milkweed |
| | Baptisia australis Blue Wild Indigo |
| | Callirhoe involucrata Purple Poppymallow |
| | Centaurea montana Perennial Cornflower |
| | Centranthus ruber 'Roseus' Pink Valerian |
| | Machaeranthera bigelovii Santa Fe Aster |
| | Monarda fistulosa fistulosa menthifolia Mintleaf Bergamot |
| | Rudbeckia hirta fulgida Black-eyed Susan |
| | Solidago x 'Goldkind' Golden Baby Goldenrod |

0 10' 20' 30'
SCALE 1" = 10'-0"
NORTH

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TEL 970.532.5891
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SEAL

PROJECT TITLE

LEGACY PARK

FINAL PLAT

BERTHOUD, CO

PREPARED FOR

OWNER:

Legacy Park Investors, LLC

700 KEN PRATT BLD.
STE. 113
LONGMONT, CO 80501

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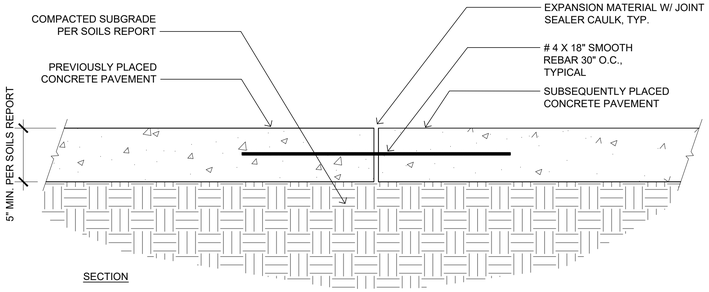
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PLANTING ENLARGEMENTS

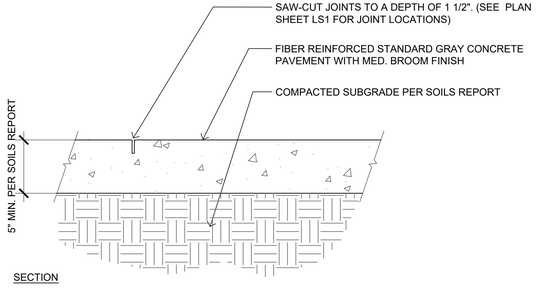
SHEET INFORMATION

Sheet Number: 35

Of: 44



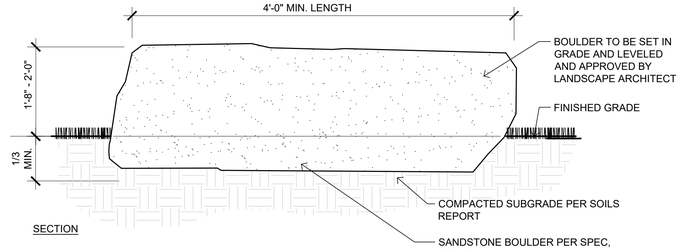

A 36 TYPICAL CONCRETE COLD JOINT




B 36 TYPICAL CONCRETE SAW CUT

NOTES

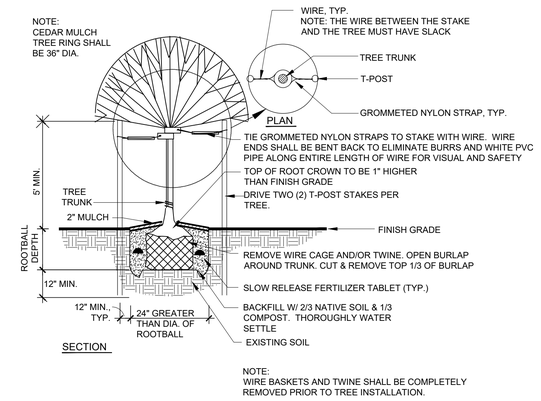
1. APPLY MEDIUM BROOM FINISH PERPENDICULAR TO DIRECTION OF WALKS.
2. PROVIDE 1/4" RADIUS EDGE AT OUTSIDE EDGES
3. APPLY BROOM FINISH SO THAT NO TROWEL LINES REMAIN AT OUTSIDE EDGES
4. MATERIAL IS STANDARD GRAY CONCRETE PER SITE PLAN
5. CONCRETE PAVEMENT SHALL SLOPE TO DRAIN(S) UNLESS OTHERWISE NOTED, PROVIDE 2% CROSS SLOPE IN DIRECTION OF DRAINAGE, UNLESS OTHERWISE NOTED, TYP.



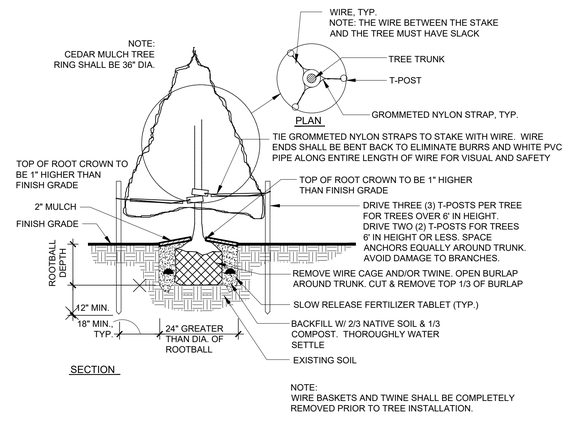

NOTES:

1. STONES SHALL BE PLACED AND BACKFILLED SO THERE IS NO TIPPING / SHIFTING, TYPICAL
2. STONES TO BE ANGULAR, BUFF COLORED, MASONVILLE SANDSTONE FROM CARTER LAKE INDUSTRIES, SIZE AND LOCATION PER PLAN AND DETAILS

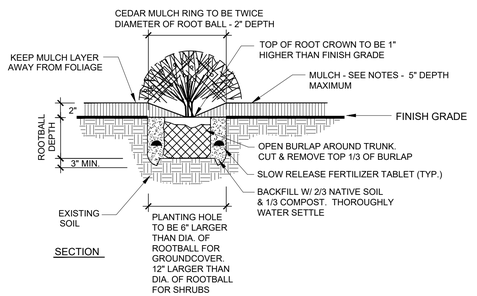
C 36 SANDSTONE BOULDER



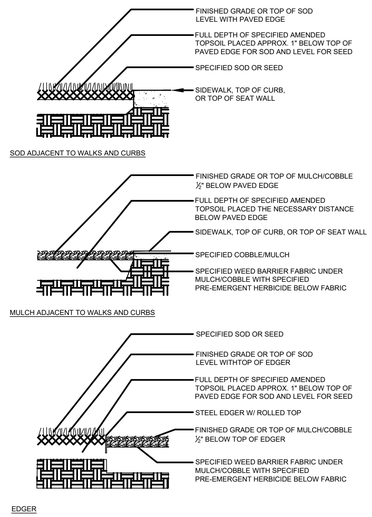

D 36 DECIDUOUS TREE PLANTING DETAIL



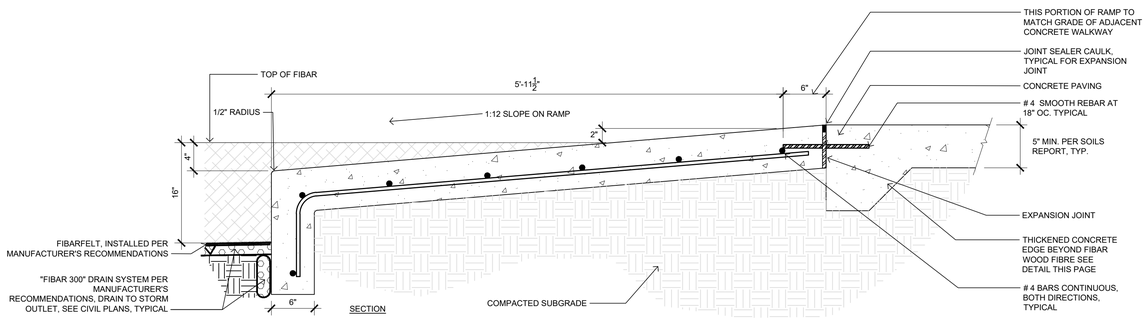

E 36 CONIFER TREE PLANTING DETAIL



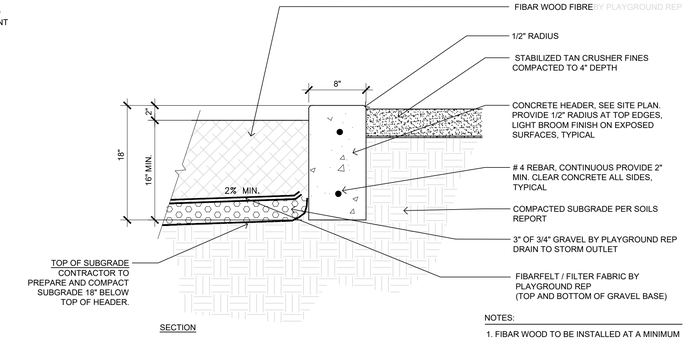

F 36 GROUND COVER & SHRUB PLANTING DETAIL




G 36 EDGING DETAIL




H 36 TYPICAL CONCRETE PLAYGROUND RAMP




NOTES:

1. FIBAR WOOD TO BE INSTALLED AT A MINIMUM OF 15" DEEP (12" AFTER COMPACTION) INSTALLED BY PLAYGROUND REP

I 36 TYPICAL CONCRETE PLAYGROUND CURB

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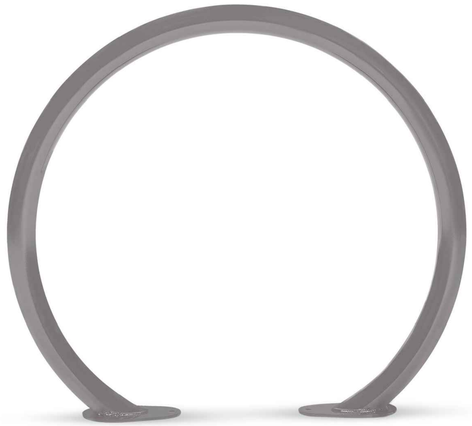
SHEET TITLE

DETAILS

SHEET INFORMATION

Sheet Number: 36

Of: 44



A 37 BIKE RACK

MODEL: CIRCLEBAR




B 37 PET WASTE STATION

MODEL: D022-B



C 37 TRASH RECEPTACLE

MODEL: TR35DT



D 37 6' PARK BENCH

MODEL: RCPMC6



E 37 PARK TABLE

MODEL: T2003R



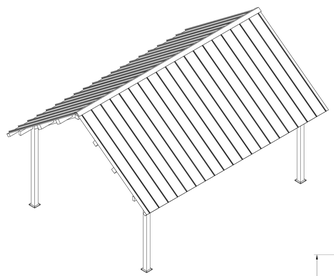
F 37 ADA PICNIC TABLE

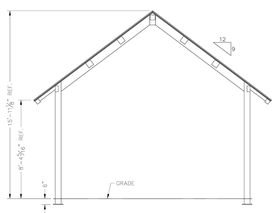
MODEL: L3016



G 37 DRINKING FOUNTAINS

MODELS: LK4400FRK, LK4420DB






H 37 PARK SHELTER

MODEL: RG20X26S-P9

.\XREF\Images\Amphitheater_DS20x24S-P108-45-90-150~30869.jpg

I 37 AMPHITHEATER / OPEN AIR VENUE

MODEL: DS20X24S-P108



J 37 PLAYGROUND EQUIPMENT

MODEL: VARIES

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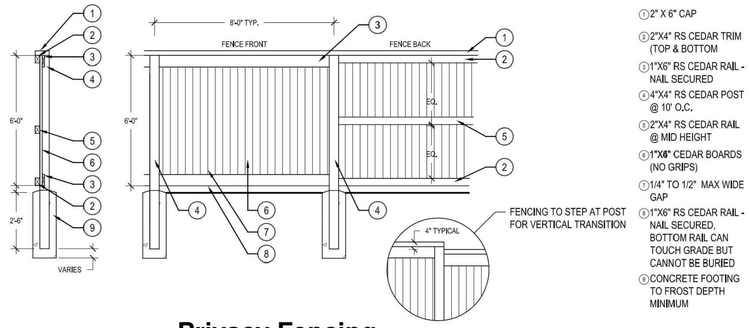
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PARK DETAILS

SHEET INFORMATION

Sheet Number: 37

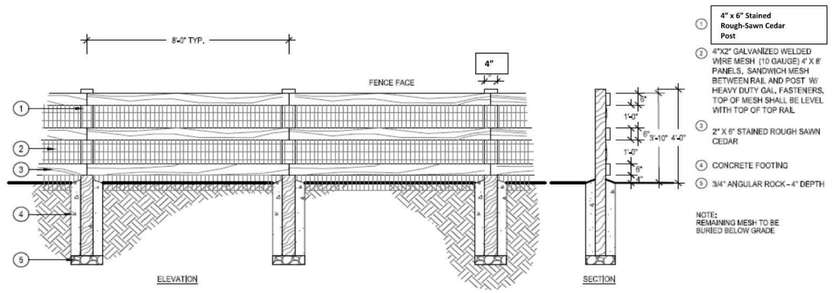
Of: 44




## Privacy Fencing

A 37 PRIVACY FENCE DETAILS

NOT TO SCALE

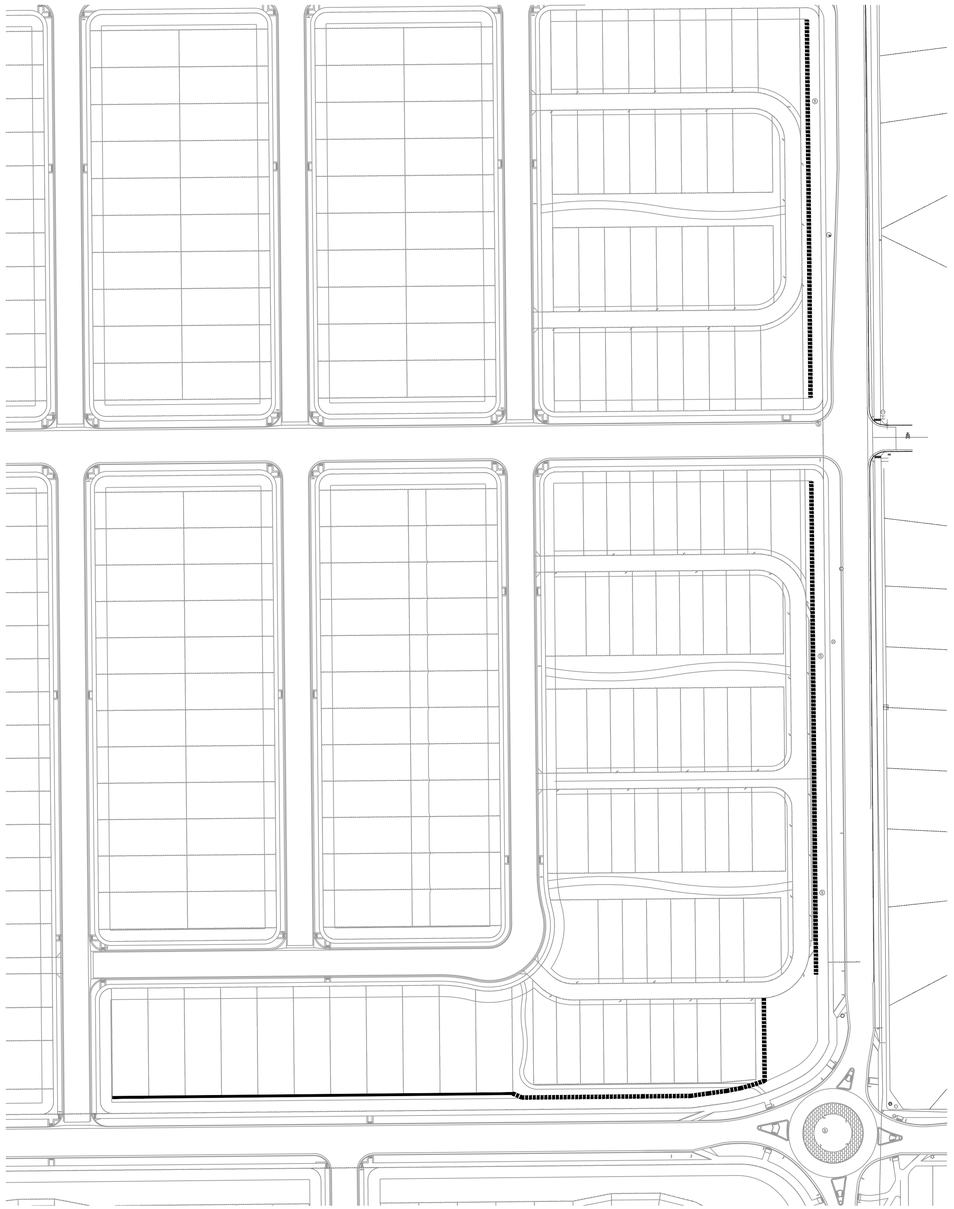



B 37 3-RAIL FENCE DETAILS

NOT TO SCALE

## FENCING NOTES

1. SEE SUBDIVISION PLAT AND UTILITY PLANS FOR ALL EASEMENTS, UTILITY LINES, LOT AREAS, DIMENSIONS, AND DESIGN OF STREETS AND WALKS.
2. ANY DISCREPANCIES WITH THE DRAWINGS AND SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER PRIOR TO PROCEEDING WITH CONSTRUCTION.
3. THESE DRAWINGS ARE INTENDED TO CONVEY ONLY DESIGN CONCEPTS. THERE IS NO INTENTION TO CONVEY EVERY ELEMENT OF THE WORK NECESSARY TO THE SUCCESSFUL COMPLETION OF THE PROJECT. THE OWNER AND CONTRACTOR MUST INTERPRET ELEMENTS OF THE DESIGN TO ADJUST TO SITE CONDITIONS.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY COORDINATION WITH SUBCONTRACTORS AS REQUIRED TO ACCOMPLISH CONSTRUCTION OPERATIONS.
5. FENCE, SIGNAGE AND WALL MATERIAL LOCATIONS SHALL BE COORDINATED WITH UTILITY INFRASTRUCTURE AS REQUIRED TO AVOID CONFLICTS.
6. CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UTILITIES 48 HRS. PRIOR TO ANY EXCAVATION OR FENCING INSTALLATION.
7. FENCING IS NOT ALLOWED WITHIN UTILITY EASEMENTS.
8. ALL FENCING HARDWARE TO BE APPROVED BY THE METROPOLITAN DISTRICT OR HOA ARCHITECTURAL REVIEW COMMITTEE PRIOR TO INSTALLATION.
9. SIDE YARD FENCES NEED TO BE AT OR BEHIND THE FRONT YARD SETBACK LINE OR BE IN LINE WITH THE FRONT FACE OF THE HOUSE.
10. SIDE YARD FENCES SHALL BE A MAXIMUM OF SIX FEET HIGH FROM THE BOTTOM OF THE VERTICAL SLATS TO THE TOP OF THE VERTICAL SLATS, NOT INCLUDING ANY TRIM BOARD ON TOP.
11. ALL FENCES LOCATED BETWEEN A LOT AND COMMON SPACE SHALL BE SET BACK A MINIMUM OF 15' OR OUTSIDE OF ANY UTILITY EASEMENT, WHICHEVER IS GREATEST, FROM THE ROW, OR AS SPECIFIED BY THE TOWN OF BERTHOUD.
12. HOMEOWNERS WILL BE REQUIRED TO INSTALL PHYSICAL OR ELECTRONIC FENCING IF THEY HAVE ANY OUTDOOR PETS THAT ARE KEPT UNATTENDED OUTSIDE FOR ANY PERIOD OF TIME.
13. FENCING COLOR TO BE PER THE COVENANTS OF THE HOA OR METROPOLITAN DISTRICT.
14. CHAIN LINK FENCING SHALL NOT BE PERMITTED.
15. THE FENCES' TOPS SHALL BE SQUARE EDGED AND WILL RUN WITH THE SLOPE. THE HEIGHT OF THE FENCE SHALL BE SLOPED DOWN, AS APPROVED BY THE METROPOLITAN DISTRICT OR HOA ARCHITECTURAL REVIEW COMMITTEE.
16. ALL FENCES SHALL BE APPROVED BY THE METROPOLITAN DISTRICT OR HOA ARCHITECTURAL REVIEW COMMITTEE AND THE CITY OF LOVELAND PRIOR TO INSTALLATION. FENCE DESIGN SHALL BE SHOWN ON A SITE PLAN FOR THE CUT WHICH ALSO ILLUSTRATES ALL PROPOSED OR CURRENT IMPROVEMENTS.
17. WIRE MESH IS OPTIONAL FOR ALL OPEN RAIL FENCING.
18. SIDE YARD FENCING AND REAR LOT FENCING FOR LOTS ADJACENT TO ANOTHER LOT ARE OPTIONAL. PRIVACY FENCING IS PERMITTED IN THESE LOCATIONS.
19. IF ANY DISCREPANCIES BETWEEN THE FENCING DETAILS/FENCE PLACEMENT AND THE TOWN OF BERTHOUD CODE ARE NOTED, THE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE PROPERTY OWNER AND THE TOWN OF BERTHOUD CODE REQUIREMENTS WILL APPLY.



## Fencing Plan

### Linetype Legend

FENCE TYPE 3

PRIVACY FENCING

0 70' 105' 140'

SCALE 1" = 70'-0"

NORTH

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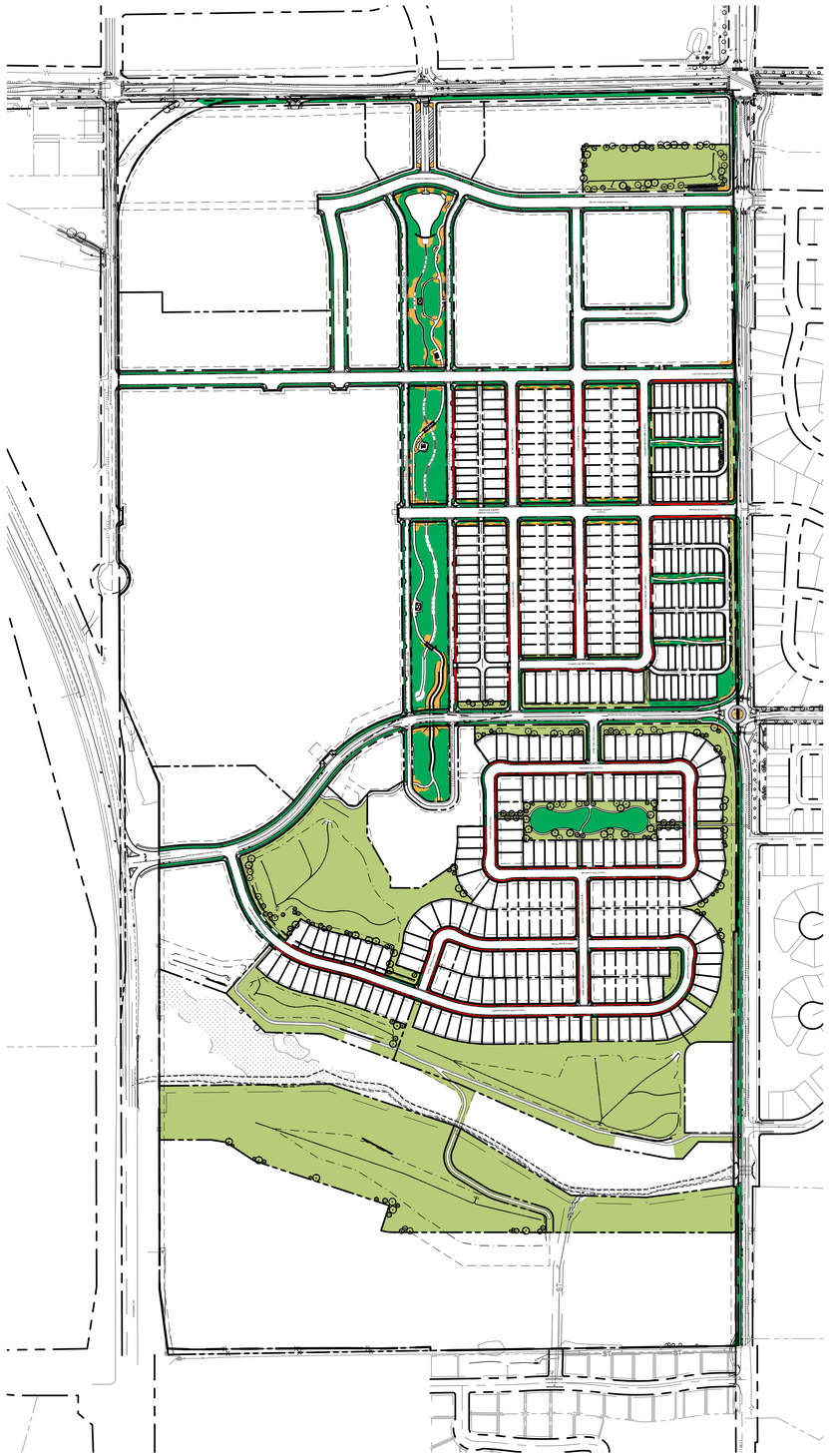
SHEET TITLE

FENCING PLAN & DETAILS

SHEET INFORMATION

Sheet Number: 38

Of: 44



Overall Hydrozone Plan:

0 300' 450' 600'

SCALE 1" = 300'-0"

NORTH

## Overall Hydrozone Legend

| | | |
|---|---|---|
| | IRRIGATED TURF | 628,831 sf |
| | SHRUB BEDS | 73,644 sf |
| | IRRIGATED NATIVE SEED MIX | 1,881,195 sf |
| | IRRIGATED TREES IN NATIVE SEED | 16,050 sf |
| | IRRIGATED TURF "BY HOMEOWNER" | 107,956 sf |

## Annual Hydrozone Budget

| SF | Acre (AC) | Landscape Type | Water Requirement ft/acre | (AF x AC) |
|---|---|---|---|---|
| 628,831 | 14.44 | Irrigated Turf | 3 | 43.31 |
| 73,644 | 1.69 | Shredded cedar wood or rock mulch | 1.33 | 2.25 |
| 1,881,195 | 43.19 | Irrigated Native Foothills Grass Mix | 0.8 | 34.55 |
| 16,050 | 0.37 | Irrigated Trees in Native Turf Areas | 1.33 | 0.49 |
| 107,956 | 2.48 | Irrigated Turf "By Homeowner" | | |
| TOTAL WATER CONSUMPTION | | | | 80.60 |

## Hydrozone Notes:

1. IRRIGATION WATER IS ANTICIPATED TO BE PROVIDED VIA A NON-POTABLE SYSTEM. THE VIABILITY OF THIS SYSTEM IS CURRENTLY BEING EVALUATED WITH THE INTENTION OF A NON-POT SYSTEM BEING DESIGNED FOR ALL COMMON AREA SPACES. THE FEASIBILITY AND DESIGN OF THIS SYSTEM WILL BE FINALIZED AND DETAILED AS PART OF THE FINAL PLAT/FINAL LANDSCAPE APPLICATION.

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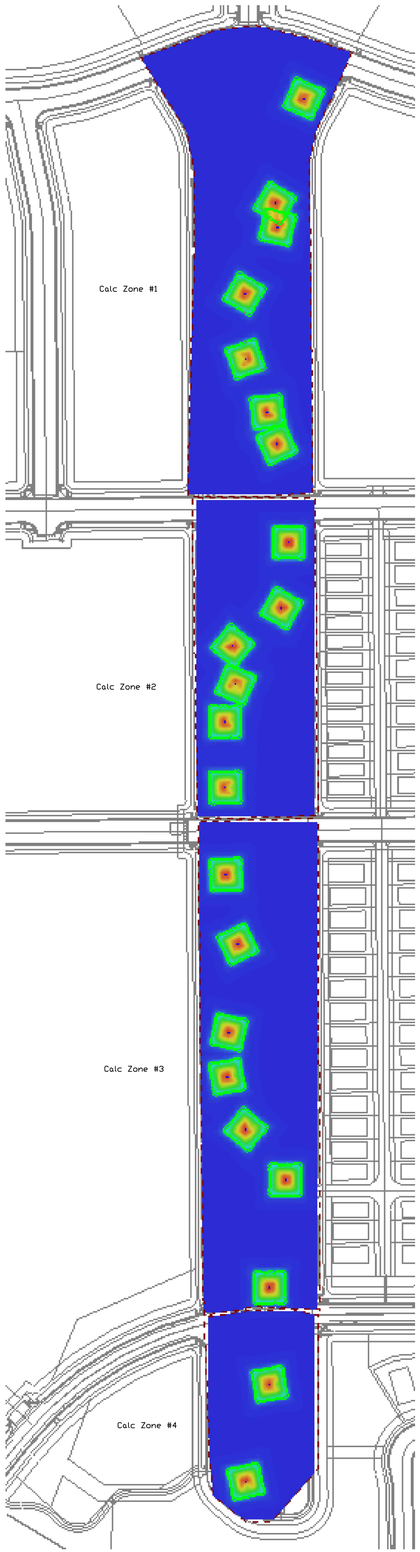
SHEET TITLE

OVERALL HYDROZONE PLAN

SHEET INFORMATION

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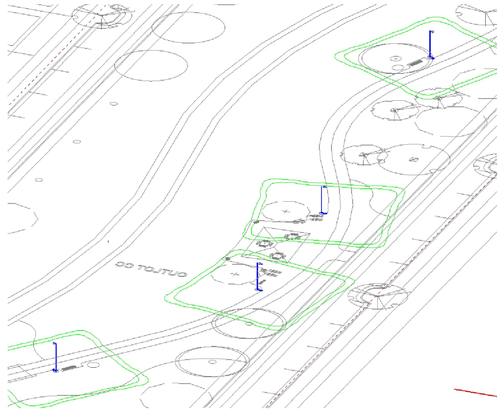
Of: 44




1 OVERALL PHOTOMETRIC SITE PLAN SHADING DISPLAY
SCALE: N.T.S.

| Statistics | | | | | | |
|---|---|---|---|---|---|---|
| Description | Symbol | Avg | Max | Min | Max/Min | Avg/Min |
| Calc Zone #2 | + | 0.3 fc | 5.4 fc | 0.0 fc | N/A | N/A |
| Calc Zone #3 | + | 0.2 fc | 5.3 fc | 0.0 fc | N/A | N/A |
| Calc Zone #4 | + | 0.2 fc | 5.3 fc | 0.0 fc | N/A | N/A |
| Calc Zone #1 | + | 0.2 fc | 5.4 fc | 0.0 fc | N/A | N/A |

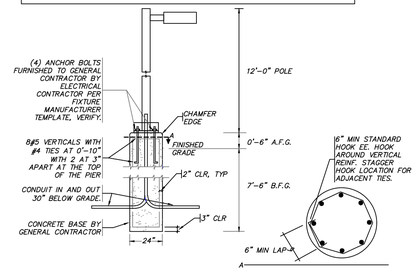
| Luminaire Locations | | | |
|---|---|---|---|
| No. | Label | MH | Tilt |
| 2 | AA-5G | 12.00 | 0.00 |
| 3 | AA-5G | 12.00 | 0.00 |
| 4 | AA-5G | 12.00 | 0.00 |
| 5 | AA-5G | 12.00 | 0.00 |
| 6 | AA-5G | 12.00 | 0.00 |
| 7 | AA-5G | 12.00 | 0.00 |
| 8 | AA-5G | 12.00 | 0.00 |
| 9 | AA-5G | 12.00 | 0.00 |
| 10 | AA-5G | 12.00 | 0.00 |
| 11 | AA-5G | 12.00 | 0.00 |
| 12 | AA-5G | 12.00 | 0.00 |
| 13 | AA-5G | 12.00 | 0.00 |
| 14 | AA-5G | 12.00 | 0.00 |
| 15 | AA-5G | 12.00 | 0.00 |
| 16 | AA-5G | 12.00 | 0.00 |
| 17 | AA-5G | 12.00 | 0.00 |
| 18 | AA-5G | 12.00 | 0.00 |
| 19 | AA-5G | 12.00 | 0.00 |
| 20 | AA-5G | 12.00 | 0.00 |
| 21 | AA-5G | 12.00 | 0.00 |
| 22 | AA-5G | 12.00 | 0.00 |
| 1 | AA-5G | 12.00 | 0.00 |



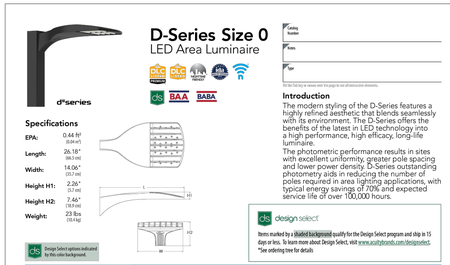
| Schedule | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Symbol | Label | Image | QTY | Manufacturer | Catalog | Description | Number Lamps | Lamp Output | LLF | LAMP COLOR | B | U | G | Input Power | Polar Plot |
| | AA-5G | | 22 | Lithonia Lighting | DSX0 LED P2 30K 70CRI T5LG | D-Series Size 0 Area Luminaire P2 Performance Package 3000K CCT 70 CRI Type 5 Low G Rating | 1 | 6210 | 1 | 3,000K | 2 | 0 | 1 | 45.14 | Max: 3097cd |

NOTE: OUTDOOR LIGHTING CANNOT EXCEED 3000 KELVIN.

POLE BASE NOTES:
1. CONCRETE SHALL BE NORMAL WEIGHT, CONCRETE MIX TYPE 6 PER CONCRETE MIX TABLE ON SHEET S1.01, SEE CONCRETE NOTES ON S1.01 AND PROJECT SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
2. FOR CONCRETE PLACED BY PUMPING, PROVIDE CONCRETE MIX FLOWABILITY TO FACILITATE PUMPING
3. REINFORCING BARS SHALL BE ASTM A615 GRADE 60
4. LOCATE SO POLE IS A MINIMUM OF 3' FROM THE BACK OF THE CURB




3 POLE BASE MOUNTING DETAIL
SCALE: N.T.S. REQUIRES REVIEW AND APPROVAL BY STRUCTURAL ENGINEER



# D-Series Size 0
LED Area Luminaire

d-series

Catalog Number
Notes
Type

Specifications
EPA: 0.44 ft² (0.04 m²)
Length: 26.18" (66.5 cm)
Width: 14.06" (35.7 cm)
Height H1: 2.26" (5.7 cm)
Height H2: 7.46" (18.9 cm)
Weight: 23 lbs (10.4 kg)

Introduction
The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.
The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications, with typical energy savings of 70% and expected service life of over 100,000 hours.

design select
Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

Design Select options indicated by this color background.

Ordering Information
EXAMPLE: DSX0 LED P6 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX0 LED

| Series | LEDs | Color temperature* | Color Rendering Index | Distribution | Voltage | Mounting |
|---|---|---|---|---|---|---|
| DSX0 LED | Forward optics: P1 P5 P2 P6 P3 P7 P4 P8 | (thin section 70CRI only): 30K 3000K 40K 4000K 50K 5000K | 70CRI 80CRI | AFR Automotive front row; T1S Type I short; T2M Type II medium; T3M Type III medium; T3LG Type III low glare*; T4M Type IV medium; T4LG Type IV low glare*; TFTM Forward throw medium; T5W Type V medium; T5LG Type V low glare; T5M Type V wide; BLC3 Type III backlight control*; BLC4 Type IV backlight control*; LCCO Left corner cutoff*; RCCO Right corner cutoff* | MVOLT (120V-277V)*; HVOLT (347V-480V)*; XVOLT (277V-480V)*; 120 3,4; 208 3,4; 240 3,4; 277 3,4; 347 3,4,5; 480 3,4,5 | Shipped included: SPA Square pole mounting (#8 drilling, 3.5" min. SQ pole); RPA Round pole mounting (#8 drilling, 3" min. RND pole); SPA5 Square pole mounting (#5 drilling, 3" min. SQ pole)*; RPA5 Round pole mounting (#5 drilling, 3" min. RND pole)*; SPABA Square narrow pole mounting (#8 drilling, 3" min. SQ pole); WBA Wall bracket; MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon) |

| Control options | Other options | Finish (required) |
|---|---|---|
| Shipped installed: NLTAIR2 PIRHN nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8–40' mounting height, ambient sensor enabled at 20', 1,2,3,4,5; PIR High/low, motion/ambient sensor, 8–40' mounting height, ambient sensor enabled at 20',3,4,5; PER NEMA twist-lock receptacle only (controls ordered separate)6,7; PE/PE5 Five-pin receptacle only (controls ordered separate)6,7; PER7 Seven-pin receptacle only (controls ordered separate)6,7; FAO Field adjustable output*3,4; BL30 Bi-level switched dimming, 30%3,4,5; BL50 Bi-level switched dimming, 50%3,4,5; DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)4; | Shipped installed: DS Dual sensor*; L90 Left rotated optics*; R90 Right rotated optics*; CCE Coastal Construction*; SF5* ambient operation*; BAA Buy America(n) Act and/or Build America Buy America Qualified; SF Single fuse (120, 277, 347V)*; DF Double fuse (208, 240, 480V)*; Shipped separately: ELCR External Glare Shield (reversible, field install required, matches housing finish); BCSB Bird Spikes (field install required) | DDBXD Dark Bronze; DBLXD Black; DNAXD Natural Aluminum; DWHXD White; DDBTXD Textured dark bronze; DBLBXD Textured black; DNATXD Textured natural aluminum; DWHGXD Textured white |


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## Ordering Information

Accessories
Ordered and shipped separately.

| | |
|---|---|
| BLC3/R3 L3 BL | Photocell - SSL twist-lock (120-277V)* |
| BLC4/R3 L3 CCE BL | Photocell - SSL twist-lock (347V)* |
| BLC4/R3 L3 SCC BL | Photocell - SSL twist-lock (480V)* |
| DSHORT SBK | Shorting cap* |
| DSX0CP PE | Photocell, SSL twist-lock (when package number P1-7, PER, PER5 or PER7) |
| DSXRPA 3 PIRHN | Round pole adapter (#8 drilling, specify finish) |
| DSXRPA5 3 PIRHN | Round pole adapter (#5 drilling, specify finish) |
| DSXSPA5 3 PIRHN | Square pole adapter (#5 drilling, specify finish) |
| DSXSRA3 3 PIRHN | Universal square pole mount (specify finish) |
| DSXBSSBK 3 PIRHN | Bird spike deterrent bracket (specify finish) |

NOTES
1 Reference controls options table on page 4.
2 Dark skies approved.
3 DSX0 fixture is factory configured. To be ordered as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
4 Not available with NLTAIR2 PIRHN, NLTAIR2 PIR, PER, PER5, PER7, BL30, BL50 or DMG.
5 BL30 and BL50 are not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, FAO and DMG. BL30 or BL50 must specify 120 or 277V.
6 Reference Controls Options Table on page 4.
7 Shipped with shorting cap. Must be ordered with fixture to be wired to driver.
8 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V. XVOLT not available with fusing (SF or DF).
9 SPA5 and RPA5 for use with #5 drilling only (Not for use with #8 drilling).
10 Not available with P5, P6, P7, P8, SPA5, RPA5, HS, SBK, DDL, DDLXD or SCC.
11 NLTAIR2 and PIRHN must be ordered together. For more information on nLight Air 2.
12 NLTAIR2 PIRHN not available with other controls including PIR, PER, PER5, PER7, FAO, BL30, BL50 and DMG. NLTAIR2 PIRHN not available with P1, P2 and P3 using MVOLT. NLTAIR2 PIRHN not available with P1, P2 and P3 using HVOLT or XVOLT. PIR not available with P1, P2 and P3 using MVOLT. PIR not available with P1, P2 and P3 using HVOLT. PIR not available with P1, P2 and P3 using XVOLT. PIR not available with P7 and P8.
13 PIR not available with NLTAIR2, PIR, PIRHN, PER, PER5, PER7, FAO, BL30, BL50 or DMG. PIR is not available with any fusing (SF or DF). Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
14 Not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, FAO and DMG. BL30 or BL50 must specify 120 or 277V.
15 DMG not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, FAO, BL30 or BL50.
16 Reference Controls Options Table on page 4.
17 Reference Controls Options table on page 4.
18 Not available with option BS and DSSB. Contact Technical Support for availability.
19 Option HA not available with performance packages P6, P7, P12 and P13.
20 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V. XVOLT not available with fusing (SF or DF).

## Shield Accessories


External Glare Shield (EGSR)

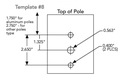

House Side Shield (HS)

## Drilling

HANDHOLE ORIENTATION
(from top of pole)




Template #8




Tenon Mounting Slipfitter

| Tenon O.D. | Mounting | Single Unit | 2 @ 180 | 2 @ 90 | 3 @ 90 | 3 @ 120 | 4 @ 90 |
|---|---|---|---|---|---|---|---|
| 2-3/8" | RPA | AS3-5 190 | AS3-5 280 | AS3-5 290 | AS3-5 390 | AS3-5 320 | AS3-5 490 |
| 2-7/8" | RPA | AST25-190 | AST25-280 | AST25-290 | AST25-390 | AST25-320 | AST25-490 |
| 4" | RPA | AST35-190 | AST35-280 | AST35-290 | AST35-390 | AST35-320 | AST35-490 |

| Mounting Option | Drilling Template | Single | 2 @ 180 | 2 @ 90 | 3 @ 90 | 3 @ 120 | 4 @ 90 |
|---|---|---|---|---|---|---|---|
| Head Location | | Side B | Side B & D | Side B & C | Side B, C & D | Round Pole Only | Side A, B, C & D |
| Shaft Nomenclature | #8 | DM19AS | DM28AS | DM29AS | DM39AS | DM32AS | DM49AS |
| Maximum Acceptable Shaft-side Pole Dimension | | | | | | | |
| CPA | #8 | 3.5" | 3.5" | 3.5" | 3.5" | | 3.5" |
| RPA | #8 | 4" | 4" | 4" | 4" | 3" | 4" |
| SPA5 | #5 | 3" | 3" | 3" | 3" | 3" | 3" |
| RPA5 | #5 | 3" | 3" | 3" | 3" | 3" | 3" |
| SPABA | #8 | 3" | 3" | 3" | 3" | | 3" |

DSX0 Area Luminaire - EPA
*Includes luminaire and integral mounting arm. Other tenons, arms, brackets or other accessories are not included in this EPA data.

| Fixture Quantity & Mounting Configuration | Single EPA ft² | 2 @ 180 EPA ft² | 2 @ 90 EPA ft² | 3 @ 120 EPA ft² | 4 @ 90 EPA ft² |
|---|---|---|---|---|---|
| Mounting Type | | | | | |
| DSX0 with SPA | 0.44 | 0.88 | 0.96 | 1.58 | 1.76 |
| DSX0 with SPA5, SPABA | 0.33 | 1.02 | 1.06 | 1.26 | 1.39 |
| DSX0 with RPA, RPA5 | 0.33 | 1.02 | 1.06 | 1.24 | 1.39 |
| DSX0 with WA | 0.64 | 1.28 | 1.24 | 1.67 | 1.70 |

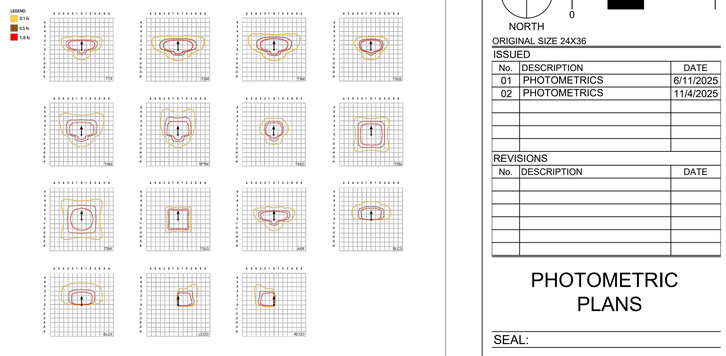

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## Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's homepage.

Isofootcandle plots for the DSX0 LED P7 40K 70CRI. Distances are in units of mounting height (20').

LEGEND
6.1 fc
3.1 fc
1.0 fc




2 TYPE AA-5G CUT SHEET DSX0 LED P2 30K 70CRI T5LG MVOLT SPA NLTAIR2 PIRHN DDBXD + 12'–0" POLE
SCALE: N.T.S.

LEGACY PARK SUBDIVISON PARK PHOTOMETRIC

BERTHOUD, CO

PREPARED BY:

ELECTRICAL ENGINEERS
APSINC.BIZ

OWNER

LP COMMUNITIES, LLC
700 KEN PRATT BLD
STE. 113
LONGMONT, CO 80501

ZONE 1
ZONE 2
ZONE 3
ZONE 4
KEY PLAN

NORTH
0

ORIGINAL SIZE 24X36

ISSUED

| No. | DESCRIPTION | DATE |
|---|---|---|
| 01 | PHOTOMETRICS | 6/11/2025 |
| 02 | PHOTOMETRICS | 11/4/2025 |

REVISIONS

| No. | DESCRIPTION | DATE |
|---|---|---|

PHOTOMETRIC PLANS

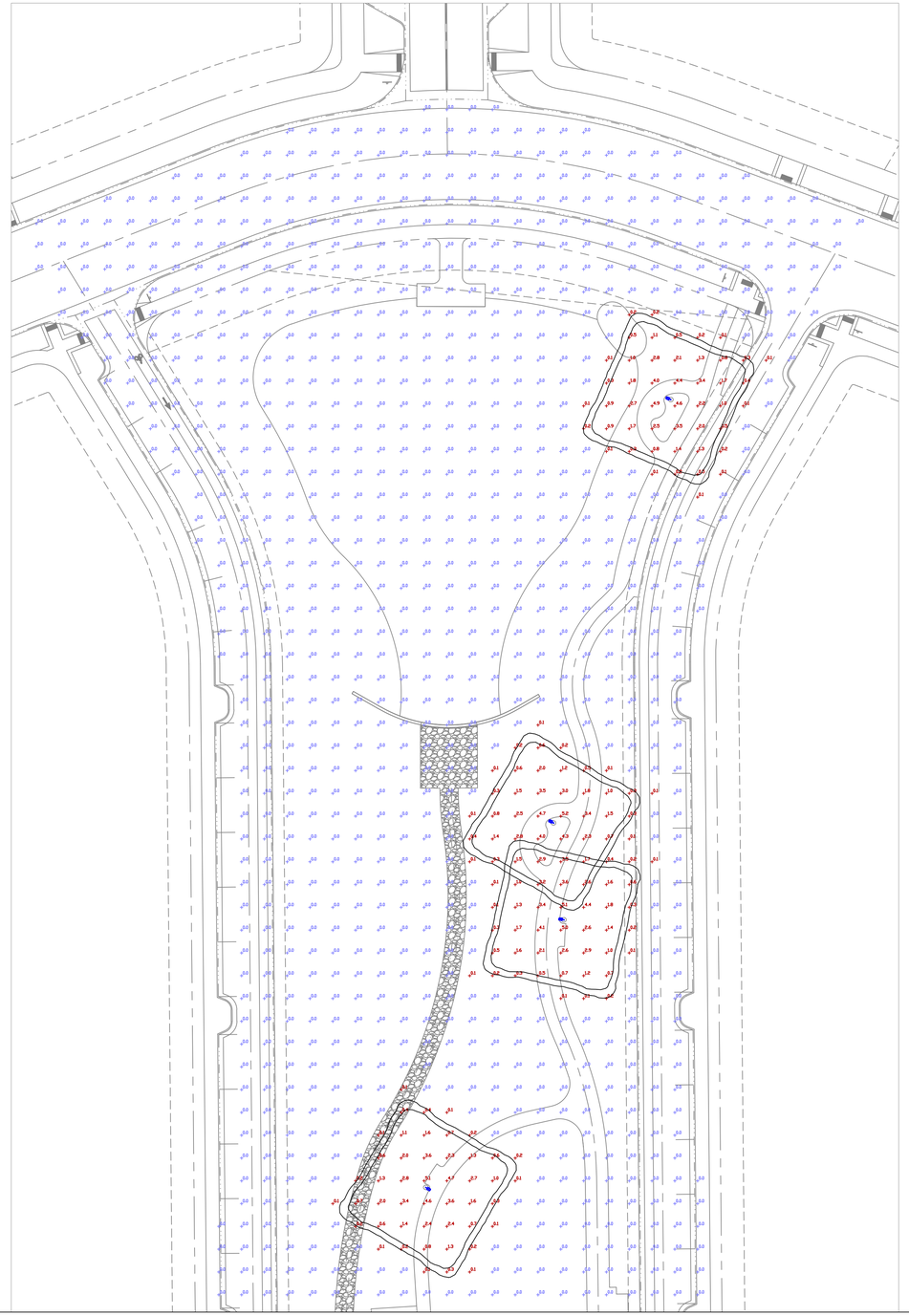
SEAL:

ENTITLEMENT DRAWINGS NOT FOR CONSTRUCTION

| | |
|---|---|
| PROJECT No.: | APS 229-25 |
| DRAWN BY: | APS |
| REVIEWED BY: | CMP |

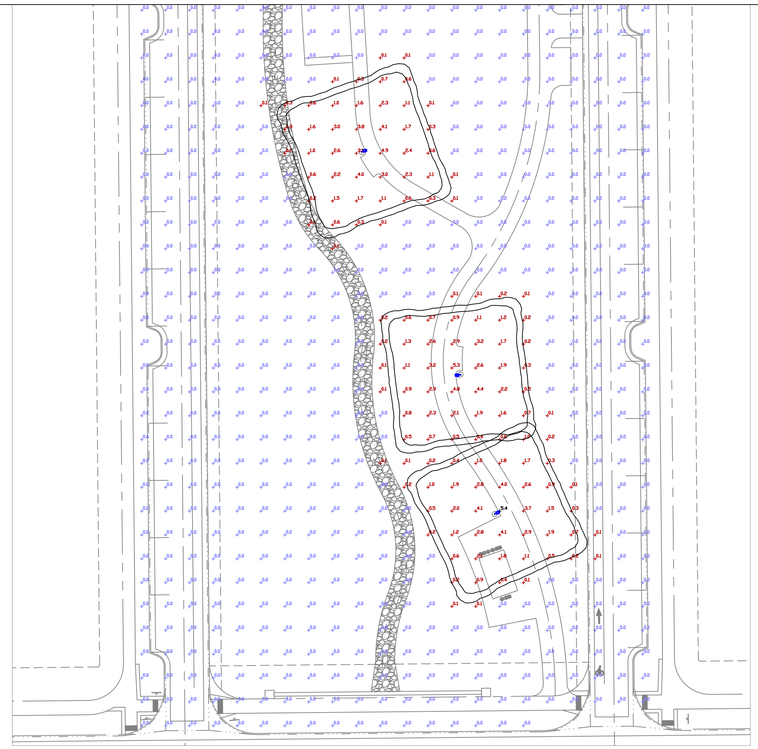
DRAWING NUMBER:

PH1 OF 5



1a
1b

1a
1b



NOTE: OUTDOOR LIGHTING CANNOT EXCEED 3000 KELVIN.

1 PHOTOMETRIC CALC ZONE 1 SITE PLAN
SCALE: 1" = 30'=0".

# LEGACY PARK SUBDIVISON PARK PHOTOMETRIC

BERTHOUD, CO

PREPARED BY:

ELECTRICAL ENGINEERS
APSINC.BIZ

OWNER

LP COMMUNITIES, LLC
700 KEN PRATT BLD
STE. 113
LONGMONT, CO 80501

ZONE 1
ZONE 2
ZONE 3
ZONE 4

KEY PLAN

NORTH

0

ORIGINAL SIZE 24X36

ISSUED

| No. | DESCRIPTION | DATE |
|---|---|---|
| 01 | PHOTOMETRICS | 6/11/2025 |
| 02 | PHOTOMETRICS | 11/4/2025 |

REVISIONS

| No. | DESCRIPTION | DATE |
|---|---|---|

PHOTOMETRIC PLANS

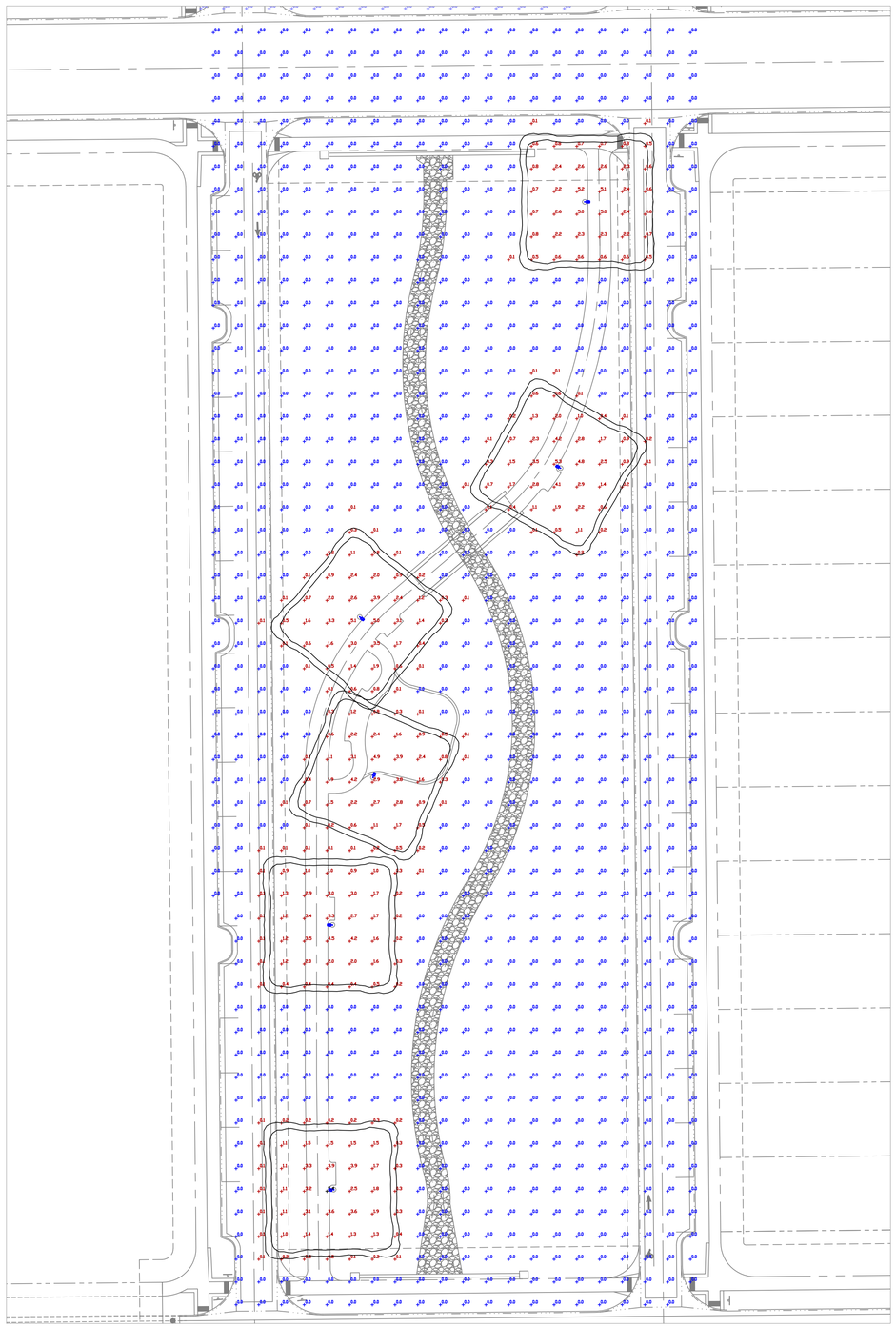
SEAL:

ENTITLEMENT DRAWINGS NOT FOR CONSTRUCTION

| | |
|---|---|
| PROJECT No.: | APS 229-25 |
| DRAWN BY: | APS |
| REVIEWED BY: | CMP |

DRAWING NUMBER:

PH2 OF 5



NOTE: OUTDOOR LIGHTING CANNOT EXCEED 3000 KELVIN.

1 PHOTOMETRIC CALC ZONE 2 SITE PLAN

SCALE: 1" = 30'=0".

# LEGACY PARK SUBDIVISON PARK PHOTOMETRIC

BERTHOUD, CO

PREPARED BY:


ELECTRICAL ENGINEERS

APSINC.BIZ


OWNER

LP COMMUNITIES, LLC
700 KEN PRATT BLD
STE. 113
LONGMONT, CO 80501

ZONE 1

ZONE 2

ZONE 3

ZONE 4

KEY PLAN

NORTH

0

ORIGINAL SIZE 24X36

ISSUED

| No. | DESCRIPTION | DATE |
|---|---|---|
| 01 | PHOTOMETRICS | 6/11/2025 |
| 02 | PHOTOMETRICS | 11/4/2025 |

REVISIONS

| No. | DESCRIPTION | DATE |
|---|---|---|

PHOTOMETRIC PLANS

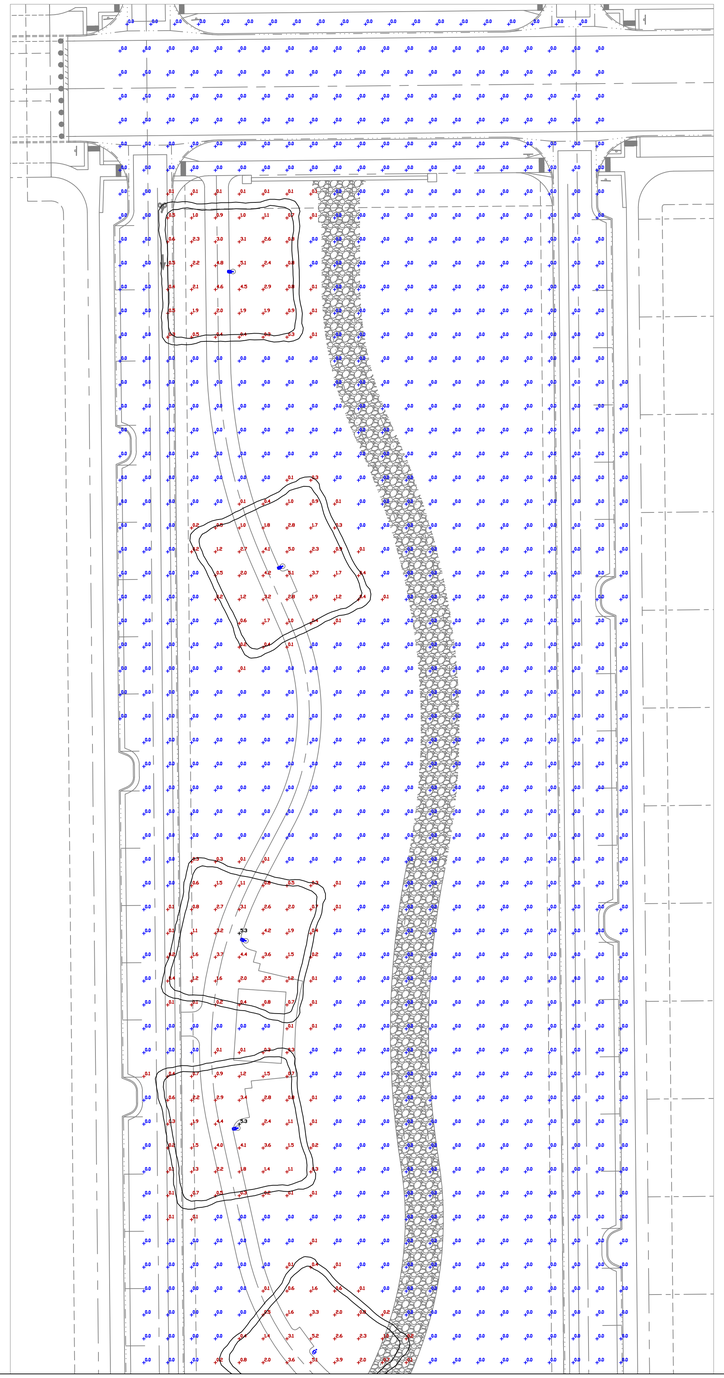
SEAL:

ENTITLEMENT DRAWINGS NOT FOR CONSTRUCTION

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|---|---|
| PROJECT No.: | APS 229-25 |
| DRAWN BY: | APS |
| REVIEWED BY: | CMP |

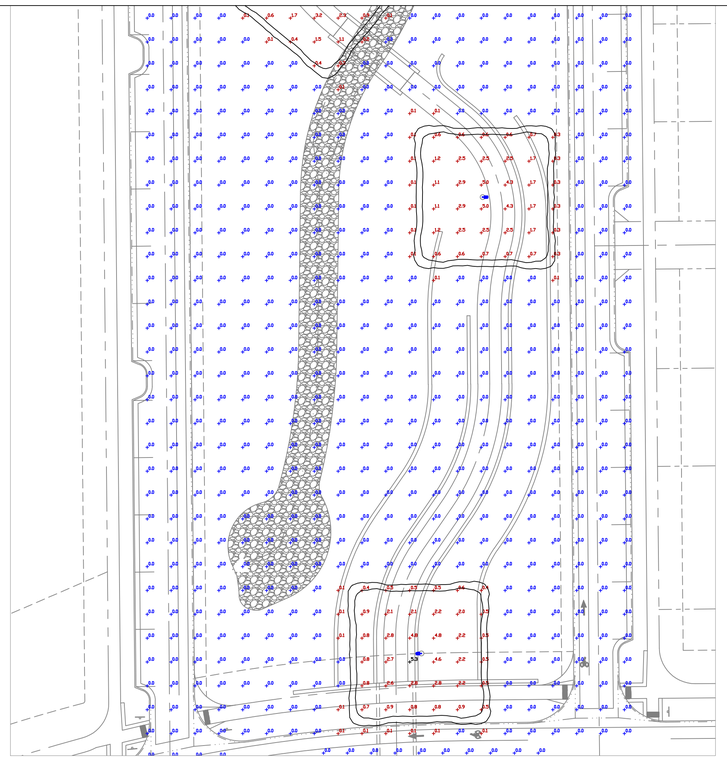
DRAWING NUMBER:

PH3 OF 5



3a
3b

3a
3b



NOTE: OUTDOOR LIGHTING CANNOT EXCEED 3000 KELVIN.

1 PHOTOMETRIC CALC ZONE 3 SITE PLAN

SCALE: 1" = 30'=0".

# LEGACY PARK SUBDIVISON PARK PHOTOMETRIC

BERTHOUD, CO

PREPARED BY:


ELECTRICAL ENGINEERS

APSINC.BIZ


OWNER

LP COMMUNITIES, LLC
700 KEN PRATT BLD
STE. 113
LONGMONT, CO 80501

ZONE 1

ZONE 2

ZONE 3

ZONE 4

KEY PLAN

NORTH

0

ORIGINAL SIZE 24X36

ISSUED

| No. | DESCRIPTION | DATE |
|---|---|---|
| 01 | PHOTOMETRICS | 6/11/2025 |
| 02 | PHOTOMETRICS | 11/4/2025 |

REVISIONS

| No. | DESCRIPTION | DATE |
|---|---|---|

PHOTOMETRIC PLANS

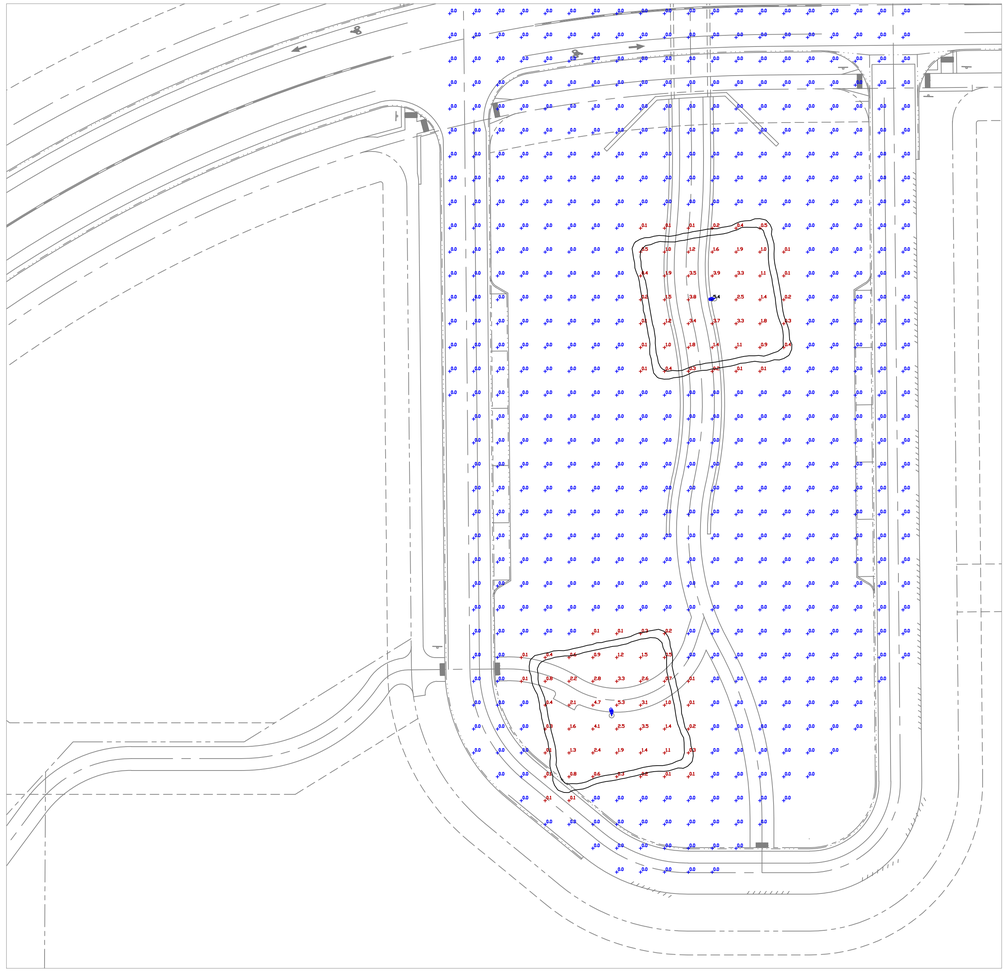
SEAL:

ENTITLEMENT DRAWINGS NOT FOR CONSTRUCTION

| | |
|---|---|
| PROJECT No.: | APS 229-25 |
| DRAWN BY: | APS |
| REVIEWED BY: | CMP |

DRAWING NUMBER:

PH4 OF 5



NOTE: OUTDOOR LIGHTING CANNOT EXCEED 3000 KELVIN.

1 PHOTOMETRIC CALC ZONE 4 SITE PLAN

SCALE: 1" = 30'=0".

# LEGACY PARK SUBDIVISON PARK PHOTOMETRIC

BERTHOUD, CO

PREPARED BY:

ELECTRICAL ENGINEERS
APSINC.BIZ

OWNER

LP COMMUNITIES, LLC
700 KEN PRATT BLD
STE. 113
LONGMONT, CO 80501

ZONE 1

ZONE 2

ZONE 3

ZONE 4

KEY PLAN

NORTH

0

ORIGINAL SIZE 24X36

ISSUED

| No. | DESCRIPTION | DATE |
|---|---|---|
| 01 | PHOTOMETRICS | 6/11/2025 |
| 02 | PHOTOMETRICS | 11/4/2025 |

REVISIONS

| No. | DESCRIPTION | DATE |
|---|---|---|

PHOTOMETRIC PLANS

SEAL:

ENTITLEMENT DRAWINGS NOT FOR CONSTRUCTION

| | |
|---|---|
| PROJECT No.: | APS 229-25 |
| DRAWN BY: | APS |
| REVIEWED BY: | CMP |

DRAWING NUMBER:

PH5 OF 5

# Approved Neighborhood Master Plan

## LEGAL DESCRIPTION

PROPERTY 1:
TRACT A AND LOTS 1 THROUGH 9, INCLUSIVE, LUDLOW FARMS ACCORDING TO THE RECORDED CONVEYANCE PLAT, COUNTY OF LARIMER, STATE OF COLORADO

PROPERTY 2:
A TRACT OF LAND SITUATED IN THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF SECTION 22, TOWNSHIP 4 NORTH OF RANGE 69 WEST OF THE 6TH PM, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THIS TRACT FROM WHENCE THE NORTH QUARTER OF SAID SECTION 22 BEARS NORTH 46° 17' WEST 42.4 FEET DISTANT; THENCE SOUTH 0° 20' EAST ALONG A LINE WHICH IS 30 FEET EAST OF AND PARALLEL TO QUARTER SECTION LINE A DISTANCE OF 486.4 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 43° 54' EAST 718.4 FEET TO A POINT 30 FEET SOUTH OF THE NORTH LINE OF SAID SECTION 22; THENCE ALONG A CURVE TO THE LEFT, SAID CURVE HAVING A CENTRAL ANGLE OF 87° 12' 34", A RADIUS OF 543.00 FEET, AN ARC LENGTH OF 826.50 FEET, A CHORD BEARING SOUTH 44° 04' 22" WEST, A DISTANCE OF 748.99 FEET TO THE TRUE POINT OF BEGINNING, COUNTY OF LARIMER, STATE OF COLORADO

## TRAFFIC INFORMATION

1. REFER TO PLAN FOR PROPOSED STREET NETWORK AND EXISTING ROAD NETWORK INCLUDING ALL ACCESS POINTS.

2. UNLESS OTHERWISE NOTED ON THE PLAN, ALL STREETS ARE LOCAL STREETS AND/OR ALLEYS.

## SHEET INDEX

SHEET 1 - OVERALL NEIGHBORHOOD MASTER PLAN
SHEET 2 - OPEN SPACE, CIRCULATION, & PARKS
SHEET 3 - OPEN SPACE, CIRCULATION, & PARKS
SHEET 4 - PARKS ENLARGEMENT

## SUBDIVISION IDENTITY & RESIDENTIAL STANDARDS

UNITS PROVIDED: APPROX. 1500-1800

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. POOL | 2 |
| 5. POLLINATOR PLANT PALETTE | 1 |
| 6. COMMUNITY BUILDING | 2 |
| 7. ALLEY LOADED STREETS | 2 |
| TOTAL : | 10 |

## NOTES:

1. PROPOSED LOT COUNT AND LOT SIZES ARE CONCEPTUAL AND MAY CHANGE AT TIME OF PLAT, DEPENDING ON MARKET CONDITIONS.

2. COMMERCIAL AREAS ALONG HIGHWAY 287 ARE CONCEPTUAL IN SIZE AND MAY ADJUST, DEPENDING ON MARKET CONDITIONS.

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, CONDOMINIUMS, APARTMENTS AND/OR OTHER RESIDENTIAL PRODUCT TYPES AS SPECIFIED IN THE MUNICIPAL CODE, PER ZONE DISTRICT.

4. THE RESIDENTIAL STRUCTURES ADJACENT TO SOUTH BERTHOUD PARKWAY AND SOUTH OF WELCH AVENUE SHALL BE SINGLE FAMILY DETACHED UNITS AND NOT EXCEED TWO STORIES IN HEIGHT.




## VICINITY MAP




## LAND USE SUMMARY

| | |
|---|---|
| SINGLE FAMILY DETACHED (40' X 110')* | |
| SINGLE FAMILY DETACHED (50' X 110')* | |
| SINGLE FAMILY DETACHED (60' X 110')* | |
| TOWNHOMES OR SFD | |
| CONDOS | |
| MIXED USE | |
| COMMERCIAL | |
| **ESTIMATED PROJECT TOTAL** | **1500-1800 UNITS** |

***NOTE:** LOT SIZES ARE CONCEPTUAL AND SUBJECT TO CHANGE AT PLAT.

## LAND USE STATISTICS

| | |
|---|---|
| TOTAL ACREAGE | ~306.4 ACRES |
| ROW/PRIVATE DRIVE/PARKING | ~ 54.0 ACRES |
| % OF SITE AS ROW/DRIVE/PARKING | 17.6% |
| OPEN SPACE ACREAGE | ~76.7 ACRES |
| % OF SITE AS OPEN SPACE | 25.0% |

## APPROVAL CERTIFICATES

Approved by the Town of Berthoud, Colorado this _____day of _____ , 2022.

_____
Mayor

The foregoing map is approved for filing and accepted by the Town of Berthoud, Colorado this _____day of____ , 2022.

ATTEST: _____
Town Clerk

## APPROVAL CERTIFICATES

Approved by the Planning Commission of the Town of Berthoud, Colorado this _____day of _____ , 2022.

_____
Chairman

TB GROUP
landscape architecture | planning | branding
444 Mountain Ave, Berthoud, CO 80513 | ph. 970.532.2918 | web TBGroup.us

SEAL

PROJECT TITLE

LUDLOW FARMS

NEIGHBORHOOD MASTER PLAN

BERTHOUD, CO

PREPARED FOR

OWNER:
LUDLOW FARMS, LLC

700 KEN PRATT BLVD, STE. 113
LONGMONT, CO 80501

| REVISIONS | DATE |
|---|---|
| REVISIONS | 1.20.23 |
| REVISIONS | 4.26.23 |

DATE

SEPTEMBER 15, 2022

SHEET TITLE

OVERALL NEIGHBORHOOD MASTER PLAN

SHEET INFORMATION

Sheet Number: 1
Of: 4

PARK STATISTICS:

| | |
|---|---|
| ESTIMATED PARK SPACE REQUIRED (APPROX. 1500-1800 UNITS) | 15-18 ACRES |
| PARK SPACE PROVIDED | 13.54 ACRES<br>4.4% OF SITE |

NOTE: FINAL PARK SPACE REQUIREMENT WILL BE BASED ON ACTUAL UNIT COUNT. TO BE DETERMINED WITH FINAL PLATS.

OPEN SPACE CALCULATIONS:

| | | |
|---|---|---|
| TOTAL OPEN SPACE REQUIRED= | 30.6 AC | 10.0% |
| TOTAL OPEN SPACE PROVIDED= | 76.7 AC | 25.0% |
| TOTAL SITE ACREAGE = | ~306.4 AC | |

COMMUNITY PARK ELEMENTS:

LIST B: 3 ELEMENTS REQUIRED
- GROUP PICNIC SHELTER (500 S.F. MIN. & 3 TABLES)
- MIN. 15,000 S.F. TURF PLAY AREA (COUNTED AS 1 PER 15,000 S.F.)
- LOOP WALK (MIN. 2,000 L.F.)

LIST D: 2 ELEMENTS REQUIRED
- AMPHITHEATER
- PLAYGROUND
- SPLASH PARK
- COMMUNITY BUILDING
- POOL

LIST E: 4 ELEMENTS, + 1 RESTROOM BUILDING REQUIRED
- BBQ GRILLS (MIN. 1 PER EVERY 2 TABLES)
- BENCHES (MIN. ONE PER HALF ACRE)
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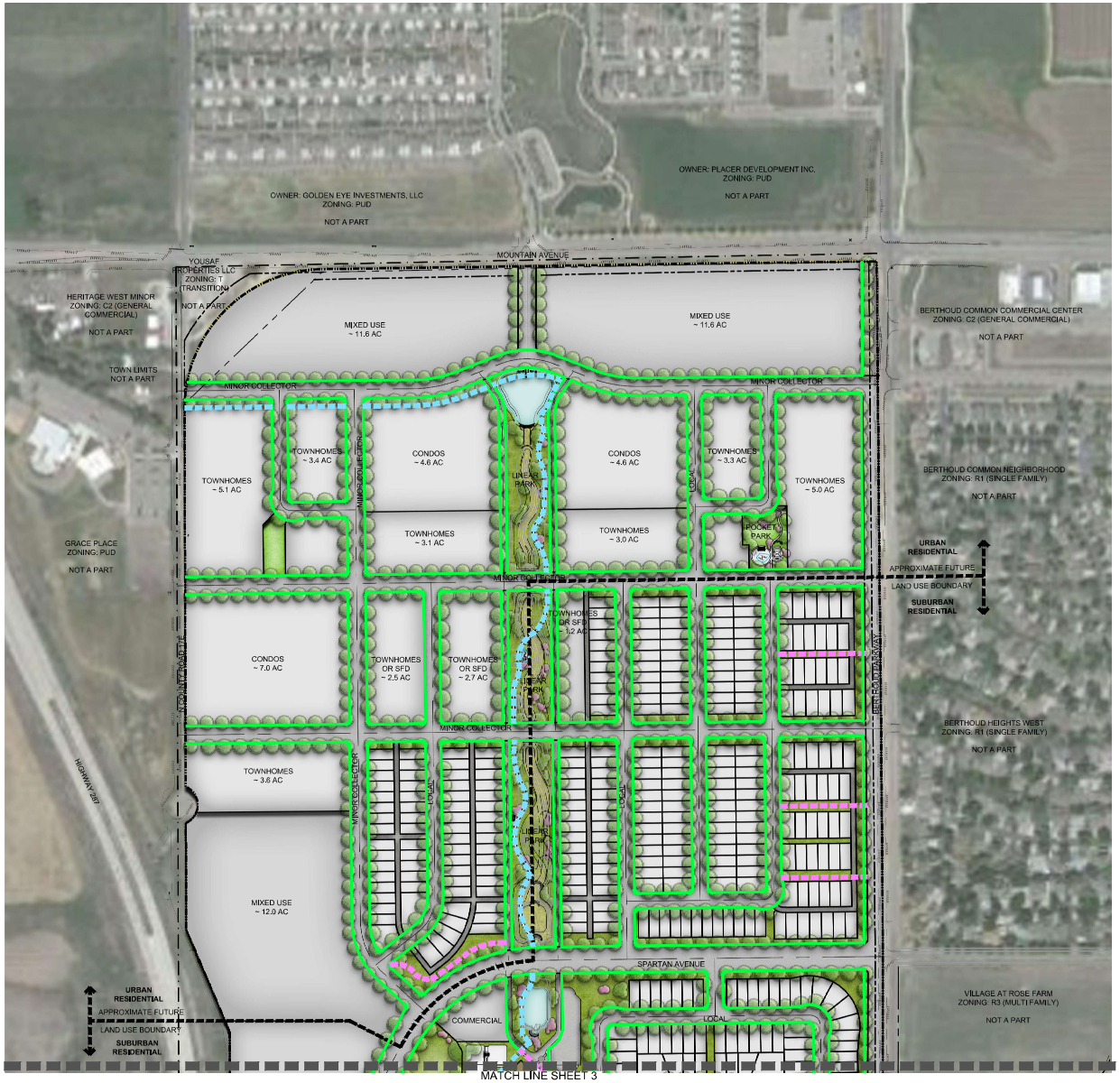
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- SECURITY LIGHTING
- TRASH RECEPTACLES (MIN. 2 PER AC)
- WATER SERVICE
- BIKE RACKS
- LANDSCAPING

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SEAL

PROJECT TITLE

LUDLOW FARMS

NEIGHBORHOOD MASTER PLAN

BERTHOUD, CO

PREPARED FOR

OWNER:

LUDLOW FARMS, LLC

700 KEN PRATT BLVD, STE. 113
LONGMONT, CO 80501

REVISIONS | DATE

| REVISIONS | DATE |
|---|---|
| REVISIONS | 1.20.23 |
| REVISIONS | 4.26.23 |

DATE

SEPTEMBER 15, 2022

SHEET TITLE

OPEN SPACE, CIRCULATION AND PARKS

SHEET INFORMATION

Sheet Number: 2

Of: 4

## OPEN SPACE ELEMENTS

| | |
|---|---|
| OPEN SPACE ELEMENTS | 4 ELEMENTS REQUIRED |
| OPEN SPACE ELEMENTS | 4 ELEMENTS PROVIDED |
| HABITAT AREA | 1 ELEMENT |
| GREEN AREA | 2 ELEMENTS |
| TRAILHEAD | 1 ELEMENT |

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| OPEN SPACE | 67.4 ACRES |
| TOTAL | 80.9 ACRES |

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- DETACHED CONCRETE SIDEWALK - 74,976 feet
- PROPOSED TRAIL/TRAIL CONNECTION PER TOWN PORT PLAN, MATERIAL TBD - 5,383 feet
- TRAIL CONNECTION PER TOWN PLAN - 9,415 feet

*NOTE: TRAIL LOCATIONS ARE CONCEPTUAL. FINAL LOCATION TO BE DETERMINED AT PLAT.




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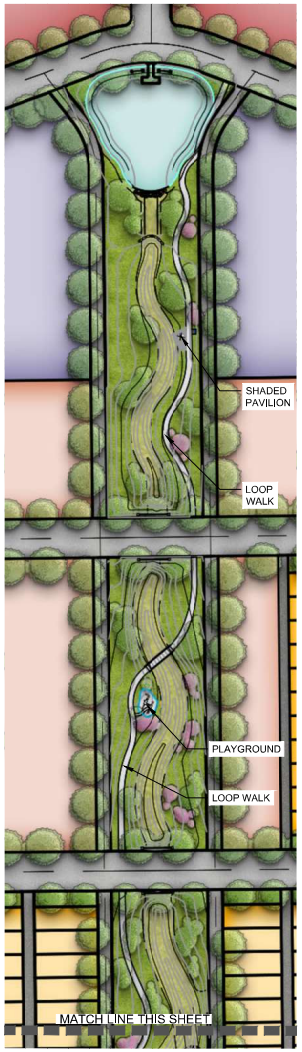
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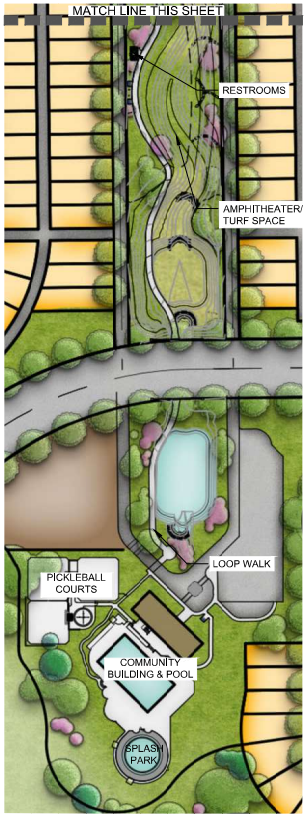
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Of: 4

## COMMUNITY PARK - A




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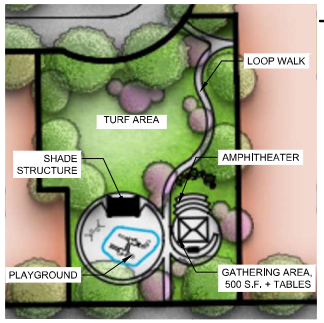
LANDSCAPING

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## POCKET PARK - B




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SHEET TITLE

PARKS ENLARGEMENT

SHEET INFORMATION

Sheet Number: 4

Of: 4

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## LEGAL DESCRIPTION

PROPERTY 1:
TRACT A AND LOTS 1 THROUGH 9, INCLUSIVE, LUDLOW FARMS ACCORDING TO THE RECORDED CONVEYANCE PLAT, COUNTY OF LARIMER, STATE OF COLORADO

PROPERTY 2:
A TRACT OF LAND SITUATED IN THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF SECTION 22, TOWNSHIP 4 NORTH OF RANGE 69 WEST OF THE 6TH PM, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THIS TRACT FROM WHENCE THE NORTH QUARTER OF SAID SECTION 22 BEARS NORTH 46° 17' WEST 42.4 FEET DISTANT; THENCE SOUTH 0° 20' EAST ALONG A LINE WHICH IS 30 FEET EAST OF AND PARALLEL TO QUARTER SECTION LINE A DISTANCE OF 436.4 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 43° 54' EAST 718.4 FEET TO A POINT 30 FEET SOUTH OF THE NORTH LINE OF SAID SECTION 22; THENCE ALONG A CURVE TO THE LEFT, SAID CURVE HAVING A CENTRAL ANGLE OF 87° 12' 34", A RADIUS OF 543.00 FEET, AN ARC LENGTH OF 826.50 FEET, A CHORD BEARING SOUTH 44° 04' 22" WEST, A DISTANCE OF 748.99 FEET TO THE TRUE POINT OF BEGINNING, COUNTY OF LARIMER, STATE OF COLORADO

## TRAFFIC INFORMATION

1. REFER TO PLAN FOR PROPOSED STREET NETWORK AND EXISTING ROAD NETWORK INCLUDING ALL ACCESS POINTS.

2. UNLESS OTHERWISE NOTED ON THE PLAN, ALL STREETS ARE LOCAL STREETS AND/OR ALLEYS.

## SHEET INDEX

SHEET 1 - OVERALL NEIGHBORHOOD MASTER PLAN
SHEET 2 - OPEN SPACE, CIRCULATION, & PARKS
SHEET 3 - OPEN SPACE, CIRCULATION, & PARKS
SHEET 4 - PARKS ENLARGEMENT

## SUBDIVISION IDENTITY & RESIDENTIAL STANDARDS

UNITS PROVIDED: APPROX. 1500-1800

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. POOL | 2 |
| 5. POLLINATOR PLANT PALETTE | 1 |
| 6. COMMUNITY BUILDING | 2 |
| 7. ALLEY LOADED STREETS | 2 |
| TOTAL : | 10 |

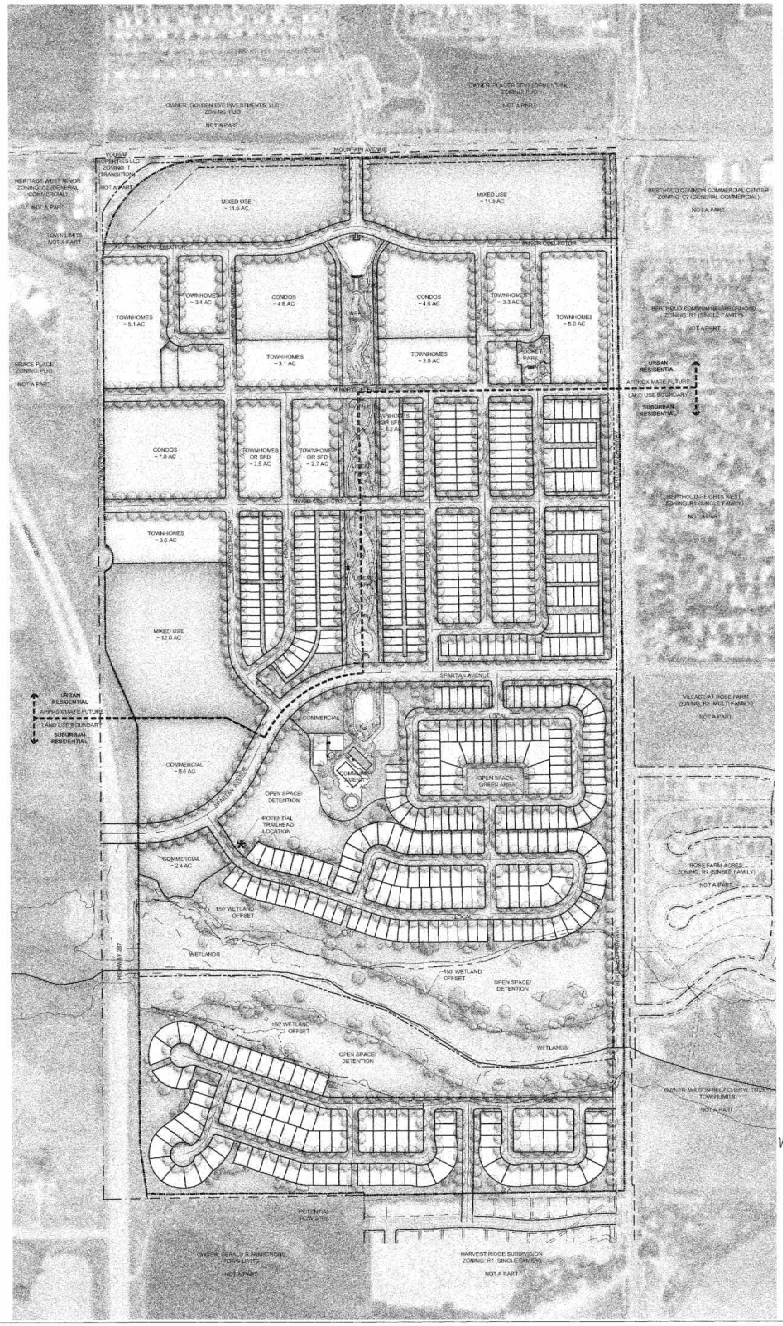
## NOTES:

1. PROPOSED LOT COUNT AND LOT SIZES ARE CONCEPTUAL AND MAY CHANGE AT TIME OF PLAT, DEPENDING ON MARKET CONDITIONS.

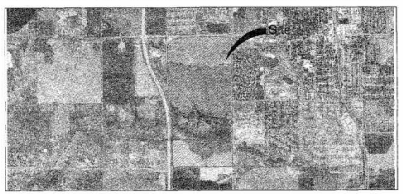
2. COMMERCIAL AREAS ALONG HIGHWAY 287 ARE CONCEPTUAL IN SIZE AND MAY ADJUST, DEPENDING ON MARKET CONDITIONS.

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, CONDOMINIUMS, APARTMENTS AND/OR OTHER RESIDENTIAL PRODUCT TYPES AS SPECIFIED IN THE MUNICIPAL CODE, PER ZONE DISTRICT.

4. THE RESIDENTIAL STRUCTURES ADJACENT TO SOUTH BERTHOUD PARKWAY AND SOUTH OF WELCH AVENUE SHALL BE SINGLE FAMILY DETACHED UNITS AND NOT EXCEED TWO STORIES IN HEIGHT.




## VICINITY MAP




## LAND USE SUMMARY

| | |
|---|---|
| SINGLE FAMILY DETACHED (40' X 110')* | |
| SINGLE FAMILY DETACHED (50' X 110')* | |
| SINGLE FAMILY DETACHED (60' X 110')* | |
| TOWNHOMES OR SFD | |
| CONDOS | |
| MIXED USE | |
| COMMERCIAL | |

**ESTIMATED PROJECT TOTAL..... 1500-1800 UNITS**

*NOTE: LOT SIZES ARE CONCEPTUAL AND SUBJECT TO CHANGE AT PLAT.

## LAND USE STATISTICS

| | |
|---|---|
| TOTAL ACREAGE | ~306.4 ACRES |
| ROW/PRIVATE DRIVE/PARKING<br>% OF SITE AS ROW/DRIVE/PARKING | ~ 54.0 ACRES<br>17.6% |
| OPEN SPACE ACREAGE<br>% OF SITE AS OPEN SPACE | ~76.7 ACRES<br>25.0% |

## APPROVAL CERTIFICATES

Approved by the Town of Berthoud, Colorado this 24th day of May ~~2022~~ 2023

Mayor

The foregoing map is approved for filing and accepted by the Town of Berthoud, Colorado this 24th day of May ~~2022~~ 2023

ATTEST:
Town Clerk

## APPROVAL CERTIFICATES

Approved by the Planning Commission of the Town of Berthoud, Colorado this 23 day of May, ~~2022~~ 2023

Vice Chairman

0 300' 452' 603' NORTH
SCALE 1" = 300'-0"

TB GROUP
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LUDLOW FARMS

NEIGHBORHOOD MASTER PLAN

BERTHOUD, CO

OWNER:
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| REVISIONS | 1.20.23 |
|---|---|
| REVISIONS | 4.28.23 |

SEPTEMBER 15, 2022

OVERALL NEIGHBORHOOD MASTER PLAN

Sheet Number: 1
Of: 4

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PARK STATISTICS:

| | |
|---|---|
| ESTIMATED PARK SPACE REQUIRED (APPROX. 1500-1800 UNITS) | 15-18 ACRES |
| PARK SPACE PROVIDED | 13.54 ACRES<br>4.4% OF SITE |

NOTE: FINAL PARK SPACE REQUIREMENT WILL BE BASED ON ACTUAL UNIT COUNT. TO BE DETERMINED WITH FINAL PLATS.

OPEN SPACE CALCULATIONS:

| | | |
|---|---|---|
| TOTAL OPEN SPACE REQUIRED= | 30.6 AC | 10.0% |
| TOTAL OPEN SPACE PROVIDED= | 76.7 AC | 25.0% |
| TOTAL SITE ACREAGE = | ~306.4 AC | |

COMMUNITY PARK ELEMENTS:

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- GROUP PICNIC SHELTER (500 S.F. MIN. & 3 TABLES)
- MIN. 15,000 S.F. TURF PLAY AREA (COUNTED AS 1 PER 15,000 S.F.)
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SEPTEMBER 15, 2022

OPEN SPACE, CIRCULATION AND PARKS

Sheet Number: 2
Of: 4

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Angela Myers, Clerk & Recorder, Larimer County, CO



## OPEN SPACE ELEMENTS

| | |
|---|---|
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| HABITAT AREA | 1 ELEMENT |
| GREEN AREA | 2 ELEMENTS |
| TRAILHEAD | 1 ELEMENT |

## OPEN SPACE SUMMARY

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| OPEN SPACE | 67.4 ACRES |
| TOTAL | 80.9 ACRES |

## WALKS/TRAILS SUMMARY*

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- PROPOSED TRAIL/TRAIL CONNECTION PER TOWN PORT PLAN, MATERIAL TBD - 5,383 feet
- TRAIL CONNECTION PER TOWN PLAN - 9,415 feet

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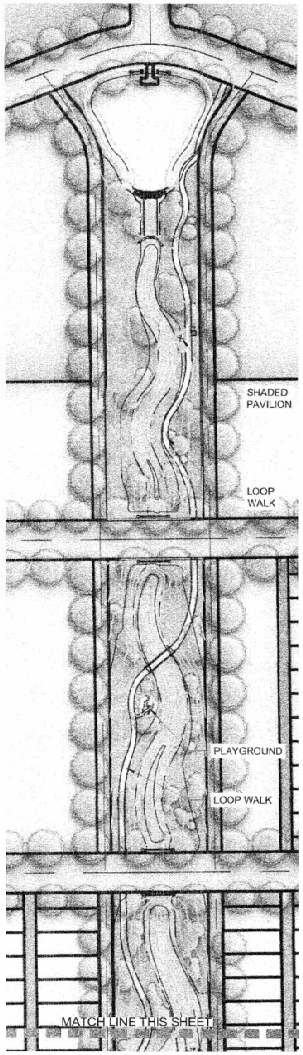
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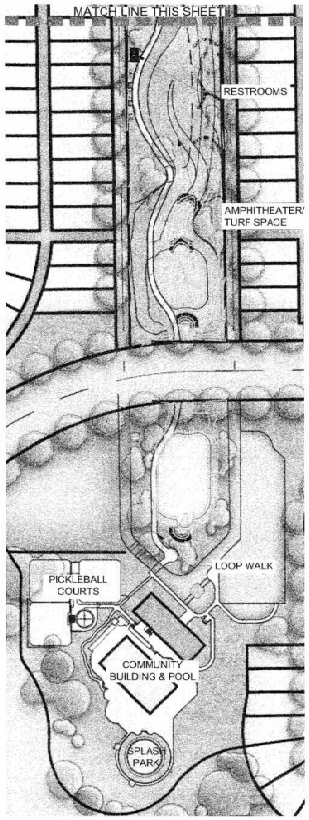
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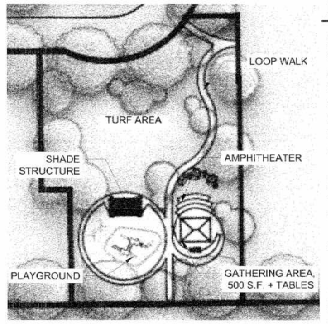
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## POCKET PARK - B



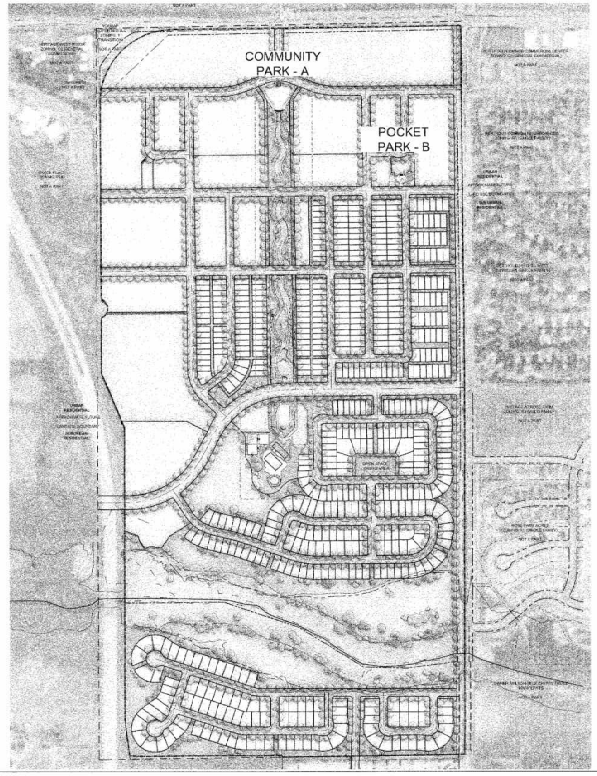

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REVISIONS 4.26.23

SEPTEMBER 15, 2022

PARKS ENLARGEMENT

Shee: Number: 4
Of: 4

# Transportation Impact Study
# Legacy Park (Ludlow Farm)
# Town of Berthoud

## Minor Updates for CDOT January 14, 2026

Previous November 5, 2025, November 2, and January 3, 2023

Prepared for:

Legacy Parks LLC

Rollins Consult LLC

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4 Future Traffic Projections……23
5 Auxiliary Lane Analysis ……27
6 Traffic Impact Analysis……30
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**Appendix A:** Intersection Turning Movement Count Data
**Appendix B:** Level of Service Worksheets
**Appendix C:** NCHRP Internal Trip Capture
**Appendix D:** Project Distribution
**Appendix E:** LCUASS Right-Turn Warrants
**Appendix F:** LOS Delay and Queue Worksheets on CDOT Facilities
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# 1 INTRODUCTION

This report documents the results of a study to evaluate the potential traffic impacts of the proposed Legacy Park (formerly Legacy Park) 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. This update will address CDOT comments received in July 2025.

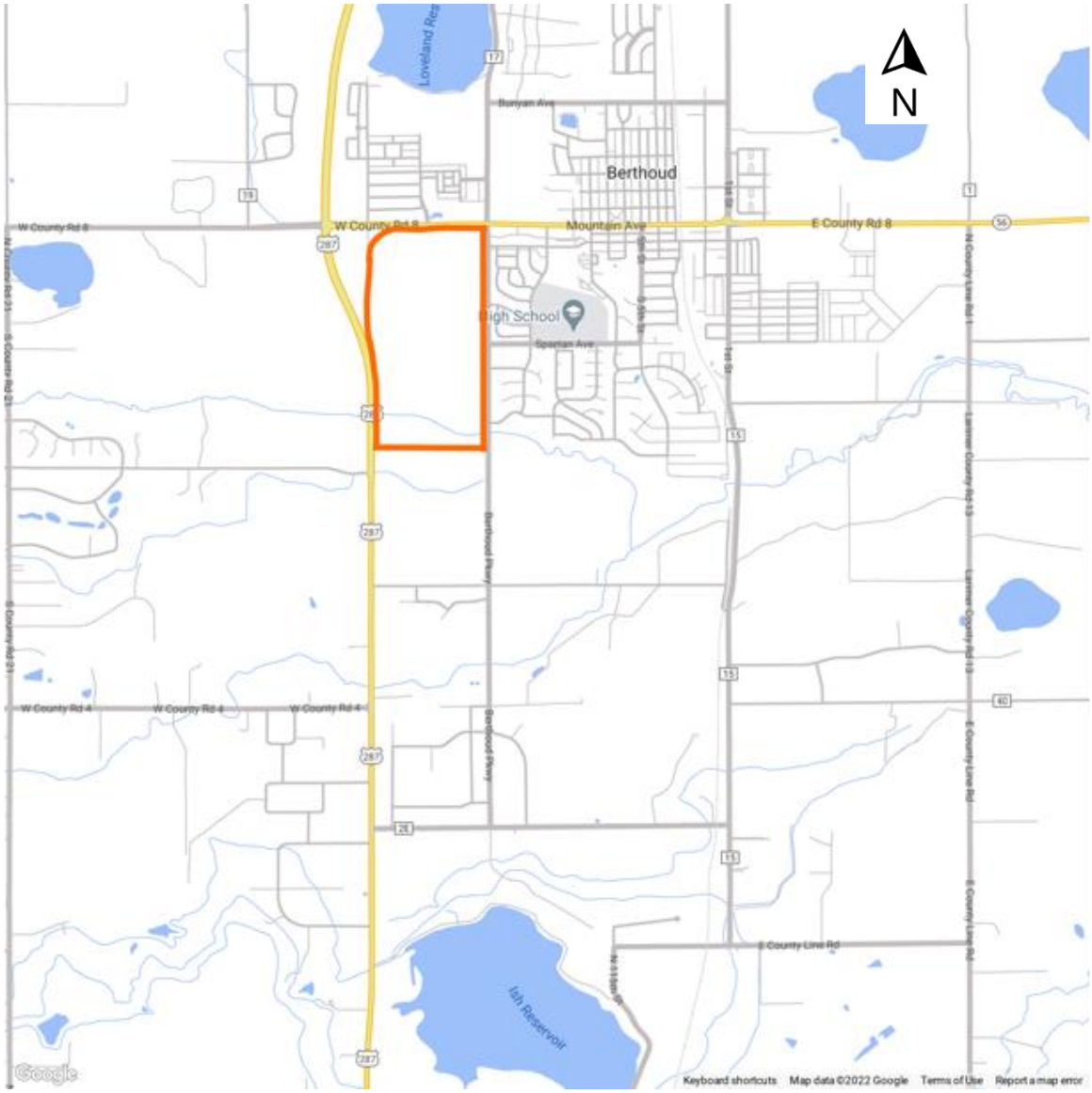
## PROJECT DESCRIPTION

The proposed Legacy Park project is located to the west of downtown Berthoud. The project site is located to the south of Mountain Avenue and east of the intersection of US 287. Figure 1 illustrates the project location and the study area. The site is currently undeveloped.

A potential project site is depicted on Figure 2. The site will be developed in numerous phases. The project was modeled with the following land uses and transportation elements:

- The potential for 526 single family homes and 1,353 multi-family dwelling units, dispersed throughout the site.
- 165,700 square feet of commercial located south of Mountain Avenue and at the intersection of US 287 and Spartan Avenue.
- A daycare center is located central to the site.
- 30,000 square feet of office use.
- The extension of Spartan Avenue from Berthoud Parkway to the west with a connection to US 287.

## 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 Legacy Park 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.
- **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 point will be evaluated.

The study examined nine existing intersections, two planned project access streets, and five internal intersections along the proposed one-way streets. The 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. US 287 at Mountain Avenue
2. Gateway Park Boulevard at Mountain Avenue
3. Berthoud Parkway at Mountain Avenue
4. Berthoud Parkway at Welch Avenue
5. Berthoud Parkway at Arapahoe Avenue
6. Berthoud Parkway at Spartan Avenue
7. Berthoud Parkway at CR 4E
8. US 287 at CR 4E
9. US 287 at Spartan Avenue (future)
10. Berthoud Parkway at Estate Lot Access (future)

11. Meadowlark Drive at Mountain Avenue
12. Southbound One-Way at Welch Avenue (future)
13. Gateway Park Boulevard at Welch Avenue (future)
14. Northbound One-Way at Welch Avenue (future)
15. Southbound One-Way at Spartan Avenue (future)
16. Northbound One-Way at Spartan Avenue (future)

**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 US 287 and south of Mountain Avenue. East of the project site is commercial use and residential. To the west is rural undeveloped land. South of the future Legacy Park is residential uses. North of the site is residential and proposed commercial.

## 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

**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. US 287 is a national highway that is classified as a Non-Rual Principal (NR-A) Highway.

**Meadowlark Drive** is a north-south two-lane local street. There are striped shoulders and no sidewalks. North of Mountain Avenue, where development has occurred there are sidewalks.

**Gateway Park Boulevard** is a two-lane north-south local street. There are bike lanes and sidewalks on both sides of Gateway Park Boulevard north of Tundra Avenue. Near Mountain Avenue, there are sidewalks on the east side of the street.

**Berthoud Parkway** is a north-south two-lane roadway. This major collector is currently posted with a 35 to 40 mph speed limit. There are no auxiliary lanes on the road currently. Berthoud Parkway is classified as a two-lane Arterial north of Mountain Avenue and a Major Collector south of Mountain Avenue. There is a pedestrian/bike trail north of Mountain Avenue on the east side of Berthoud Parkway. To the south of Mountain Avenue, there is a paved shoulder. There are sidewalks adjacent to developed sections.

**Mountain Avenue/SH 56** is a two-lane east-west roadway that runs through downtown Berthoud. This road is State Highway 56 and is classified as a Non-Rural Arterial (NR-B) by CDOT. It is classified as a two-lane Arterial by the Town of Berthoud. There are paved shoulders and a sidewalk on the north side between US 287 and Meadowlark Drive and between Gateway Park Boulevard and Berthoud Parkway. The speed limit is posted at 45 mph adjacent to the project site and 50 mph

west of US 287. The Town of Berthoud received approval of a reduction in the speed limit east of Gateway Park Boulevard to 40 mph.

**Welch Avenue** is a two-lane east-west road that provides access to commercial areas along Mountain Avenue and adjacent residential areas. The speed limit is posted at 25 mph. There are sidewalks on both sides of the street. Welch Avenue is classified as a local street.

**Arapahoe Avenue** is a two-lane east-west local street. It has sidewalks on both sides of the street. The speed limit is 25 mph.

**Spartan Avenue** is a two-lane east-west roadway. It provides access to adjacent residential uses and the Berthoud High School. Spartan is classified as a major collector east of Berthoud Parkway. The Town has identified Spartan to extend to the west and connect to US 287. The speed limit is 30 mph.

**CR 4E** is a two-lane east-west road located south of the Project site. It is identified as a major collector. 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 two pedestrian/bike trails within the Legacy Park project. These are identified in the Town's *Berthoud Unified Trail Master Plan,* June 2018. One is an east/west trail to be located in the southern area of the site, and the other is a north/south trail on the western edge of the site.

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 2nd and 3rd 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 June of 2022. These counts were performed at eight of the existing study intersections. Peak hour traffic data on Meadowlark Avenue at Mountain Avenue was obtained from the Traffic Impact Study for Gateway (northeast corner of us 287 and mountain avenue), Aldridge Transportation Consultants, LLC, October 24, 2019. This count was adjusted to reflect 2022 conditions.

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

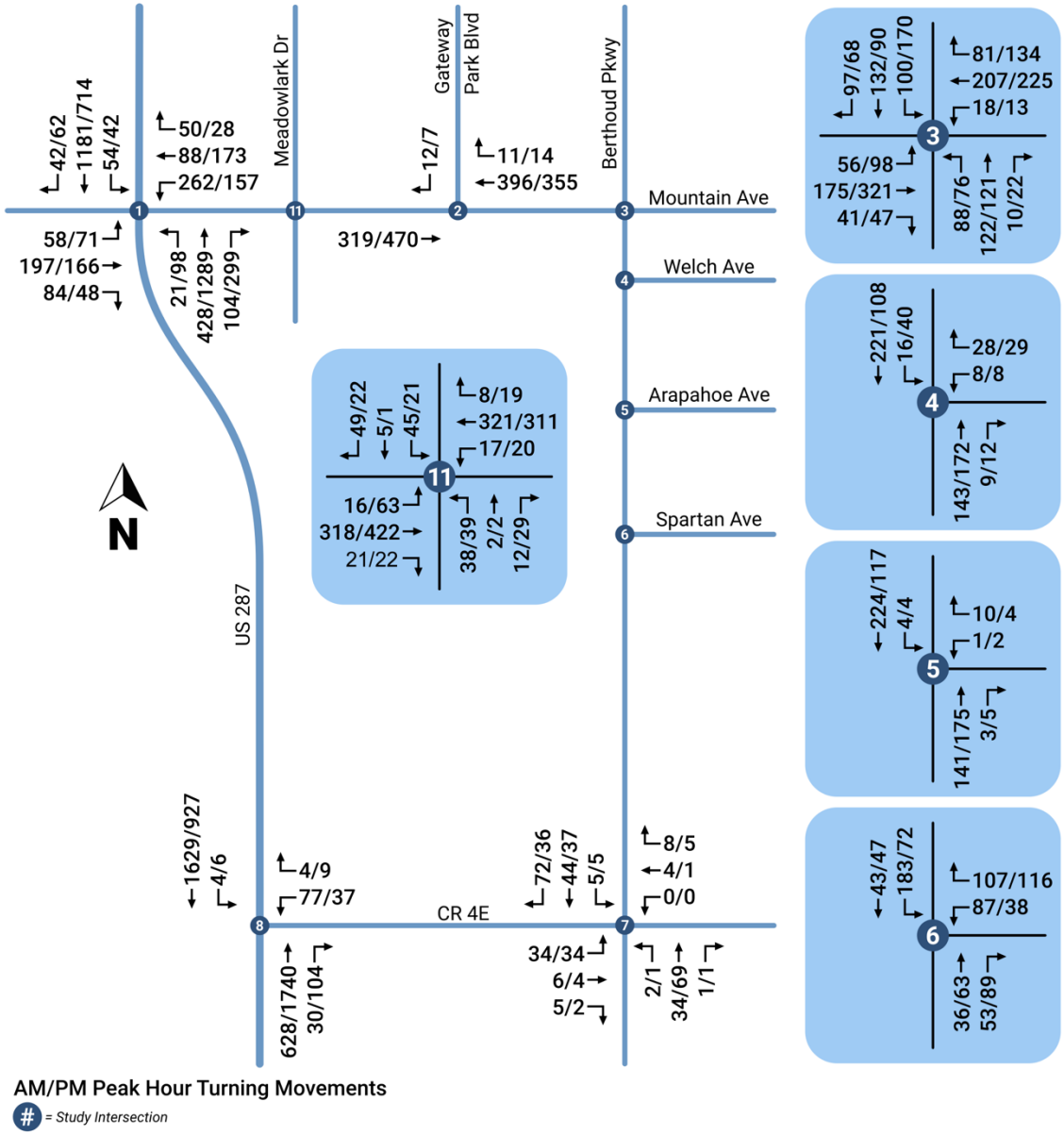
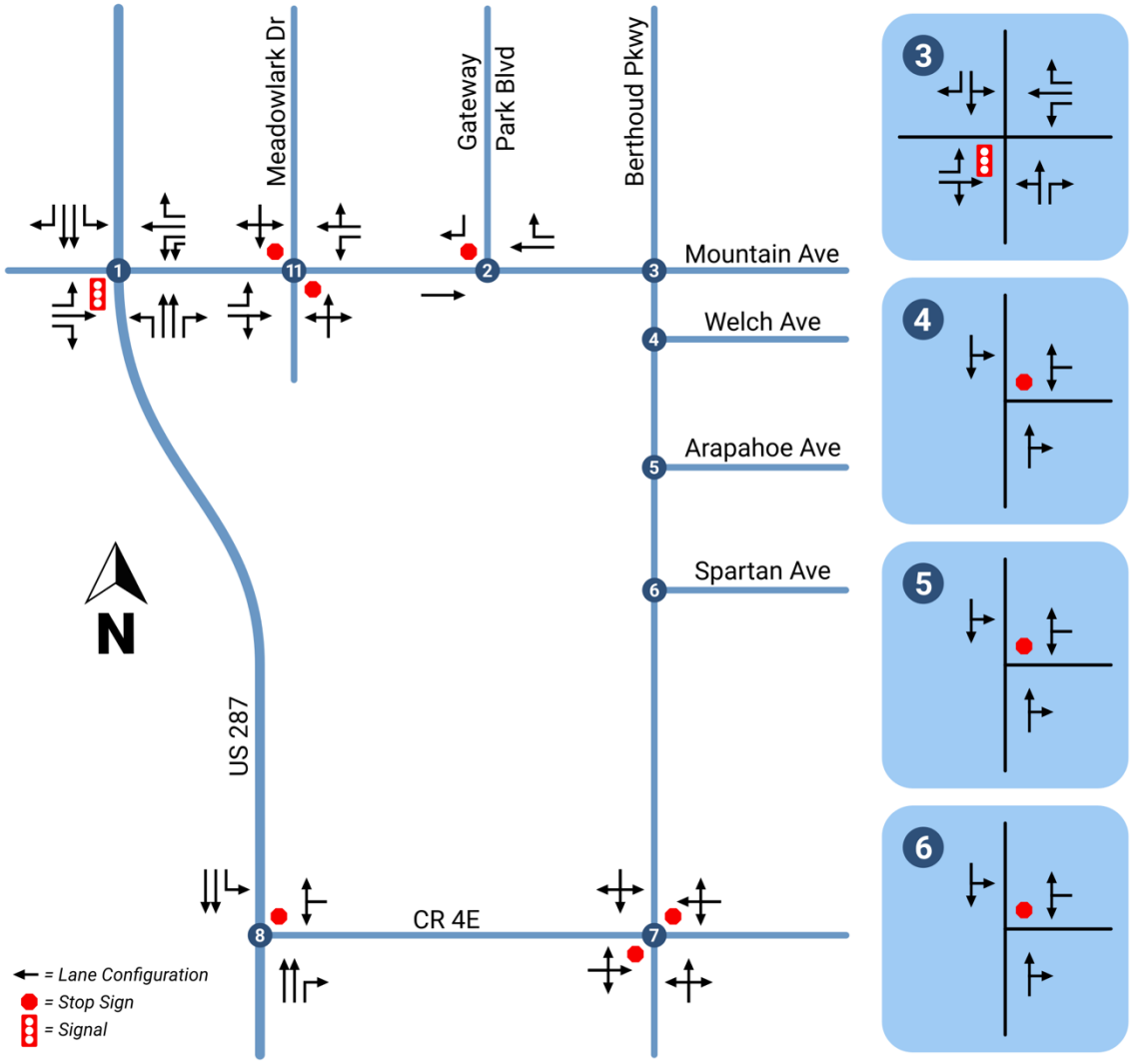


**Figure 5 – Existing Lane Configurations**




## 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, 6th 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[1] | Minor Intersection[2] | 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 |

[1] Includes all signalized and unsignalized arterial/arterial and arterial/ major collector intersections.
[2] Includes all unsignalized intersections (except major intersections) and high volume driveways
[3] There are no LOS standards for I-25 Interchanges.
[4] 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 | ≤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 ≤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 ≤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 ≤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 ≤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 | ≤10.0 | No delay for stop-controlled approaches. |
| B | 10.0 and ≤15.0 | Operations with minor delay. |
| C | >15.0 and ≤25.0 | Operations with moderate delays. |
| D | >25.0 and ≤35.0 | Operations with increasingly unacceptable delays. |
| E | >35.0 and ≤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 the westbound direction operates at LOS F, this is a minor intersection, and a LOS F is considered acceptable.

## Table 4
## Existing Weekday Peak-Hour Intersection Level of Service

| # | Intersection | Overall Movement | Level of Service | |
|---|---|---|---|---|
| | | | AM Peak Hr | PM Peak Hr |
| 1 | US 287 & Mountain Ave Signal | Overall | C | C |
| | | EB LT | D | E |
| | | EB T | E | E |
| | | EB RT | A | A |
| | | WB LT | E | E |
| | | WB T | C | D |
| | | WB RT | A | A |
| | | NB LT | B | B |
| | | NB T | B | C |
| | | NB RT | A | A |
| | | SB LT | B | B |
| | | SB T | C | B |
| | | SB RT | A | A |
| 2 | Gateway PK Blvd & Mountain Ave Right-In-Right-Out | Overall | A | A |
| | | SB RT | B | B |
| 3 | Berthoud Pkwy & Mountain Ave Signal | Overall | B | B |
| | | EB LT | A | B |
| | | EB T/RT | B | B |
| | | WB LT | A | A |
| | | WB T | B | C |
| | | WB RT | A | A |
| | | NB LT/T | B | B |
| | | NB RT | A | A |
| | | SB LT/T | B | B |
| | | SB RT | 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 4 (continued)
## Existing Weekday Peak-Hour Intersection Level of Service

| # | Intersection | Overall Movement | Level of Service | |
|---|---|---|---|---|
| | | | AM Peak Hr | PM Peak Hr |
| 4 | Berthoud Pkwy & Welch Ave T-Stop | Overall | A | A |
| | | WB LT/RT | B | B |
| | | SB LT | A | A |
| 5 | Berthoud Pkwy & Arapahoe Ave T-Stop | Overall | A | A |
| | | WB LT/RT | A | A |
| | | SB LT | A | A |
| 6 | Berthoud Pkwy & Spartan Ave T-Stop | Overall | A | A |
| | | WB LT/RT | C | B |
| | | SB LT | A | A |
| 7 | Berthoud Pkwy & CR 4E Two-Way Stop | Overall | A | A |
| | | NB LT | A | A |
| | | EB Approach | A | A |
| | | WB Approach | A | A |
| | | SB LT | A | A |
| 8 | US 287 & CR 4E T-Stop | Overall | A | A |
| | | WB Approach | F | F |
| | | SB LT | A | C |
| 11 | Meadowlark Dr & Mountain Ave Two-Way Stop | Overall | A | A |
| | | NB Approach | C | C |
| | | EB LT | A | A |
| | | WB LT | A | A |
| | | SB Approach | C | 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 Legacy Park project will include various uses. The project is envisioned to be phased. The project site plan is depicted on Figure 2. As shown on the figure, vehicular access to the project will be from locations along Mountain Avenue, Berthoud Parkway, and US 287.

## 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$^{1h}$ Edition. Table 5 provides the trip generation estimated for the Legacy Park project. As indicated in the table, the full buildout of the project will result in an estimated net of 18,835 daily, 1,143 morning, and 1,446 evening peak hour trips.

The net trips take into account an internal capture (trips that happen within the Legacy Park project site) based on the mixture of residential/office/commercial. This estimate was determined based on data from National Cooperative Highway Research Program (NCHRP) Report 285, Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, 2011. Appendix C provides the internal trip calculation worksheets. A 15 percent internal capture was applied to the PM peak hour and relevant daily volumes. The net trips also account for pass by trips on both Mountain Avenue and US 287. Based on data from the ITE *Trip Generation Handbook*, 3$^{rd}$ Edition, 2017. For commercial uses, the pass by trips range from 16% up to 66% and are dependent on the size of the commercial site and its location. A pass by trip is already present on the road. It is therefore not a new trip. Note that at the project's access points, all the trips should be present and no pass by discount is taken.

**Table 5**
**Estimated Trip Generation**

| ITE Land Use Code & Rates | | Project | Project Trip Generation | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | Land Use Code | Dwelling Units KSF | Daily | AM | | | PM | | |
| | | | | IN | Out | Total | IN | Out | Total |
| Single-Family Detached | 210 | 526 | 4,647 | 88 | 250 | 337 | 298 | 175 | 473 |
| Multi-Family Low Rise | 220 | 1353 | 8,748 | 106 | 336 | 442 | 379 | 223 | 602 |
| Shop Ctr > 150 KSF | 820 | 165.7 | 6,133 | 86 | 53 | 139 | 270 | 293 | 563 |
| Day Care Center | 565 | 15 | 714 | 87 | 78 | 165 | 78 | 88 | 167 |
| General Office | 710 | 30 | 407 | 52 | 7 | 59 | 10 | 51 | 61 |
| INITIAL TOTAL | | | 20,649 | 420 | 723 | 1,143 | 1,037 | 830 | 1,867 |
| | | | | | | | | | |
| Internal Capture - PM 15% | | | (280) | | | | (156) | (125) | (280) |
| Pass-By Trip Reduction Commercial 25% | | | (1533) | | | | (68) | (73) | (141) |
| Total Reductions | | | | 0 | 0 | 0 | (224) | (198) | (421) |
| | | | | | | | | | |
| TOTAL | | | 18,836 | 420 | 723 | 1,143 | 813 | 632 | 1,446 |

Based on ITE Trip Generation 11th 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 and indicates the distribution for residential and commercial/office uses. The detail distribution is provided in Appendix D. The resulting peak hour traffic associated with the buildout of Legacy Park is shown on Figure 7.

## Figure 6 – Trip Distribution

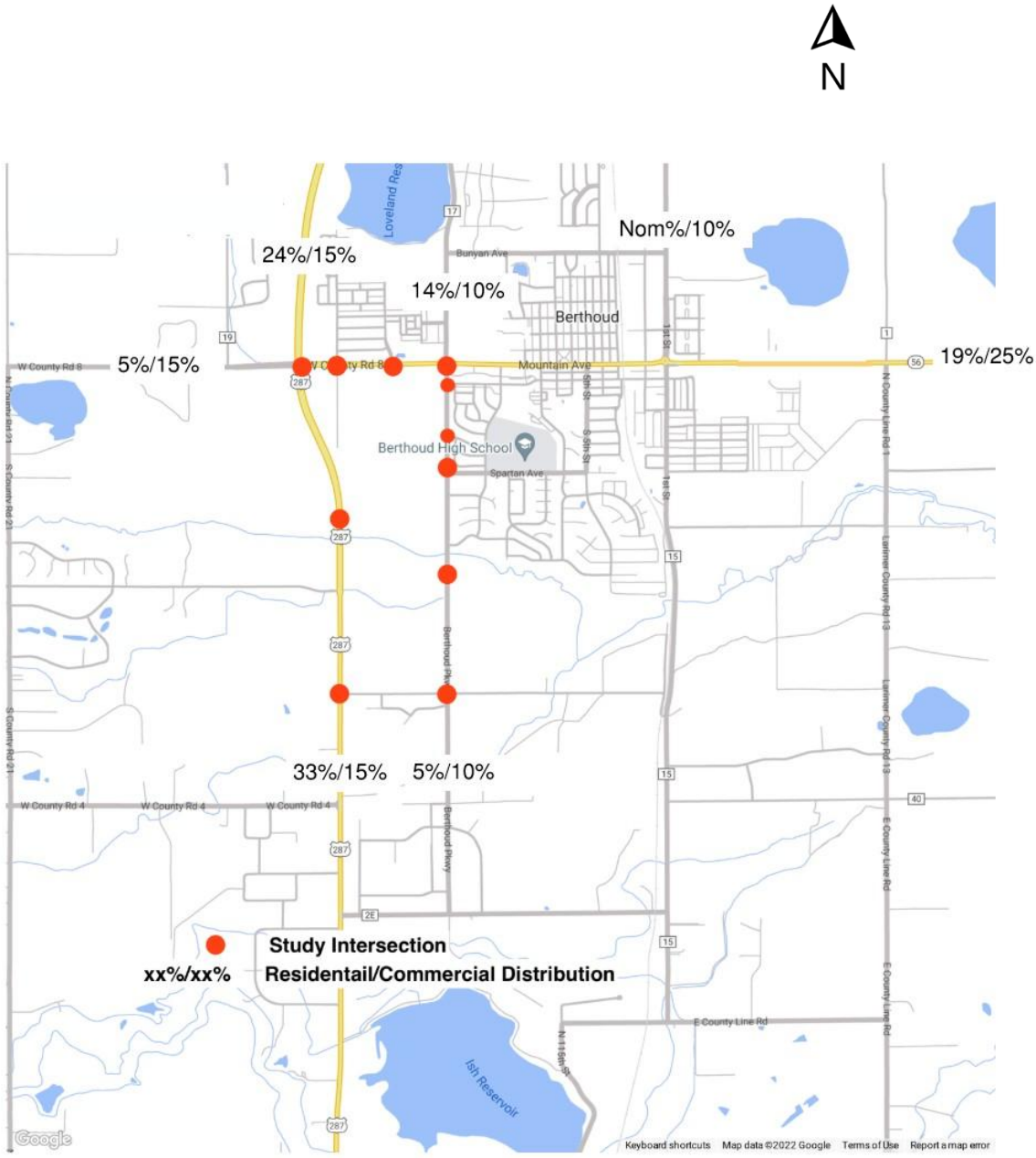
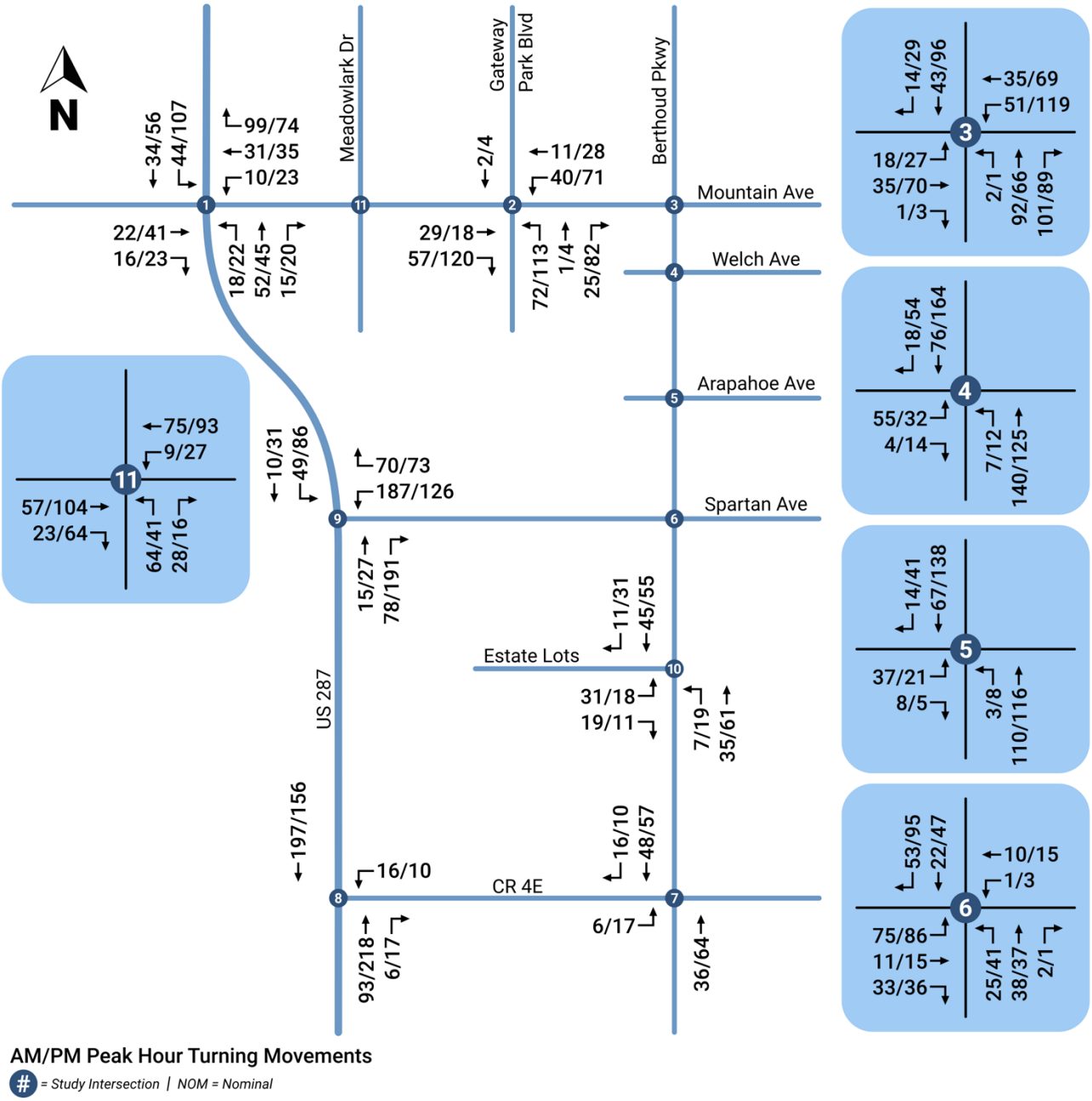


**Figure 7 – Project Traffic**



# 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.

## 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.

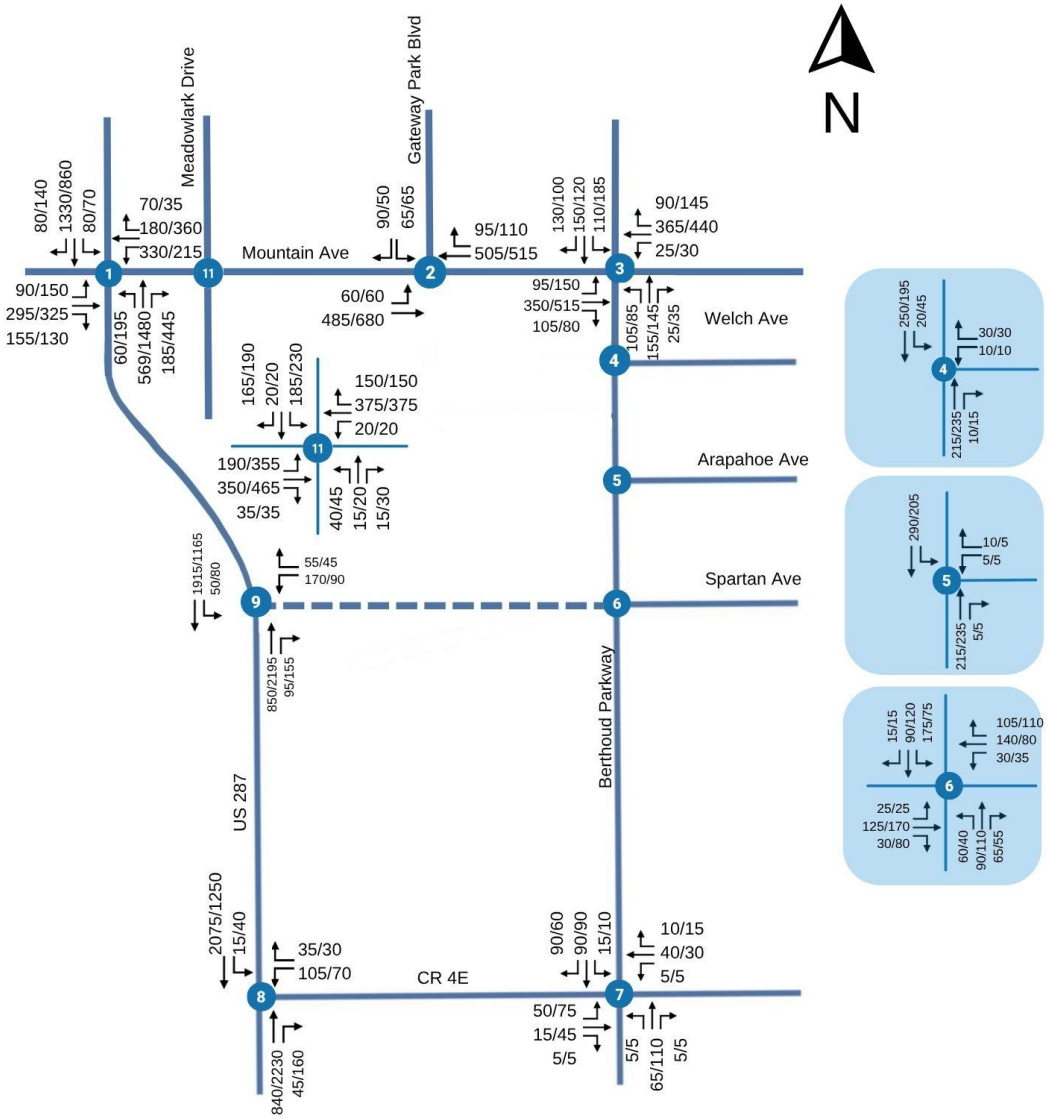
- The **areawide/ambient growth** in traffic was determined based on the direction from the Colorado Department of Transportation (CDOT). The 20 year growth factors were from 1.18 to 1.39. Because numerous other projects' traffic will also be included, a 20 year growth factor of 1.10 was applied.
- The future connection of Spartan Avenue between Berthoud Parkway and US 287 was assumed. Spartan Avenue will also extend to the east across the Burlington Northern Santa Fe railroad tracks and connect to Nebraska Avenue. Traffic was modified by shifting traffic to this future connection.
- The future traffic related to the **other proposed projects** was added to the background traffic. Three proposed projects were included as follows.
    - Traffic Impact Study for Gateway (northeast corner of US 287 and Mountain Avenue, now called Westside), Aldridge Transportation Consultants, LLC, October 24, 2019
    - Gateway at Berthoud, Transportation Impact Study, Delich Associates, January 2024
    - Trails at Creekview (northeast corner Berthoud Parkway and CR 4E) Rollins Consult LLC, January 27, 2022.
    - Revere Transportation Study, May 27, 2025, prepared by Rollins Consult LLC
    - The Lewis Valley, Berthoud, CO, Traffic Impact Study, prepared by Kellar Engineering, June 6, 2025

The resulting Background 2042 traffic projections for the study intersections are provided on Figure 8.

## 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 8 to develop background plus project peak hour traffic volumes. The resulting Year 2042 total traffic is depicted on Figure 9.

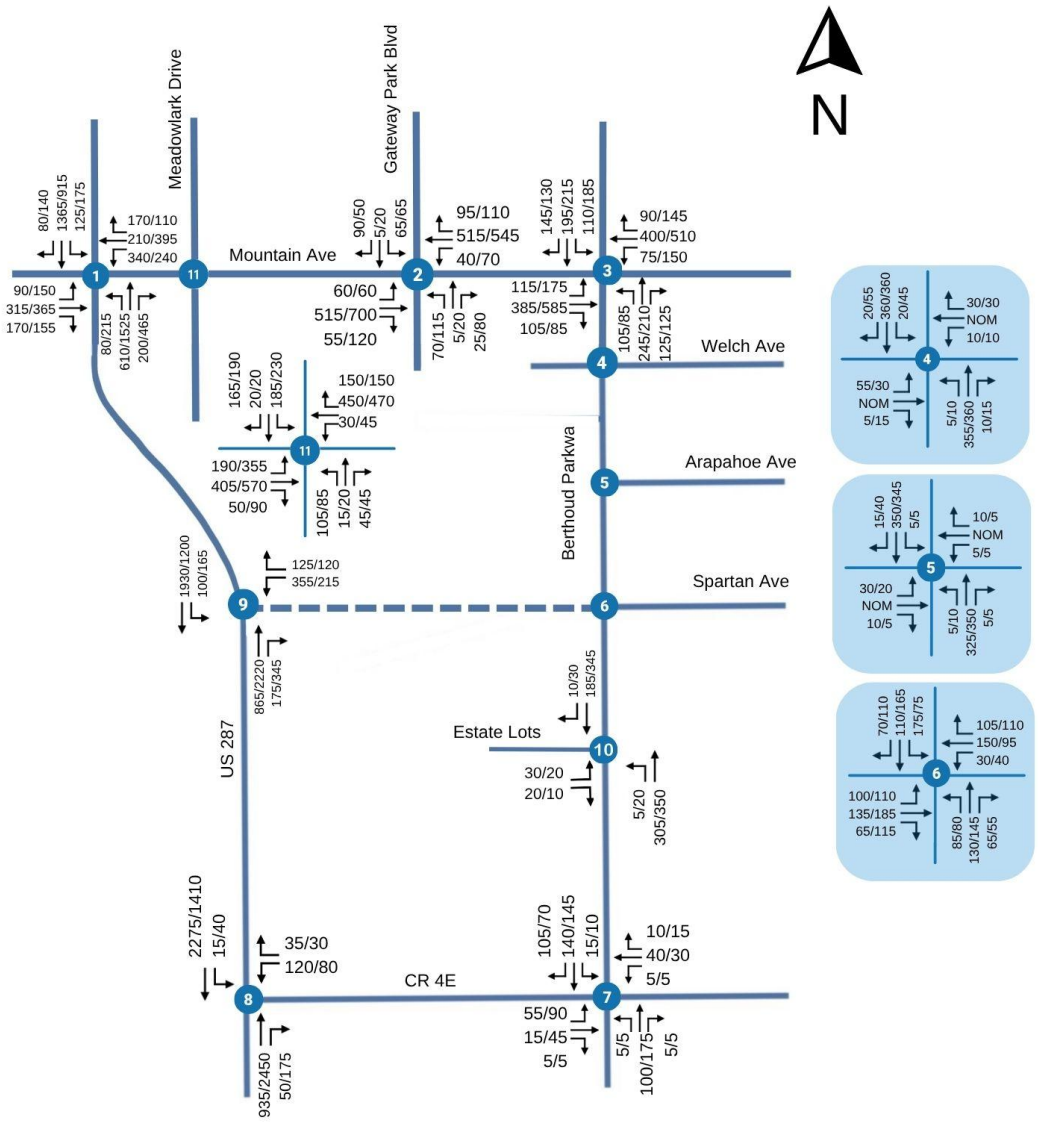
## Figure 8 – Background Traffic 2042




AM/PM Peak Hour Turning Movements

(#) = Study Intersection / Rounded to nearest 5 vehicles / NOM= Nominal

## Figure 9 – Total Traffic 2042




AM/PM Peak Hour Turning Movements

(#) = Study Intersection / Rounded to nearest 5 vehicles / NOM= Nominal

# 5 AUXILIARY LANE ANALYSIS

An analysis was conducted to determine the need for auxiliary turn lanes to the project site from US 287, Mountain Avenue, and Berthoud Parkway.

The guidelines from the State of Colorado *State Highway Access Code,* Volume 2, Code of Colorado Regulations 601-1, March 2022, and the LCUASS were applied to the total future projected volumes depicted on Figure 9 for 2042 total traffic conditions. CDOT's criteria are as follows.

**NR – A Non-Rural Principal Highway (US 287)**

- A left turn deceleration and taper with storage lane for peak hour volumes greater than 10 vph (vehicles per hour)
- A right turn deceleration lane and taper for peak hour volumes greater than 25 vph
- A right turn deceleration lane and taper for peak hour volumes greater than 50 vph for posted speed greater than 40 mph.

**NR – B Non-Rural Arterial (Mountain Avenue/SH 56)**

- A left turn deceleration and taper with storage lane for peak hour volumes greater than 10 vph
- A right turn deceleration lane and taper for peak hour volumes greater than 25 vph
- A right turn deceleration lane and taper for peak hour volumes greater than 50 vph for posted speed greater than 40 mph.

Using the CDOT and LCUASS criteria, it was determined that several auxiliary lanes satisfy the turn lane criteria. The following lanes are required under 2042 Total conditions.

**US 287**

- A northbound right-turn lane at Spartan Avenue
- A southbound left-turn lane at Spartan Avenue
- A westbound to northbound right-turn acceleration lane at Spartan Avenue

**Mountain Avenue**

- An eastbound right-turn lane at Gateway Park Boulevard
- A westbound left-turn lane at Gateway Park Boulevard
- An eastbound right-turn lane at Berthoud Parkway

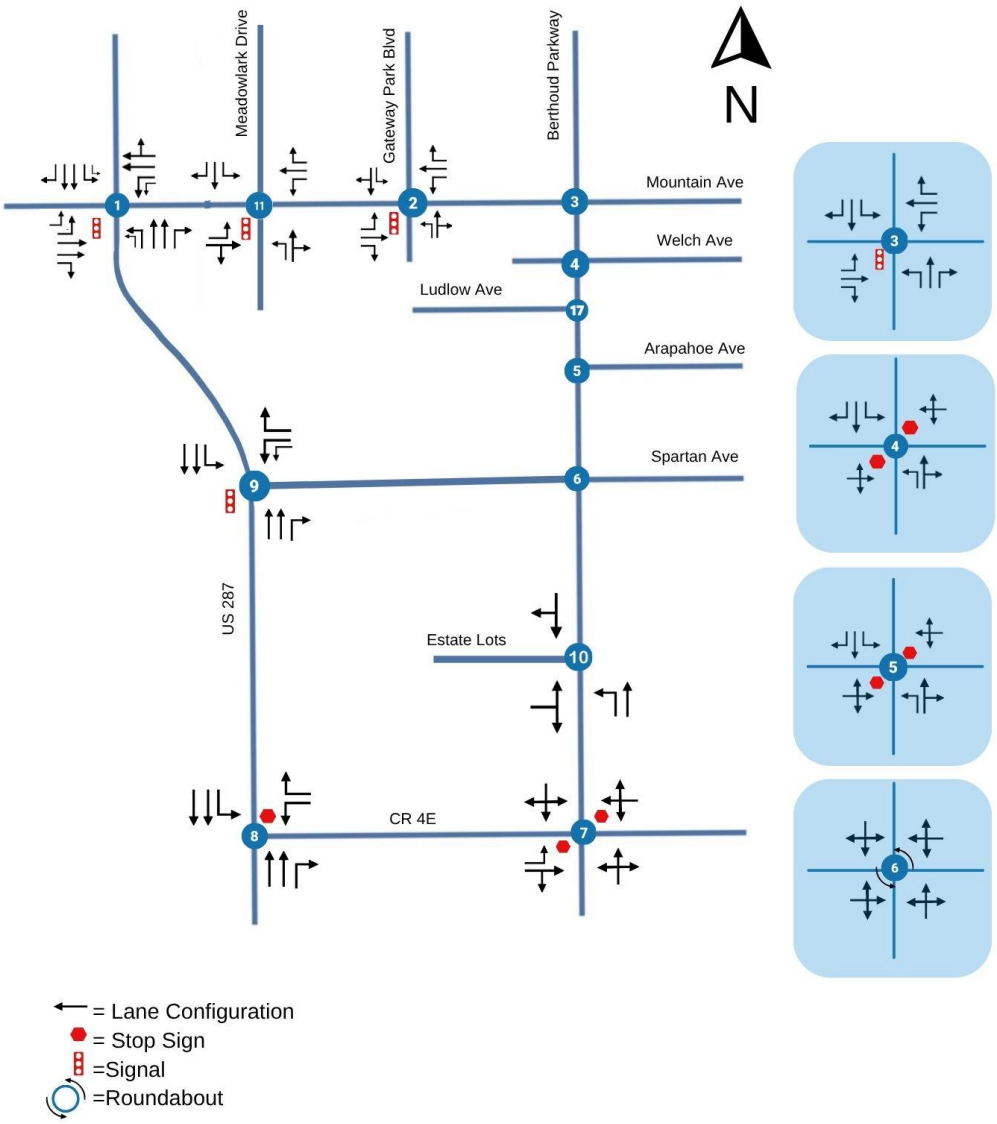
**Berthoud Parkway**

- A southbound right-turn lane at both Welch and Arapahoe Avenues

CDOT performed a study, *US 287 Berthoud Corridor Evaluation,* by Ulteig Engineers, Inc., September 1, 2022. The future recommended intersection configuration at US 287 at Mountain Avenue was used. The Corridor Evaluation included an exclusive westbound right-turn lane however, this improvement is no longer feasible due to the Westside project.

The intersection configurations, shown on Figure 10, will be assumed for the analysis of the study intersection operations for 2042 conditions.

## Figure 10 - 2042 Intersection Configurations



# 6 TRAFFIC IMPACT ANALYSIS

This chapter presents an analysis of the potential impacts of the traffic generated by the proposed Legacy Park 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 Berthoud Parkway to US 287 is proposed as part of the project. It should be noted that without this future roadway extension, the future traffic conditions on Mountain Avenue would be over capacity. This is critical for the intersections along Mountain Avenue at US 287 and Berthoud Parkway. This improvement is part of the Legacy Park ODP.

## FUTURE INTERSECTION TRAFFIC CONDITIONS

The future traffic projections at the eleven external study intersections were analyzed to determine their operating conditions. An analysis of the proposed one-way internal streets is provided in the following section of the report. The analysis results are provided in Table 6 for both background and total conditions

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 4E will operate with high delays and LOS F under background and total traffic conditions. This location may require signalization. However, CDOT is currently evaluating the limitation of this intersection to right-turns only. This decision has not been fully approved and therefore the intersection was evaluated as a T-stop controlled intersection as it currently exists.

At the request of CDOT the intersections of Mountain Avenue at both Gateway Park Boulevard and Berthoud Parkway were analyzed as roundabouts. The results of this analysis for total traffic conditions are shown in Table 7.

For intersections on CDOT facilities, Appendix E provides the detailed analysis results on US 287 and Mountain Avenue with delays. CDOT requested an ICAT analysis of US 287 at Spartan Avenue, Gateway Park Boulevard at Mountain Avenue, and Berthoud Parkway at Mountain Avenue. The ICAT analysis was developed by CDOT to assist in determining the type of future intersection control. The results of this analysis are provided in Appendix F. Based on the findings of all of the analysis techniques, signalized control of these three intersections is recommended. The Manual on Uniform Traffic Control Devices (MUTCD), 11$^{th}$ Edition, Federal Highway Administration, signal warrants for Gateway Park Boulevard at Mountain Avenue are provided in Appendix G. It is projected that the three key signal warrants will be met in the long range future.

## Table 6
## 2042 Peak Hour Intersection Level of Service

| # | Intersection | Overall Movement | Background | | Total | |
|---|---|---|---|---|---|---|
| | | | AM | PM | AM | PM |
| 1 | US 287 & Mountain Ave Signal | Overall | D | C | D | C |
| | | EB LT | D | D | D | D |
| | | EB T | D | D | D | D |
| | | EB RT | B | B | B | B |
| | | WB LT | D | D | D | D |
| | | WB T | C | D | C | D |
| | | WB RT | C | D | D | D |
| | | NB LT | D | D | D | D |
| | | NB T | B | C | B | C |
| | | NB RT | A | A | A | A |
| | | SB LT | D | D | D | D |
| | | SB T | D | B | D | B |
| | | SB RT | A | A | A | B |
| 2 | Gateway PK Blvd & Mountain Ave Signal | Overall | B | B | C | C |
| | | EB LT | C | B | D | C |
| | | EB T | B | C | C | C |
| | | EB RT | - | - | C | B |
| | | WB LT | - | - | C | B |
| | | WB T | B | A | B | A |
| | | WB RT | A | A | A | A |
| | | NB LT | - | - | B | D |
| | | NB T/RT | - | - | B | C |
| | | SB LT | B | C | B | D |
| | | SB T/RT | B | C | B | C |
| 3 | Berthoud Pkwy & Mountain Ave Signal | Overall | C | C | C | C |
| | | EB LT | C | C | C | C |
| | | EB T | C | D | C | C |
| | | EB RT | C | C | C | A |
| | | WB LT | C | C | C | C |
| | | WB T | D | D | D | D |
| | | WB RT | C | C | C | C |
| | | NB LT | B | B | B | C |
| | | NB T | B | B | B | B |
| | | NB RT | A | B | B | B |
| | | SB LT | B | C | B | C |
| | | SB T | B | B | B | B |
| | | SB RT | B | B | B | B |

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 6 (continued)
## 2042 Peak Hour Intersection Level of Service

| # | Intersection | Overall Movement | Background | | Total | |
|---|---|---|---|---|---|---|
| | | | AM | PM | AM | PM |
| 4 | Berthoud Pkwy & Welch Ave T-Stop | Overall | A | A | A | A |
| | | NB LT | - | - | A | A |
| | | EB LT/T/RT | - | - | C | C |
| | | WB LT/T/RT | B | B | B | B |
| | | SB LT | A | A | A | A |
| 5 | Berthoud Pkwy & Arapahoe Ave T-Stop | Overall | A | A | A | A |
| | | | - | - | A | A |
| | | | - | - | C | C |
| | | WB LT/RT | B | B | B | B |
| | | SB LT | A | A | A | A |
| 6 | Berthoud Pkwy & Spartan Ave Roundabout | Overall | A | A | A | A |
| | | EB Approach | A | A | A | A |
| | | WB Approach | A | A | A | A |
| | | NB Approach | A | A | A | A |
| | | SB Approach | A | A | A | A |
| 7 | Berthoud Pkwy & CR 4E Two-Way Stop | Overall | A | A | A | A |
| | | NB LT | A | A | A | A |
| | | EB LT | B | B | B | B |
| | | EB T/RT | B | B | B | B |
| | | WB Approach | B | B | B | B |
| | | SB LT | A | A | A | A |
| 8 | US 287 & CR 4E T-Stop | Overall | D | F | F | F |
| | | WB LT | F | F | F | F |
| | | WB RT | B | D | 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.

## Table 6 (continued)
## 2042 Peak Hour Intersection Level of Service

| # | Intersection | Overall Movement | Background | | Total | |
|---|---|---|---|---|---|---|
| | | | AM | PM | AM | PM |
| 9 | US 287 & Spartan Ave Signal | Overall | A | B | B | D |
| | | WB LT | D | D | D | D |
| | | WB RT | B | C | A | C |
| | | NB T | A | C | A | D |
| | | NB RT | A | A | A | A |
| | | SB LT | A | B | A | D |
| | | SB T | A | A | A | B |
| 10 | Berthoud Pkwy & Estate Lot Access T-Stop | Overall | - | - | A | A |
| | | NB LT | - | - | A | A |
| | | EB LT/RT | - | - | B | C |
| 11 | Meadowlark Dr & Mountain Ave Signal | Overall | B | C | B | C |
| | | EB LT | B | D | B | D |
| | | EB T | A | B | A | B |
| | | EB RT | A | A | A | A |
| | | WB LT | A | C | A | C |
| | | WB T | B | D | B | D |
| | | WB RT | A | B | A | B |
| | | NB LT | C | C | C | C |
| | | NB T/RT | C | C | C | D |
| | | SB LT | C | D | C | D |
| | | SB T | C | C | C | C |
| | | SB RT | C | C | C | 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

**Table 7 - Roundabout**
**2042 Peak Hour Intersection Level of Service**

| # | Intersection | Overall Movement | Total | |
|---|---|---|---|---|
| | | | AM | PM |
| 2 | Gateway Park Blvd & Mountain Ave Roundabout | Overall | B | D |
| | | NB Approach | A | A |
| | | WB Approach | B | C |
| | | SB Approach | A | A |
| | | EB Approach | B | E |
| 3 | Berthoud Pkwy & Mountain Ave Roundabout | Overall | B | F |
| | | NB Approach | A | C |
| | | WB Approach | B | F |
| | | SB Approach | A | C |
| | | EB Approach | B | F |

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

As indicated in Table 7, Gateway Park Boulevard is projected to operate acceptably with the exception of the eastbound approach which would operate at LOS E during the PM peak hour. LOS D is the level of operations desired by CDOT. The anticipated 95 percentile queue length for this movement is 41 vehicles, equating to 1,025 feet of stacking. This would nearly stack back to the intersection of Meadowlark Drive and therefore a roundabout is not the preferred operation for Gateway Park Boulevard. Under signalized control this anticipated 95 percentile queue is 445 feet.

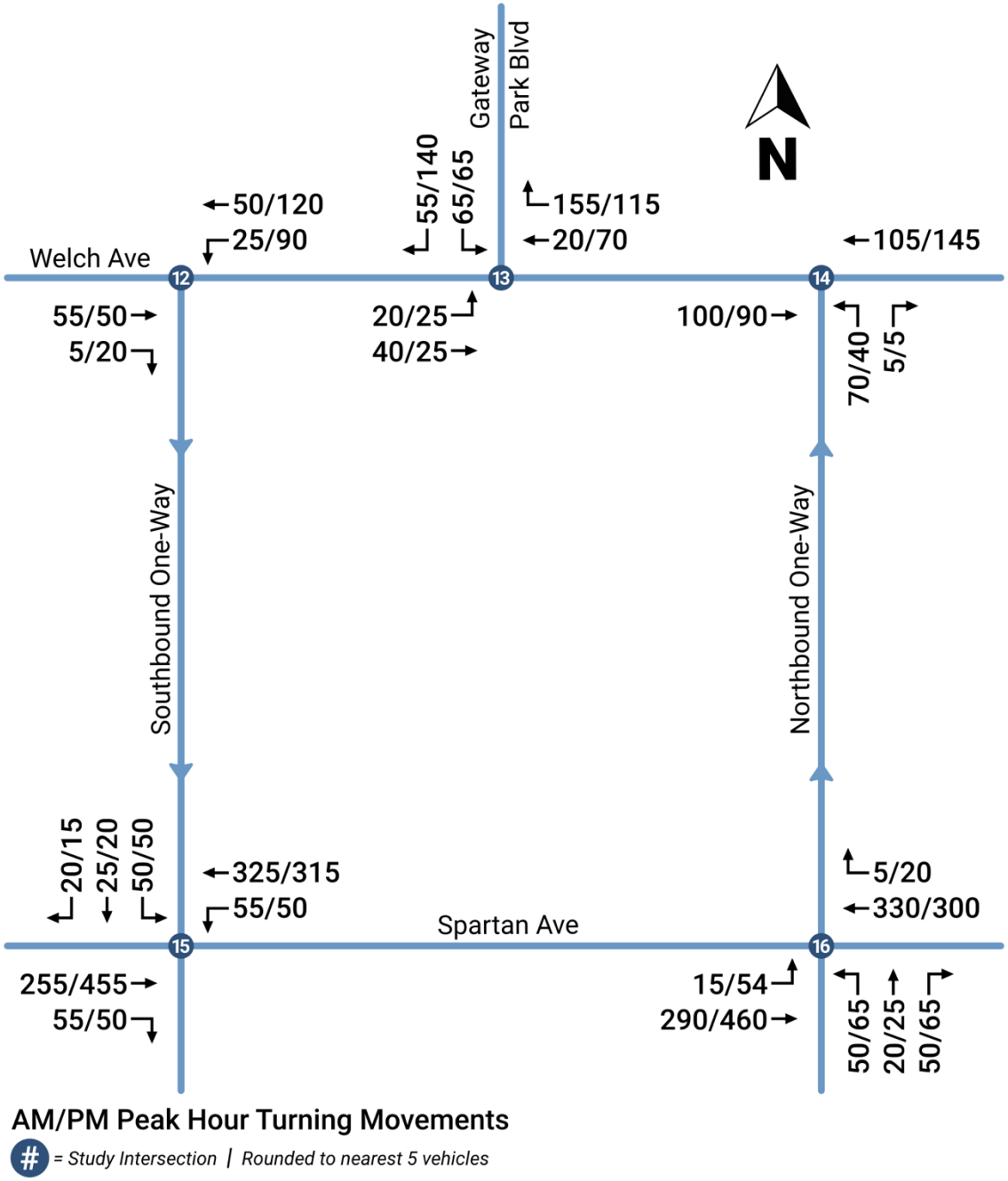
As shown in Table 7, the intersection of Berthoud Parkway at Mountain Avenue is projected to operate with LOS F overall and for both the eastbound and westbound directions. A signal is recommended at this location.

## INTERNAL ONE-WAY STREETS

The core of the Legacy Park ODP includes a central park area framed by one-way streets. The intersection of the one-way streets was analyzed on both the north and south ends. The projected traffic volumes are depicted on Figure 11. The expected peak hour volumes were factored upward by 25% to ensure that the intersection spacing and configurations would operate well. The spacing between the one-way pairs along Spartan Avenue is approximately 177 feet (flow line to flow line). Along Welch Avenue between Gateway Park Boulevard and the one-way street the intersection spacing is between approximately 160 and 165 feet (flow line to flow line).

The results of the intersection level of service analysis and queue lengths are provided in Table 9. As indicated in the table, each of the intersections along both Welch Avenue and Spartan Avenue are expected to operate acceptably with the full buildout of the Legacy Park ODP. The intersection configurations are provided on Figure 12, no left-turn lanes will be necessary on either Welch or Spartan Avenues. The access spacing as proposed is expected to operate with minimal delays and minor vehicular stacking.

**Figure 11**
**2042 One-Way Peak Hour Traffic Volumes**

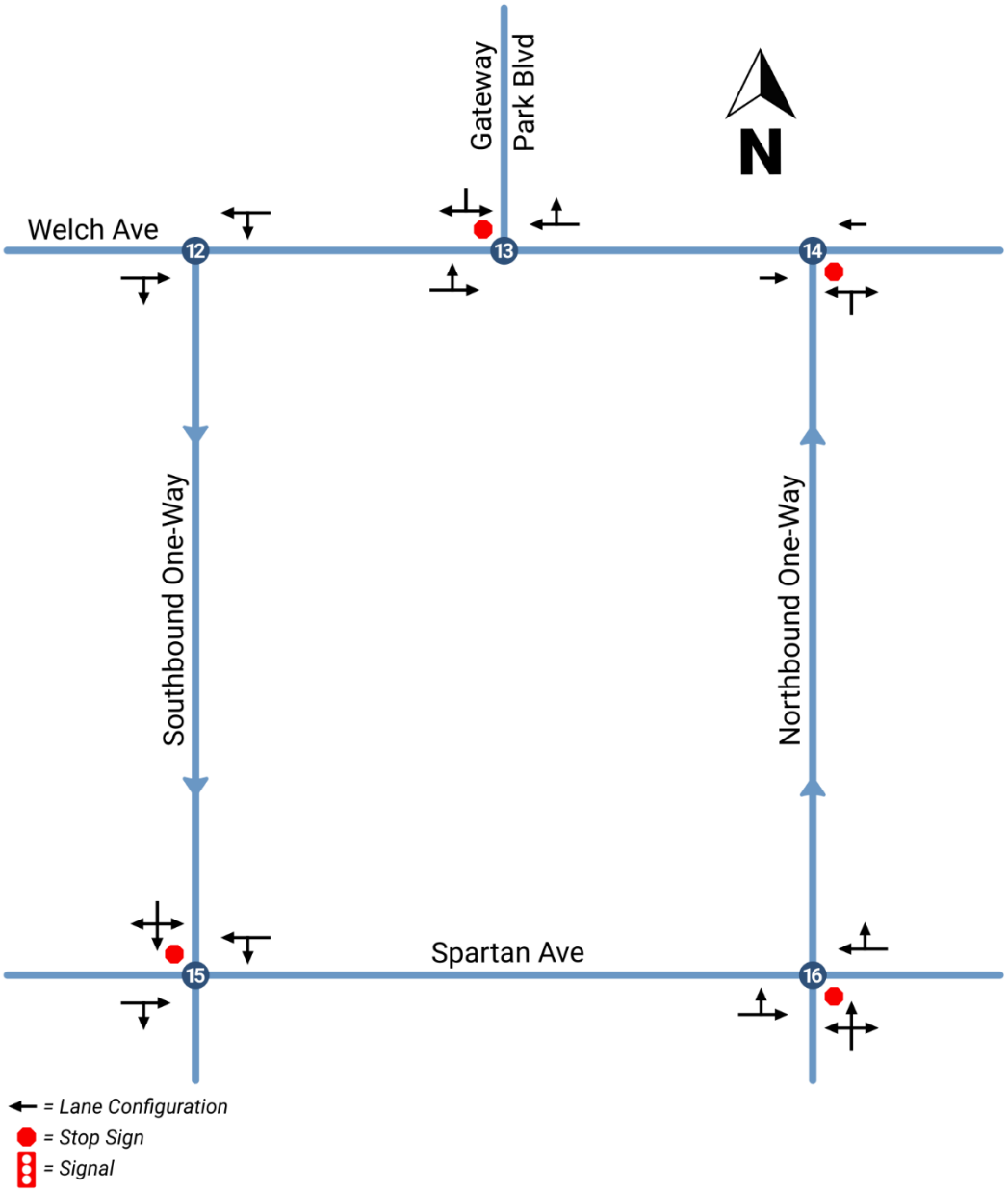


## Table 8
## 2042 One-Way Peak Hour Intersection Level of Service

| # | Intersection | Overall Movement | Level of Service/ Queue(veh) | |
|---|---|---|---|---|
| | | | AM Peak Hr | PM Peak Hr |
| 12 | SB One-Way & Welch Ave T-Stop | Overall | A | A |
| | | WB LT/T | A / 0.1 | A / 0.2 |
| 13 | Gateway PK Blvd & Welch Ave T-Stop | Overall | A | A |
| | | EB LT/T | A / 0.1 | A / 0.1 |
| | | SB LT/RT | B / 0.6 | B / 1.2 |
| 14 | NB One-Way & Welch Ave T-Stop | Overall | A | A |
| | | NB LT/RT | B / 0.4 | B / 0.2 |
| 15 | SB One-Way & Spartan Ave T-Stop | Overall | A | A |
| | | WB LT/T | A / 0.2 | A / 0.2 |
| | | SB LT/T/RT | C / 1.0 | C / 1.2 |
| 16 | NB One-Way & Spartan Ave T-Stop | Overall | A | A |
| | | NB LT/T/RT | B / 1.0 | C / 2.3 |
| | | EB LT/T | A / 0 | A / 0.1 |

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.

**Figure 12**
**2042 One-Way Intersection Configurations**



# 7 LANE STORAGE/ACCESS PERMIT

An analysis was conducted to determine the length required for auxiliary turn lanes both on US 287 and Mountain Avenue. The need for a CDOT Access Permit was also determined.

## Lane Storage

The guidelines from the State of Colorado, *State Highway Access Code (SHAC), Volume 2, Code of Colorado Regulations 601-1,* March 2002, were applied to the total future projected volumes depicted on Figure 8 for 2042 total traffic conditions. Additionally, the 95$^{th}$ percentile storage based on the intersection analysis was determined. US 287 is classified as FW, freeway, north of Mountain Avenue and as a NR-A, Non-Rural Regional Highway. The speed limit is 65 mph. Mountain Avenue, SH 56, is classified as a NR-B, Non-Rural Arterial. The speed limit is posted at 45 mph east of US 287.

The anticipated lane lengths required by CDOT or the LCUASS are provided in Table 9. The lengths are estimated based on aerial views from Goggle Earth. The 95$^{th}$ percentile storage (from the intersection analysis) are also shown. The lengths for CDOT facilities include deceleration/acceleration, taper, and storage where appropriate. The lane width on Mountain Avenue was assumed to be 11 feet. The lengths are rounded to the nearest five feet. It should be noted that the CDOT required lengths do not account for intersection spacing and 95$^{th}$ percentile queue lengths. Currently some of the lane lengths do not meet CDOT's requirements.

## Table 9 – CDOT Lane Lengths – Total Traffic 2042

| # | Intersection | Movement | Current Lane (ft) | 95th Percentile Queue (ft) | CDOT SHAC Total Lane Length (ft) |
|---|---|---|---|---|---|
| 1 | US 287 & Mountain Ave Signal | NB LT | 1190 | 115 | 1015 |
| | | NB T | Over 1000 | 740 | NA |
| | | NB RT | 1010 | 110 | 800 |
| | | SB LT | 1415 | 95 | 1255 |
| | | SBT | Over 1000 | 655 | NA |
| | | SB RT | 1185 | 40 | 1100 |
| | | EB LT | 285 | 95 | 375 |
| | | EB T | 820 | 195 | NA |
| | | EB RT | 280 | 75 | 375 |
| | | WB LT | 535 | 165 | 635 |
| | | WB T/RT | 845 | 180 | NA |
| 2 | Gateway Park Blvd & Mountain Ave Signal | EB LT | TBD | 45 | 495 |
| | | EB T | Over 1000 | 445 | NA |
| | | EB RT | 325 | 15 | 250 |
| | | WB LT | 200 | 35 | 505 |
| | | WB T | Over 1000 | 225 | NA |
| | | WB RT | 250 | 20 | 240 |
| | | NB LT | 115 | 130 | NA |
| | | NB T/RT | 285 | 260 | NA |
| | | SB LT | 350 | 80 | NA |
| | | SB T/ RT | 350 | 415 | NA |
| 3 | Berthoud Parkway & Mountain Ave Signal | EB LT | 360 | 110 | 610 |
| | | EB T | Over 1000 | 375 | NA |
| | | EB RT | 270 | 10 | 235 |
| | | WB LT | 425 | 125 | 585 |
| | | WB T | Over 1000 | 415 | NA |
| | | WB RT | 345 | 35 | 275 |
| | | NB LT | 250 | 95 | NA |
| | | NB T | 400 | 180 | NA |
| | | NB RT | 400 | 40 | NA |
| | | SB LT | 250 | 185 | NA |
| | | SB T | 880 | 180 | NA |
| | | SB RT | 360 | 40 | NA |
| 11 | Meadowlark Drive & Mountain Ave Signal | EB LT | 300 | 285 | 790 |
| | | EB T | 840 | 470 | NA |
| | | EB RT | 280 | 20 | 220 |
| | | WB LT | 200 | 40 | 480 |
| | | WB T | Over 1000 | 400 | NA |
| | | WB RT | 225 | 45 | 280 |
| | | NB LT | 270 | 95 | NA |
| | | NB T/RT | 410 | 50 | NA |
| | | SB LT | 255 | 195 | NA |
| | | SB T | 255 | 35 | NA |
| | | SB RT | 255 | 60 | NA |
| 9 | US 287 & Spartan Ave Signal | WB LT | 160 per lane | 165 | NA |
| | | WB RT Accel | 2010 | NA | 2010 |
| | | NB T | Over 1000 | 1025 | NA |
| | | NB RT Decel | 800 | 35 | 800 |
| | | SB LT | 1160 | 160 | 1125 |
| | | SB T | Over 1000 | 470 | NA |

## CDOT Access Permit Analysis

An analysis was performed to determine if a CDOT Access Permit would be required at US 287 and Mountain Avenue. When a project increases traffic on a road by 20% or more, the applicant will be required to submit an access permit to CDOT. As shown in Table 10, the east leg of this intersection does not satisfy the 20% threshold and therefore an access permit is not required.

**Table 10 – Percent Increase - US 287 at Mountain Ave**

| # | Intersection | AM 2042 | | | PM 2042 | | |
|---|---|---|---|---|---|---|---|
| | | Background | Total | Percent Increase | Background | Total | Percent Increase |
| 1 | US 287 & Mountain Ave<br>East Leg (WB+EB) | 1140 | 1360 | 16% | 1450 | 1750 | 17% |

The Legacy Park project has submitted Access Permit applications for the following intersections: US 287 at Spartan Avenue, Gateway Park Boulevard at Mountain Avenue, and Berthoud Parkway at Mountain Avenue. These permits were submitted due to improvements to these intersections that are on CDOT facilities.

# 8 CONCLUSIONS

This study was undertaken to analyze the potential long range traffic impacts of the proposed Legacy Park property in the Town of Berthoud. The following summarizes the results of this analysis:

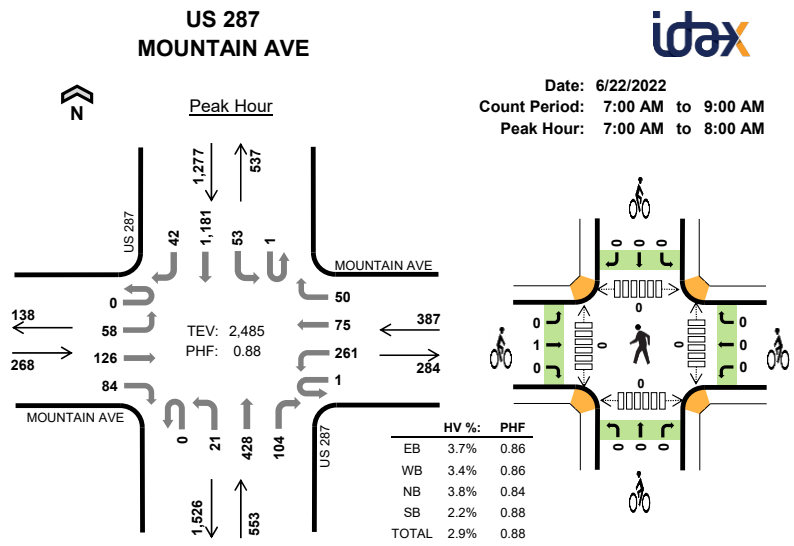
- The proposed Legacy Park project is located south of Mountain Avenue and east of US 287. The site is currently undeveloped.
- The traffic study analyzed the long range 2042 traffic conditions with the full buildout of the project.
- The proposed project includes the extension of Spartan Avenue from Berthoud Parkway to US 287. This future connection will benefit the transportation network and relieve the potential for Mountain Avenue to exceed capacity in the long range future.
- The project was modeled with 526 single family homes and 1,353 multi-family dwellings that are located throughout the site. A total of 165,700 square feet of commercial located adjacent to Mountain Avenue and at US 287/Spartan Avenue. Office uses are proposed at 30,000 square feet. A 15,000 square foot daycare center is also proposed
- The full buildout of the project is anticipated to result in an estimated 18,835 daily, 1,145 morning, and 1,445 evening peak hour trips.
- Currently, the study intersections are at acceptable levels.
- Several right-turn lanes are required to access the project site. These are in the eastbound direction on Mountain Avenue at Meadowlark Drive, Gateway Park Boulevard, and Berthoud Parkway. This is based on both CDOT requirements and on the intersection operations analysis.
- On Berthoud Parkway, southbound right-turn lanes will be necessary at Welch Avenue and Arapahoe Avenue.
- Full buildout of US 287 at Mountain Avenue will be necessary to satisfy the long range traffic demand.
- At US 287 and Spartan Avenue, a northbound right-turn lane, southbound left-turn lane and westbound to northbound right-turn acceleration lane are required.
- The study intersections are projected to operate acceptably under the 2042 background and total traffic conditions with the future intersection configurations.
- The intersection of US 287 and CR 4E will operate with high delays and LOS F under background and total traffic conditions. Currently CDOT is evaluating US 287 in this area, and this intersection may be limited to right-turns only
- The internal one-way streets that frame the central park will operate at good levels of service at the proposed spacing. No left-turn lanes are required on Welch Avenue and Spartan Avenue where they intersect the one-way street.

# APPENDICIES

- Appendix A: Intersection Turning Movement Count Data
- Appendix B: Level of Service Worksheets
- Appendix C: NCHRP Internal Trip Capture
- Appendix D: Project Distribution
- Appendix E: LOS Delay and Queue Worksheets on CDOT Facilities
- Appendix F: ICAT Analysis Worksheets
- Appendix G: MUTCD Signal Warrants – Gateway at Mountain

# Appendix A Intersection Turning Movement Count Data

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**Two-Hour Count Summaries**

| Interval Start | MOUNTAIN AVE Eastbound | | | | MOUNTAIN AVE Westbound | | | | US 287 Northbound | | | | US 287 Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **13** | **21** | **18** | **0** | **61** | **13** | **8** | **0** | **4** | **91** | **15** | **0** | **6** | **262** | **12** | **524** | 0 |
| **7:15 AM** | **0** | **21** | **33** | **24** | **1** | **66** | **17** | **7** | **0** | **2** | **88** | **32** | **0** | **10** | **312** | **8** | **621** | 0 |
| **7:30 AM** | **0** | **15** | **36** | **16** | **0** | **67** | **24** | **22** | **0** | **5** | **124** | **35** | **1** | **30** | **321** | **9** | **705** | 0 |
| **7:45 AM** | **0** | **9** | **36** | **26** | **0** | **67** | **21** | **13** | **0** | **10** | **125** | **22** | **0** | **7** | **286** | **13** | **635** | **2,485** |
| 8:00 AM | 0 | 11 | 30 | 14 | 0 | 66 | 28 | 7 | 0 | 14 | 103 | 16 | 0 | 3 | 219 | 10 | 521 | 2,482 |
| 8:15 AM | 0 | 15 | 26 | 13 | 0 | 70 | 17 | 5 | 0 | 10 | 136 | 28 | 0 | 9 | 230 | 17 | 576 | 2,437 |
| 8:30 AM | 0 | 19 | 37 | 15 | 1 | 50 | 17 | 3 | 0 | 10 | 97 | 37 | 0 | 22 | 210 | 10 | 528 | 2,260 |
| 8:45 AM | 0 | 14 | 47 | 15 | 0 | 46 | 32 | 13 | 0 | 6 | 97 | 33 | 0 | 20 | 189 | 13 | 525 | 2,150 |
| Count Total | 0 | 117 | 266 | 141 | 2 | 493 | 169 | 78 | 0 | 61 | 861 | 218 | 1 | 107 | 2,029 | 92 | 4,635 | 0 |
| **Peak Hour All** | **0** | **58** | **126** | **84** | **1** | **261** | **75** | **50** | **0** | **21** | **428** | **104** | **1** | **53** | **1,181** | **42** | **2,485** | **0** |
| **Peak Hour HV** | **0** | **1** | **6** | **3** | **0** | **8** | **5** | **0** | **0** | **1** | **15** | **5** | **0** | **1** | **26** | **1** | **72** | **0** |
| **Peak Hour HV%** | **-** | **2%** | **5%** | **4%** | **0%** | **3%** | **7%** | **0%** | **-** | **5%** | **4%** | **5%** | **0%** | **2%** | **2%** | **2%** | **3%** | **0** |

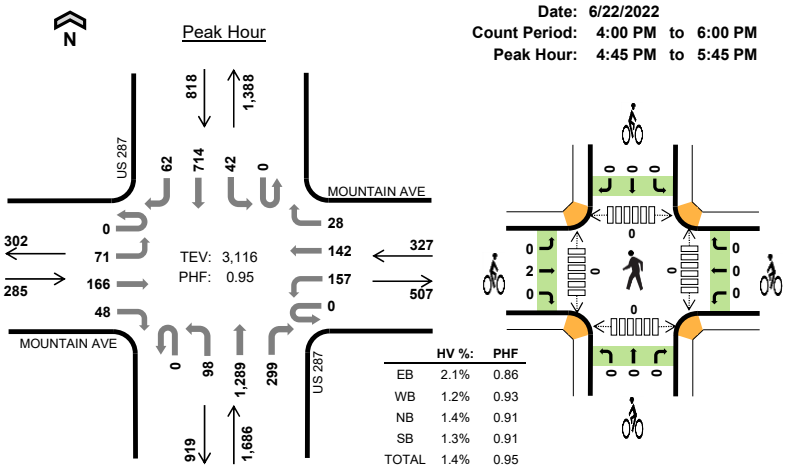
*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| **7:00 AM** | **2** | **2** | **3** | **7** | ***14*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:15 AM** | **3** | **5** | **4** | **9** | ***21*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:30 AM** | **1** | **4** | **7** | **6** | ***18*** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **4** | **2** | **7** | **6** | ***19*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:00 AM | 1 | 3 | 11 | 8 | *23* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:15 AM | 2 | 2 | 3 | 10 | *17* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 0 | 4 | 7 | 12 | *23* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 2 | 2 | 13 | 7 | *24* | 0 | 1 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 15 | 24 | 55 | 65 | *159* | 1 | 1 | 0 | 0 | *2* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **10** | **13** | **21** | **28** | ***72*** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** |

**Project Manager:** (720) 646-1008 project.manager.co@idaxdata.com

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# US 287
# MOUNTAIN AVE




**Two-Hour Count Summaries**

| Interval Start | MOUNTAIN AVE Eastbound | | | | MOUNTAIN AVE Westbound | | | | US 287 Northbound | | | | US 287 Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 19 | 34 | 14 | 0 | 29 | 36 | 4 | 0 | 22 | 287 | 54 | 0 | 9 | 161 | 13 | 682 | 0 |
| 4:15 PM | 0 | 27 | 31 | 16 | 0 | 42 | 34 | 7 | 0 | 15 | 295 | 50 | 0 | 5 | 200 | 16 | 738 | 0 |
| 4:30 PM | 0 | 20 | 43 | 16 | 0 | 53 | 37 | 9 | 0 | 24 | 259 | 78 | 0 | 15 | 140 | 18 | 712 | 0 |
| **4:45 PM** | **0** | **11** | **42** | **8** | **0** | **39** | **36** | **13** | **0** | **30** | **314** | **72** | **0** | **17** | **177** | **16** | **775** | 2,907 |
| **5:00 PM** | **0** | **20** | **49** | **14** | **0** | **39** | **34** | **3** | **0** | **13** | **316** | **71** | **0** | **5** | **199** | **20** | **783** | 3,008 |
| **5:15 PM** | **0** | **21** | **36** | **13** | **0** | **37** | **39** | **8** | **0** | **28** | **359** | **78** | **0** | **11** | **174** | **12** | **816** | 3,086 |
| **5:30 PM** | **0** | **19** | **39** | **13** | **0** | **42** | **33** | **4** | **0** | **27** | **300** | **78** | **0** | **9** | **164** | **14** | **742** | **3,116** |
| 5:45 PM | 0 | 23 | 42 | 16 | 1 | 42 | 35 | 6 | 0 | 20 | 286 | 57 | 0 | 4 | 154 | 13 | 699 | 3,040 |
| Count Total | 0 | 160 | 316 | 110 | 1 | 323 | 284 | 54 | 0 | 179 | 2,416 | 538 | 0 | 75 | 1,369 | 122 | 5,947 | 0 |
| **Peak Hour All** | **0** | **71** | **166** | **48** | **0** | **157** | **142** | **28** | **0** | **98** | **1,289** | **299** | **0** | **42** | **714** | **62** | **3,116** | **0** |
| **Peak Hour HV** | **0** | **2** | **1** | **3** | **0** | **3** | **1** | **0** | **0** | **1** | **17** | **5** | **0** | **2** | **8** | **1** | **44** | **0** |
| **Peak Hour HV%** | **-** | **3%** | **1%** | **6%** | **-** | **2%** | **1%** | **0%** | **-** | **1%** | **1%** | **2%** | **-** | **5%** | **1%** | **2%** | **1%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 1 | 0 | 10 | 5 | *16* | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 1 | 1 | 7 | 3 | *12* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:30 PM | 1 | 1 | 7 | 2 | *11* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:45 PM** | **0** | **0** | **6** | **3** | ***9*** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | *0* |
| **5:00 PM** | **3** | **3** | **5** | **2** | ***13*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **2** | **0** | **6** | **4** | ***12*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:30 PM** | **1** | **1** | **6** | **2** | ***10*** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** |
| 5:45 PM | 1 | 1 | 3 | 2 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 10 | 7 | 50 | 23 | *90* | 2 | 0 | 0 | 1 | *3* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **6** | **4** | **23** | **11** | ***44*** | **2** | **0** | **0** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** |

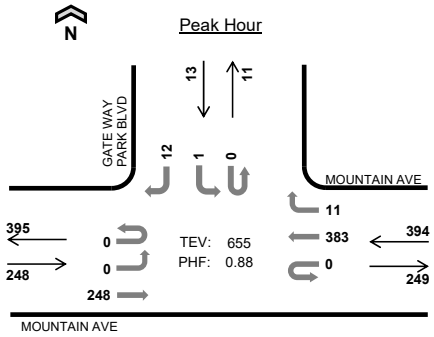
**Project Manager:** (720) 646-1008 project.manager.co@idaxdata.com

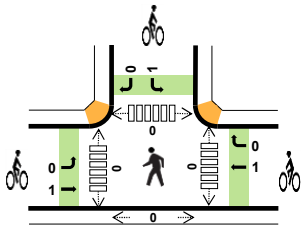
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## GATE WAY PARK BLVD
## MOUNTAIN AVE

Peak Hour

Date: 06/22/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM




| | HV %: | PHF |
|---|---|---|
| EB | 4.0% | 0.85 |
| WB | 3.0% | 0.90 |
| NB | - | - |
| SB | 0.0% | 0.81 |
| TOTAL | 3.4% | 0.88 |

**Two-Hour Count Summaries**

| Interval Start | MOUNTAIN AVE Eastbound | | | | MOUNTAIN AVE Westbound | | | | n/a Northbound | | | | GATE WAY PARK BLVD Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 34 | 0 | 0 | 0 | 73 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 110 | 0 |
| **7:15 AM** | **0** | **0** | **53** | **0** | **0** | **0** | **96** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **153** | 0 |
| **7:30 AM** | **0** | **0** | **73** | **0** | **0** | **0** | **105** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **186** | 0 |
| **7:45 AM** | **0** | **0** | **73** | **0** | **0** | **0** | **97** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **176** | 625 |
| **8:00 AM** | **0** | **0** | **49** | **0** | **0** | **0** | **85** | **4** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **140** | **655** |
| 8:15 AM | 0 | 0 | 48 | 0 | 0 | 0 | 80 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 137 | 639 |
| 8:30 AM | 0 | 0 | 58 | 0 | 0 | 0 | 98 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 161 | 614 |
| 8:45 AM | 0 | 0 | 100 | 0 | 0 | 0 | 101 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 209 | 647 |
| Count Total | 0 | 0 | 488 | 0 | 0 | 0 | 735 | 18 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 29 | 1,272 | 0 |
| **Peak Hour All** | **0** | **0** | **248** | **0** | **0** | **0** | **383** | **11** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **12** | **655** | **0** |
| **Peak Hour HV** | **0** | **0** | **10** | **0** | **0** | **0** | **12** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **22** | **0** |
| **Peak Hour HV%** | - | - | **4%** | - | - | - | **3%** | **0%** | - | - | - | - | - | **0%** | - | **0%** | **3%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 1 | 2 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:15 AM** | **3** | **7** | **0** | **0** | ***10*** | **0** | **1** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | *0* |
| **7:30 AM** | **1** | **1** | **0** | **0** | ***2*** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **5** | **2** | **0** | **0** | ***7*** | **0** | **0** | **0** | **1** | ***1*** | **0** | **0** | **0** | **0** | *0* |
| **8:00 AM** | **1** | **2** | **0** | **0** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:15 AM | 0 | 1 | 0 | 1 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 3 | 3 | 0 | 0 | *6* | 0 | 2 | 0 | 0 | *2* | 0 | 0 | 1 | 0 | *1* |
| 8:45 AM | 3 | 2 | 0 | 0 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 17 | 20 | 0 | 1 | *38* | 1 | 3 | 0 | 1 | *5* | 0 | 0 | 1 | 0 | *1* |
| **Peak Hr** | **10** | **12** | **0** | **0** | ***22*** | **1** | **1** | **0** | **1** | ***3*** | **0** | **0** | **0** | **0** | ***0*** |

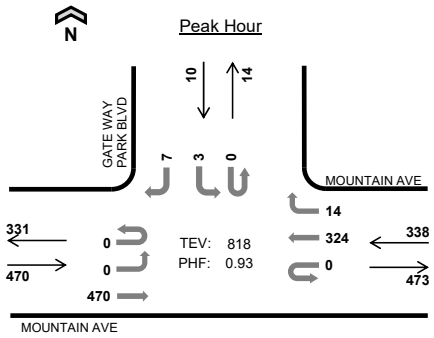
**Project Manager:** (720) 646-1008 project.manager.co@idaxdata.com

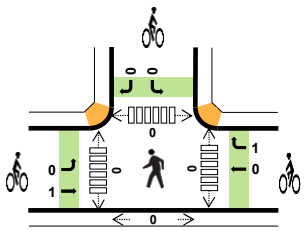
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## GATE WAY PARK BLVD
## MOUNTAIN AVE

Peak Hour

Date: 06/22/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM




| | HV %: | PHF |
|---|---|---|
| EB | 1.1% | 0.95 |
| WB | 1.2% | 0.89 |
| NB | - | - |
| SB | 0.0% | 0.63 |
| TOTAL | 1.1% | 0.93 |

**Two-Hour Count Summaries**

| Interval Start | MOUNTAIN AVE Eastbound | | | | MOUNTAIN AVE Westbound | | | | n/a Northbound | | | | GATE WAY PARK BLVD Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 93 | 0 | 0 | 0 | 67 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 164 | 0 |
| 4:15 PM | 0 | 0 | 84 | 0 | 0 | 0 | 83 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 172 | 0 |
| 4:30 PM | 0 | 0 | 114 | 0 | 0 | 0 | 90 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 210 | 0 |
| **4:45 PM** | **0** | **0** | **114** | **0** | **0** | **0** | **75** | **4** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **2** | **197** | 743 |
| **5:00 PM** | **0** | **0** | **123** | **0** | **0** | **0** | **71** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **199** | 778 |
| **5:15 PM** | **0** | **0** | **109** | **0** | **0** | **0** | **86** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **201** | 807 |
| **5:30 PM** | **0** | **0** | **124** | **0** | **0** | **0** | **92** | **3** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **221** | **818** |
| 5:45 PM | 0 | 0 | 101 | 0 | 0 | 0 | 73 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 183 | 804 |
| Count Total | 0 | 0 | 862 | 0 | 0 | 0 | 637 | 28 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 15 | 1,547 | 0 |
| **Peak Hour All** | **0** | **0** | **470** | **0** | **0** | **0** | **324** | **14** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **7** | **818** | **0** |
| **Peak Hour HV** | **0** | **0** | **5** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **9** | **0** |
| **Peak Hour HV%** | - | - | **1%** | - | - | - | **1%** | **0%** | - | - | - | - | - | **0%** | - | **0%** | **1%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals EB | WB | NB | SB | Total | Bicycles EB | WB | NB | SB | Total | Pedestrians (Crossing Leg) East | West | North | South | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 PM | 4 | 0 | 0 | 0 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 6 | 3 | 0 | 0 | *9* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 2 | 0 | *2* |
| 4:30 PM | 2 | 1 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:45 PM** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:00 PM** | **1** | **2** | **0** | **0** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **1** | **2** | **0** | **0** | ***3*** | **0** | **1** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | *0* |
| **5:30 PM** | **2** | **0** | **0** | **0** | ***2*** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** |
| 5:45 PM | 3 | 3 | 0 | 0 | *6* | 0 | 1 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 20 | 11 | 0 | 0 | *31* | 1 | 2 | 0 | 0 | *3* | 0 | 0 | 2 | 0 | *2* |
| **Peak Hr** | **5** | **4** | **0** | **0** | ***9*** | **1** | **1** | **0** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** |

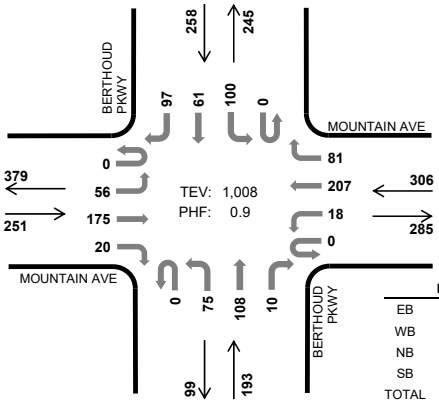
**Project Manager:** (720) 646-1008 project.manager.co@idaxdata.com

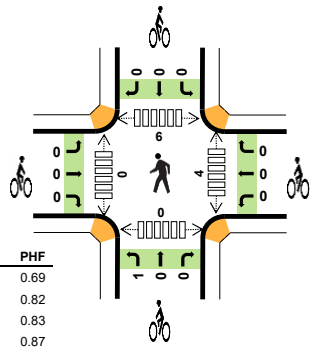
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## BERTHOUD PKWY
## MOUNTAIN AVE

Peak Hour

Date: 06/22/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM




| | HV %: | PHF |
|---|---|---|
| EB | 3.6% | 0.69 |
| WB | 3.6% | 0.82 |
| NB | 3.6% | 0.83 |
| SB | 1.2% | 0.87 |
| TOTAL | 3.0% | 0.90 |

**Two-Hour Count Summaries**

| Interval Start | MOUNTAIN AVE Eastbound | | | | MOUNTAIN AVE Westbound | | | | BERTHOUD PKWY Northbound | | | | BERTHOUD PKWY Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 10 | 23 | 1 | 0 | 2 | 39 | 18 | 0 | 16 | 27 | 4 | 0 | 30 | 12 | 17 | 199 | 0 |
| 7:15 AM | 0 | 15 | 35 | 5 | 0 | 1 | 60 | 7 | 0 | 15 | 15 | 3 | 0 | 30 | 7 | 23 | 216 | 0 |
| 7:30 AM | 0 | 19 | 46 | 9 | 0 | 3 | 67 | 19 | 0 | 18 | 23 | 1 | 0 | 28 | 8 | 32 | 273 | 0 |
| 7:45 AM | 0 | 17 | 52 | 5 | 0 | 1 | 56 | 11 | 0 | 18 | 19 | 2 | 0 | 34 | 16 | 12 | 243 | 931 |
| **8:00 AM** | **0** | **6** | **39** | **5** | **0** | **3** | **54** | **21** | **0** | **14** | **27** | **3** | **0** | **18** | **18** | **22** | **230** | 962 |
| **8:15 AM** | **0** | **10** | **36** | **5** | **0** | **0** | **48** | **15** | **0** | **15** | **18** | **3** | **0** | **33** | **17** | **24** | **224** | 970 |
| **8:30 AM** | **0** | **14** | **43** | **2** | **0** | **8** | **58** | **27** | **0** | **22** | **34** | **2** | **0** | **23** | **15** | **26** | **274** | 971 |
| **8:45 AM** | **0** | **26** | **57** | **8** | **0** | **7** | **47** | **18** | **0** | **24** | **29** | **2** | **0** | **26** | **11** | **25** | **280** | **1,008** |
| Count Total | 0 | 117 | 331 | 40 | 0 | 25 | 429 | 136 | 0 | 142 | 192 | 20 | 0 | 222 | 104 | 181 | 1,939 | 0 |
| Peak Hour All | **0** | **56** | **175** | **20** | **0** | **18** | **207** | **81** | **0** | **75** | **108** | **10** | **0** | **100** | **61** | **97** | **1,008** | **0** |
| Peak Hour HV | **0** | **3** | **6** | **0** | **0** | **3** | **5** | **3** | **0** | **2** | **4** | **1** | **0** | **1** | **2** | **0** | **30** | **0** |
| Peak Hour HV% | **-** | **5%** | **3%** | **0%** | **-** | **17%** | **2%** | **4%** | **-** | **3%** | **4%** | **10%** | **-** | **1%** | **3%** | **0%** | **3%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 1 | 2 | 2 | 2 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:15 AM | 3 | 6 | 1 | 1 | *11* | 0 | 0 | 0 | 2 | *2* | 1 | 0 | 1 | 0 | *2* |
| 7:30 AM | 2 | 3 | 0 | 1 | *6* | 1 | 0 | 0 | 0 | *1* | 3 | 0 | 0 | 0 | *3* |
| 7:45 AM | 5 | 2 | 0 | 1 | *8* | 1 | 0 | 0 | 0 | *1* | 2 | 0 | 2 | 0 | *4* |
| **8:00 AM** | **1** | **3** | **2** | **0** | *6* | **0** | **0** | **0** | **0** | *0* | **0** | **0** | **3** | **0** | *3* |
| **8:15 AM** | **2** | **2** | **2** | **0** | *6* | **0** | **0** | **0** | **0** | *0* | **2** | **0** | **1** | **0** | *3* |
| **8:30 AM** | **3** | **4** | **3** | **1** | *11* | **0** | **0** | **1** | **0** | *1* | **0** | **0** | **1** | **0** | *1* |
| **8:45 AM** | **3** | **2** | **0** | **2** | *7* | **0** | **0** | **0** | **0** | *0* | **2** | **0** | **1** | **0** | *3* |
| Count Total | 20 | 24 | 10 | 8 | *62* | 2 | 0 | 1 | 2 | *5* | 10 | 0 | 9 | 0 | *19* |
| **Peak Hour** | **9** | **11** | **7** | **3** | *30* | **0** | **0** | **1** | **0** | *1* | **4** | **0** | **6** | **0** | *10* |

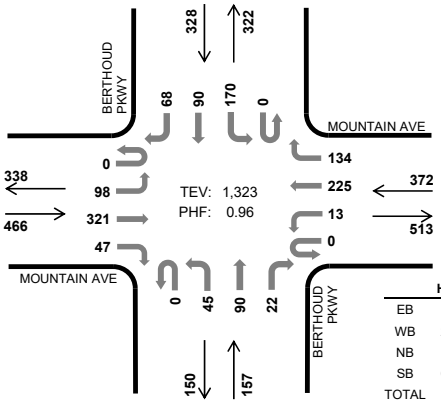
**Project Manager:** (720) 646-1008 project.manager.co@idaxdata.com

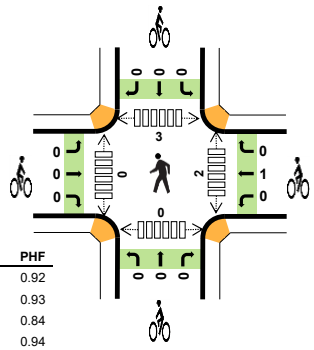
www.idaxdata.com

# BERTHOUD PKWY
# MOUNTAIN AVE

Peak Hour

**Date:** 06/22/2022
**Count Period:** 4:00 PM to 6:00 PM
**Peak Hour:** 4:30 PM to 5:30 PM




| | HV %: | PHF |
|---|---|---|
| EB | 1.3% | 0.92 |
| WB | 2.2% | 0.93 |
| NB | 1.9% | 0.84 |
| SB | 0.6% | 0.94 |
| TOTAL | 1.4% | 0.96 |

**Two-Hour Count Summaries**

| Interval Start | MOUNTAIN AVE Eastbound | | | | MOUNTAIN AVE Westbound | | | | BERTHOUD PKWY Northbound | | | | BERTHOUD PKWY Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 30 | 68 | 4 | 0 | 1 | 50 | 35 | 0 | 10 | 21 | 0 | 0 | 37 | 22 | 10 | 288 | 0 |
| 4:15 PM | 0 | 19 | 55 | 5 | 0 | 1 | 57 | 39 | 0 | 15 | 24 | 5 | 0 | 42 | 22 | 13 | 297 | 0 |
| **4:30 PM** | **0** | **26** | **80** | **13** | **0** | **3** | **64** | **33** | **0** | **14** | **21** | **5** | **0** | **50** | **18** | **17** | **344** | 0 |
| **4:45 PM** | **0** | **17** | **86** | **10** | **0** | **7** | **51** | **35** | **0** | **8** | **20** | **6** | **0** | **42** | **21** | **18** | **321** | 1,250 |
| **5:00 PM** | **0** | **24** | **88** | **14** | **0** | **0** | **56** | **29** | **0** | **8** | **23** | **5** | **0** | **36** | **23** | **16** | **322** | 1,284 |
| **5:15 PM** | **0** | **31** | **67** | **10** | **0** | **3** | **54** | **37** | **0** | **15** | **26** | **6** | **0** | **42** | **28** | **17** | **336** | **1,323** |
| 5:30 PM | 0 | 32 | 76 | 11 | 0 | 1 | 50 | 33 | 0 | 18 | 30 | 2 | 0 | 43 | 21 | 20 | 337 | 1,316 |
| 5:45 PM | 0 | 32 | 61 | 11 | 0 | 2 | 62 | 36 | 0 | 12 | 22 | 6 | 0 | 48 | 16 | 10 | 318 | 1,313 |
| Count Total | 0 | 211 | 581 | 78 | 0 | 18 | 444 | 277 | 0 | 100 | 187 | 35 | 0 | 340 | 171 | 121 | 2,563 | 0 |
| **Peak Hour All** | **0** | **98** | **321** | **47** | **0** | **13** | **225** | **134** | **0** | **45** | **90** | **22** | **0** | **170** | **90** | **68** | **1,323** | **0** |
| **Peak Hour HV** | **0** | **1** | **5** | **0** | **0** | **1** | **6** | **1** | **0** | **1** | **2** | **0** | **0** | **1** | **0** | **1** | **19** | **0** |
| **Peak Hour HV%** | **-** | **1%** | **2%** | **0%** | **-** | **8%** | **3%** | **1%** | **-** | **2%** | **2%** | **0%** | **-** | **1%** | **0%** | **1%** | **1%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 4 | 0 | 0 | 2 | *6* | 0 | 0 | 0 | 0 | *0* | 2 | 0 | 3 | 0 | *5* |
| 4:15 PM | 4 | 3 | 0 | 0 | *7* | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 3 | 0 | *3* |
| **4:30 PM** | **4** | **1** | **0** | **0** | ***5*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **4:45 PM** | **0** | **2** | **1** | **1** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **0** | **3** | **0** | *4* |
| **5:00 PM** | **2** | **2** | **2** | **1** | ***7*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **0** | **3** | **0** | **0** | ***3*** | **0** | **1** | **0** | **0** | ***1*** | **1** | **0** | **0** | **0** | ***1*** |
| 5:30 PM | 4 | 1 | 0 | 1 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 1 | 0 | *1* |
| 5:45 PM | 2 | 2 | 0 | 1 | *5* | 0 | 1 | 0 | 0 | *1* | 2 | 0 | 0 | 0 | *2* |
| Count Total | 20 | 14 | 3 | 6 | *43* | 0 | 2 | 0 | 1 | *3* | 6 | 0 | 10 | 0 | *16* |
| **Peak Hour** | **6** | **8** | **3** | **2** | ***19*** | **0** | **1** | **0** | **0** | ***1*** | **2** | **0** | **3** | **0** | ***5*** |

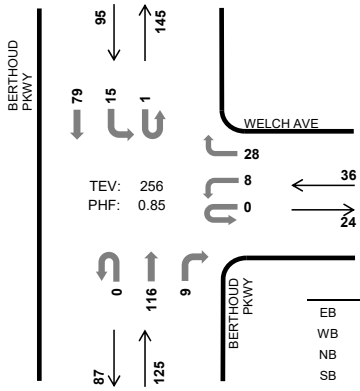
**Project Manager:** (720) 646-1008 project.manager.co@idaxdata.com

www.idaxdata.com

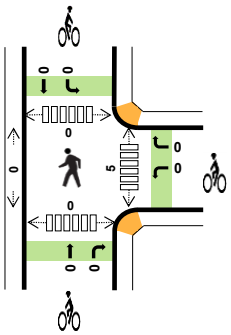
**BERTHOUD PKWY**
**WELCH AVE**

Peak Hour

**Date: 06/22/2022**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 8:00 AM to 9:00 AM**




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 0.0% | 0.90 |
| NB | 2.4% | 0.80 |
| SB | 4.2% | 0.91 |
| TOTAL | 2.7% | 0.85 |



**Two-Hour Count Summaries**

| Interval Start | | n/a Eastbound | | | | WELCH AVE Westbound | | | | BERTHOUD PKWY Northbound | | | | BERTHOUD PKWY Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 25 | 0 | 0 | 1 | 14 | 0 | 50 | 0 |
| 7:15 AM | | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 27 | 1 | 0 | 3 | 10 | 0 | 51 | 0 |
| 7:30 AM | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 39 | 1 | 0 | 3 | 16 | 0 | 66 | 0 |
| 7:45 AM | | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 10 | 0 | 0 | 17 | 1 | 0 | 1 | 22 | 0 | 54 | 221 |
| **8:00 AM** | | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **6** | **0** | **0** | **22** | **2** | **0** | **4** | **22** | **0** | **60** | 231 |
| **8:15 AM** | | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **7** | **0** | **0** | **27** | **2** | **1** | **4** | **14** | **0** | **56** | 236 |
| **8:30 AM** | | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **7** | **0** | **0** | **37** | **2** | **0** | **3** | **23** | **0** | **75** | 245 |
| **8:45 AM** | | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **8** | **0** | **0** | **30** | **3** | **0** | **4** | **20** | **0** | **65** | **256** |
| Count Total | | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 58 | 0 | 0 | 224 | 12 | 1 | 23 | 141 | 0 | 477 | 0 |
| **Peak Hour** | **All** | **0** | **0** | **0** | **0** | **0** | **8** | **0** | **28** | **0** | **0** | **116** | **9** | **1** | **15** | **79** | **0** | **256** | **0** |
| | **HV** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **1** | **3** | **0** | **7** | **0** |
| | **HV%** | - | - | - | - | - | **0%** | - | **0%** | - | - | **3%** | **0%** | **0%** | **7%** | **4%** | - | **3%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 0 | 0 | 1 | 2 | *3* | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 0 | 0 | *1* |
| 7:15 AM | 0 | 0 | 1 | 1 | *2* | 0 | 1 | 1 | 1 | *3* | 1 | 0 | 0 | 0 | *1* |
| 7:30 AM | 0 | 0 | 0 | 1 | *1* | 0 | 1 | 0 | 0 | *1* | 3 | 0 | 0 | 0 | *3* |
| 7:45 AM | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **8:00 AM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:15 AM** | **0** | **0** | **2** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **0** | **0** | **0** | *1* |
| **8:30 AM** | **0** | **0** | **1** | **2** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **3** | **0** | **0** | **0** | *3* |
| **8:45 AM** | **0** | **0** | **0** | **2** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **0** | **0** | **0** | ***1*** |
| Count Total | 0 | 0 | 6 | 8 | *14* | 0 | 2 | 1 | 1 | *4* | 10 | 0 | 0 | 0 | *10* |
| **Peak Hr** | **0** | **0** | **3** | **4** | ***7*** | **0** | **0** | **0** | **0** | ***0*** | **5** | **0** | **0** | **0** | ***5*** |

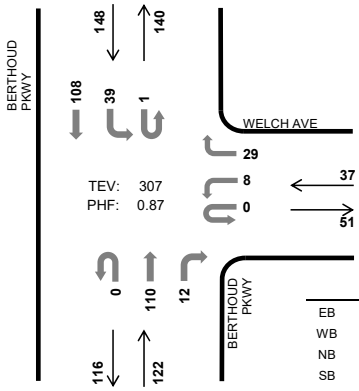
**Project Manager:** (720) 646-1008 project.manager.co@idaxdata.com

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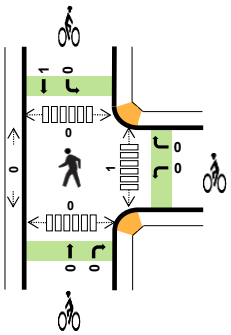
## BERTHOUD PKWY
## WELCH AVE

Peak Hour

Date: 06/22/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 0.0% | 0.71 |
| NB | 3.3% | 0.92 |
| SB | 0.7% | 0.88 |
| TOTAL | 1.6% | 0.87 |



**Two-Hour Count Summaries**

| Interval Start | n/a Eastbound UT | LT | TH | RT | WELCH AVE Westbound UT | LT | TH | RT | BERTHOUD PKWY Northbound UT | LT | TH | RT | BERTHOUD PKWY Southbound UT | LT | TH | RT | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 0 | 0 | 18 | 2 | 0 | 12 | 16 | 0 | 59 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 26 | 1 | 0 | 9 | 19 | 0 | 60 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 24 | 2 | 0 | 10 | 24 | 0 | 68 | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **4** | **0** | **0** | **30** | **2** | **0** | **11** | **27** | **0** | **75** | 262 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **7** | **0** | **0** | **24** | **1** | **1** | **8** | **27** | **0** | **71** | 274 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **10** | **0** | **0** | **29** | **4** | **0** | **9** | **33** | **0** | **88** | 302 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **8** | **0** | **0** | **27** | **5** | **0** | **11** | **21** | **0** | **73** | **307** |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 21 | 3 | 2 | 7 | 21 | 0 | 62 | 294 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 50 | 0 | 0 | 199 | 20 | 3 | 77 | 188 | 0 | 556 | 0 |
| **Peak Hour All** | **0** | **0** | **0** | **0** | **0** | **8** | **0** | **29** | **0** | **0** | **110** | **12** | **1** | **39** | **108** | **0** | **307** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **1** | **0** | **5** | **0** |
| **Peak Hour HV%** | - | - | - | - | - | **0%** | - | **0%** | - | - | **4%** | **0%** | **0%** | **0%** | **1%** | - | **2%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

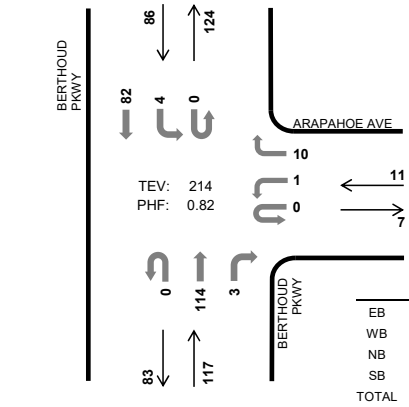
| Interval Start | Heavy Vehicle Totals EB | WB | NB | SB | Total | Bicycles EB | WB | NB | SB | Total | Pedestrians (Crossing Leg) East | West | North | South | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 PM | 0 | 1 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 2 | 0 | 0 | 0 | *2* |
| 4:15 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:30 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:45 PM** | **0** | **0** | **2** | **1** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:00 PM** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **0** | **0** | **0** | *1* |
| **5:30 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **1** | ***1*** | **0** | **0** | **0** | **0** | ***0*** |
| 5:45 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 2 | 0 | 0 | 0 | *2* |
| Count Total | 0 | 1 | 4 | 1 | *6* | 0 | 0 | 0 | 1 | *1* | 5 | 0 | 0 | 0 | *5* |
| **Peak Hr** | **0** | **0** | **4** | **1** | ***5*** | **0** | **0** | **0** | **1** | ***1*** | **1** | **0** | **0** | **0** | ***1*** |

**Project Manager:** (720) 646-1008 project.manager.co@idaxdata.com

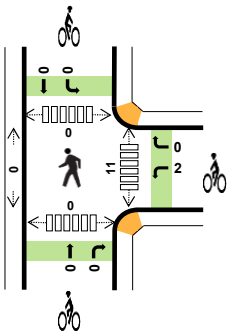
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# BERTHOUD PKWY
# ARAPAHOE AVE

Date: 06/22/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 0.0% | 0.69 |
| NB | 3.4% | 0.79 |
| SB | 2.3% | 0.83 |
| TOTAL | 2.8% | 0.82 |



**Two-Hour Count Summaries**

| Interval Start | | n/a | | | | ARAPAHOE AVE | | | | BERTHOUD PKWY | | | | BERTHOUD PKWY | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 23 | 0 | 0 | 0 | 15 | 0 | 40 | 0 |
| 7:15 AM | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 1 | 14 | 0 | 47 | 0 |
| 7:30 AM | | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 33 | 0 | 0 | 0 | 17 | 0 | 59 | 0 |
| 7:45 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 16 | 0 | 0 | 0 | 25 | 0 | 43 | 189 |
| **8:00 AM** | | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **23** | **0** | **0** | **3** | **23** | **0** | **51** | 200 |
| **8:15 AM** | | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **2** | **0** | **0** | **26** | **2** | **0** | **1** | **13** | **0** | **45** | 198 |
| **8:30 AM** | | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **37** | **0** | **0** | **0** | **26** | **0** | **65** | 204 |
| **8:45 AM** | | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **28** | **1** | **0** | **0** | **20** | **0** | **53** | **214** |
| Count Total | | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 19 | 0 | 0 | 217 | 3 | 0 | 5 | 153 | 0 | 403 | 0 |
| **Peak Hour** | **All** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **10** | **0** | **0** | **114** | **3** | **0** | **4** | **82** | **0** | **214** | **0** |
| | **HV** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **2** | **0** | **6** | **0** |
| | **HV%** | - | - | - | - | - | **0%** | - | **0%** | - | - | **4%** | **0%** | - | **0%** | **2%** | - | **3%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 0 | 0 | 1 | 2 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:15 AM | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 2 | *2* | 2 | 0 | 0 | 0 | *2* |
| 7:30 AM | 0 | 0 | 0 | 2 | *2* | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 0 | 0 | *1* |
| 7:45 AM | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **8:00 AM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **4** | **0** | **0** | **0** | *4* |
| **8:15 AM** | **0** | **0** | **2** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **0** | **0** | **0** | *1* |
| **8:30 AM** | **0** | **0** | **2** | **1** | ***3*** | **0** | **2** | **0** | **0** | ***2*** | **5** | **0** | **0** | **0** | *5* |
| **8:45 AM** | **0** | **0** | **0** | **1** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **0** | **0** | **0** | ***1*** |
| Count Total | 0 | 0 | 7 | 6 | *13* | 0 | 2 | 0 | 2 | *4* | 14 | 0 | 0 | 0 | *14* |
| **Peak Hr** | **0** | **0** | **4** | **2** | ***6*** | **0** | **2** | **0** | **0** | ***2*** | **11** | **0** | **0** | **0** | ***11*** |

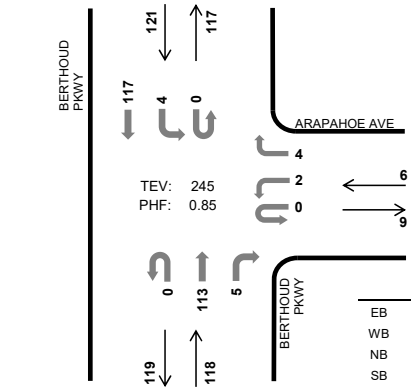
**Project Manager:** (720) 646-1008 project.manager.co@idaxdata.com

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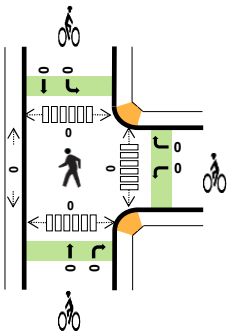
**BERTHOUD PKWY**
**ARAPAHOE AVE**

Peak Hour

Date: 06/22/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 0.0% | 0.50 |
| NB | 3.4% | 0.87 |
| SB | 0.8% | 0.80 |
| TOTAL | 2.0% | 0.85 |



**Two-Hour Count Summaries**

| Interval Start | | n/a Eastbound | | | | ARAPAHOE AVE Westbound | | | | BERTHOUD PKWY Northbound | | | | BERTHOUD PKWY Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 20 | 0 | 0 | 0 | 21 | 0 | 42 | 0 |
| 4:15 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 24 | 0 | 0 | 2 | 18 | 0 | 46 | 0 |
| **4:30 PM** | | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **27** | **2** | **0** | **0** | **27** | **0** | **58** | 0 |
| **4:45 PM** | | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **31** | **1** | **0** | **0** | **27** | **0** | **60** | 206 |
| **5:00 PM** | | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **22** | **1** | **0** | **2** | **27** | **0** | **55** | 219 |
| **5:15 PM** | | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **33** | **1** | **0** | **2** | **36** | **0** | **72** | **245** |
| 5:30 PM | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 29 | 0 | 0 | 5 | 16 | 0 | 54 | 241 |
| 5:45 PM | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 22 | 1 | 0 | 0 | 24 | 0 | 50 | 231 |
| Count Total | | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 12 | 0 | 0 | 208 | 6 | 0 | 11 | 196 | 0 | 437 | 0 |
| **Peak Hour** | **All** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **4** | **0** | **0** | **113** | **5** | **0** | **4** | **117** | **0** | **245** | **0** |
| | **HV** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **1** | **0** | **5** | **0** |
| | **HV%** | - | - | - | - | - | **0%** | - | **0%** | - | - | **4%** | **0%** | - | **0%** | **1%** | - | **2%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 0 | 0 | *1* |
| **4:30 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **4:45 PM** | **0** | **0** | **2** | **1** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:00 PM** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 5:30 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* | 2 | 0 | 0 | 0 | *2* |
| 5:45 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 2 | 0 | 0 | 0 | *2* |
| Count Total | 0 | 0 | 4 | 2 | *6* | 0 | 0 | 0 | 1 | *1* | 5 | 0 | 0 | 0 | *5* |
| **Peak Hr** | **0** | **0** | **4** | **1** | ***5*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

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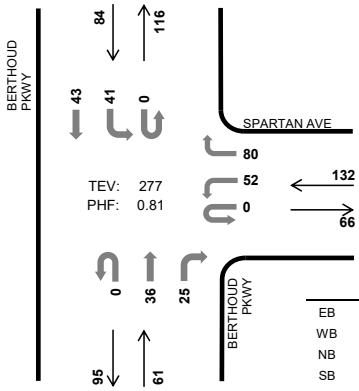
**BERTHOUD PKWY**
**SPARTAN AVE**

idax

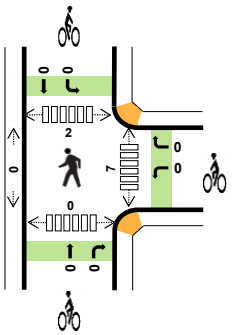
N

Peak Hour

**Date: 06/22/2022**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 8:00 AM to 9:00 AM**




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 0.0% | 0.87 |
| NB | 8.2% | 0.76 |
| SB | 2.4% | 0.78 |
| TOTAL | 2.5% | 0.81 |




**Two-Hour Count Summaries**

| Interval Start | | n/a | | | | SPARTAN AVE | | | | BERTHOUD PKWY | | | | BERTHOUD PKWY | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 11 | 0 | 0 | 11 | 3 | 0 | 7 | 8 | 0 | 56 | 0 |
| 7:15 AM | | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 20 | 0 | 0 | 11 | 1 | 0 | 10 | 5 | 0 | 59 | 0 |
| 7:30 AM | | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 25 | 0 | 0 | 8 | 2 | 0 | 10 | 10 | 0 | 75 | 0 |
| 7:45 AM | | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 12 | 0 | 0 | 5 | 3 | 0 | 16 | 12 | 0 | 64 | 254 |
| **8:00 AM** | | **0** | **0** | **0** | **0** | **0** | **17** | **0** | **16** | **0** | **0** | **6** | **2** | **0** | **12** | **10** | **0** | **63** | 261 |
| **8:15 AM** | | **0** | **0** | **0** | **0** | **0** | **11** | **0** | **20** | **0** | **0** | **9** | **9** | **0** | **6** | **8** | **0** | **63** | 265 |
| **8:30 AM** | | **0** | **0** | **0** | **0** | **0** | **13** | **0** | **25** | **0** | **0** | **11** | **9** | **0** | **9** | **18** | **0** | **85** | 275 |
| **8:45 AM** | | **0** | **0** | **0** | **0** | **0** | **11** | **0** | **19** | **0** | **0** | **10** | **5** | **0** | **14** | **7** | **0** | **66** | **277** |
| Count Total | | 0 | 0 | 0 | 0 | 0 | 116 | 0 | 148 | 0 | 0 | 71 | 34 | 0 | 84 | 78 | 0 | 531 | 0 |
| **Peak Hour** | **All** | **0** | **0** | **0** | **0** | **0** | **52** | **0** | **80** | **0** | **0** | **36** | **25** | **0** | **41** | **43** | **0** | **277** | **0** |
| | **HV** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **2** | **0** | **0** | **2** | **0** | **7** | **0** |
| | **HV%** | - | - | - | - | - | **0%** | - | **0%** | - | - | **8%** | **8%** | - | **0%** | **5%** | - | **3%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 0 | 0 | 1 | 1 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:15 AM | 0 | 1 | 0 | 0 | *1* | 0 | 0 | 0 | 1 | *1* | 2 | 0 | 0 | 0 | *2* |
| 7:30 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:45 AM | 0 | 1 | 0 | 3 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **8:00 AM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **2** | **0** | **2** | **0** | *4* |
| **8:15 AM** | **0** | **0** | **2** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **3** | **0** | **0** | **0** | *3* |
| **8:30 AM** | **0** | **0** | **3** | **1** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:45 AM** | **0** | **0** | **0** | **1** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **2** | **0** | **0** | **0** | ***2*** |
| Count Total | 0 | 2 | 6 | 6 | *14* | 0 | 0 | 0 | 1 | *1* | 9 | 0 | 2 | 0 | *11* |
| **Peak Hr** | **0** | **0** | **5** | **2** | ***7*** | **0** | **0** | **0** | **0** | ***0*** | **7** | **0** | **2** | **0** | ***9*** |

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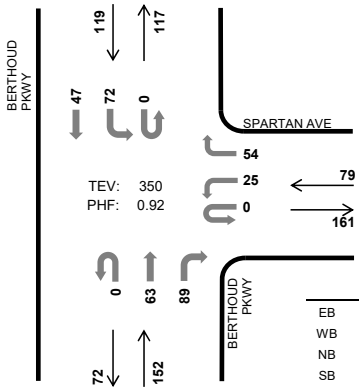
**BERTHOUD PKWY**
**SPARTAN AVE**

idax

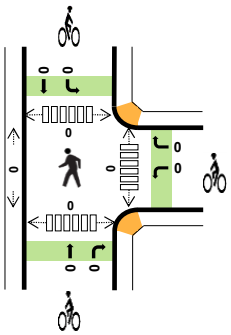
N

Peak Hour

**Date: 06/22/2022**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:30 PM to 5:30 PM**




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 1.3% | 0.66 |
| NB | 1.3% | 0.79 |
| SB | 0.8% | 0.80 |
| TOTAL | 1.1% | 0.92 |



**Two-Hour Count Summaries**

| Interval Start | n/a | | | | SPARTAN AVE | | | | BERTHOUD PKWY | | | | BERTHOUD PKWY | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 12 | 0 | 0 | 8 | 17 | 0 | 6 | 13 | 0 | 59 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 10 | 0 | 0 | 14 | 13 | 0 | 13 | 7 | 0 | 61 | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **6** | **0** | **13** | **0** | **0** | **16** | **24** | **0** | **16** | **13** | **0** | **88** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **11** | **0** | **0** | **20** | **16** | **0** | **14** | **10** | **0** | **76** | 284 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **11** | **0** | **0** | **14** | **34** | **0** | **22** | **7** | **0** | **91** | 316 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **11** | **0** | **19** | **0** | **0** | **13** | **15** | **0** | **20** | **17** | **0** | **95** | **350** |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 10 | 0 | 0 | 19 | 28 | 0 | 12 | 5 | 0 | 80 | 342 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 13 | 0 | 0 | 10 | 20 | 0 | 18 | 7 | 0 | 77 | 343 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 99 | 0 | 0 | 114 | 167 | 0 | 121 | 79 | 0 | 627 | 0 |
| **Peak Hour All** | **0** | **0** | **0** | **0** | **0** | **25** | **0** | **54** | **0** | **0** | **63** | **89** | **0** | **72** | **47** | **0** | **350** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **2** | **0** | **0** | **0** | **1** | **0** | **4** | **0** |
| **Peak Hour HV%** | - | - | - | - | - | **0%** | - | **2%** | - | - | **3%** | **0%** | - | **0%** | **2%** | - | **1%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:30 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **4:45 PM** | **0** | **0** | **2** | **1** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:00 PM** | **0** | **1** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 5:30 PM | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 1 | 4 | 2 | *7* | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hr** | **0** | **1** | **2** | **1** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

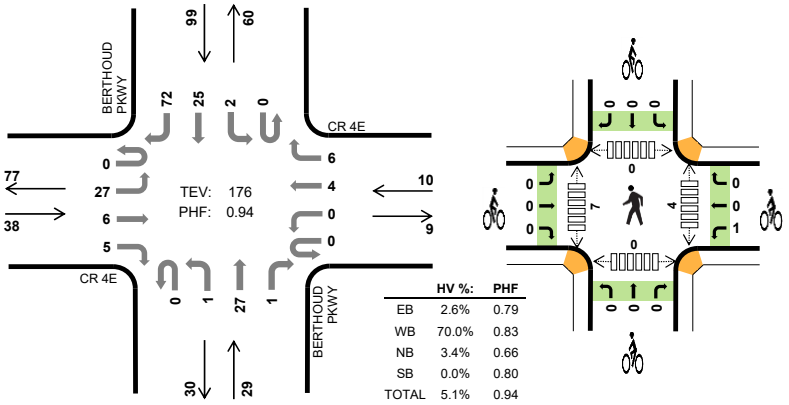
**Project Manager:** (720) 646-1008 project.manager.co@idaxdata.com

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**BERTHOUD PKWY**
**CR 4E**

Peak Hour

**Date:** 06/22/2022
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 8:00 AM to 9:00 AM




| | HV %: | PHF |
|---|---|---|
| EB | 2.6% | 0.79 |
| WB | 70.0% | 0.83 |
| NB | 3.4% | 0.66 |
| SB | 0.0% | 0.80 |
| TOTAL | 5.1% | 0.94 |

**Two-Hour Count Summaries**

| Interval Start | | CR 4E Eastbound | | | | CR 4E Westbound | | | | BERTHOUD PKWY Northbound | | | | BERTHOUD PKWY Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 17 | 34 | 0 |
| 7:15 AM | | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 7 | 20 | 39 | 0 |
| 7:30 AM | | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 2 | 8 | 22 | 45 | 0 |
| 7:45 AM | | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 1 | 8 | 16 | 36 | 154 |
| **8:00 AM** | | **0** | **5** | **1** | **1** | **0** | **0** | **2** | **1** | **0** | **1** | **5** | **0** | **0** | **0** | **8** | **23** | **47** | 167 |
| **8:15 AM** | | **0** | **9** | **0** | **1** | **0** | **0** | **0** | **3** | **0** | **0** | **7** | **0** | **0** | **0** | **5** | **17** | **42** | 170 |
| **8:30 AM** | | **0** | **6** | **2** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **5** | **0** | **0** | **2** | **10** | **17** | **44** | 169 |
| **8:45 AM** | | **0** | **7** | **3** | **2** | **0** | **0** | **2** | **1** | **0** | **0** | **10** | **1** | **0** | **0** | **2** | **15** | **43** | **176** |
| Count Total | | 0 | 45 | 9 | 6 | 0 | 0 | 6 | 6 | 0 | 5 | 43 | 1 | 0 | 5 | 57 | 147 | 330 | 0 |
| **Peak Hour** | **All** | **0** | **27** | **6** | **5** | **0** | **0** | **4** | **6** | **0** | **1** | **27** | **1** | **0** | **2** | **25** | **72** | **176** | **0** |
| | **HV** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **6** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **9** | **0** |
| | **HV%** | **-** | **0%** | **0%** | **20%** | **-** | **-** | **25%** | **100%** | **-** | **0%** | **4%** | **0%** | **-** | **0%** | **0%** | **0%** | **5%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:15 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 2 | *2* | 0 | 0 | 0 | 0 | *0* |
| 7:30 AM | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 2 | 0 | 0 | 0 | *2* |
| 7:45 AM | 0 | 1 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 9 | 0 | 0 | 0 | *9* |
| **8:00 AM** | **0** | **1** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **4** | **4** | **0** | **0** | *8* |
| **8:15 AM** | **0** | **3** | **0** | **0** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **3** | **0** | **0** | *3* |
| **8:30 AM** | **0** | **1** | **0** | **0** | ***1*** | **0** | **1** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | *0* |
| **8:45 AM** | **1** | **2** | **1** | **0** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| Count Total | 2 | 8 | 1 | 0 | *11* | 0 | 1 | 0 | 2 | *3* | 15 | 7 | 0 | 0 | *22* |
| **Peak Hour** | **1** | **7** | **1** | **0** | ***9*** | **0** | **1** | **0** | **0** | ***1*** | **4** | **7** | **0** | **0** | ***11*** |

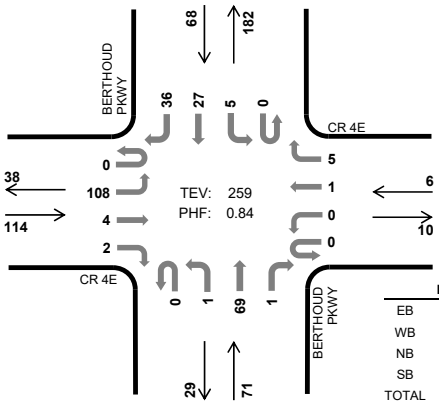
**Project Manager:** (720) 646-1008 project.manager.co@idaxdata.com

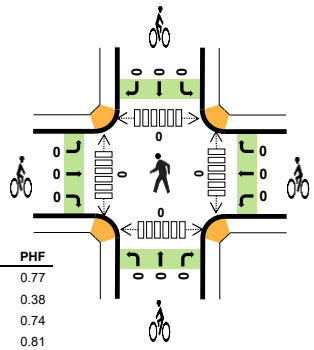
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## BERTHOUD PKWY
## CR 4E

Peak Hour

Date: 06/22/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



| | HV %: | PHF |
|---|---|---|
| EB | 0.9% | 0.77 |
| WB | 0.0% | 0.38 |
| NB | 0.0% | 0.74 |
| SB | 1.5% | 0.81 |
| TOTAL | 0.8% | 0.84 |

**Two-Hour Count Summaries**

| Interval Start | | CR 4E Eastbound | | | | CR 4E Westbound | | | | BERTHOUD PKWY Northbound | | | | BERTHOUD PKWY Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | | 0 | 24 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 2 | 10 | 7 | 55 | 0 |
| 4:15 PM | | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 9 | 0 | 0 | 1 | 9 | 6 | 47 | 0 |
| 4:30 PM | | 0 | 27 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 18 | 0 | 0 | 0 | 4 | 10 | 64 | 0 |
| 4:45 PM | | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 5 | 14 | 51 | 217 |
| **5:00 PM** | | **0** | **26** | **2** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **24** | **0** | **0** | **2** | **6** | **4** | **66** | 228 |
| **5:15 PM** | | **0** | **17** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **15** | **1** | **0** | **2** | **9** | **10** | **55** | 236 |
| **5:30 PM** | | **0** | **37** | **0** | **0** | **0** | **0** | **1** | **3** | **0** | **0** | **19** | **0** | **0** | **0** | **4** | **13** | **77** | 249 |
| **5:45 PM** | | **0** | **28** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **11** | **0** | **0** | **1** | **8** | **9** | **61** | **259** |
| Count Total | | 0 | 201 | 6 | 4 | 0 | 0 | 3 | 9 | 0 | 2 | 114 | 1 | 0 | 8 | 55 | 73 | 476 | 0 |
| **Peak Hour** | **All** | **0** | **108** | **4** | **2** | **0** | **0** | **1** | **5** | **0** | **1** | **69** | **1** | **0** | **5** | **27** | **36** | **259** | **0** |
| | **HV** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **2** | **0** |
| | **HV%** | **-** | **1%** | **0%** | **0%** | **-** | **-** | **0%** | **0%** | **-** | **0%** | **0%** | **0%** | **-** | **0%** | **4%** | **0%** | **1%** | **0** |

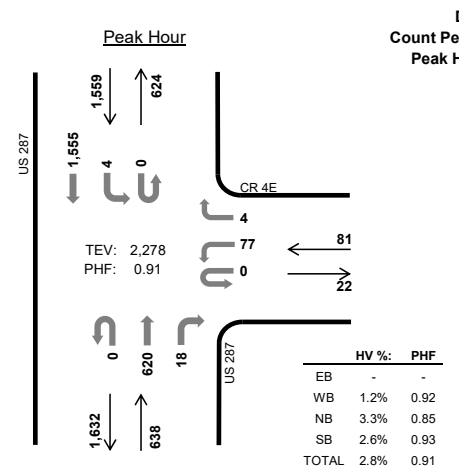
*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 1 | 0 | 0 | 1 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:30 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:45 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **5:00 PM** | **0** | **0** | **0** | **1** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:30 PM** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:45 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| Count Total | 2 | 0 | 0 | 4 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **1** | **0** | **0** | **1** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

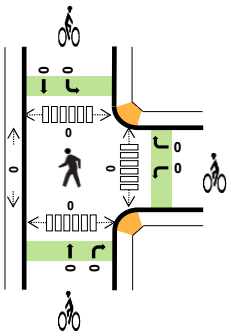
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**US 287**
**CR 4E**




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 1.2% | 0.92 |
| NB | 3.3% | 0.85 |
| SB | 2.6% | 0.93 |
| TOTAL | 2.8% | 0.91 |



**Date:** 06/22/2022
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:00 AM to 8:00 AM

**Two-Hour Count Summaries**

| Interval Start | | n/a | | | | CR 4E | | | | US 287 | | | | US 287 | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | | **0** | **0** | **0** | **0** | **0** | **18** | **0** | **0** | **0** | **0** | **123** | **8** | **0** | **3** | **350** | **0** | **502** | 0 |
| **7:15 AM** | | **0** | **0** | **0** | **0** | **0** | **21** | **0** | **1** | **0** | **0** | **144** | **2** | **0** | **0** | **394** | **0** | **562** | 0 |
| **7:30 AM** | | **0** | **0** | **0** | **0** | **0** | **20** | **0** | **2** | **0** | **0** | **186** | **2** | **0** | **1** | **416** | **0** | **627** | 0 |
| **7:45 AM** | | **0** | **0** | **0** | **0** | **0** | **18** | **0** | **1** | **0** | **0** | **167** | **6** | **0** | **0** | **395** | **0** | **587** | **2,278** |
| 8:00 AM | | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 2 | 0 | 0 | 136 | 4 | 0 | 1 | 291 | 0 | 461 | 2,237 |
| 8:15 AM | | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 183 | 12 | 0 | 1 | 317 | 0 | 529 | 2,204 |
| 8:30 AM | | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 150 | 6 | 0 | 1 | 263 | 0 | 438 | 2,015 |
| 8:45 AM | | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 2 | 0 | 0 | 139 | 7 | 0 | 3 | 250 | 0 | 413 | 1,841 |
| Count Total | | 0 | 0 | 0 | 0 | 0 | 149 | 0 | 9 | 0 | 0 | 1,228 | 47 | 0 | 10 | 2,676 | 0 | 4,119 | 0 |
| **Peak Hour** | **All** | **0** | **0** | **0** | **0** | **0** | **77** | **0** | **4** | **0** | **0** | **620** | **18** | **0** | **4** | **1,555** | **0** | **2,278** | **0** |
| | **HV** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **21** | **0** | **0** | **0** | **41** | **0** | **63** | **0** |
| | **HV%** | - | - | - | - | - | **1%** | - | **0%** | - | - | **3%** | **0%** | - | **0%** | **3%** | - | **3%** | **0** |

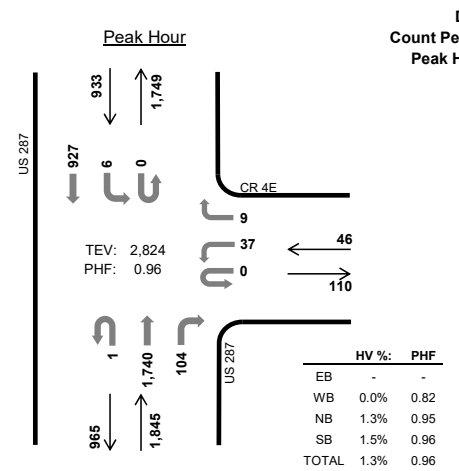
*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| **7:00 AM** | **0** | **0** | **4** | **10** | ***14*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| **7:15 AM** | **0** | **0** | **4** | **11** | ***15*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| **7:30 AM** | **0** | **0** | **5** | **13** | ***18*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| **7:45 AM** | **0** | **1** | **8** | **7** | ***16*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:00 AM | 0 | 0 | 9 | 12 | *21* | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 0 | 0 | *0* |
| 8:15 AM | 0 | 0 | 4 | 8 | *12* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 0 | 0 | 3 | 8 | *11* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 0 | 0 | 13 | 11 | *24* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 1 | 50 | 80 | *131* | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hr** | **0** | **1** | **21** | **41** | ***63*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

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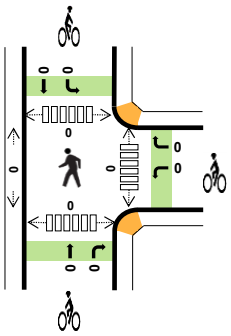
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**US 287**
**CR 4E**




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 0.0% | 0.82 |
| NB | 1.3% | 0.95 |
| SB | 1.5% | 0.96 |
| TOTAL | 1.3% | 0.96 |

**Date: 06/22/2022**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:45 PM to 5:45 PM**



**Two-Hour Count Summaries**

| Interval Start | n/a Eastbound | | | | CR 4E Westbound | | | | US 287 Northbound | | | | US 287 Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 371 | 24 | 0 | 2 | 206 | 0 | 611 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 397 | 19 | 0 | 2 | 237 | 0 | 664 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 393 | 24 | 0 | 1 | 226 | 0 | 653 | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **13** | **0** | **1** | **0** | **0** | **429** | **26** | **0** | **0** | **230** | **0** | **699** | 2,627 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **2** | **0** | **0** | **440** | **26** | **0** | **3** | **239** | **0** | **714** | 2,730 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **7** | **0** | **5** | **1** | **0** | **462** | **21** | **0** | **2** | **234** | **0** | **732** | 2,798 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **13** | **0** | **1** | **0** | **0** | **409** | **31** | **0** | **1** | **224** | **0** | **679** | **2,824** |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 6 | 0 | 0 | 363 | 34 | 0 | 1 | 195 | 0 | 608 | 2,733 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 22 | 1 | 0 | 3,264 | 205 | 0 | 12 | 1,791 | 0 | 5,360 | 0 |
| **Peak Hour All** | **0** | **0** | **0** | **0** | **0** | **37** | **0** | **9** | **1** | **0** | **1,740** | **104** | **0** | **6** | **927** | **0** | **2,824** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **24** | **0** | **0** | **0** | **14** | **0** | **38** | **0** |
| **Peak Hour HV%** | - | - | - | - | - | **0%** | - | **0%** | **0%** | - | **1%** | **0%** | - | **0%** | **2%** | - | **1%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 0 | 0 | 7 | 5 | *12* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 0 | 1 | 7 | 3 | *11* | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 0 | 0 | *0* |
| 4:30 PM | 0 | 0 | 4 | 4 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:45 PM** | **0** | **0** | **5** | **3** | ***8*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:00 PM** | **0** | **0** | **6** | **4** | ***10*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **0** | **0** | **5** | **2** | ***7*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:30 PM** | **0** | **0** | **8** | **5** | ***13*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 5:45 PM | 0 | 0 | 2 | 2 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 1 | 44 | 28 | *73* | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hr** | **0** | **0** | **24** | **14** | ***38*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

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# Appendix B Level of Service Worksheets

# EXISTING

Lanes, Volumes, Timings
1: US 287 & Mountain 09/12/2022

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 58 | 197 | 84 | 262 | 88 | 50 | 21 | 428 | 104 | 54 | 1181 | 42 |
| Future Volume (vph) | 58 | 197 | 84 | 262 | 88 | 50 | 21 | 428 | 104 | 54 | 1181 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 1660 | 1568 | 3400 | 1845 | 1568 | 1752 | 3505 | 1568 | 1752 | 3505 | 1568 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.099 | | | 0.416 | | |
| Satd. Flow (perm) | 1752 | 1660 | 1568 | 3400 | 1845 | 1568 | 183 | 3505 | 1568 | 767 | 3505 | 1568 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 213 | | | 213 | | | 213 | | | 164 |
| Link Speed (mph) | | 45 | | | 45 | | | 55 | | | 55 | |
| Link Distance (ft) | | 3408 | | | 2270 | | | 654 | | | 2586 | |
| Travel Time (s) | | 51.6 | | | 34.4 | | | 8.1 | | | 32.1 | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Parking (#/hr) | | 0 | | | | | | | | | | |
| Adj. Flow (vph) | 66 | 224 | 95 | 298 | 100 | 57 | 24 | 486 | 118 | 61 | 1342 | 48 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 66 | 224 | 95 | 298 | 100 | 57 | 24 | 486 | 118 | 61 | 1342 | 48 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 24 | | | 24 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.14 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 |
| Detector Template | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Leading Detector (ft) | 20 | 100 | 20 | 20 | 100 | 20 | 20 | 100 | 20 | 20 | 100 | 20 |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Size(ft) | 20 | 6 | 20 | 20 | 6 | 20 | 20 | 6 | 20 | 20 | 6 | 20 |
| Detector 1 Type | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | CI+Ex | | | CI+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Prot | NA | Free | Prot | NA | Free | pm+pt | NA | Free | pm+pt | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | Free | | | Free | 2 | | Free | 6 | | 6 |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |

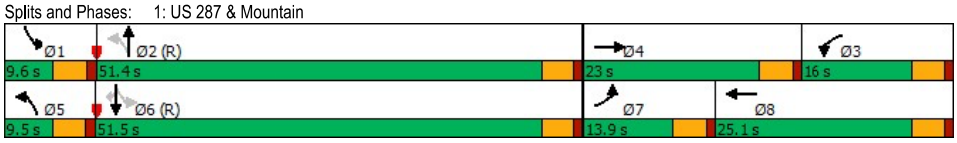
Lanes, Volumes, Timings
1: US 287 & Mountain

09/12/2022

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | 22.5 |
| Total Split (s) | 13.9 | 23.0 | | 16.0 | 25.1 | | 9.5 | 51.4 | | 9.6 | 51.5 | 51.5 |
| Total Split (%) | 13.9% | 23.0% | | 16.0% | 25.1% | | 9.5% | 51.4% | | 9.6% | 51.5% | 51.5% |
| Maximum Green (s) | 9.4 | 18.5 | | 11.5 | 20.6 | | 5.0 | 46.9 | | 5.1 | 47.0 | 47.0 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 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 | | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 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 | | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lead | | Lag | Lag | | Lead | Lag | | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | C-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) | 8.3 | 16.8 | 100.0 | 11.5 | 22.1 | 100.0 | 54.4 | 50.3 | 100.0 | 56.4 | 54.3 | 54.3 |
| Actuated g/C Ratio | 0.08 | 0.17 | 1.00 | 0.12 | 0.22 | 1.00 | 0.54 | 0.50 | 1.00 | 0.56 | 0.54 | 0.54 |
| v/c Ratio | 0.46 | 0.80 | 0.06 | 0.76 | 0.25 | 0.04 | 0.13 | 0.28 | 0.08 | 0.13 | 0.70 | 0.05 |
| Control Delay | 53.8 | 61.6 | 0.1 | 56.5 | 34.9 | 0.0 | 11.3 | 15.8 | 0.1 | 10.5 | 20.9 | 0.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 53.8 | 61.6 | 0.1 | 56.5 | 34.9 | 0.0 | 11.3 | 15.8 | 0.1 | 10.5 | 20.9 | 0.1 |
| LOS | D | E | A | E | C | A | B | B | A | B | C | A |
| Approach Delay | | 45.1 | | | 44.7 | | | 12.7 | | | 19.7 | |
| Approach LOS | | D | | | D | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.80 | | | |
| Intersection Signal Delay: 25.5 | | Intersection LOS: C | |
| Intersection Capacity Utilization 69.7% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: US 287 & Mountain



HCM 6th TWSC
2: Mountain & Gate Way 08/24/2022

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 0.2 | | | | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑ | ↑ | ↱ | | ↱ |
| Traffic Vol, veh/h | 0 | 319 | 396 | 11 | 0 | 12 |
| Future Vol, veh/h | 0 | 319 | 396 | 11 | 0 | 12 |
| 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 | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 363 | 450 | 13 | 0 | 14 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | 0 | - | 450 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.327 |
| Pot Cap-1 Maneuver | 0 | - | - | - | 0 | 607 |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 607 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 11.1 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 607 |
| HCM Lane V/C Ratio | - | - | - | 0.022 |
| HCM Control Delay (s) | - | - | - | 11.1 |
| HCM Lane LOS | - | - | - | B |
| HCM 95th %tile Q(veh) | - | - | - | 0.1 |

HCM 6th TWSC
2: Mountain & Gate Way 08/24/2022

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 0.1 | | | | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑ | ↑ | ↱ | | ↱ |
| Traffic Vol, veh/h | 0 | 470 | 355 | 14 | 0 | 7 |
| Future Vol, veh/h | 0 | 470 | 355 | 14 | 0 | 7 |
| 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 | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 505 | 382 | 15 | 0 | 8 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | 0 | - | 382 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.327 |
| Pot Cap-1 Maneuver | 0 | - | - | - | 0 | 663 |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 663 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 10.5 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 663 |
| HCM Lane V/C Ratio | - | - | - | 0.011 |
| HCM Control Delay (s) | - | - | - | 10.5 |
| HCM Lane LOS | - | - | - | B |
| HCM 95th %tile Q(veh) | - | - | - | 0 |

Lanes, Volumes, Timings
3: Berthoud Pkwy & Mountain 09/13/2022

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 56 | 175 | 91 | 18 | 207 | 81 | 88 | 122 | 10 | 100 | 132 | 97 |
| Future Volume (vph) | 56 | 175 | 91 | 18 | 207 | 81 | 88 | 122 | 10 | 100 | 132 | 97 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.949 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.979 | | | 0.979 | |
| Satd. Flow (prot) | 1752 | 1751 | 0 | 1752 | 1845 | 1568 | 0 | 1806 | 1568 | 0 | 1806 | 1568 |
| Flt Permitted | 0.512 | | | 0.568 | | | | 0.780 | | | 0.778 | |
| Satd. Flow (perm) | 944 | 1751 | 0 | 1048 | 1845 | 1568 | 0 | 1439 | 1568 | 0 | 1435 | 1568 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 51 | | | | 119 | | | 119 | | | 119 |
| Link Speed (mph) | | 45 | | | 45 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1257 | | | 3652 | | | 531 | | | 2550 | |
| Travel Time (s) | | 19.0 | | | 55.3 | | | 10.3 | | | 49.7 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 62 | 194 | 101 | 20 | 230 | 90 | 98 | 136 | 11 | 111 | 147 | 108 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 62 | 295 | 0 | 20 | 230 | 90 | 0 | 234 | 11 | 0 | 258 | 108 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 |
| Detector Template | Left | Thru | | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | 20 | 20 | 100 | 20 | 20 | 100 | 20 |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | 20 | 20 | 6 | 20 | 20 | 6 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | Perm | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | 2 | 6 | | 6 |
| Detector Phase | 7 | 4 | | 3 | 8 | 8 | 2 | 2 | 2 | 6 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |

Existing AM 7:00 am 06/22/2022 Existing AM
RR

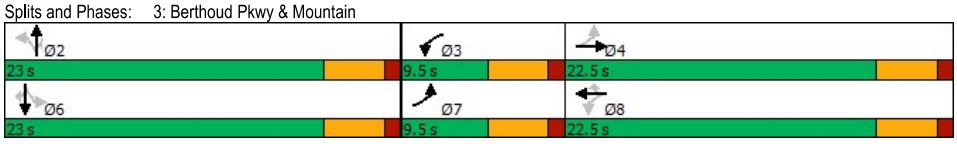
Synchro 11 Light Report
Page 1

Lanes, Volumes, Timings
3: Berthoud Pkwy & Mountain 09/13/2022

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Split (s) | 9.5 | 22.5 | | 9.5 | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 |
| Total Split (s) | 9.5 | 22.5 | | 9.5 | 22.5 | 22.5 | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 |
| Total Split (%) | 17.3% | 40.9% | | 17.3% | 40.9% | 40.9% | 41.8% | 41.8% | 41.8% | 41.8% | 41.8% | 41.8% |
| Maximum Green (s) | 5.0 | 18.0 | | 5.0 | 18.0 | 18.0 | 18.5 | 18.5 | 18.5 | 18.5 | 18.5 | 18.5 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 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 | 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 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 |
| Lead/Lag | Lead | Lag | | Lead | Lag | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | Yes | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | | None | None | None | Max | Max | Max | Max | Max | Max |
| Walk Time (s) | | 7.0 | | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Flash Dont Walk (s) | | 11.0 | | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effct Green (s) | 15.5 | 14.7 | | 13.9 | 11.2 | 11.2 | | 19.2 | 19.2 | | 19.2 | 19.2 |
| Actuated g/C Ratio | 0.35 | 0.33 | | 0.31 | 0.25 | 0.25 | | 0.43 | 0.43 | | 0.43 | 0.43 |
| v/c Ratio | 0.15 | 0.48 | | 0.05 | 0.50 | 0.19 | | 0.38 | 0.01 | | 0.42 | 0.15 |
| Control Delay | 8.8 | 12.8 | | 7.9 | 19.0 | 3.2 | | 13.9 | 0.0 | | 14.5 | 3.4 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 8.8 | 12.8 | | 7.9 | 19.0 | 3.2 | | 13.9 | 0.0 | | 14.5 | 3.4 |
| LOS | A | B | | A | B | A | | B | A | | B | A |
| Approach Delay | | 12.1 | | | 14.2 | | | 13.3 | | | 11.2 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 55 | | | |
| Actuated Cycle Length: 44.7 | | | |
| Natural Cycle: 55 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.50 | | | |
| Intersection Signal Delay: 12.6 | | Intersection LOS: B | |
| Intersection Capacity Utilization 57.7% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 3: Berthoud Pkwy & Mountain



Lanes, Volumes, Timings
3: Berthoud Pkwy & Mountain 09/13/2022

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 98 | 321 | 47 | 13 | 225 | 134 | 76 | 121 | 22 | 170 | 90 | 68 |
| Future Volume (vph) | 98 | 321 | 47 | 13 | 225 | 134 | 76 | 121 | 22 | 170 | 90 | 68 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.981 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.981 | | | 0.968 | |
| Satd. Flow (prot) | 1752 | 1810 | 0 | 1752 | 1845 | 1568 | 0 | 1810 | 1568 | 0 | 1786 | 1568 |
| Flt Permitted | 0.454 | | | 0.459 | | | | 0.801 | | | 0.684 | |
| Satd. Flow (perm) | 837 | 1810 | 0 | 847 | 1845 | 1568 | 0 | 1478 | 1568 | 0 | 1262 | 1568 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 13 | | | | 140 | | | 109 | | | 109 |
| Link Speed (mph) | | 45 | | | 45 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1257 | | | 3652 | | | 531 | | | 2550 | |
| Travel Time (s) | | 19.0 | | | 55.3 | | | 10.3 | | | 49.7 | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 102 | 334 | 49 | 14 | 234 | 140 | 79 | 126 | 23 | 177 | 94 | 71 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 102 | 383 | 0 | 14 | 234 | 140 | 0 | 205 | 23 | 0 | 271 | 71 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 |
| Detector Template | Left | Thru | | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | 20 | 20 | 100 | 20 | 20 | 100 | 20 |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | 20 | 20 | 6 | 20 | 20 | 6 | 20 |
| Detector 1 Type | CI+Ex | CI+Ex | | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | CI+Ex | | | CI+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | Perm | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | 2 | 6 | | 6 |
| Detector Phase | 7 | 4 | | 3 | 8 | 8 | 2 | 2 | 2 | 6 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |

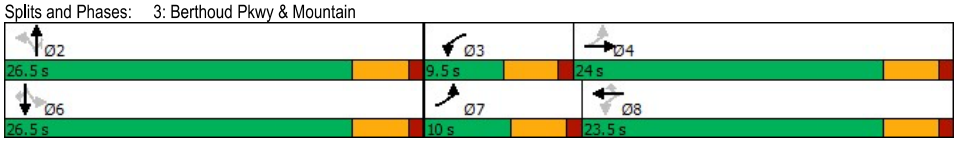
Existing PM 5:00 pm 06/22/2022 Synchro 11 Light Report
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Lanes, Volumes, Timings
3: Berthoud Pkwy & Mountain 09/13/2022

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Split (s) | 9.5 | 22.5 | | 9.5 | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 |
| Total Split (s) | 10.0 | 24.0 | | 9.5 | 23.5 | 23.5 | 26.5 | 26.5 | 26.5 | 26.5 | 26.5 | 26.5 |
| Total Split (%) | 16.7% | 40.0% | | 15.8% | 39.2% | 39.2% | 44.2% | 44.2% | 44.2% | 44.2% | 44.2% | 44.2% |
| Maximum Green (s) | 5.5 | 19.5 | | 5.0 | 19.0 | 19.0 | 22.0 | 22.0 | 22.0 | 22.0 | 22.0 | 22.0 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 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 | 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 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 |
| Lead/Lag | Lead | Lag | | Lead | Lag | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | Yes | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | | None | None | None | Max | Max | Max | Max | Max | Max |
| Walk Time (s) | | 7.0 | | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Flash Dont Walk (s) | | 11.0 | | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effct Green (s) | 19.5 | 18.5 | | 16.3 | 12.5 | 12.5 | | 22.4 | 22.4 | | 22.4 | 22.4 |
| Actuated g/C Ratio | 0.38 | 0.36 | | 0.32 | 0.24 | 0.24 | | 0.43 | 0.43 | | 0.43 | 0.43 |
| v/c Ratio | 0.25 | 0.58 | | 0.04 | 0.52 | 0.29 | | 0.32 | 0.03 | | 0.50 | 0.10 |
| Control Delay | 10.9 | 17.5 | | 9.0 | 22.1 | 5.3 | | 13.6 | 0.1 | | 16.8 | 1.8 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 10.9 | 17.5 | | 9.0 | 22.1 | 5.3 | | 13.6 | 0.1 | | 16.8 | 1.8 |
| LOS | B | B | | A | C | A | | B | A | | B | A |
| Approach Delay | | 16.1 | | | 15.6 | | | 12.2 | | | 13.7 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 51.7 | | | |
| Natural Cycle: 55 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.58 | | | |
| Intersection Signal Delay: 14.8 | | Intersection LOS: B | |
| Intersection Capacity Utilization 63.6% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 3: Berthoud Pkwy & Mountain



HCM 6th TWSC
4: Welch & Berthoud Pkwy 08/24/2022

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 1.1 | | | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 28 | 143 | 9 | 16 | 221 |
| Future Vol, veh/h | 8 | 28 | 143 | 9 | 16 | 221 |
| 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 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 9 | 33 | 168 | 11 | 19 | 260 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 472 | 174 | 0 | 0 | 179 | 0 |
| Stage 1 | 174 | - | - | - | - | - |
| Stage 2 | 298 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 549 | 867 | - | - | 1391 | - |
| Stage 1 | 854 | - | - | - | - | - |
| Stage 2 | 751 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 540 | 867 | - | - | 1391 | - |
| Mov Cap-2 Maneuver | 540 | - | - | - | - | - |
| Stage 1 | 854 | - | - | - | - | - |
| Stage 2 | 739 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10 | 0 | 0.5 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 764 | 1391 | - |
| HCM Lane V/C Ratio | - | - | 0.055 | 0.014 | - |
| HCM Control Delay (s) | - | - | 10 | 7.6 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 | - |

HCM 6th TWSC
4: Welch & Berthoud Pkwy 08/24/2022

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 1.8 | | | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 29 | 172 | 12 | 40 | 108 |
| Future Vol, veh/h | 8 | 29 | 172 | 12 | 40 | 108 |
| 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, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 9 | 33 | 198 | 14 | 46 | 124 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 421 | 205 | 0 | 0 | 212 | 0 |
| Stage 1 | 205 | - | - | - | - | - |
| Stage 2 | 216 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 587 | 833 | - | - | 1352 | - |
| Stage 1 | 827 | - | - | - | - | - |
| Stage 2 | 818 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 565 | 833 | - | - | 1352 | - |
| Mov Cap-2 Maneuver | 565 | - | - | - | - | - |
| Stage 1 | 827 | - | - | - | - | - |
| Stage 2 | 788 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10 | 0 | 2.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 756 | 1352 | - |
| HCM Lane V/C Ratio | - | - | 0.056 | 0.034 | - |
| HCM Control Delay (s) | - | - | 10 | 7.8 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0.1 | - |

HCM 6th TWSC
5: Berthoud Pkwy & Arapahoe 08/24/2022

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 0.3 | | | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 10 | 141 | 3 | 4 | 224 |
| Future Vol, veh/h | 1 | 10 | 141 | 3 | 4 | 224 |
| 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 | 82 | 82 | 82 | 82 | 82 | 82 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 1 | 12 | 172 | 4 | 5 | 273 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 457 | 174 | 0 | 0 | 176 | 0 |
| Stage 1 | 174 | - | - | - | - | - |
| Stage 2 | 283 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 560 | 867 | - | - | 1394 | - |
| Stage 1 | 854 | - | - | - | - | - |
| Stage 2 | 763 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 558 | 867 | - | - | 1394 | - |
| Mov Cap-2 Maneuver | 558 | - | - | - | - | - |
| Stage 1 | 854 | - | - | - | - | - |
| Stage 2 | 760 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.4 | 0 | 0.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 825 | 1394 | - |
| HCM Lane V/C Ratio | - | - | 0.016 | 0.003 | - |
| HCM Control Delay (s) | - | - | 9.4 | 7.6 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

HCM 6th TWSC
5: Berthoud Pkwy & Arapahoe 08/24/2022

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 0.3 | | | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 4 | 175 | 5 | 4 | 117 |
| Future Vol, veh/h | 2 | 4 | 175 | 5 | 4 | 117 |
| 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 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 2 | 5 | 206 | 6 | 5 | 138 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 357 | 209 | 0 | 0 | 212 | 0 |
| Stage 1 | 209 | - | - | - | - | - |
| Stage 2 | 148 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 639 | 829 | - | - | 1352 | - |
| Stage 1 | 824 | - | - | - | - | - |
| Stage 2 | 877 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 636 | 829 | - | - | 1352 | - |
| Mov Cap-2 Maneuver | 636 | - | - | - | - | - |
| Stage 1 | 824 | - | - | - | - | - |
| Stage 2 | 873 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.8 | 0 | 0.3 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 753 | 1352 | - |
| HCM Lane V/C Ratio | - | - | 0.009 | 0.003 | - |
| HCM Control Delay (s) | - | - | 9.8 | 7.7 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

HCM 6th TWSC
6: Spartan & Berthoud Pkwy 08/24/2022

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 8.6 | | | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 87 | 107 | 36 | 53 | 183 | 43 |
| Future Vol, veh/h | 87 | 107 | 36 | 53 | 183 | 43 |
| 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 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 107 | 132 | 44 | 65 | 226 | 53 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 582 | 77 | 0 | 0 | 109 | 0 |
| Stage 1 | 77 | - | - | - | - | - |
| Stage 2 | 505 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 474 | 981 | - | - | 1475 | - |
| Stage 1 | 943 | - | - | - | - | - |
| Stage 2 | 604 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 399 | 981 | - | - | 1475 | - |
| Mov Cap-2 Maneuver | 399 | - | - | - | - | - |
| Stage 1 | 943 | - | - | - | - | - |
| Stage 2 | 509 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 15.1 | 0 | 6.4 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 593 | 1475 | - |
| HCM Lane V/C Ratio | - | - | 0.404 | 0.153 | - |
| HCM Control Delay (s) | - | - | 15.1 | 7.9 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 1.9 | 0.5 | - |

HCM 6th TWSC
6: Spartan & Berthoud Pkwy 08/24/2022

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 5.3 | | | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 38 | 116 | 63 | 89 | 72 | 47 |
| Future Vol, veh/h | 38 | 116 | 63 | 89 | 72 | 47 |
| 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 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 47 | 143 | 78 | 110 | 89 | 58 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 369 | 133 | 0 | 0 | 188 | 0 |
| Stage 1 | 133 | - | - | - | - | - |
| Stage 2 | 236 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 629 | 913 | - | - | 1380 | - |
| Stage 1 | 891 | - | - | - | - | - |
| Stage 2 | 801 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 587 | 913 | - | - | 1380 | - |
| Mov Cap-2 Maneuver | 587 | - | - | - | - | - |
| Stage 1 | 891 | - | - | - | - | - |
| Stage 2 | 747 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.9 | 0 | 4.7 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 803 | 1380 | - |
| HCM Lane V/C Ratio | - | - | 0.237 | 0.064 | - |
| HCM Control Delay (s) | - | - | 10.9 | 7.8 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.9 | 0.2 | - |

HCM 6th TWSC
7: Berthoud Pkwy & CR 4E 08/24/2022

| Intersection | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Int Delay, s/veh | 2.8 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 34 | 6 | 5 | 0 | 4 | 8 | 2 | 34 | 1 | 5 | 44 | 72 |
| Future Vol, veh/h | 34 | 6 | 5 | 0 | 4 | 8 | 2 | 34 | 1 | 5 | 44 | 72 |
| 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 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 36 | 6 | 5 | 0 | 4 | 9 | 2 | 36 | 1 | 5 | 47 | 77 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 143 | 137 | 86 | 142 | 175 | 37 | 124 | 0 | 0 | 37 | 0 | 0 |
| Stage 1 | 96 | 96 | - | 41 | 41 | - | - | - | - | - | - | - |
| Stage 2 | 47 | 41 | - | 101 | 134 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.13 | 6.53 | 6.23 | 7.13 | 6.53 | 6.23 | 4.13 | - | - | 4.13 | - | - |
| Critical Hdwy Stg 1 | 6.13 | 5.53 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.13 | 5.53 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 4.027 | 3.327 | 3.527 | 4.027 | 3.327 | 2.227 | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver | 824 | 752 | 970 | 825 | 717 | 1032 | 1457 | - | - | 1567 | - | - |
| Stage 1 | 908 | 814 | - | 971 | 859 | - | - | - | - | - | - | - |
| Stage 2 | 964 | 859 | - | 903 | 784 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 811 | 749 | 970 | 813 | 714 | 1032 | 1457 | - | - | 1567 | - | - |
| Mov Cap-2 Maneuver | 811 | 749 | - | 813 | 714 | - | - | - | - | - | - | - |
| Stage 1 | 907 | 812 | - | 970 | 858 | - | - | - | - | - | - | - |
| Stage 2 | 950 | 858 | - | 888 | 782 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.7 | 9.1 | 0.4 | 0.3 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1457 | - | - | 817 | 899 | 1567 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.059 | 0.014 | 0.003 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 9.7 | 9.1 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0 | 0 | - | - |

HCM 6th TWSC
7: Berthoud Pkwy & CR 4E 08/24/2022

| Intersection | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Int Delay, s/veh | 2.5 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 34 | 4 | 2 | 0 | 1 | 5 | 1 | 69 | 1 | 5 | 37 | 36 |
| Future Vol, veh/h | 34 | 4 | 2 | 0 | 1 | 5 | 1 | 69 | 1 | 5 | 37 | 36 |
| 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 | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 40 | 5 | 2 | 0 | 1 | 6 | 1 | 82 | 1 | 6 | 44 | 43 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 166 | 163 | 66 | 166 | 184 | 83 | 87 | 0 | 0 | 83 | 0 | 0 |
| Stage 1 | 78 | 78 | - | 85 | 85 | - | - | - | - | - | - | - |
| Stage 2 | 88 | 85 | - | 81 | 99 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.13 | 6.53 | 6.23 | 7.13 | 6.53 | 6.23 | 4.13 | - | - | 4.13 | - | - |
| Critical Hdwy Stg 1 | 6.13 | 5.53 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.13 | 5.53 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 4.027 | 3.327 | 3.527 | 4.027 | 3.327 | 2.227 | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver | 796 | 728 | 995 | 796 | 708 | 974 | 1503 | - | - | 1508 | - | - |
| Stage 1 | 928 | 828 | - | 920 | 822 | - | - | - | - | - | - | - |
| Stage 2 | 917 | 822 | - | 925 | 811 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 787 | 724 | 995 | 787 | 704 | 974 | 1503 | - | - | 1508 | - | - |
| Mov Cap-2 Maneuver | 787 | 724 | - | 787 | 704 | - | - | - | - | - | - | - |
| Stage 1 | 927 | 825 | - | 919 | 821 | - | - | - | - | - | - | - |
| Stage 2 | 909 | 821 | - | 914 | 808 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.9 | 9 | 0.1 | 0.5 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1503 | - | - | 788 | 915 | 1508 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.06 | 0.008 | 0.004 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | - | 9.9 | 9 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0 | 0 | - | - |

HCM 6th TWSC
8: US 287 & CR 4E 08/24/2022

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 77 | 4 | 628 | 30 | 4 | 1629 |
| Future Vol, veh/h | 77 | 4 | 628 | 30 | 4 | 1629 |
| 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 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 85 | 4 | 690 | 33 | 4 | 1790 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1593 | 345 | 0 | 0 | 723 | 0 |
| Stage 1 | 690 | - | - | - | - | - |
| Stage 2 | 903 | - | - | - | - | - |
| Critical Hdwy | 6.86 | 6.96 | - | - | 4.16 | - |
| Critical Hdwy Stg 1 | 5.86 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.86 | - | - | - | - | - |
| Follow-up Hdwy | 3.53 | 3.33 | - | - | 2.23 | - |
| Pot Cap-1 Maneuver | 97 | 648 | - | - | 869 | - |
| Stage 1 | 456 | - | - | - | - | - |
| Stage 2 | 353 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 97 | 648 | - | - | 869 | - |
| Mov Cap-2 Maneuver | 97 | - | - | - | - | - |
| Stage 1 | 456 | - | - | - | - | - |
| Stage 2 | 351 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 135.8 | 0 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 101 | 869 | - |
| HCM Lane V/C Ratio | - | - | 0.881 | 0.005 | - |
| HCM Control Delay (s) | - | - | 135.8 | 9.2 | - |
| HCM Lane LOS | - | - | F | A | - |
| HCM 95th %tile Q(veh) | - | - | 5.1 | 0 | - |

HCM 6th TWSC
8: US 287 & CR 4E 08/24/2022

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 37 | 9 | 1740 | 104 | 6 | 927 |
| Future Vol, veh/h | 37 | 9 | 1740 | 104 | 6 | 927 |
| 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 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 39 | 9 | 1813 | 108 | 6 | 966 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2308 | 907 | 0 | 0 | 1921 | 0 |
| Stage 1 | 1813 | - | - | - | - | - |
| Stage 2 | 495 | - | - | - | - | - |
| Critical Hdwy | 6.86 | 6.96 | - | - | 4.16 | - |
| Critical Hdwy Stg 1 | 5.86 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.86 | - | - | - | - | - |
| Follow-up Hdwy | 3.53 | 3.33 | - | - | 2.23 | - |
| Pot Cap-1 Maneuver | ~ 32 | 277 | - | - | 300 | - |
| Stage 1 | 114 | - | - | - | - | - |
| Stage 2 | 575 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 31 | 277 | - | - | 300 | - |
| Mov Cap-2 Maneuver | ~ 31 | - | - | - | - | - |
| Stage 1 | 114 | - | - | - | - | - |
| Stage 2 | 564 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | $ 397.6 | 0 | 0.1 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 38 | 300 | - |
| HCM Lane V/C Ratio | - | - | 1.261 | 0.021 | - |
| HCM Control Delay (s) | - | - | $ 397.6 | 17.3 | - |
| HCM Lane LOS | - | - | F | C | - |
| HCM 95th %tile Q(veh) | - | - | 4.9 | 0.1 | - |

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
11: Meadowlark & Mountain 12/28/2022

| 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 | 16 | 318 | 21 | 17 | 321 | 8 | 38 | 2 | 12 | 45 | 5 | 49 |
| Future Vol, veh/h | 16 | 318 | 21 | 17 | 321 | 8 | 38 | 2 | 12 | 45 | 5 | 49 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 18 | 361 | 24 | 19 | 365 | 9 | 43 | 2 | 14 | 51 | 6 | 56 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 374 | 0 | 0 | 385 | 0 | 0 | 848 | 821 | 373 | 825 | 829 | 370 |
| Stage 1 | - | - | - | - | - | - | 409 | 409 | - | 408 | 408 | - |
| Stage 2 | - | - | - | - | - | - | 439 | 412 | - | 417 | 421 | - |
| Critical Hdwy | 4.13 | - | - | 4.13 | - | - | 7.13 | 6.53 | 6.23 | 7.13 | 6.53 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.13 | 5.53 | - | 6.13 | 5.53 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.13 | 5.53 | - | 6.13 | 5.53 | - |
| Follow-up Hdwy | 2.227 | - | - | 2.227 | - | - | 3.527 | 4.027 | 3.327 | 3.527 | 4.027 | 3.327 |
| Pot Cap-1 Maneuver | 1179 | - | - | 1168 | - | - | 280 | 308 | 671 | 290 | 305 | 673 |
| Stage 1 | - | - | - | - | - | - | 617 | 594 | - | 618 | 595 | - |
| Stage 2 | - | - | - | - | - | - | 595 | 593 | - | 611 | 587 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1179 | - | - | 1168 | - | - | 247 | 298 | 671 | 276 | 296 | 673 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 247 | 298 | - | 276 | 296 | - |
| Stage 1 | - | - | - | - | - | - | 608 | 585 | - | 609 | 585 | - |
| Stage 2 | - | - | - | - | - | - | 532 | 584 | - | 587 | 578 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.4 | 0.4 | 20.5 | 17.8 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 291 | 1179 | - | - | 1168 | - | - | 392 |
| HCM Lane V/C Ratio | 0.203 | 0.015 | - | - | 0.017 | - | - | 0.287 |
| HCM Control Delay (s) | 20.5 | 8.1 | - | - | 8.1 | - | - | 17.8 |
| HCM Lane LOS | C | A | - | - | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.7 | 0 | - | - | 0.1 | - | - | 1.2 |

HCM 6th TWSC
11: Meadowlark & Mountain 12/28/2022

| Intersection | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Int Delay, s/veh | 3.3 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 63 | 422 | 21 | 20 | 311 | 19 | 39 | 2 | 29 | 21 | 1 | 22 |
| Future Vol, veh/h | 63 | 422 | 21 | 20 | 311 | 19 | 39 | 2 | 29 | 21 | 1 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 68 | 459 | 23 | 22 | 338 | 21 | 42 | 2 | 32 | 23 | 1 | 24 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 359 | 0 | 0 | 482 | 0 | 0 | 1012 | 1010 | 471 | 1017 | 1011 | 349 |
| Stage 1 | - | - | - | - | - | - | 607 | 607 | - | 393 | 393 | - |
| Stage 2 | - | - | - | - | - | - | 405 | 403 | - | 624 | 618 | - |
| Critical Hdwy | 4.13 | - | - | 4.13 | - | - | 7.13 | 6.53 | 6.23 | 7.13 | 6.53 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.13 | 5.53 | - | 6.13 | 5.53 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.13 | 5.53 | - | 6.13 | 5.53 | - |
| Follow-up Hdwy | 2.227 | - | - | 2.227 | - | - | 3.527 | 4.027 | 3.327 | 3.527 | 4.027 | 3.327 |
| Pot Cap-1 Maneuver | 1194 | - | - | 1075 | - | - | 217 | 239 | 591 | 215 | 239 | 692 |
| Stage 1 | - | - | - | - | - | - | 482 | 485 | - | 630 | 604 | - |
| Stage 2 | - | - | - | - | - | - | 620 | 598 | - | 471 | 479 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1194 | - | - | 1075 | - | - | 197 | 221 | 591 | 190 | 221 | 692 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 197 | 221 | - | 190 | 221 | - |
| Stage 1 | - | - | - | - | - | - | 455 | 457 | - | 594 | 592 | - |
| Stage 2 | - | - | - | - | - | - | 585 | 586 | - | 418 | 452 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1 | 0.5 | 23.2 | 19.3 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 273 | 1194 | - | - | 1075 | - | - | 300 |
| HCM Lane V/C Ratio | 0.279 | 0.057 | - | - | 0.02 | - | - | 0.159 |
| HCM Control Delay (s) | 23.2 | 8.2 | - | - | 8.4 | - | - | 19.3 |
| HCM Lane LOS | C | A | - | - | A | - | - | C |
| HCM 95th %tile Q(veh) | 1.1 | 0.2 | - | - | 0.1 | - | - | 0.6 |

# BACKGROUND 2042

HCM 6th Signalized Intersection Summary
1: Mountain & US 287 11/03/2025

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 90 | 395 | 155 | 330 | 180 | 70 | 60 | 560 | 185 | 80 | 1330 | 80 |
| Future Volume (veh/h) | 90 | 395 | 155 | 330 | 180 | 70 | 60 | 560 | 185 | 80 | 1330 | 80 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 98 | 429 | 168 | 359 | 196 | 76 | 65 | 609 | 201 | 87 | 1446 | 87 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cap, veh/h | 160 | 529 | 422 | 435 | 812 | 362 | 404 | 1754 | 982 | 156 | 1498 | 742 |
| Arrive On Green | 0.05 | 0.15 | 0.15 | 0.13 | 0.23 | 0.23 | 0.12 | 0.50 | 0.50 | 0.05 | 0.43 | 0.43 |
| Sat Flow, veh/h | 3428 | 3526 | 1572 | 3428 | 3526 | 1572 | 3428 | 3526 | 1572 | 3428 | 3526 | 1572 |
| Grp Volume(v), veh/h | 98 | 429 | 168 | 359 | 196 | 76 | 65 | 609 | 201 | 87 | 1446 | 87 |
| Grp Sat Flow(s),veh/h/ln | 1714 | 1763 | 1572 | 1714 | 1763 | 1572 | 1714 | 1763 | 1572 | 1714 | 1763 | 1572 |
| Q Serve(g_s), s | 2.8 | 11.8 | 2.1 | 10.2 | 4.5 | 3.9 | 1.7 | 10.5 | 5.5 | 2.5 | 40.0 | 1.6 |
| Cycle Q Clear(g_c), s | 2.8 | 11.8 | 2.1 | 10.2 | 4.5 | 3.9 | 1.7 | 10.5 | 5.5 | 2.5 | 40.0 | 1.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 160 | 529 | 422 | 435 | 812 | 362 | 404 | 1754 | 982 | 156 | 1498 | 742 |
| V/C Ratio(X) | 0.61 | 0.81 | 0.40 | 0.83 | 0.24 | 0.21 | 0.16 | 0.35 | 0.20 | 0.56 | 0.97 | 0.12 |
| Avail Cap(c_a), veh/h | 360 | 635 | 469 | 552 | 832 | 371 | 404 | 1754 | 982 | 288 | 1498 | 742 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.90 | 0.90 | 0.90 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 46.8 | 41.1 | 14.0 | 42.6 | 31.4 | 31.1 | 39.7 | 15.3 | 8.1 | 46.7 | 28.0 | 5.4 |
| Incr Delay (d2), s/veh | 3.7 | 6.6 | 0.6 | 7.3 | 0.1 | 0.3 | 0.2 | 0.5 | 0.5 | 3.1 | 16.3 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.2 | 5.4 | 1.9 | 4.6 | 1.9 | 1.4 | 0.7 | 4.2 | 1.7 | 1.1 | 18.0 | 0.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 50.5 | 47.7 | 14.6 | 49.9 | 31.5 | 31.4 | 39.8 | 15.8 | 8.6 | 49.8 | 44.3 | 5.7 |
| LnGrp LOS | D | D | B | D | C | C | D | B | A | D | D | A |
| Approach Vol, veh/h | | 695 | | | 631 | | | 875 | | | 1620 | |
| Approach Delay, s/veh | | 40.1 | | | 41.9 | | | 15.9 | | | 42.5 | |
| Approach LOS | | D | | | D | | | B | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.1 | 54.2 | 17.2 | 19.5 | 16.3 | 47.0 | 9.2 | 27.5 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 8.4 | 39.5 | 16.1 | 18.0 | 5.4 | 42.5 | 10.5 | 23.6 |
| Max Q Clear Time (g_c+I1), s | 4.5 | 12.5 | 12.2 | 13.8 | 3.7 | 42.0 | 4.8 | 6.5 |
| Green Ext Time (p_c), s | 0.1 | 5.3 | 0.5 | 1.2 | 0.0 | 0.4 | 0.1 | 1.2 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 35.9 |
| HCM 6th LOS | D |

Notes

User approved pedestrian interval to be less than phase max green.
User approved changes to right turn type.

Background 2042 AM Legacy Park 7:00 am 06/22/2022 Synchro 11 Light Report
RR Page 1

HCM 6th Signalized Intersection Summary
1: Mountain & US 287 11/03/2025

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 150 | 325 | 130 | 215 | 360 | 35 | 195 | 1480 | 445 | 70 | 860 | 140 |
| Future Volume (veh/h) | 150 | 325 | 130 | 215 | 360 | 35 | 195 | 1480 | 445 | 70 | 860 | 140 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 163 | 353 | 141 | 234 | 391 | 38 | 212 | 1609 | 484 | 76 | 935 | 152 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cap, veh/h | 227 | 446 | 328 | 307 | 528 | 236 | 282 | 1975 | 1022 | 151 | 1839 | 924 |
| Arrive On Green | 0.07 | 0.13 | 0.13 | 0.03 | 0.05 | 0.05 | 0.08 | 0.56 | 0.56 | 0.04 | 0.52 | 0.52 |
| Sat Flow, veh/h | 3428 | 3526 | 1572 | 3428 | 3526 | 1572 | 3428 | 3526 | 1572 | 3428 | 3526 | 1572 |
| Grp Volume(v), veh/h | 163 | 353 | 141 | 234 | 391 | 38 | 212 | 1609 | 484 | 76 | 935 | 152 |
| Grp Sat Flow(s),veh/h/ln | 1714 | 1763 | 1572 | 1714 | 1763 | 1572 | 1714 | 1763 | 1572 | 1714 | 1763 | 1572 |
| Q Serve(g_s), s | 4.7 | 9.7 | 5.6 | 6.8 | 10.9 | 2.3 | 6.0 | 36.9 | 4.0 | 2.2 | 17.3 | 4.4 |
| Cycle Q Clear(g_c), s | 4.7 | 9.7 | 5.6 | 6.8 | 10.9 | 2.3 | 6.0 | 36.9 | 4.0 | 2.2 | 17.3 | 4.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 227 | 446 | 328 | 307 | 528 | 236 | 282 | 1975 | 1022 | 151 | 1839 | 924 |
| V/C Ratio(X) | 0.72 | 0.79 | 0.43 | 0.76 | 0.74 | 0.16 | 0.75 | 0.81 | 0.47 | 0.50 | 0.51 | 0.16 |
| Avail Cap(c_a), veh/h | 247 | 546 | 373 | 391 | 695 | 310 | 387 | 1975 | 1022 | 326 | 1839 | 924 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.83 | 0.83 | 0.83 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 45.8 | 42.4 | 18.6 | 47.5 | 45.6 | 41.5 | 44.9 | 17.8 | 2.7 | 46.7 | 15.6 | 9.4 |
| Incr Delay (d2), s/veh | 8.9 | 6.4 | 0.9 | 5.5 | 2.5 | 0.3 | 5.3 | 3.8 | 1.6 | 2.6 | 1.0 | 0.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.2 | 4.5 | 2.3 | 3.2 | 5.2 | 0.9 | 2.8 | 14.9 | 1.3 | 0.9 | 6.2 | 1.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 54.6 | 48.8 | 19.5 | 53.0 | 48.1 | 41.8 | 50.2 | 21.6 | 4.3 | 49.3 | 16.6 | 9.8 |
| LnGrp LOS | D | D | B | D | D | D | D | C | A | D | B | A |
| Approach Vol, veh/h | | 657 | | | 663 | | | 2305 | | | 1163 | |
| Approach Delay, s/veh | | 44.0 | | | 49.5 | | | 20.6 | | | 17.8 | |
| Approach LOS | | D | | | D | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.9 | 60.5 | 13.5 | 17.1 | 12.7 | 56.7 | 11.1 | 19.5 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 9.5 | 45.6 | 11.4 | 15.5 | 11.3 | 43.8 | 7.2 | 19.7 |
| Max Q Clear Time (g_c+I1), s | 4.2 | 38.9 | 8.8 | 11.7 | 8.0 | 19.3 | 6.7 | 12.9 |
| Green Ext Time (p_c), s | 0.1 | 5.7 | 0.2 | 0.9 | 0.2 | 6.6 | 0.0 | 1.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 27.1 |
| HCM 6th LOS | C |

Notes
User approved pedestrian interval to be less than phase max green.

Background 2042 PM Legacy Park 2:17 pm 09/11/2022 Synchro 11 Light Report
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HCM 6th Signalized Intersection Summary
2: Mountain & Gate Way 11/03/2025



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 60 | 485 | 505 | 95 | 65 | 90 |
| Future Volume (veh/h) | 60 | 485 | 505 | 95 | 65 | 90 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | No | | No | |
| Adj Sat Flow, veh/h/ln | 1670 | 1670 | 1670 | 1670 | 1670 | 1670 |
| Adj Flow Rate, veh/h | 65 | 527 | 549 | 103 | 71 | 98 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Cap, veh/h | 238 | 722 | 722 | 611 | 643 | 572 |
| Arrive On Green | 0.43 | 0.43 | 0.43 | 0.43 | 0.40 | 0.40 |
| Sat Flow, veh/h | 697 | 1670 | 1670 | 1415 | 1590 | 1415 |
| Grp Volume(v), veh/h | 65 | 527 | 549 | 103 | 71 | 98 |
| Grp Sat Flow(s),veh/h/ln | 697 | 1670 | 1670 | 1415 | 1590 | 1415 |
| Q Serve(g_s), s | 4.8 | 14.4 | 15.3 | 2.5 | 1.5 | 2.4 |
| Cycle Q Clear(g_c), s | 20.1 | 14.4 | 15.3 | 2.5 | 1.5 | 2.4 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 238 | 722 | 722 | 611 | 643 | 572 |
| V/C Ratio(X) | 0.27 | 0.73 | 0.76 | 0.17 | 0.11 | 0.17 |
| Avail Cap(c_a), veh/h | 285 | 835 | 835 | 708 | 643 | 572 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.93 | 0.93 | 0.79 | 0.79 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.7 | 13.0 | 13.2 | 9.6 | 10.2 | 10.5 |
| Incr Delay (d2), s/veh | 0.6 | 2.6 | 2.8 | 0.1 | 0.1 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 4.5 | 4.8 | 2.5 | 0.5 | 0.7 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 22.3 | 15.6 | 16.0 | 9.7 | 10.3 | 10.6 |
| LnGrp LOS | C | B | B | A | B | B |
| Approach Vol, veh/h | | 592 | 652 | | 169 | |
| Approach Delay, s/veh | | 16.3 | 15.0 | | 10.5 | |
| Approach LOS | | B | B | | B | |

| Timer - Assigned Phs | | | 4 | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | | 28.3 | | 26.7 | 28.3 |
| Change Period (Y+Rc), s | | | 4.5 | | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | | | 27.5 | | 18.5 | 27.5 |
| Max Q Clear Time (g_c+I1), s | | | 22.1 | | 4.4 | 17.3 |
| Green Ext Time (p_c), s | | | 1.7 | | 0.4 | 2.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 15.0 |
| HCM 6th LOS | B |

Background 2042 AM Legacy Park 7:00 am 06/22/2022 Synchro 11 Light Report
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HCM 6th Signalized Intersection Summary
2: Mountain & Gate Way 11/03/2025



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 60 | 680 | 515 | 110 | 65 | 50 |
| Future Volume (veh/h) | 60 | 680 | 515 | 110 | 65 | 50 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | No | | No | |
| Adj Sat Flow, veh/h/ln | 1670 | 1670 | 1670 | 1670 | 1670 | 1670 |
| Adj Flow Rate, veh/h | 65 | 739 | 560 | 120 | 71 | 54 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Cap, veh/h | 550 | 1177 | 1177 | 998 | 326 | 290 |
| Arrive On Green | 0.23 | 0.23 | 1.00 | 1.00 | 0.20 | 0.20 |
| Sat Flow, veh/h | 679 | 1670 | 1670 | 1415 | 1590 | 1415 |
| Grp Volume(v), veh/h | 65 | 739 | 560 | 120 | 71 | 54 |
| Grp Sat Flow(s),veh/h/ln | 679 | 1670 | 1670 | 1415 | 1590 | 1415 |
| Q Serve(g_s), s | 7.6 | 39.8 | 0.0 | 0.0 | 3.7 | 3.2 |
| Cycle Q Clear(g_c), s | 7.6 | 39.8 | 0.0 | 0.0 | 3.7 | 3.2 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 550 | 1177 | 1177 | 998 | 326 | 290 |
| V/C Ratio(X) | 0.12 | 0.63 | 0.48 | 0.12 | 0.22 | 0.19 |
| Avail Cap(c_a), veh/h | 550 | 1177 | 1177 | 998 | 326 | 290 |
| HCM Platoon Ratio | 0.33 | 0.33 | 2.00 | 2.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 14.2 | 26.6 | 0.0 | 0.0 | 33.1 | 32.9 |
| Incr Delay (d2), s/veh | 0.4 | 2.5 | 1.4 | 0.2 | 1.5 | 1.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.1 | 18.3 | 0.5 | 3.4 | 1.6 | 1.2 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 14.7 | 29.1 | 1.4 | 0.2 | 34.6 | 34.3 |
| LnGrp LOS | B | C | A | A | C | C |
| Approach Vol, veh/h | | 804 | 680 | | 125 | |
| Approach Delay, s/veh | | 27.9 | 1.2 | | 34.5 | |
| Approach LOS | | C | A | | C | |

| Timer - Assigned Phs | | | 4 | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | | 75.0 | | 25.0 | 75.0 |
| Change Period (Y+Rc), s | | | 4.5 | | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | | | 70.5 | | 20.5 | 70.5 |
| Max Q Clear Time (g_c+I1), s | | | 41.8 | | 5.7 | 2.0 |
| Green Ext Time (p_c), s | | | 5.8 | | 0.3 | 4.1 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 17.1 |
| HCM 6th LOS | B |

Background 2042 PM Legacy Park 2:17 pm 09/11/2022 Synchro 11 Light Report
Page 1

HCM 6th Signalized Intersection Summary
3: Berthoud Pkwy & Mountain 11/03/2025

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 95 | 350 | 105 | 25 | 365 | 90 | 105 | 155 | 25 | 110 | 150 | 130 |
| Future Volume (veh/h) | 95 | 350 | 105 | 25 | 365 | 90 | 105 | 155 | 25 | 110 | 150 | 130 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 103 | 380 | 114 | 27 | 397 | 98 | 114 | 168 | 27 | 120 | 163 | 141 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cap, veh/h | 214 | 519 | 440 | 203 | 457 | 387 | 623 | 1037 | 879 | 679 | 1037 | 879 |
| Arrive On Green | 0.06 | 0.28 | 0.28 | 0.03 | 0.25 | 0.25 | 0.56 | 0.56 | 0.56 | 0.56 | 0.56 | 0.56 |
| Sat Flow, veh/h | 1767 | 1856 | 1572 | 1767 | 1856 | 1572 | 1067 | 1856 | 1572 | 1178 | 1856 | 1572 |
| Grp Volume(v), veh/h | 103 | 380 | 114 | 27 | 397 | 98 | 114 | 168 | 27 | 120 | 163 | 141 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1856 | 1572 | 1767 | 1856 | 1572 | 1067 | 1856 | 1572 | 1178 | 1856 | 1572 |
| Q Serve(g_s), s | 4.2 | 18.6 | 5.6 | 1.1 | 20.5 | 5.0 | 5.8 | 4.4 | 0.8 | 5.5 | 4.2 | 4.3 |
| Cycle Q Clear(g_c), s | 4.2 | 18.6 | 5.6 | 1.1 | 20.5 | 5.0 | 10.0 | 4.4 | 0.8 | 9.9 | 4.2 | 4.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 214 | 519 | 440 | 203 | 457 | 387 | 623 | 1037 | 879 | 679 | 1037 | 879 |
| V/C Ratio(X) | 0.48 | 0.73 | 0.26 | 0.13 | 0.87 | 0.25 | 0.18 | 0.16 | 0.03 | 0.18 | 0.16 | 0.16 |
| Avail Cap(c_a), veh/h | 312 | 733 | 621 | 306 | 677 | 574 | 623 | 1037 | 879 | 679 | 1037 | 879 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.67 | 0.67 | 0.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 27.5 | 32.6 | 28.0 | 28.1 | 36.1 | 30.3 | 13.1 | 10.7 | 9.9 | 13.1 | 10.7 | 10.7 |
| Incr Delay (d2), s/veh | 1.1 | 1.5 | 0.2 | 0.3 | 8.1 | 0.3 | 0.6 | 0.3 | 0.1 | 0.6 | 0.3 | 0.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.8 | 8.1 | 2.0 | 0.5 | 9.8 | 1.9 | 1.4 | 1.8 | 0.3 | 1.5 | 1.7 | 1.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 28.7 | 34.2 | 28.2 | 28.4 | 44.2 | 30.6 | 13.7 | 11.0 | 10.0 | 13.7 | 11.0 | 11.1 |
| LnGrp LOS | C | C | C | C | D | C | B | B | A | B | B | B |
| Approach Vol, veh/h | | 597 | | | 522 | | | 309 | | | 424 | |
| Approach Delay, s/veh | | 32.1 | | | 40.8 | | | 11.9 | | | 11.8 | |
| Approach LOS | | C | | | D | | | B | | | B | |

| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 60.4 | 7.1 | 32.5 | | 60.4 | 10.5 | 29.1 | | | | |
| Change Period (Y+Rc), s | | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 38.5 | 8.5 | 39.5 | | 38.5 | 11.5 | 36.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 12.0 | 3.1 | 20.6 | | 11.9 | 6.2 | 22.5 | | | | |
| Green Ext Time (p_c), s | | 1.5 | 0.0 | 2.3 | | 1.8 | 0.1 | 2.1 | | | | |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 26.5 |
| HCM 6th LOS | C |

Notes
User approved pedestrian interval to be less than phase max green.

Background 2042 AM Legacy Park 7:00 am 06/22/2022 Synchro 11 Light Report
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HCM 6th Signalized Intersection Summary
3: Berthoud Pkwy & Mountain 11/03/2025

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 150 | 515 | 80 | 30 | 440 | 145 | 85 | 145 | 35 | 185 | 120 | 100 |
| Future Volume (veh/h) | 150 | 515 | 80 | 30 | 440 | 145 | 85 | 145 | 35 | 185 | 120 | 100 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 163 | 560 | 87 | 33 | 478 | 158 | 92 | 158 | 38 | 201 | 130 | 109 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cap, veh/h | 255 | 641 | 543 | 174 | 545 | 462 | 583 | 908 | 770 | 592 | 908 | 770 |
| Arrive On Green | 0.08 | 0.35 | 0.35 | 0.03 | 0.29 | 0.29 | 0.49 | 0.49 | 0.49 | 0.49 | 0.49 | 0.49 |
| Sat Flow, veh/h | 1767 | 1856 | 1572 | 1767 | 1856 | 1572 | 1132 | 1856 | 1572 | 1177 | 1856 | 1572 |
| Grp Volume(v), veh/h | 163 | 560 | 87 | 33 | 478 | 158 | 92 | 158 | 38 | 201 | 130 | 109 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1856 | 1572 | 1767 | 1856 | 1572 | 1132 | 1856 | 1572 | 1177 | 1856 | 1572 |
| Q Serve(g_s), s | 6.1 | 28.3 | 3.8 | 1.3 | 24.5 | 7.9 | 4.9 | 4.8 | 1.3 | 11.5 | 3.8 | 3.8 |
| Cycle Q Clear(g_c), s | 6.1 | 28.3 | 3.8 | 1.3 | 24.5 | 7.9 | 8.7 | 4.8 | 1.3 | 16.2 | 3.8 | 3.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 255 | 641 | 543 | 174 | 545 | 462 | 583 | 908 | 770 | 592 | 908 | 770 |
| V/C Ratio(X) | 0.64 | 0.87 | 0.16 | 0.19 | 0.88 | 0.34 | 0.16 | 0.17 | 0.05 | 0.34 | 0.14 | 0.14 |
| Avail Cap(c_a), veh/h | 305 | 844 | 715 | 253 | 779 | 660 | 583 | 908 | 770 | 592 | 908 | 770 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.77 | 0.77 | 0.77 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.5 | 30.7 | 22.7 | 26.1 | 33.6 | 27.7 | 16.4 | 14.2 | 13.4 | 18.8 | 14.0 | 14.0 |
| Incr Delay (d2), s/veh | 2.6 | 6.3 | 0.1 | 0.5 | 8.1 | 0.4 | 0.6 | 0.4 | 0.1 | 1.6 | 0.3 | 0.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.6 | 12.8 | 1.4 | 0.5 | 11.6 | 2.9 | 1.3 | 2.0 | 0.4 | 3.3 | 1.6 | 1.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 27.1 | 37.0 | 22.8 | 26.6 | 41.6 | 28.2 | 17.0 | 14.7 | 13.5 | 20.3 | 14.3 | 14.4 |
| LnGrp LOS | C | D | C | C | D | C | B | B | B | C | B | B |
| Approach Vol, veh/h | | 810 | | | 669 | | | 288 | | | 440 | |
| Approach Delay, s/veh | | 33.5 | | | 37.7 | | | 15.2 | | | 17.1 | |
| Approach LOS | | C | | | D | | | B | | | B | |

| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 53.5 | 7.5 | 39.0 | | 53.5 | 12.7 | 33.9 | | | | |
| Change Period (Y+Rc), s | | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 33.5 | 7.5 | 45.5 | | 33.5 | 11.0 | 42.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 10.7 | 3.3 | 30.3 | | 18.2 | 8.1 | 26.5 | | | | |
| Green Ext Time (p_c), s | | 1.3 | 0.0 | 3.2 | | 1.6 | 0.1 | 2.9 | | | | |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 29.1 |
| HCM 6th LOS | C |

Notes
User approved pedestrian interval to be less than phase max green.

Background 2042 PM Legacy Park 2:17 pm 09/11/2022 Synchro 11 Light Report
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HCM 6th TWSC
4: Welch & Berthoud Pkwy 11/03/2025

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 1 | | | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 30 | 215 | 10 | 20 | 285 |
| Future Vol, veh/h | 10 | 30 | 215 | 10 | 20 | 285 |
| 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 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 11 | 33 | 234 | 11 | 22 | 310 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 594 | 240 | 0 | 0 | 245 | 0 |
| Stage 1 | 240 | - | - | - | - | - |
| Stage 2 | 354 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 466 | 796 | - | - | 1315 | - |
| Stage 1 | 798 | - | - | - | - | - |
| Stage 2 | 708 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 458 | 796 | - | - | 1315 | - |
| Mov Cap-2 Maneuver | 458 | - | - | - | - | - |
| Stage 1 | 798 | - | - | - | - | - |
| Stage 2 | 696 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.7 | 0 | 0.5 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 672 | 1315 | - |
| HCM Lane V/C Ratio | - | - | 0.065 | 0.017 | - |
| HCM Control Delay (s) | - | - | 10.7 | 7.8 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0.1 | - |

Background 2042 AM Legacy Park 7:00 am 06/22/2022 Synchro 11 Light Report
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HCM 6th TWSC
4: Welch & Berthoud Pkwy 11/03/2025

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 1.5 | | | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 30 | 235 | 15 | 45 | 195 |
| Future Vol, veh/h | 10 | 30 | 235 | 15 | 45 | 195 |
| 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 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 11 | 33 | 255 | 16 | 49 | 212 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 573 | 263 | 0 | 0 | 271 | 0 |
| Stage 1 | 263 | - | - | - | - | - |
| Stage 2 | 310 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 479 | 773 | - | - | 1287 | - |
| Stage 1 | 779 | - | - | - | - | - |
| Stage 2 | 741 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 461 | 773 | - | - | 1287 | - |
| Mov Cap-2 Maneuver | 461 | - | - | - | - | - |
| Stage 1 | 779 | - | - | - | - | - |
| Stage 2 | 713 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.8 | 0 | 1.5 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 661 | 1287 | - |
| HCM Lane V/C Ratio | - | - | 0.066 | 0.038 | - |
| HCM Control Delay (s) | - | - | 10.8 | 7.9 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0.1 | - |

HCM 6th TWSC
5: Berthoud Pkwy & Arapahoe 11/03/2025

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 0.4 | | | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 10 | 215 | 5 | 5 | 290 |
| Future Vol, veh/h | 5 | 10 | 215 | 5 | 5 | 290 |
| 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 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 5 | 11 | 234 | 5 | 5 | 315 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 562 | 237 | 0 | 0 | 239 | 0 |
| Stage 1 | 237 | - | - | - | - | - |
| Stage 2 | 325 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 486 | 800 | - | - | 1322 | - |
| Stage 1 | 800 | - | - | - | - | - |
| Stage 2 | 730 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 484 | 800 | - | - | 1322 | - |
| Mov Cap-2 Maneuver | 484 | - | - | - | - | - |
| Stage 1 | 800 | - | - | - | - | - |
| Stage 2 | 727 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.6 | 0 | 0.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 657 | 1322 | - |
| HCM Lane V/C Ratio | - | - | 0.025 | 0.004 | - |
| HCM Control Delay (s) | - | - | 10.6 | 7.7 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

HCM 6th TWSC
5: Berthoud Pkwy & Arapahoe 11/03/2025

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 0.3 | | | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 5 | 235 | 5 | 5 | 205 |
| Future Vol, veh/h | 5 | 5 | 235 | 5 | 5 | 205 |
| 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 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 5 | 5 | 255 | 5 | 5 | 223 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 491 | 258 | 0 | 0 | 260 | 0 |
| Stage 1 | 258 | - | - | - | - | - |
| Stage 2 | 233 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 535 | 778 | - | - | 1299 | - |
| Stage 1 | 783 | - | - | - | - | - |
| Stage 2 | 803 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 533 | 778 | - | - | 1299 | - |
| Mov Cap-2 Maneuver | 533 | - | - | - | - | - |
| Stage 1 | 783 | - | - | - | - | - |
| Stage 2 | 800 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.8 | 0 | 0.2 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 633 | 1299 | - |
| HCM Lane V/C Ratio | - | - | 0.017 | 0.004 | - |
| HCM Control Delay (s) | - | - | 10.8 | 7.8 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

HCM 6th Roundabout
6: Spartan Ave/Spartan & Berthoud Pkwy 11/03/2025

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 6.1 |
| Intersection LOS | A |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 196 | 299 | 234 | 304 |
| Demand Flow Rate, veh/h | 202 | 308 | 241 | 313 |
| Vehicles Circulating, veh/h | 331 | 196 | 364 | 258 |
| Vehicles Exiting, veh/h | 240 | 409 | 169 | 246 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 5.8 | 5.9 | 6.5 | 6.4 |
| Approach LOS | A | A | A | A |

| Lane | Left | Left | Left | Left |
|---|---|---|---|---|
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| Lane Util | 1.000 | 1.000 | 1.000 | 1.000 |
| Follow-Up Headway, s | 2.609 | 2.609 | 2.609 | 2.609 |
| Critical Headway, s | 4.976 | 4.976 | 4.976 | 4.976 |
| Entry Flow, veh/h | 202 | 308 | 241 | 313 |
| Cap Entry Lane, veh/h | 985 | 1130 | 952 | 1061 |
| Entry HV Adj Factor | 0.970 | 0.972 | 0.971 | 0.971 |
| Flow Entry, veh/h | 196 | 299 | 234 | 304 |
| Cap Entry, veh/h | 955 | 1098 | 925 | 1030 |
| V/C Ratio | 0.205 | 0.273 | 0.253 | 0.295 |
| Control Delay, s/veh | 5.8 | 5.9 | 6.5 | 6.4 |
| LOS | A | A | A | A |
| 95th %tile Queue, veh | 1 | 1 | 1 | 1 |

HCM 6th Roundabout
6: Spartan Ave/Spartan & Berthoud Pkwy 11/03/2025

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 5.7 |
| Intersection LOS | A |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 299 | 245 | 223 | 228 |
| Demand Flow Rate, veh/h | 309 | 253 | 230 | 234 |
| Vehicles Circulating, veh/h | 257 | 196 | 303 | 173 |
| Vehicles Exiting, veh/h | 150 | 337 | 263 | 276 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 6.4 | 5.4 | 5.9 | 5.0 |
| Approach LOS | A | A | A | A |

| Lane | Left | Left | Left | Left |
|---|---|---|---|---|
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| Lane Util | 1.000 | 1.000 | 1.000 | 1.000 |
| Follow-Up Headway, s | 2.609 | 2.609 | 2.609 | 2.609 |
| Critical Headway, s | 4.976 | 4.976 | 4.976 | 4.976 |
| Entry Flow, veh/h | 309 | 253 | 230 | 234 |
| Cap Entry Lane, veh/h | 1062 | 1130 | 1013 | 1157 |
| Entry HV Adj Factor | 0.969 | 0.970 | 0.971 | 0.975 |
| Flow Entry, veh/h | 299 | 245 | 223 | 228 |
| Cap Entry, veh/h | 1029 | 1096 | 984 | 1127 |
| V/C Ratio | 0.291 | 0.224 | 0.227 | 0.202 |
| Control Delay, s/veh | 6.4 | 5.4 | 5.9 | 5.0 |
| LOS | A | A | A | A |
| 95th %tile Queue, veh | 1 | 1 | 1 | 1 |

Background 2042 PM Legacy Park 2:17 pm 09/11/2022 Synchro 11 Light Report
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HCM 6th TWSC
7: Berthoud Pkwy & CR 4E 11/03/2025

| Intersection | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Int Delay, s/veh | 3.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 50 | 15 | 5 | 5 | 40 | 10 | 5 | 65 | 5 | 15 | 90 | 90 |
| Future Vol, veh/h | 50 | 15 | 5 | 5 | 40 | 10 | 5 | 65 | 5 | 15 | 90 | 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 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 54 | 16 | 5 | 5 | 43 | 11 | 5 | 71 | 5 | 16 | 98 | 98 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 290 | 265 | 147 | 274 | 312 | 74 | 196 | 0 | 0 | 76 | 0 | 0 |
| Stage 1 | 179 | 179 | - | 84 | 84 | - | - | - | - | - | - | - |
| Stage 2 | 111 | 86 | - | 190 | 228 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.13 | 6.53 | 6.23 | 7.13 | 6.53 | 6.23 | 4.13 | - | - | 4.13 | - | - |
| Critical Hdwy Stg 1 | 6.13 | 5.53 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.13 | 5.53 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 4.027 | 3.327 | 3.527 | 4.027 | 3.327 | 2.227 | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver | 660 | 639 | 897 | 676 | 601 | 985 | 1371 | - | - | 1517 | - | - |
| Stage 1 | 820 | 749 | - | 922 | 823 | - | - | - | - | - | - | - |
| Stage 2 | 892 | 822 | - | 809 | 714 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 609 | 629 | 897 | 650 | 591 | 985 | 1371 | - | - | 1517 | - | - |
| Mov Cap-2 Maneuver | 609 | 629 | - | 650 | 591 | - | - | - | - | - | - | - |
| Stage 1 | 817 | 740 | - | 918 | 820 | - | - | - | - | - | - | - |
| Stage 2 | 832 | 819 | - | 777 | 705 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 11.2 | 11.2 | 0.5 | 0.6 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1371 | - | - | 609 | 680 | 643 | 1517 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.089 | 0.032 | 0.093 | 0.011 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | - | 11.5 | 10.5 | 11.2 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0.1 | 0.3 | 0 | - | - |

HCM 6th TWSC
7: Berthoud Pkwy & CR 4E 11/03/2025

| Intersection | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Int Delay, s/veh | 4.8 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 75 | 45 | 5 | 5 | 30 | 15 | 5 | 110 | 5 | 10 | 90 | 40 |
| Future Vol, veh/h | 75 | 45 | 5 | 5 | 30 | 15 | 5 | 110 | 5 | 10 | 90 | 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 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 82 | 49 | 5 | 5 | 33 | 16 | 5 | 120 | 5 | 11 | 98 | 43 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 299 | 277 | 120 | 302 | 296 | 123 | 141 | 0 | 0 | 125 | 0 | 0 |
| Stage 1 | 142 | 142 | - | 133 | 133 | - | - | - | - | - | - | - |
| Stage 2 | 157 | 135 | - | 169 | 163 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.13 | 6.53 | 6.23 | 7.13 | 6.53 | 6.23 | 4.13 | - | - | 4.13 | - | - |
| Critical Hdwy Stg 1 | 6.13 | 5.53 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.13 | 5.53 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 4.027 | 3.327 | 3.527 | 4.027 | 3.327 | 2.227 | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver | 651 | 629 | 929 | 648 | 614 | 925 | 1436 | - | - | 1455 | - | - |
| Stage 1 | 859 | 777 | - | 868 | 784 | - | - | - | - | - | - | - |
| Stage 2 | 843 | 783 | - | 831 | 761 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 608 | 621 | 929 | 600 | 607 | 925 | 1436 | - | - | 1455 | - | - |
| Mov Cap-2 Maneuver | 608 | 621 | - | 600 | 607 | - | - | - | - | - | - | - |
| Stage 1 | 856 | 771 | - | 865 | 781 | - | - | - | - | - | - | - |
| Stage 2 | 790 | 780 | - | 768 | 755 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 11.5 | 10.8 | 0.3 | 0.5 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1436 | - | - | 608 | 642 | 676 | 1455 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.134 | 0.085 | 0.08 | 0.007 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 11.8 | 11.1 | 10.8 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.5 | 0.3 | 0.3 | 0 | - | - |

HCM 6th TWSC
8: US 287 & CR 4E 11/03/2025

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 30.2 | | | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 105 | 35 | 840 | 45 | 15 | 2075 |
| Future Vol, veh/h | 105 | 35 | 840 | 45 | 15 | 2075 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 114 | 38 | 913 | 49 | 16 | 2255 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2073 | 457 | 0 | 0 | 962 | 0 |
| Stage 1 | 913 | - | - | - | - | - |
| Stage 2 | 1160 | - | - | - | - | - |
| Critical Hdwy | 6.86 | 6.96 | - | - | 4.16 | - |
| Critical Hdwy Stg 1 | 5.86 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.86 | - | - | - | - | - |
| Follow-up Hdwy | 3.53 | 3.33 | - | - | 2.23 | - |
| Pot Cap-1 Maneuver | ~ 46 | 548 | - | - | 705 | - |
| Stage 1 | 349 | - | - | - | - | - |
| Stage 2 | 258 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 45 | 548 | - | - | 705 | - |
| Mov Cap-2 Maneuver | ~ 45 | - | - | - | - | - |
| Stage 1 | 349 | - | - | - | - | - |
| Stage 2 | 252 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | $ 670.4 | 0 | 0.1 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 45 | 548 | 705 | - |
| HCM Lane V/C Ratio | - | - | 2.536 | 0.069 | 0.023 | - |
| HCM Control Delay (s) | - | - | $ 889.8 | 12.1 | 10.2 | - |
| HCM Lane LOS | - | - | F | B | B | - |
| HCM 95th %tile Q(veh) | - | - | 12.2 | 0.2 | 0.1 | - |

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Background 2042 AM Legacy Park 8:38 am 11/03/2025 Synchro 11 Light Report
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HCM 6th TWSC
8: US 287 & CR 4E 11/03/2025

| Intersection | |
|---|---|
| Int Delay, s/veh | 120 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 70 | 30 | 2230 | 160 | 40 | 1250 |
| Future Vol, veh/h | 70 | 30 | 2230 | 160 | 40 | 1250 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 76 | 33 | 2424 | 174 | 43 | 1359 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 3190 | 1212 | 0 | 0 | 2598 | 0 |
| Stage 1 | 2424 | - | - | - | - | - |
| Stage 2 | 766 | - | - | - | - | - |
| Critical Hdwy | 6.86 | 6.96 | - | - | 4.16 | - |
| Critical Hdwy Stg 1 | 5.86 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.86 | - | - | - | - | - |
| Follow-up Hdwy | 3.53 | 3.33 | - | - | 2.23 | - |
| Pot Cap-1 Maneuver | ~ 8 | 173 | - | - | 161 | - |
| Stage 1 | ~ 52 | - | - | - | - | - |
| Stage 2 | 417 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 6 | 173 | - | - | 161 | - |
| Mov Cap-2 Maneuver | ~ 6 | - | - | - | - | - |
| Stage 1 | ~ 52 | - | - | - | - | - |
| Stage 2 | 306 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, $ | 4522.5 | 0 | 1.1 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 6 | 173 | 161 | - |
| HCM Lane V/C Ratio | - | - | 12.681 | 0.188 | 0.27 | - |
| HCM Control Delay (s) | - | - | $ 6447.6 | 30.6 | 35.4 | - |
| HCM Lane LOS | - | - | F | D | E | - |
| HCM 95th %tile Q(veh) | - | - | 11.3 | 0.7 | 1 | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

Background 2042 PM Legacy Park 8:38 am 11/03/2025 Synchro 11 Light Report
Page 1

# TOTAL 2042

HCM 6th Signalized Intersection Summary
1: Mountain & US 287 11/03/2025

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 90 | 315 | 170 | 340 | 210 | 170 | 80 | 610 | 200 | 125 | 1365 | 80 |
| Future Volume (veh/h) | 90 | 315 | 170 | 340 | 210 | 170 | 80 | 610 | 200 | 125 | 1365 | 80 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 98 | 342 | 185 | 370 | 228 | 185 | 87 | 663 | 217 | 136 | 1484 | 87 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cap, veh/h | 160 | 452 | 417 | 445 | 745 | 332 | 469 | 1775 | 996 | 200 | 1498 | 742 |
| Arrive On Green | 0.05 | 0.13 | 0.13 | 0.13 | 0.21 | 0.21 | 0.14 | 0.50 | 0.50 | 0.06 | 0.43 | 0.43 |
| Sat Flow, veh/h | 3428 | 3526 | 1572 | 3428 | 3526 | 1572 | 3428 | 3526 | 1572 | 3428 | 3526 | 1572 |
| Grp Volume(v), veh/h | 98 | 342 | 185 | 370 | 228 | 185 | 87 | 663 | 217 | 136 | 1484 | 87 |
| Grp Sat Flow(s),veh/h/ln | 1714 | 1763 | 1572 | 1714 | 1763 | 1572 | 1714 | 1763 | 1572 | 1714 | 1763 | 1572 |
| Q Serve(g_s), s | 2.8 | 9.4 | 2.3 | 10.5 | 5.5 | 10.5 | 2.2 | 11.5 | 5.9 | 3.9 | 41.8 | 1.5 |
| Cycle Q Clear(g_c), s | 2.8 | 9.4 | 2.3 | 10.5 | 5.5 | 10.5 | 2.2 | 11.5 | 5.9 | 3.9 | 41.8 | 1.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 160 | 452 | 417 | 445 | 745 | 332 | 469 | 1775 | 996 | 200 | 1498 | 742 |
| V/C Ratio(X) | 0.61 | 0.76 | 0.44 | 0.83 | 0.31 | 0.56 | 0.19 | 0.37 | 0.22 | 0.68 | 0.99 | 0.12 |
| Avail Cap(c_a), veh/h | 360 | 635 | 498 | 552 | 832 | 371 | 469 | 1775 | 996 | 288 | 1498 | 742 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.90 | 0.90 | 0.90 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 46.8 | 42.1 | 14.3 | 42.4 | 33.2 | 35.2 | 38.2 | 15.2 | 7.8 | 46.2 | 28.5 | 5.2 |
| Incr Delay (d2), s/veh | 3.7 | 3.3 | 0.7 | 7.8 | 0.2 | 1.3 | 0.2 | 0.6 | 0.5 | 4.0 | 21.1 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.2 | 4.1 | 2.1 | 4.8 | 2.3 | 4.0 | 1.0 | 4.6 | 1.8 | 1.7 | 19.7 | 0.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 50.5 | 45.4 | 15.0 | 50.3 | 33.4 | 36.6 | 38.4 | 15.8 | 8.3 | 50.2 | 49.6 | 5.6 |
| LnGrp LOS | D | D | B | D | C | D | D | B | A | D | D | A |
| Approach Vol, veh/h | | 625 | | | 783 | | | 967 | | | 1707 | |
| Approach Delay, s/veh | | 37.2 | | | 42.1 | | | 16.1 | | | 47.4 | |
| Approach LOS | | D | | | D | | | B | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.3 | 54.9 | 17.5 | 17.3 | 18.2 | 47.0 | 9.2 | 25.6 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 8.4 | 39.5 | 16.1 | 18.0 | 5.4 | 42.5 | 10.5 | 23.6 |
| Max Q Clear Time (g_c+I1), s | 5.9 | 13.5 | 12.5 | 11.4 | 4.2 | 43.8 | 4.8 | 12.5 |
| Green Ext Time (p_c), s | 0.1 | 5.8 | 0.5 | 1.5 | 0.0 | 0.0 | 0.1 | 1.4 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 37.4 |
| HCM 6th LOS | D |

Notes
User approved pedestrian interval to be less than phase max green.
User approved changes to right turn type.

Total 2042 AM Legacy Park 7:00 am 06/22/2022 Synchro 11 Light Report
RR Page 1

HCM 6th Signalized Intersection Summary
1: Mountain & US 287 11/03/2025

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 150 | 365 | 155 | 240 | 395 | 110 | 215 | 1525 | 465 | 175 | 915 | 140 |
| Future Volume (veh/h) | 150 | 365 | 155 | 240 | 395 | 110 | 215 | 1525 | 465 | 175 | 915 | 140 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 163 | 397 | 168 | 261 | 429 | 120 | 234 | 1658 | 505 | 190 | 995 | 152 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cap, veh/h | 227 | 483 | 355 | 333 | 593 | 264 | 304 | 1801 | 956 | 257 | 1752 | 886 |
| Arrive On Green | 0.07 | 0.14 | 0.14 | 0.03 | 0.06 | 0.06 | 0.09 | 0.51 | 0.51 | 0.08 | 0.50 | 0.50 |
| Sat Flow, veh/h | 3428 | 3526 | 1572 | 3428 | 3526 | 1572 | 3428 | 3526 | 1572 | 3428 | 3526 | 1572 |
| Grp Volume(v), veh/h | 163 | 397 | 168 | 261 | 429 | 120 | 234 | 1658 | 505 | 190 | 995 | 152 |
| Grp Sat Flow(s),veh/h/ln | 1714 | 1763 | 1572 | 1714 | 1763 | 1572 | 1714 | 1763 | 1572 | 1714 | 1763 | 1572 |
| Q Serve(g_s), s | 4.7 | 10.9 | 6.5 | 7.6 | 12.0 | 7.4 | 6.7 | 43.4 | 5.7 | 5.4 | 19.8 | 4.7 |
| Cycle Q Clear(g_c), s | 4.7 | 10.9 | 6.5 | 7.6 | 12.0 | 7.4 | 6.7 | 43.4 | 5.7 | 5.4 | 19.8 | 4.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 227 | 483 | 355 | 333 | 593 | 264 | 304 | 1801 | 956 | 257 | 1752 | 886 |
| V/C Ratio(X) | 0.72 | 0.82 | 0.47 | 0.78 | 0.72 | 0.45 | 0.77 | 0.92 | 0.53 | 0.74 | 0.57 | 0.17 |
| Avail Cap(c_a), veh/h | 247 | 546 | 383 | 391 | 695 | 310 | 387 | 1801 | 956 | 326 | 1752 | 886 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.73 | 0.73 | 0.73 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 45.8 | 42.0 | 17.6 | 47.4 | 44.9 | 42.8 | 44.6 | 22.6 | 3.5 | 45.3 | 17.6 | 10.6 |
| Incr Delay (d2), s/veh | 8.9 | 8.8 | 1.0 | 6.4 | 2.3 | 0.9 | 7.0 | 9.2 | 2.1 | 6.5 | 1.3 | 0.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.2 | 5.2 | 2.7 | 3.6 | 5.7 | 3.0 | 3.1 | 19.1 | 1.7 | 2.4 | 7.2 | 1.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 54.6 | 50.7 | 18.6 | 53.8 | 47.2 | 43.7 | 51.6 | 31.8 | 5.6 | 51.8 | 19.0 | 11.0 |
| LnGrp LOS | D | D | B | D | D | D | D | C | A | D | B | B |
| Approach Vol, veh/h | | 728 | | | 810 | | | 2397 | | | 1337 | |
| Approach Delay, s/veh | | 44.2 | | | 48.8 | | | 28.2 | | | 22.7 | |
| Approach LOS | | D | | | D | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.0 | 55.6 | 14.2 | 18.2 | 13.4 | 54.2 | 11.1 | 21.3 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 9.5 | 45.6 | 11.4 | 15.5 | 11.3 | 43.8 | 7.2 | 19.7 |
| Max Q Clear Time (g_c+I1), s | 7.4 | 45.4 | 9.6 | 12.9 | 8.7 | 21.8 | 6.7 | 14.0 |
| Green Ext Time (p_c), s | 0.1 | 0.2 | 0.2 | 0.8 | 0.2 | 6.9 | 0.0 | 1.5 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 32.2 |
| HCM 6th LOS | C |

Notes
User approved pedestrian interval to be less than phase max green.

Total 2042 PM Legacy Park 2:17 pm 09/11/2022 Synchro 11 Light Report
Page 1

HCM 6th Signalized Intersection Summary
2: Mountain & Gate Way 11/02/2025

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 60 | 515 | 55 | 40 | 515 | 95 | 70 | 5 | 12 | 65 | 5 | 90 |
| Future Volume (veh/h) | 60 | 515 | 55 | 40 | 515 | 95 | 70 | 5 | 12 | 65 | 5 | 90 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1670 | 1670 | 1670 | 1670 | 1670 | 1670 | 1670 | 1670 | 1670 | 1670 | 1670 | 1670 |
| Adj Flow Rate, veh/h | 65 | 560 | 60 | 43 | 560 | 103 | 76 | 5 | 13 | 71 | 5 | 98 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cap, veh/h | 164 | 629 | 533 | 119 | 629 | 533 | 643 | 219 | 569 | 727 | 37 | 724 |
| Arrive On Green | 0.38 | 0.38 | 0.38 | 0.75 | 0.75 | 0.75 | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 |
| Sat Flow, veh/h | 690 | 1670 | 1415 | 718 | 1670 | 1415 | 1153 | 411 | 1067 | 1245 | 69 | 1357 |
| Grp Volume(v), veh/h | 65 | 560 | 60 | 43 | 560 | 103 | 76 | 0 | 18 | 71 | 0 | 103 |
| Grp Sat Flow(s),veh/h/ln | 690 | 1670 | 1415 | 718 | 1670 | 1415 | 1153 | 0 | 1478 | 1245 | 0 | 1426 |
| Q Serve(g_s), s | 9.0 | 31.5 | 2.8 | 5.9 | 25.2 | 2.1 | 3.6 | 0.0 | 0.6 | 2.9 | 0.0 | 3.6 |
| Cycle Q Clear(g_c), s | 33.4 | 31.5 | 2.8 | 37.1 | 25.2 | 2.1 | 7.4 | 0.0 | 0.6 | 3.6 | 0.0 | 3.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.72 | 1.00 | | 0.95 |
| Lane Grp Cap(c), veh/h | 164 | 629 | 533 | 119 | 629 | 533 | 643 | 0 | 788 | 727 | 0 | 761 |
| V/C Ratio(X) | 0.40 | 0.89 | 0.11 | 0.36 | 0.89 | 0.19 | 0.12 | 0.00 | 0.02 | 0.10 | 0.00 | 0.14 |
| Avail Cap(c_a), veh/h | 363 | 1111 | 941 | 326 | 1111 | 941 | 643 | 0 | 788 | 727 | 0 | 761 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.88 | 0.88 | 0.88 | 0.79 | 0.79 | 0.79 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 41.5 | 29.2 | 20.3 | 27.7 | 10.8 | 8.0 | 13.6 | 0.0 | 11.0 | 11.9 | 0.0 | 11.7 |
| Incr Delay (d2), s/veh | 1.4 | 4.2 | 0.1 | 1.5 | 3.8 | 0.1 | 0.4 | 0.0 | 0.1 | 0.3 | 0.0 | 0.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.5 | 12.3 | 0.9 | 0.9 | 4.2 | 0.6 | 1.0 | 0.0 | 0.2 | 0.8 | 0.0 | 1.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 42.8 | 33.5 | 20.4 | 29.1 | 14.6 | 8.1 | 14.0 | 0.0 | 11.1 | 12.2 | 0.0 | 12.1 |
| LnGrp LOS | D | C | C | C | B | A | B | A | B | B | A | B |
| Approach Vol, veh/h | | 685 | | | 706 | | | 94 | | | 174 | |
| Approach Delay, s/veh | | 33.2 | | | 14.6 | | | 13.4 | | | 12.1 | |
| Approach LOS | | C | | | B | | | B | | | B | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 57.1 | 42.9 | 57.1 | 42.9 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 24.5 | 66.5 | 24.5 | 66.5 |
| Max Q Clear Time (g_c+I1), s | 0.0 | 35.4 | 5.6 | 27.2 |
| Green Ext Time (p_c), s | 0.0 | 3.7 | 0.1 | 3.7 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 21.9 |
| HCM 6th LOS | C |

Total 2042 AM 7:00 am 06/22/2022 Total 2042 AM
RR

Synchro 11 Light Report
Page 1

HCM 6th Signalized Intersection Summary
2: Mountain & Gate Way 11/04/2025

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 60 | 700 | 120 | 70 | 545 | 110 | 115 | 20 | 80 | 65 | 20 | 50 |
| Future Volume (veh/h) | 60 | 700 | 120 | 70 | 545 | 110 | 115 | 20 | 80 | 65 | 20 | 50 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1670 | 1670 | 1670 | 1670 | 1670 | 1670 | 1670 | 1670 | 1670 | 1670 | 1670 | 1670 |
| Adj Flow Rate, veh/h | 65 | 761 | 130 | 76 | 592 | 120 | 125 | 22 | 87 | 71 | 22 | 54 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cap, veh/h | 523 | 1144 | 969 | 222 | 1144 | 969 | 288 | 66 | 262 | 258 | 96 | 237 |
| Arrive On Green | 0.23 | 0.23 | 0.23 | 1.00 | 1.00 | 1.00 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 |
| Sat Flow, veh/h | 659 | 1670 | 1415 | 557 | 1670 | 1415 | 1182 | 295 | 1165 | 1147 | 429 | 1052 |
| Grp Volume(v), veh/h | 65 | 761 | 130 | 76 | 592 | 120 | 125 | 0 | 109 | 71 | 0 | 76 |
| Grp Sat Flow(s),veh/h/ln | 659 | 1670 | 1415 | 557 | 1670 | 1415 | 1182 | 0 | 1460 | 1147 | 0 | 1481 |
| Q Serve(g_s), s | 7.9 | 41.5 | 7.3 | 10.3 | 0.0 | 0.0 | 9.7 | 0.0 | 6.3 | 5.5 | 0.0 | 4.2 |
| Cycle Q Clear(g_c), s | 7.9 | 41.5 | 7.3 | 51.8 | 0.0 | 0.0 | 13.9 | 0.0 | 6.3 | 11.8 | 0.0 | 4.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.80 | 1.00 | | 0.71 |
| Lane Grp Cap(c), veh/h | 523 | 1144 | 969 | 222 | 1144 | 969 | 288 | 0 | 329 | 258 | 0 | 333 |
| V/C Ratio(X) | 0.12 | 0.67 | 0.13 | 0.34 | 0.52 | 0.12 | 0.43 | 0.00 | 0.33 | 0.27 | 0.00 | 0.23 |
| Avail Cap(c_a), veh/h | 523 | 1144 | 969 | 222 | 1144 | 969 | 288 | 0 | 329 | 258 | 0 | 333 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.2 | 28.3 | 15.0 | 15.7 | 0.0 | 0.0 | 37.3 | 0.0 | 32.5 | 37.4 | 0.0 | 31.7 |
| Incr Delay (d2), s/veh | 0.5 | 3.1 | 0.3 | 4.1 | 1.7 | 0.3 | 4.7 | 0.0 | 2.7 | 2.6 | 0.0 | 1.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.2 | 19.1 | 2.2 | 1.4 | 0.5 | 0.1 | 3.1 | 0.0 | 2.4 | 1.7 | 0.0 | 1.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 15.7 | 31.3 | 15.3 | 19.8 | 1.7 | 0.3 | 42.0 | 0.0 | 35.1 | 40.0 | 0.0 | 33.2 |
| LnGrp LOS | B | C | B | B | A | A | D | A | D | D | A | C |
| Approach Vol, veh/h | | 956 | | | 788 | | | 234 | | | 147 | |
| Approach Delay, s/veh | | 28.1 | | | 3.2 | | | 38.8 | | | 36.5 | |
| Approach LOS | | C | | | A | | | D | | | D | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 27.0 | | 73.0 | | 27.0 | | 73.0 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 22.5 | | 68.5 | | 22.5 | | 68.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 0.0 | | 43.5 | | 13.8 | | 2.0 | | | | |
| Green Ext Time (p_c), s | | 0.0 | | 5.1 | | 0.1 | | 3.9 | | | | |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 20.6 |
| HCM 6th LOS | C |

Total 2042 PM Legacy Park 2:17 pm 09/11/2022 Synchro 11 Light Report
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HCM 6th Signalized Intersection Summary
3: Berthoud Pkwy & Mountain 11/03/2025

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 115 | 385 | 105 | 75 | 400 | 90 | 105 | 245 | 125 | 110 | 195 | 145 |
| Future Volume (veh/h) | 115 | 385 | 105 | 75 | 400 | 90 | 105 | 245 | 125 | 110 | 195 | 145 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 125 | 418 | 114 | 82 | 435 | 98 | 114 | 266 | 136 | 120 | 212 | 158 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cap, veh/h | 231 | 534 | 452 | 255 | 494 | 419 | 542 | 982 | 832 | 511 | 982 | 832 |
| Arrive On Green | 0.14 | 0.58 | 0.58 | 0.05 | 0.27 | 0.27 | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 |
| Sat Flow, veh/h | 1767 | 1856 | 1572 | 1767 | 1856 | 1572 | 1004 | 1856 | 1572 | 975 | 1856 | 1572 |
| Grp Volume(v), veh/h | 125 | 418 | 114 | 82 | 435 | 98 | 114 | 266 | 136 | 120 | 212 | 158 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1856 | 1572 | 1767 | 1856 | 1572 | 1004 | 1856 | 1572 | 975 | 1856 | 1572 |
| Q Serve(g_s), s | 5.1 | 17.4 | 3.6 | 3.3 | 22.5 | 4.9 | 6.8 | 7.9 | 4.5 | 7.7 | 6.1 | 5.3 |
| Cycle Q Clear(g_c), s | 5.1 | 17.4 | 3.6 | 3.3 | 22.5 | 4.9 | 12.9 | 7.9 | 4.5 | 15.6 | 6.1 | 5.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 231 | 534 | 452 | 255 | 494 | 419 | 542 | 982 | 832 | 511 | 982 | 832 |
| V/C Ratio(X) | 0.54 | 0.78 | 0.25 | 0.32 | 0.88 | 0.23 | 0.21 | 0.27 | 0.16 | 0.23 | 0.22 | 0.19 |
| Avail Cap(c_a), veh/h | 311 | 733 | 621 | 320 | 677 | 574 | 542 | 982 | 832 | 511 | 982 | 832 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.70 | 0.70 | 0.70 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.7 | 18.8 | 15.9 | 25.9 | 35.2 | 28.7 | 15.9 | 12.9 | 12.1 | 17.2 | 12.5 | 12.3 |
| Incr Delay (d2), s/veh | 1.4 | 2.7 | 0.2 | 0.7 | 9.9 | 0.3 | 0.9 | 0.7 | 0.4 | 1.1 | 0.5 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.9 | 5.1 | 1.2 | 1.4 | 10.9 | 1.8 | 1.6 | 3.3 | 1.5 | 1.8 | 2.5 | 1.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 26.0 | 21.5 | 16.1 | 26.6 | 45.1 | 29.0 | 16.8 | 13.6 | 12.6 | 18.3 | 13.0 | 12.8 |
| LnGrp LOS | C | C | B | C | D | C | B | B | B | B | B | B |
| Approach Vol, veh/h | | 657 | | | 615 | | | 516 | | | 490 | |
| Approach Delay, s/veh | | 21.5 | | | 40.0 | | | 14.0 | | | 14.2 | |
| Approach LOS | | C | | | D | | | B | | | B | |

| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 57.4 | 9.3 | 33.3 | | 57.4 | 11.4 | 31.1 | | | | |
| Change Period (Y+Rc), s | | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 38.5 | 8.5 | 39.5 | | 38.5 | 11.5 | 36.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 14.9 | 5.3 | 19.4 | | 17.6 | 7.1 | 24.5 | | | | |
| Green Ext Time (p_c), s | | 2.5 | 0.0 | 2.6 | | 2.2 | 0.1 | 2.2 | | | | |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 23.2 |
| HCM 6th LOS | C |

Notes
User approved pedestrian interval to be less than phase max green.

Total 2042 AM Legacy Park 7:00 am 06/22/2022
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Synchro 11 Light Report
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HCM 6th Signalized Intersection Summary
3: Berthoud Pkwy & Mountain 11/03/2025

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 175 | 585 | 85 | 150 | 510 | 145 | 85 | 210 | 125 | 185 | 215 | 130 |
| Future Volume (veh/h) | 175 | 585 | 85 | 150 | 510 | 145 | 85 | 210 | 125 | 185 | 215 | 130 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 190 | 636 | 92 | 163 | 554 | 158 | 92 | 228 | 136 | 201 | 234 | 141 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cap, veh/h | 280 | 668 | 566 | 244 | 639 | 542 | 420 | 798 | 676 | 426 | 798 | 676 |
| Arrive On Green | 0.18 | 0.72 | 0.72 | 0.08 | 0.34 | 0.34 | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 |
| Sat Flow, veh/h | 1767 | 1856 | 1572 | 1767 | 1856 | 1572 | 1000 | 1856 | 1572 | 1010 | 1856 | 1572 |
| Grp Volume(v), veh/h | 190 | 636 | 92 | 163 | 554 | 158 | 92 | 228 | 136 | 201 | 234 | 141 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1856 | 1572 | 1767 | 1856 | 1572 | 1000 | 1856 | 1572 | 1010 | 1856 | 1572 |
| Q Serve(g_s), s | 7.0 | 30.5 | 1.9 | 5.9 | 27.9 | 7.3 | 6.6 | 8.0 | 5.4 | 16.1 | 8.2 | 5.6 |
| Cycle Q Clear(g_c), s | 7.0 | 30.5 | 1.9 | 5.9 | 27.9 | 7.3 | 14.8 | 8.0 | 5.4 | 24.1 | 8.2 | 5.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 280 | 668 | 566 | 244 | 639 | 542 | 420 | 798 | 676 | 426 | 798 | 676 |
| V/C Ratio(X) | 0.68 | 0.95 | 0.16 | 0.67 | 0.87 | 0.29 | 0.22 | 0.29 | 0.20 | 0.47 | 0.29 | 0.21 |
| Avail Cap(c_a), veh/h | 314 | 844 | 715 | 244 | 779 | 660 | 420 | 798 | 676 | 426 | 798 | 676 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.73 | 0.73 | 0.73 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 20.7 | 13.3 | 9.2 | 23.8 | 30.6 | 23.9 | 23.4 | 18.5 | 17.8 | 26.4 | 18.6 | 17.8 |
| Incr Delay (d2), s/veh | 3.7 | 14.4 | 0.1 | 6.8 | 8.7 | 0.3 | 1.2 | 0.9 | 0.7 | 3.7 | 0.9 | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.6 | 7.3 | 0.6 | 2.7 | 13.1 | 2.6 | 1.7 | 3.5 | 1.9 | 4.2 | 3.6 | 2.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 24.4 | 27.7 | 9.3 | 30.7 | 39.3 | 24.2 | 24.6 | 19.4 | 18.4 | 30.1 | 19.5 | 18.5 |
| LnGrp LOS | C | C | A | C | D | C | C | B | B | C | B | B |
| Approach Vol, veh/h | | 918 | | | 875 | | | 456 | | | 576 | |
| Approach Delay, s/veh | | 25.2 | | | 35.0 | | | 20.2 | | | 23.0 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 47.5 | 12.0 | 40.5 | | 47.5 | 13.5 | 39.0 | | | | |
| Change Period (Y+Rc), s | | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 33.5 | 7.5 | 45.5 | | 33.5 | 11.0 | 42.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 16.8 | 7.9 | 32.5 | | 26.1 | 9.0 | 29.9 | | | | |
| Green Ext Time (p_c), s | | 2.0 | 0.0 | 3.4 | | 1.7 | 0.1 | 3.0 | | | | |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 26.9 |
| HCM 6th LOS | C |

Notes
User approved pedestrian interval to be less than phase max green.

Total 2042 PM Legacy Park 2:17 pm 09/11/2022 Synchro 11 Light Report
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HCM 6th TWSC
4: Welch & Berthoud Pkwy 11/02/2025

| Intersection | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Int Delay, s/veh | 2.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 55 | 1 | 5 | 10 | 1 | 30 | 5 | 355 | 10 | 20 | 360 | 20 |
| Future Vol, veh/h | 55 | 1 | 5 | 10 | 1 | 30 | 5 | 355 | 10 | 20 | 360 | 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 | - | - | - | - | - | - | 0 | - | - | 0 | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 60 | 1 | 5 | 11 | 1 | 33 | 5 | 386 | 11 | 22 | 391 | 22 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 854 | 842 | 391 | 851 | 859 | 392 | 413 | 0 | 0 | 397 | 0 | 0 |
| Stage 1 | 435 | 435 | - | 402 | 402 | - | - | - | - | - | - | - |
| Stage 2 | 419 | 407 | - | 449 | 457 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.13 | 6.53 | 6.23 | 7.13 | 6.53 | 6.23 | 4.13 | - | - | 4.13 | - | - |
| Critical Hdwy Stg 1 | 6.13 | 5.53 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.13 | 5.53 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 4.027 | 3.327 | 3.527 | 4.027 | 3.327 | 2.227 | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver | 278 | 300 | 655 | 279 | 293 | 655 | 1141 | - | - | 1156 | - | - |
| Stage 1 | 598 | 579 | - | 623 | 599 | - | - | - | - | - | - | - |
| Stage 2 | 610 | 596 | - | 587 | 566 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 259 | 293 | 655 | 271 | 286 | 655 | 1141 | - | - | 1156 | - | - |
| Mov Cap-2 Maneuver | 259 | 293 | - | 271 | 286 | - | - | - | - | - | - | - |
| Stage 1 | 596 | 568 | - | 621 | 597 | - | - | - | - | - | - | - |
| Stage 2 | 576 | 594 | - | 570 | 555 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 22.4 | 13.3 | 0.1 | 0.4 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1141 | - | - | 273 | 476 | 1156 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.243 | 0.094 | 0.019 | - | - |
| HCM Control Delay (s) | 8.2 | - | - | 22.4 | 13.3 | 8.2 | - | - |
| HCM Lane LOS | A | - | - | C | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.9 | 0.3 | 0.1 | - | - |

Total 2042 AM 7:00 am 06/22/2022 Total 2042 AM
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Synchro 11 Light Report
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HCM 6th TWSC
4: Welch & Berthoud Pkwy 11/02/2025

| Intersection | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Int Delay, s/veh | 2.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 30 | 1 | 15 | 10 | 1 | 30 | 10 | 360 | 15 | 45 | 360 | 55 |
| Future Vol, veh/h | 30 | 1 | 15 | 10 | 1 | 30 | 10 | 360 | 15 | 45 | 360 | 55 |
| 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 | - | - | - | - | - | - | 0 | - | - | 0 | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 33 | 1 | 16 | 11 | 1 | 33 | 11 | 391 | 16 | 49 | 391 | 60 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 927 | 918 | 391 | 949 | 970 | 399 | 451 | 0 | 0 | 407 | 0 | 0 |
| Stage 1 | 489 | 489 | - | 421 | 421 | - | - | - | - | - | - | - |
| Stage 2 | 438 | 429 | - | 528 | 549 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.13 | 6.53 | 6.23 | 7.13 | 6.53 | 6.23 | 4.13 | - | - | 4.13 | - | - |
| Critical Hdwy Stg 1 | 6.13 | 5.53 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.13 | 5.53 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 4.027 | 3.327 | 3.527 | 4.027 | 3.327 | 2.227 | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver | 248 | 271 | 655 | 239 | 252 | 649 | 1104 | - | - | 1146 | - | - |
| Stage 1 | 559 | 548 | - | 608 | 587 | - | - | - | - | - | - | - |
| Stage 2 | 595 | 582 | - | 532 | 515 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 225 | 257 | 655 | 223 | 239 | 649 | 1104 | - | - | 1146 | - | - |
| Mov Cap-2 Maneuver | 225 | 257 | - | 223 | 239 | - | - | - | - | - | - | - |
| Stage 1 | 553 | 524 | - | 602 | 581 | - | - | - | - | - | - | - |
| Stage 2 | 558 | 576 | - | 496 | 493 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 20.2 | 14.3 | 0.2 | 0.8 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1104 | - | - | 287 | 430 | 1146 | - | - |
| HCM Lane V/C Ratio | 0.01 | - | - | 0.174 | 0.104 | 0.043 | - | - |
| HCM Control Delay (s) | 8.3 | - | - | 20.2 | 14.3 | 8.3 | - | - |
| HCM Lane LOS | A | - | - | C | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.6 | 0.3 | 0.1 | - | - |

Total 2042 PM 2:17 pm 09/11/2022 Total 2042 PM

Synchro 11 Light Report
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HCM 6th TWSC
5: Berthoud Pkwy & Arapahoe 11/02/2025

| Intersection | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Int Delay, s/veh | 1.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 30 | 1 | 10 | 5 | 1 | 10 | 5 | 325 | 5 | 5 | 355 | 15 |
| Future Vol, veh/h | 30 | 1 | 10 | 5 | 1 | 10 | 5 | 325 | 5 | 5 | 355 | 15 |
| 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 | - | - | - | - | - | - | 0 | - | - | 0 | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 33 | 1 | 11 | 5 | 1 | 11 | 5 | 353 | 5 | 5 | 386 | 16 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 768 | 764 | 386 | 776 | 778 | 356 | 402 | 0 | 0 | 358 | 0 | 0 |
| Stage 1 | 396 | 396 | - | 366 | 366 | - | - | - | - | - | - | - |
| Stage 2 | 372 | 368 | - | 410 | 412 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.13 | 6.53 | 6.23 | 7.13 | 6.53 | 6.23 | 4.13 | - | - | 4.13 | - | - |
| Critical Hdwy Stg 1 | 6.13 | 5.53 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.13 | 5.53 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 4.027 | 3.327 | 3.527 | 4.027 | 3.327 | 2.227 | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver | 317 | 333 | 660 | 313 | 326 | 686 | 1151 | - | - | 1195 | - | - |
| Stage 1 | 627 | 602 | - | 651 | 621 | - | - | - | - | - | - | - |
| Stage 2 | 646 | 620 | - | 617 | 593 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 309 | 330 | 660 | 305 | 323 | 686 | 1151 | - | - | 1195 | - | - |
| Mov Cap-2 Maneuver | 309 | 330 | - | 305 | 323 | - | - | - | - | - | - | - |
| Stage 1 | 624 | 600 | - | 648 | 619 | - | - | - | - | - | - | - |
| Stage 2 | 632 | 618 | - | 603 | 591 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 16.6 | 13 | 0.1 | 0.1 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1151 | - | - | 356 | 470 | 1195 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.125 | 0.037 | 0.005 | - | - |
| HCM Control Delay (s) | 8.1 | - | - | 16.6 | 13 | 8 | - | - |
| HCM Lane LOS | A | - | - | C | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.4 | 0.1 | 0 | - | - |

Total 2042 AM 7:00 am 06/22/2022 Total 2042 AM
RR

Synchro 11 Light Report
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HCM 6th TWSC
5: Berthoud Pkwy & Arapahoe 11/02/2025

| 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 | 20 | 1 | 5 | 5 | 1 | 5 | 10 | 350 | 5 | 5 | 345 | 40 |
| Future Vol, veh/h | 20 | 1 | 5 | 5 | 1 | 5 | 10 | 350 | 5 | 5 | 345 | 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 | - | - | - | - | - | - | 0 | - | - | 0 | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 22 | 1 | 5 | 5 | 1 | 5 | 11 | 380 | 5 | 5 | 375 | 43 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 793 | 792 | 375 | 815 | 833 | 383 | 418 | 0 | 0 | 385 | 0 | 0 |
| Stage 1 | 385 | 385 | - | 405 | 405 | - | - | - | - | - | - | - |
| Stage 2 | 408 | 407 | - | 410 | 428 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.13 | 6.53 | 6.23 | 7.13 | 6.53 | 6.23 | 4.13 | - | - | 4.13 | - | - |
| Critical Hdwy Stg 1 | 6.13 | 5.53 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.13 | 5.53 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 4.027 | 3.327 | 3.527 | 4.027 | 3.327 | 2.227 | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver | 305 | 320 | 669 | 295 | 303 | 662 | 1136 | - | - | 1168 | - | - |
| Stage 1 | 636 | 609 | - | 620 | 597 | - | - | - | - | - | - | - |
| Stage 2 | 618 | 596 | - | 617 | 583 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 299 | 316 | 669 | 289 | 299 | 662 | 1136 | - | - | 1168 | - | - |
| Mov Cap-2 Maneuver | 299 | 316 | - | 289 | 299 | - | - | - | - | - | - | - |
| Stage 1 | 630 | 607 | - | 614 | 591 | - | - | - | - | - | - | - |
| Stage 2 | 606 | 590 | - | 608 | 581 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 16.7 | 14.5 | 0.2 | 0.1 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1136 | - | - | 335 | 390 | 1168 | - | - |
| HCM Lane V/C Ratio | 0.01 | - | - | 0.084 | 0.031 | 0.005 | - | - |
| HCM Control Delay (s) | 8.2 | - | - | 16.7 | 14.5 | 8.1 | - | - |
| HCM Lane LOS | A | - | - | C | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0.1 | 0 | - | - |

Total 2042 PM 2:17 pm 09/11/2022 Total 2042 PM
Synchro 11 Light Report
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HCM 6th Roundabout
6: Spartan Ave/Spartan & Berthoud Pkwy 11/02/2025

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 7.8 |
| Intersection LOS | A |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 327 | 310 | 304 | 375 |
| Demand Flow Rate, veh/h | 336 | 319 | 313 | 386 |
| Vehicles Circulating, veh/h | 342 | 352 | 459 | 297 |
| Vehicles Exiting, veh/h | 341 | 420 | 219 | 374 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 7.5 | 7.4 | 8.5 | 7.7 |
| Approach LOS | A | A | A | A |

| Lane | Left | Left | Left | Left |
|---|---|---|---|---|
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| Lane Util | 1.000 | 1.000 | 1.000 | 1.000 |
| Follow-Up Headway, s | 2.609 | 2.609 | 2.609 | 2.609 |
| Critical Headway, s | 4.976 | 4.976 | 4.976 | 4.976 |
| Entry Flow, veh/h | 336 | 319 | 313 | 386 |
| Cap Entry Lane, veh/h | 974 | 964 | 864 | 1019 |
| Entry HV Adj Factor | 0.972 | 0.972 | 0.971 | 0.971 |
| Flow Entry, veh/h | 327 | 310 | 304 | 375 |
| Cap Entry, veh/h | 946 | 937 | 839 | 990 |
| V/C Ratio | 0.345 | 0.331 | 0.362 | 0.379 |
| Control Delay, s/veh | 7.5 | 7.4 | 8.5 | 7.7 |
| LOS | A | A | A | A |
| 95th %tile Queue, veh | 2 | 1 | 2 | 2 |

HCM 6th Roundabout
6: Spartan Ave/Spartan & Berthoud Pkwy 11/02/2025

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 7.9 |
| Intersection LOS | A |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 446 | 266 | 305 | 381 |
| Demand Flow Rate, veh/h | 460 | 274 | 315 | 392 |
| Vehicles Circulating, veh/h | 312 | 377 | 415 | 240 |
| Vehicles Exiting, veh/h | 320 | 353 | 357 | 411 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 9.1 | 7.0 | 8.0 | 7.2 |
| Approach LOS | A | A | A | A |

| Lane | Left | Left | Left | Left |
|---|---|---|---|---|
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| Lane Util | 1.000 | 1.000 | 1.000 | 1.000 |
| Follow-Up Headway, s | 2.609 | 2.609 | 2.609 | 2.609 |
| Critical Headway, s | 4.976 | 4.976 | 4.976 | 4.976 |
| Entry Flow, veh/h | 460 | 274 | 315 | 392 |
| Cap Entry Lane, veh/h | 1004 | 939 | 904 | 1080 |
| Entry HV Adj Factor | 0.970 | 0.970 | 0.969 | 0.971 |
| Flow Entry, veh/h | 446 | 266 | 305 | 381 |
| Cap Entry, veh/h | 973 | 912 | 876 | 1049 |
| V/C Ratio | 0.458 | 0.292 | 0.349 | 0.363 |
| Control Delay, s/veh | 9.1 | 7.0 | 8.0 | 7.2 |
| LOS | A | A | A | A |
| 95th %tile Queue, veh | 2 | 1 | 2 | 2 |

Total 2042 PM 2:17 pm 09/11/2022 Total 2042 PM
Synchro 11 Light Report
Page 1

HCM 6th TWSC
7: Berthoud Pkwy & CR 4E 11/02/2025

| Intersection | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Int Delay, s/veh | 3.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 55 | 15 | 5 | 5 | 40 | 10 | 5 | 100 | 5 | 15 | 140 | 105 |
| Future Vol, veh/h | 55 | 15 | 5 | 5 | 40 | 10 | 5 | 100 | 5 | 15 | 140 | 105 |
| 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 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 60 | 16 | 5 | 5 | 43 | 11 | 5 | 109 | 5 | 16 | 152 | 114 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 390 | 365 | 209 | 374 | 420 | 112 | 266 | 0 | 0 | 114 | 0 | 0 |
| Stage 1 | 241 | 241 | - | 122 | 122 | - | - | - | - | - | - | - |
| Stage 2 | 149 | 124 | - | 252 | 298 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.13 | 6.53 | 6.23 | 7.13 | 6.53 | 6.23 | 4.13 | - | - | 4.13 | - | - |
| Critical Hdwy Stg 1 | 6.13 | 5.53 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.13 | 5.53 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 4.027 | 3.327 | 3.527 | 4.027 | 3.327 | 2.227 | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver | 567 | 562 | 829 | 581 | 523 | 938 | 1292 | - | - | 1469 | - | - |
| Stage 1 | 760 | 704 | - | 880 | 793 | - | - | - | - | - | - | - |
| Stage 2 | 851 | 791 | - | 750 | 665 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 518 | 552 | 829 | 557 | 514 | 938 | 1292 | - | - | 1469 | - | - |
| Mov Cap-2 Maneuver | 518 | 552 | - | 557 | 514 | - | - | - | - | - | - | - |
| Stage 1 | 757 | 695 | - | 876 | 790 | - | - | - | - | - | - | - |
| Stage 2 | 792 | 788 | - | 718 | 656 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 12.4 | 12.1 | 0.4 | 0.4 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1292 | - | - | 518 | 602 | 564 | 1469 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.115 | 0.036 | 0.106 | 0.011 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | - | 12.9 | 11.2 | 12.1 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.4 | 0.1 | 0.4 | 0 | - | - |

Total 2042 AM 7:00 am 06/22/2022 Total 2042 AM
RR

Synchro 11 Light Report
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HCM 6th TWSC
7: Berthoud Pkwy & CR 4E 11/02/2025

| Intersection | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Int Delay, s/veh | 4.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 90 | 45 | 5 | 5 | 30 | 15 | 5 | 175 | 5 | 10 | 145 | 40 |
| Future Vol, veh/h | 90 | 45 | 5 | 5 | 30 | 15 | 5 | 175 | 5 | 10 | 145 | 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 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 98 | 49 | 5 | 5 | 33 | 16 | 5 | 190 | 5 | 11 | 158 | 43 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 429 | 407 | 180 | 432 | 426 | 193 | 201 | 0 | 0 | 195 | 0 | 0 |
| Stage 1 | 202 | 202 | - | 203 | 203 | - | - | - | - | - | - | - |
| Stage 2 | 227 | 205 | - | 229 | 223 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.13 | 6.53 | 6.23 | 7.13 | 6.53 | 6.23 | 4.13 | - | - | 4.13 | - | - |
| Critical Hdwy Stg 1 | 6.13 | 5.53 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.13 | 5.53 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 4.027 | 3.327 | 3.527 | 4.027 | 3.327 | 2.227 | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver | 535 | 532 | 860 | 532 | 519 | 846 | 1365 | - | - | 1372 | - | - |
| Stage 1 | 798 | 732 | - | 797 | 732 | - | - | - | - | - | - | - |
| Stage 2 | 773 | 730 | - | 772 | 717 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 494 | 525 | 860 | 486 | 512 | 846 | 1365 | - | - | 1372 | - | - |
| Mov Cap-2 Maneuver | 494 | 525 | - | 486 | 512 | - | - | - | - | - | - | - |
| Stage 1 | 795 | 725 | - | 794 | 729 | - | - | - | - | - | - | - |
| Stage 2 | 721 | 727 | - | 709 | 711 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 13.5 | 11.9 | 0.2 | 0.4 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1365 | - | - | 494 | 546 | 577 | 1372 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.198 | 0.1 | 0.094 | 0.008 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | - | 14.1 | 12.3 | 11.9 | 7.6 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.7 | 0.3 | 0.3 | 0 | - | - |

Total 2042 PM 2:17 pm 09/11/2022 Total 2042 PM

Synchro 11 Light Report
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HCM 6th TWSC
8: US 287 & CR 4E 11/02/2025

| Intersection | |
|---|---|
| Int Delay, s/veh | 57.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 120 | 35 | 935 | 50 | 15 | 2275 |
| Future Vol, veh/h | 120 | 35 | 935 | 50 | 15 | 2275 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 130 | 38 | 1016 | 54 | 16 | 2473 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2285 | 508 | 0 | 0 | 1070 | 0 |
| Stage 1 | 1016 | - | - | - | - | - |
| Stage 2 | 1269 | - | - | - | - | - |
| Critical Hdwy | 6.86 | 6.96 | - | - | 4.16 | - |
| Critical Hdwy Stg 1 | 5.86 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.86 | - | - | - | - | - |
| Follow-up Hdwy | 3.53 | 3.33 | - | - | 2.23 | - |
| Pot Cap-1 Maneuver | ~ 33 | 507 | - | - | 641 | - |
| Stage 1 | 308 | - | - | - | - | - |
| Stage 2 | 226 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 32 | 507 | - | - | 641 | - |
| Mov Cap-2 Maneuver | ~ 32 | - | - | - | - | - |
| Stage 1 | 308 | - | - | - | - | - |
| Stage 2 | 220 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, $ | 1270.6 | 0 | 0.1 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 32 | 507 | 641 | - |
| HCM Lane V/C Ratio | - | - | 4.076 | 0.075 | 0.025 | - |
| HCM Control Delay (s) | - | - | $ 1637.5 | 12.7 | 10.8 | - |
| HCM Lane LOS | - | - | F | B | B | - |
| HCM 95th %tile Q(veh) | - | - | 15.5 | 0.2 | 0.1 | - |

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Total 2042 AM 7:00 am 06/22/2022 Total 2042 AM
RR
Synchro 11 Light Report
Page 1

HCM 6th TWSC
8: US 287 & CR 4E 11/02/2025

| Intersection | |
|---|---|
| Int Delay, s/veh | 286.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 80 | 30 | 2450 | 175 | 40 | 1410 |
| Future Vol, veh/h | 80 | 30 | 2450 | 175 | 40 | 1410 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 87 | 33 | 2663 | 190 | 43 | 1533 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 3516 | 1332 | 0 | 0 | 2853 | 0 |
| Stage 1 | 2663 | - | - | - | - | - |
| Stage 2 | 853 | - | - | - | - | - |
| Critical Hdwy | 6.86 | 6.96 | - | - | 4.16 | - |
| Critical Hdwy Stg 1 | 5.86 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.86 | - | - | - | - | - |
| Follow-up Hdwy | 3.53 | 3.33 | - | - | 2.23 | - |
| Pot Cap-1 Maneuver | ~ 4 | 143 | - | - | 127 | - |
| Stage 1 | ~ 38 | - | - | - | - | - |
| Stage 2 | 375 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 3 | 143 | - | - | 127 | - |
| Mov Cap-2 Maneuver | ~ 3 | - | - | - | - | - |
| Stage 1 | ~ 38 | - | - | - | - | - |
| Stage 2 | 248 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay$s | 10874.4 | 0 | 1.3 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 3 | 143 | 127 | - |
| HCM Lane V/C Ratio | - | - | 28.986 | 0.228 | 0.342 | - |
| HCM Control Delay (s) | - | - | $ 14938.2 | 37.5 | 47.4 | - |
| HCM Lane LOS | - | - | F | E | E | - |
| HCM 95th %tile Q(veh) | - | - | 13 | 0.8 | 1.4 | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

Total 2042 PM 2:17 pm 09/11/2022 Total 2042 PM
Synchro 11 Light Report
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Lanes, Volumes, Timings
9: US 287 & Spartan Ave

11/02/2025

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 350 | 115 | 835 | 175 | 95 | 1910 |
| Future Volume (vph) | 350 | 115 | 835 | 175 | 95 | 1910 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 0% | | 5% | | | -5% |
| Lane Util. Factor | 0.97 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 |
| Frt | | 0.850 | | 0.850 | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 3400 | 1568 | 3417 | 1529 | 1796 | 3592 |
| Flt Permitted | 0.950 | | | | 0.259 | |
| Satd. Flow (perm) | 3400 | 1568 | 3417 | 1529 | 490 | 3592 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 125 | | 190 | | |
| Link Speed (mph) | 30 | | 65 | | | 55 |
| Link Distance (ft) | 3465 | | 2416 | | | 2976 |
| Travel Time (s) | 78.8 | | 25.3 | | | 36.9 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 380 | 125 | 908 | 190 | 103 | 2076 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 380 | 125 | 908 | 190 | 103 | 2076 |
| 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 | | | Yes | | | Yes |
| Headway Factor | 1.00 | 1.00 | 1.03 | 1.03 | 0.97 | 0.97 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Number of Detectors | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector Template | Thru | Thru | Thru | Thru | Thru | Thru |
| Leading Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | | | | | | |
| 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 | 67.3 | 67.3 | 10.2 | 77.5 |
| Total Split (%) | 22.5% | 22.5% | 67.3% | 67.3% | 10.2% | 77.5% |
| Maximum Green (s) | 18.0 | 18.0 | 62.8 | 62.8 | 5.7 | 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 |

Total 2042 AM 7:00 am 06/22/2022 Total 2042 AM
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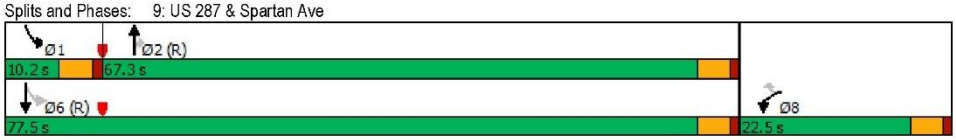
Lanes, Volumes, Timings
9: US 287 & Spartan Ave 11/02/2025

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Recall Mode | None | None | C-Max | C-Max | None | C-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) | 15.8 | 15.8 | 66.7 | 66.7 | 75.2 | 75.2 |
| Actuated g/C Ratio | 0.16 | 0.16 | 0.67 | 0.67 | 0.75 | 0.75 |
| v/c Ratio | 0.71 | 0.36 | 0.40 | 0.18 | 0.23 | 0.77 |
| Control Delay | 47.4 | 9.6 | 8.9 | 1.5 | 5.5 | 9.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 47.4 | 9.6 | 8.9 | 1.5 | 5.5 | 9.3 |
| LOS | D | A | A | A | A | A |
| Approach Delay | 38.1 | | 7.7 | | | 9.1 |
| Approach LOS | D | | A | | | A |
| Queue Length 50th (ft) | 119 | 0 | 139 | 0 | 18 | 214 |
| Queue Length 95th (ft) | 164 | 49 | 181 | 24 | m22 | m270 |
| Internal Link Dist (ft) | 3385 | | 2336 | | | 2896 |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | 612 | 384 | 2277 | 1082 | 448 | 2702 |
| 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 | 0.33 | 0.40 | 0.18 | 0.23 | 0.77 |

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: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 12.6 Intersection LOS: B
Intersection Capacity Utilization 70.3% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: US 287 & Spartan Ave



Lanes, Volumes, Timings
9: US 287 & Spartan Ave

11/02/2025

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 215 | 120 | 2220 | 345 | 165 | 1200 |
| Future Volume (vph) | 215 | 120 | 2220 | 345 | 165 | 1200 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 0% | | 5% | | | -5% |
| Lane Util. Factor | 0.97 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 |
| Frt | | 0.850 | | 0.850 | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 3400 | 1568 | 3417 | 1529 | 1796 | 3592 |
| Flt Permitted | 0.950 | | | | 0.056 | |
| Satd. Flow (perm) | 3400 | 1568 | 3417 | 1529 | 106 | 3592 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 8 | | 82 | | |
| Link Speed (mph) | 65 | | 65 | | | 65 |
| Link Distance (ft) | 3465 | | 2416 | | | 2976 |
| Travel Time (s) | 36.3 | | 25.3 | | | 31.2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 234 | 130 | 2413 | 375 | 179 | 1304 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 234 | 130 | 2413 | 375 | 179 | 1304 |
| 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 | | | Yes | | | Yes |
| Headway Factor | 1.00 | 1.00 | 1.03 | 1.03 | 0.97 | 0.97 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Number of Detectors | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector Template | Thru | Thru | Thru | Thru | Thru | Thru |
| Leading Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 |
| Turn Type | Prot | pm+ov | NA | pm+ov | pm+pt | NA |
| Protected Phases | 8 | 1 | 2 | 8 | 1 | 6 |
| Permitted Phases | | 8 | | 2 | 6 | |
| Detector Phase | 8 | 1 | 2 | 8 | 1 | 6 |
| Switch Phase | | | | | | |
| 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) | 19.0 | 9.5 | 71.5 | 19.0 | 9.5 | 81.0 |
| Total Split (%) | 19.0% | 9.5% | 71.5% | 19.0% | 9.5% | 81.0% |
| Maximum Green (s) | 14.5 | 5.0 | 67.0 | 14.5 | 5.0 | 76.5 |
| 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 | | Lead | |
| Lead-Lag Optimize? | | Yes | Yes | | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |

Total 2042 PM 2:17 pm 09/11/2022 Total 2042 PM

Synchro 11 Light Report
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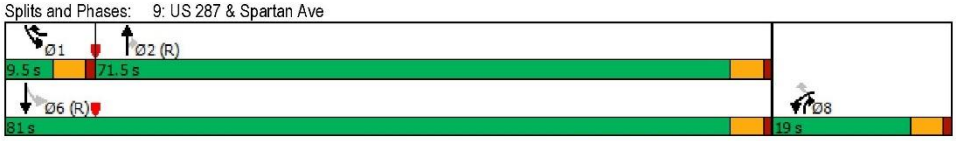
Lanes, Volumes, Timings
9: US 287 & Spartan Ave 11/02/2025

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Recall Mode | None | None | C-Max | None | None | C-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) | 11.9 | 24.0 | 67.0 | 83.4 | 79.1 | 79.1 |
| Actuated g/C Ratio | 0.12 | 0.24 | 0.67 | 0.83 | 0.79 | 0.79 |
| v/c Ratio | 0.58 | 0.34 | 1.05 | 0.29 | 0.85 | 0.46 |
| Control Delay | 47.2 | 32.5 | 53.2 | 1.8 | 44.8 | 11.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 47.2 | 32.5 | 53.2 | 1.8 | 44.8 | 11.7 |
| LOS | D | C | D | A | D | B |
| Approach Delay | 41.9 | | 46.3 | | | 15.7 |
| Approach LOS | D | | D | | | B |
| Queue Length 50th (ft) | 73 | 64 | ~890 | 26 | 48 | 387 |
| Queue Length 95th (ft) | 109 | 119 | #1027 | 33 | m#158 | m468 |
| Internal Link Dist (ft) | 3385 | | 2336 | | | 2896 |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | 493 | 382 | 2289 | 1326 | 211 | 2839 |
| 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 | 0.47 | 0.34 | 1.05 | 0.28 | 0.85 | 0.46 |

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: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 36.1 Intersection LOS: D
Intersection Capacity Utilization 87.9% ICU Level of Service E
Analysis Period (min) 15
~ 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: US 287 & Spartan Ave




Total 2042 PM 2:17 pm 09/11/2022 Total 2042 PM
Synchro 11 Light Report
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HCM 6th TWSC
10: Berthoud Pkwy & Estate Lot Access 11/02/2025

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 20 | 5 | 305 | 300 | 10 |
| Future Vol, veh/h | 30 | 20 | 5 | 305 | 300 | 10 |
| 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 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 33 | 22 | 5 | 332 | 326 | 11 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 674 | 332 | 337 | 0 | - | 0 |
| Stage 1 | 332 | - | - | - | - | - |
| Stage 2 | 342 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | 4.13 | - | - | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | 2.227 | - | - | - |
| Pot Cap-1 Maneuver | 418 | 707 | 1217 | - | - | - |
| Stage 1 | 725 | - | - | - | - | - |
| Stage 2 | 717 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 416 | 707 | 1217 | - | - | - |
| Mov Cap-2 Maneuver | 416 | - | - | - | - | - |
| Stage 1 | 722 | - | - | - | - | - |
| Stage 2 | 717 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 13.1 | 0.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1217 | - | 498 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.109 | - | - |
| HCM Control Delay (s) | 8 | - | 13.1 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.4 | - | - |

Total 2042 AM 7:00 am 06/22/2022 Total 2042 AM
RR
Synchro 11 Light Report
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HCM 6th TWSC
10: Berthoud Pkwy & Estate Lot Access 11/02/2025

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 0.8 | | | | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 20 | 10 | 20 | 350 | 365 | 30 |
| Future Vol, veh/h | 20 | 10 | 20 | 350 | 365 | 30 |
| 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 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 22 | 11 | 22 | 380 | 397 | 33 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 838 | 414 | 430 | 0 | - | 0 |
| Stage 1 | 414 | - | - | - | - | - |
| Stage 2 | 424 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | 4.13 | - | - | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | 2.227 | - | - | - |
| Pot Cap-1 Maneuver | 335 | 636 | 1124 | - | - | - |
| Stage 1 | 665 | - | - | - | - | - |
| Stage 2 | 658 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 328 | 636 | 1124 | - | - | - |
| Mov Cap-2 Maneuver | 328 | - | - | - | - | - |
| Stage 1 | 652 | - | - | - | - | - |
| Stage 2 | 658 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 15 | 0.4 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1124 | - | 391 | - | - |
| HCM Lane V/C Ratio | 0.019 | - | 0.083 | - | - |
| HCM Control Delay (s) | 8.3 | - | 15 | - | - |
| HCM Lane LOS | A | - | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.3 | - | - |

Total 2042 PM 2:17 pm 09/11/2022 Total 2042 PM Synchro 11 Light Report
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HCM 6th Signalized Intersection Summary
11: Mountain & Meadowlark 11/03/2025

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 190 | 405 | 50 | 30 | 450 | 150 | 105 | 15 | 45 | 185 | 20 | 165 |
| Future Volume (veh/h) | 190 | 405 | 50 | 30 | 450 | 150 | 105 | 15 | 45 | 185 | 20 | 165 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 207 | 440 | 54 | 33 | 489 | 163 | 114 | 16 | 49 | 201 | 22 | 179 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cap, veh/h | 518 | 1060 | 898 | 428 | 737 | 624 | 460 | 136 | 418 | 485 | 629 | 533 |
| Arrive On Green | 0.26 | 1.00 | 1.00 | 0.79 | 0.79 | 0.79 | 0.34 | 0.34 | 0.34 | 0.34 | 0.34 | 0.34 |
| Sat Flow, veh/h | 1767 | 1856 | 1572 | 896 | 1856 | 1572 | 1172 | 402 | 1232 | 1326 | 1856 | 1572 |
| Grp Volume(v), veh/h | 207 | 440 | 54 | 33 | 489 | 163 | 114 | 0 | 65 | 201 | 22 | 179 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1856 | 1572 | 896 | 1856 | 1572 | 1172 | 0 | 1634 | 1326 | 1856 | 1572 |
| Q Serve(g_s), s | 5.9 | 0.0 | 0.0 | 0.8 | 11.5 | 2.7 | 7.2 | 0.0 | 2.7 | 12.3 | 0.8 | 8.5 |
| Cycle Q Clear(g_c), s | 5.9 | 0.0 | 0.0 | 0.8 | 11.5 | 2.7 | 8.0 | 0.0 | 2.7 | 15.0 | 0.8 | 8.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.75 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 518 | 1060 | 898 | 428 | 737 | 624 | 460 | 0 | 554 | 485 | 629 | 533 |
| V/C Ratio(X) | 0.40 | 0.42 | 0.06 | 0.08 | 0.66 | 0.26 | 0.25 | 0.00 | 0.12 | 0.41 | 0.03 | 0.34 |
| Avail Cap(c_a), veh/h | 518 | 1060 | 898 | 428 | 737 | 624 | 460 | 0 | 554 | 485 | 629 | 533 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 10.9 | 0.0 | 0.0 | 6.3 | 7.4 | 6.5 | 24.8 | 0.0 | 22.8 | 27.9 | 22.1 | 24.7 |
| Incr Delay (d2), s/veh | 2.3 | 1.2 | 0.1 | 0.4 | 4.7 | 1.0 | 1.3 | 0.0 | 0.4 | 2.6 | 0.1 | 1.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.1 | 0.4 | 0.0 | 0.2 | 3.4 | 0.9 | 2.1 | 0.0 | 1.1 | 4.2 | 0.4 | 3.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 13.2 | 1.2 | 0.1 | 6.6 | 12.1 | 7.5 | 26.1 | 0.0 | 23.2 | 30.5 | 22.2 | 26.3 |
| LnGrp LOS | B | A | A | A | B | A | C | A | C | C | C | C |
| Approach Vol, veh/h | | 701 | | | 685 | | | 179 | | | 402 | |
| Approach Delay, s/veh | | 4.7 | | | 10.7 | | | 25.0 | | | 28.2 | |
| Approach LOS | | A | | | B | | | C | | | C | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 38.4 | | 61.6 | | 38.4 | 17.4 | 44.2 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 33.9 | | 57.1 | | 33.9 | 12.9 | 39.7 | | | | |
| Max Q Clear Time (g_c+I1), s | | 10.0 | | 2.0 | | 17.0 | 7.9 | 13.5 | | | | |
| Green Ext Time (p_c), s | | 0.8 | | 2.9 | | 1.2 | 0.2 | 3.6 | | | | |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 13.4 |
| HCM 6th LOS | B |

Total 2042 AM Legacy Park 7:00 am 06/22/2022
RR

Synchro 11 Light Report
Page 1

HCM 6th Signalized Intersection Summary
11: Mountain & Meadowlark 11/02/2025

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 355 | 570 | 90 | 45 | 470 | 150 | 85 | 20 | 45 | 230 | 20 | 190 |
| Future Volume (veh/h) | 355 | 570 | 90 | 45 | 470 | 150 | 85 | 20 | 45 | 230 | 20 | 190 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 386 | 620 | 98 | 49 | 511 | 163 | 92 | 22 | 49 | 250 | 22 | 207 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cap, veh/h | 459 | 909 | 771 | 201 | 659 | 558 | 480 | 101 | 224 | 431 | 351 | 297 |
| Arrive On Green | 0.25 | 0.65 | 0.65 | 0.02 | 0.12 | 0.12 | 0.09 | 0.20 | 0.20 | 0.08 | 0.19 | 0.19 |
| Sat Flow, veh/h | 1767 | 1856 | 1572 | 1767 | 1856 | 1572 | 1767 | 511 | 1139 | 1767 | 1856 | 1572 |
| Grp Volume(v), veh/h | 386 | 620 | 98 | 49 | 511 | 163 | 92 | 0 | 71 | 250 | 22 | 207 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1856 | 1572 | 1767 | 1856 | 1572 | 1767 | 0 | 1651 | 1767 | 1856 | 1572 |
| Q Serve(g_s), s | 12.7 | 20.9 | 2.4 | 1.9 | 26.7 | 6.9 | 4.0 | 0.0 | 3.6 | 8.3 | 1.0 | 8.1 |
| Cycle Q Clear(g_c), s | 12.7 | 20.9 | 2.4 | 1.9 | 26.7 | 6.9 | 4.0 | 0.0 | 3.6 | 8.3 | 1.0 | 8.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.69 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 459 | 909 | 771 | 201 | 659 | 558 | 480 | 0 | 325 | 431 | 351 | 297 |
| V/C Ratio(X) | 0.84 | 0.68 | 0.13 | 0.24 | 0.78 | 0.29 | 0.19 | 0.00 | 0.22 | 0.58 | 0.06 | 0.70 |
| Avail Cap(c_a), veh/h | 459 | 909 | 771 | 201 | 659 | 558 | 480 | 0 | 325 | 431 | 351 | 297 |
| HCM Platoon Ratio | 1.33 | 1.33 | 1.33 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 32.8 | 12.5 | 9.3 | 26.8 | 40.3 | 17.5 | 27.3 | 0.0 | 33.7 | 31.9 | 33.3 | 16.5 |
| Incr Delay (d2), s/veh | 16.9 | 4.1 | 0.3 | 2.9 | 8.7 | 1.3 | 0.9 | 0.0 | 1.5 | 5.6 | 0.3 | 12.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 9.2 | 6.8 | 0.8 | 0.9 | 14.7 | 3.8 | 1.8 | 0.0 | 1.6 | 1.9 | 0.5 | 5.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 49.7 | 16.7 | 9.6 | 29.7 | 49.0 | 18.8 | 28.2 | 0.0 | 35.2 | 37.5 | 33.6 | 29.3 |
| LnGrp LOS | D | B | A | C | D | B | C | A | D | D | C | C |
| Approach Vol, veh/h | | 1104 | | | 723 | | | 163 | | | 479 | |
| Approach Delay, s/veh | | 27.6 | | | 40.9 | | | 31.3 | | | 33.7 | |
| Approach LOS | | C | | | D | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.8 | 24.2 | 9.5 | 53.5 | 13.6 | 23.4 | 23.0 | 40.0 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 8.3 | 19.7 | 5.0 | 49.0 | 9.1 | 18.9 | 18.5 | 35.5 |
| Max Q Clear Time (g_c+I1), s | 10.3 | 5.6 | 3.9 | 22.9 | 6.0 | 10.1 | 14.7 | 28.7 |
| Green Ext Time (p_c), s | 0.0 | 0.2 | 0.0 | 4.3 | 0.0 | 0.5 | 0.5 | 2.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 32.9 |
| HCM 6th LOS | C |

Total 2042 PM 2:17 pm 09/11/2022 Total 2042 PM
Synchro 11 Light Report
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# TOTAL 2042 WITH ROUNDABOUT

Rodel - C:\Roundabout\Legacy Park - Berthoud\Berthoud at Mountain 2042.rod

File View Help

Project: Legacy Park | Date: 4-Nov-2025 | Model: Rodel 2017 | Timeslice: 15 | Full Geometry | Peak: AM | Feet | RHD
Name: Full Build 2042 | Flows: 2045 | Delay: Queuing | Results: Veh | Peak60/15m | Synthetic Flow Profile | Conf: 80 | Light | 42

| | Approach Geometry | | | | | Entry Geometry | | | | | Circ Geom | | | Exit Geometry | | | Entry Capacity Mods | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Leg Name | • | Bearing | G | V | n | E | n | L' | R | Φ | D | C | n | Ex | n | Vx | n | -+ Cap (v/h) | Xwalk Fact |
| 1 | Berthoud NB | Y | 0 | 0 | 12.00 | 1 | 14.00 | 1 | 164.00 | 66.00 | 30.00 | 164.00 | 20.00 | 1 | 15.00 | 1 | 12.00 | 1 | 0 | 1.000 |
| 2 | Mtn WB | Y | 90 | 0 | 12.00 | 1 | 14.00 | 1 | 164.00 | 66.00 | 30.00 | 164.00 | 20.00 | 1 | 15.00 | 1 | 12.00 | 1 | 0 | 1.000 |
| 3 | Berthoud SB | Y | 180 | 0 | 12.00 | 1 | 14.00 | 1 | 164.00 | 66.00 | 30.00 | 164.00 | 20.00 | 1 | 15.00 | 1 | 12.00 | 1 | 0 | 1.000 |
| 4 | Mtn EB | Y | 270 | 0 | 12.00 | 1 | 14.00 | 1 | 164.00 | 66.00 | 30.00 | 164.00 | 20.00 | 1 | 15.00 | 1 | 12.00 | 1 | 0 | 1.000 |

| | Volume Modifiers | | | Turning Volumes (veh/hr) | | | | | Arrival Volume Ratios | | | Arrival Volume Times (min) | | | PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Leg Name | %Truck | Factor | | | U-Turn | Exit-3 | Exit-2 | Exit-1 | Bypass | Ratio1 | Ratio2 | Ratio3 | Time1 | Time2 | Time3 | |
| 1 | Berthoud NB | 2.0 | 1.09 | | | 0 | 105 | 245 | 125 | 0 | 0.750 | 1.125 | 0.750 | 0 | 30 | 60 | |
| 2 | Mtn WB | 2.0 | 1.09 | | | 0 | 75 | 400 | 90 | 0 | 0.750 | 1.125 | 0.750 | 0 | 30 | 60 | |
| 3 | Berthoud SB | 2.0 | 1.09 | | | 0 | 110 | 195 | 145 | 0 | 0.750 | 1.125 | 0.750 | 0 | 30 | 60 | |
| 4 | Mtn EB | 2.0 | 1.09 | | | 0 | 115 | 385 | 105 | 0 | 0.750 | 1.125 | 0.750 | 0 | 30 | 60 | |

Calibration | Accidents | Economics | Bypass | Run

| | Peak 60min Results | Bypass Type | Flow Rate (veh/hr) | | Opp Rate (veh/hr) | | Capacity (veh/hr) | | Ave VCR | | Ave Del (sec/veh) | | Max Q (veh) | | Max Q95% (veh) | | LOS A-F | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Entry | Bypass | Entry | Bypass | Entry | Bypass | Entry | Bypass | Entry | Bypass | Leg | Entry | Bypass | Entry | Bypass | Entry | Byp | Leg |
| 1 | Berthoud NB | None | 518 | | 664 | | 729 | | 0.7100 | | 17.39 | | 17.39 | 3.82 | | 9.10 | | C | | C |
| 2 | Mtn WB | None | 616 | | 506 | | 811 | | 0.7590 | | 18.78 | | 18.78 | 5.00 | | 11.63 | | C | | C |
| 3 | Berthoud SB | None | 491 | | 632 | | 746 | | 0.6573 | | 13.96 | | 13.96 | 2.75 | | 6.73 | | B | | B |
| 4 | Mtn EB | None | 659 | | 414 | | 860 | | 0.7672 | | 18.18 | | 18.18 | 5.14 | | 11.91 | | C | | C |
| All | Intersection | | | | | | | | | | | | 17.26 | | | | | | | C |

Results 60 | Results 15 | Int / Slope - 60 | Int / Slope - 15 | $ Economics | Global Results

Rodel - C:\Roundabout\Legacy Park - Berthoud\Berthoud at Mountain 2042.rod

File View Help

Project: Legacy Park | Date: 4-Nov-2025 | Model: Rodel 2017 | Timeslice: 15 | Full Geometry | Peak: PM | Feet | RHD
Name: Full Build 2042 | Flows: 2045 | Delay: Queuing | Results: Veh | Peak60/15m | Synthetic Flow Profile | Conf: 80 | Light | 43

| | Approach Geometry | | | | | Entry Geometry | | | | | Circ Geom | | | Exit Geometry | | | Entry Capacity Mods | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Leg Name | • | Bearing | G | V | n | E | n | L' | R | Φ | D | C | n | Ex | n | Vx | n | -+ Cap (v/h) | Xwalk Fact |
| 1 | Berthoud NB | Y | 0 | 0 | 12.00 | 1 | 14.00 | 1 | 164.00 | 66.00 | 30.00 | 164.00 | 20.00 | 1 | 15.00 | 1 | 12.00 | 1 | 0 | 1.000 |
| 2 | Mtn WB | Y | 90 | 0 | 12.00 | 1 | 14.00 | 1 | 164.00 | 66.00 | 30.00 | 164.00 | 20.00 | 1 | 15.00 | 1 | 12.00 | 1 | 0 | 1.000 |
| 3 | Berthoud SB | Y | 180 | 0 | 12.00 | 1 | 14.00 | 1 | 164.00 | 66.00 | 30.00 | 164.00 | 20.00 | 1 | 15.00 | 1 | 12.00 | 1 | 0 | 1.000 |
| 4 | Mtn EB | Y | 270 | 0 | 12.00 | 1 | 14.00 | 1 | 164.00 | 66.00 | 30.00 | 164.00 | 20.00 | 1 | 15.00 | 1 | 12.00 | 1 | 0 | 1.000 |

| | Volume Modifiers | | | Turning Volumes (veh/hr) | | | | | Arrival Volume Ratios | | | Arrival Volume Times (min) | | | PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Leg Name | %Truck | Factor | | | U-Turn | Exit-3 | Exit-2 | Exit-1 | Bypass | Ratio1 | Ratio2 | Ratio3 | Time1 | Time2 | Time3 | |
| 1 | Berthoud NB | 5.0 | 1.00 | | | 0 | 85 | 210 | 125 | 0 | 0.750 | 1.125 | 0.750 | 0 | 30 | 60 | |
| 2 | Mtn WB | 5.0 | 1.00 | | | 0 | 150 | 510 | 145 | 0 | 0.750 | 1.125 | 0.750 | 0 | 30 | 60 | |
| 3 | Berthoud SB | 5.0 | 1.00 | | | 0 | 185 | 215 | 130 | 0 | 0.750 | 1.125 | 0.750 | 0 | 30 | 60 | |
| 4 | Mtn EB | 5.0 | 1.00 | | | 0 | 175 | 585 | 85 | 0 | 0.750 | 1.125 | 0.750 | 0 | 30 | 60 | |

Calibration | Accidents | Economics | Bypass | Run

| | Peak 60min Results | Bypass Type | Flow Rate (veh/hr) | | Opp Rate (veh/hr) | | Capacity (veh/hr) | | Ave VCR | | Ave Del (sec/veh) | | Max Q (veh) | | Max Q95% (veh) | | LOS A-F | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Entry | Bypass | Entry | Bypass | Entry | Bypass | Entry | Bypass | Entry | Bypass | Leg | Entry | Bypass | Entry | Bypass | Entry | Byp | Leg |
| 1 | Berthoud NB | None | 420 | | 843 | | 588 | | 0.7141 | | 17.97 | | 17.97 | 2.91 | | 7.08 | | C | | C |
| 2 | Mtn WB | None | 805 | | 446 | | 789 | | 1.0204 | | 101.95 | | 101.95 | 46.66 | | 91.09 | | F | | F |
| 3 | Berthoud SB | None | 530 | | 713 | | 654 | | 0.8102 | | 23.97 | | 23.97 | 5.44 | | 12.54 | | C | | C |
| 4 | Mtn EB | None | 845 | | 542 | | 741 | | 1.1409 | | 219.58 | | 219.58 | 96.96 | | 189.07 | | F | | F |
| All | Intersection | | | | | | | | | | | | 110.72 | | | | | | | F |

Results 60 | Results 15 | Int / Slope - 60 | Int / Slope - 15 | $ Economics | Global Results

Rodel - C:\Roundabout\Legacy Park - Berthoud\Gateway at Mountain 2042.rod

File View Help

Project: Legacy Park | Date: 4-Nov-2025 | Model: Rodel 2017 | Timeslice: 15 | Full Geometry | Peak: AM | Feet | RHD
Name: Full Build 2042 | Flows: 2045 | Delay: Queuing | Results: Veh | Peak60/15m | Synthetic Flow Profile | Conf: 80 | Light | 51

| | Approach Geometry | | | | | Entry Geometry | | | | | Circ Geom | | | Exit Geometry | | | Entry Capacity Mods | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Leg Name | • | Bearing | G | V | n | E | n | L' | R | Φ | D | C | n | Ex | n | Vx | n | -+ Cap (v/h) | Xwalk Fact |
| 1 | Gateway NB | Y | 0 | 0 | 12.00 | 1 | 14.00 | 1 | 164.00 | 66.00 | 30.00 | 164.00 | 20.00 | 1 | 15.00 | 1 | 12.00 | 1 | 0 | 1.000 |
| 2 | Mtn WB | Y | 90 | 0 | 12.00 | 1 | 14.00 | 1 | 164.00 | 66.00 | 30.00 | 164.00 | 20.00 | 1 | 15.00 | 1 | 12.00 | 1 | 0 | 1.000 |
| 3 | Gateway SB | Y | 180 | 0 | 12.00 | 1 | 14.00 | 1 | 164.00 | 66.00 | 30.00 | 164.00 | 20.00 | 1 | 15.00 | 1 | 12.00 | 1 | 0 | 1.000 |
| 4 | Mtn EB | Y | 270 | 0 | 12.00 | 1 | 14.00 | 1 | 164.00 | 66.00 | 30.00 | 164.00 | 20.00 | 1 | 15.00 | 1 | 12.00 | 1 | 0 | 1.000 |

| | Volume Modifiers | | | Turning Volumes (veh/hr) | | | | | Arrival Volume Ratios | | | Arrival Volume Times (min) | | | PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Leg Name | %Truck | Factor | | U-Turn | Exit-3 | Exit-2 | Exit-1 | Bypass | Ratio1 | Ratio2 | Ratio3 | Time1 | Time2 | Time3 | |
| 1 | Gateway NB | 2.0 | 1.09 | | 0 | 70 | 5 | 25 | 0 | 0.750 | 1.125 | 0.750 | 0 | 30 | 60 | |
| 2 | Mtn WB | 2.0 | 1.09 | | 0 | 40 | 515 | 95 | 0 | 0.750 | 1.125 | 0.750 | 0 | 30 | 60 | |
| 3 | Gateway SB | 2.0 | 1.09 | | 0 | 65 | 5 | 90 | 0 | 0.750 | 1.125 | 0.750 | 0 | 30 | 60 | |
| 4 | Mtn EB | 2.0 | 1.09 | | 0 | 60 | 515 | 55 | 0 | 0.750 | 1.125 | 0.750 | 0 | 30 | 60 | |

Calibration | Accidents | Economics | Bypass | Run

| | Peak 60min Results | Bypass Type | Flow Rate (veh/hr) | | Opp Rate (veh/hr) | | Capacity (veh/hr) | | Ave VCR | | Ave Del (sec/veh) | | Max Q (veh) | | Max Q95% (veh) | | LOS A-F | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Entry | Bypass | Entry | Bypass | Entry | Bypass | Entry | Bypass | Entry | Bypass | Leg | Entry | Bypass | Entry | Bypass | Entry | Byp | Leg |
| 1 | Gateway NB | None | 109 | | 697 | | 712 | | 0.1531 | | 5.73 | | 5.73 | 0.21 | | 0.55 | | A | | A |
| 2 | Mtn WB | None | 709 | | 147 | | 998 | | 0.7097 | | 11.93 | | 11.93 | 3.27 | | 7.89 | | B | | B |
| 3 | Gateway SB | None | 174 | | 681 | | 721 | | 0.2420 | | 6.33 | | 6.33 | 0.38 | | 0.99 | | A | | A |
| 4 | Mtn EB | None | 687 | | 120 | | 1012 | | 0.6782 | | 10.54 | | 10.54 | 2.72 | | 6.67 | | B | | B |
| All | Intersection | | | | | | | | | | | | 10.37 | | | | | | | B |

Results 60 | Results 15 | Int / Slope - 60 | Int / Slope - 15 | $ Economics | Global Results

CAPS

Rodel - C:\Roundabout\Legacy Park - Berthoud\Gateway at Mountain 2042.rod

File View Help

Project: Legacy Park | Date: 4-Nov-2025 | Model: Rodel 2017 | Timeslice: 15 | Full Geometry | Peak: PM | Feet | RHD
Name: Full Build 2042 | Flows: 2045 | Delay: Queuing | Results: Veh | Peak60/15m | Synthetic Flow Profile | Conf: 80 | Light | 53

| | Approach Geometry | | | | | Entry Geometry | | | | | Circ Geom | | | Exit Geometry | | | Entry Capacity Mods | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Leg Name | • | Bearing | G | V | n | E | n | L' | R | Φ | D | C | n | Ex | n | Vx | n | -+ Cap (v/h) | Xwalk Fact |
| 1 | Gateway NB | Y | 0 | 0 | 12.00 | 1 | 14.00 | 1 | 164.00 | 66.00 | 30.00 | 164.00 | 20.00 | 1 | 15.00 | 1 | 12.00 | 1 | 0 | 1.000 |
| 2 | Mtn WB | Y | 90 | 0 | 12.00 | 1 | 14.00 | 1 | 164.00 | 66.00 | 30.00 | 164.00 | 20.00 | 1 | 15.00 | 1 | 12.00 | 1 | 0 | 1.000 |
| 3 | Gateway SB | Y | 180 | 0 | 12.00 | 1 | 14.00 | 1 | 164.00 | 66.00 | 30.00 | 164.00 | 20.00 | 1 | 15.00 | 1 | 12.00 | 1 | 0 | 1.000 |
| 4 | Mtn EB | Y | 270 | 0 | 12.00 | 1 | 14.00 | 1 | 164.00 | 66.00 | 30.00 | 164.00 | 20.00 | 1 | 15.00 | 1 | 12.00 | 1 | 0 | 1.000 |

| | Volume Modifiers | | | Turning Volumes (veh/hr) | | | | | Arrival Volume Ratios | | | Arrival Volume Times (min) | | | PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Leg Name | %Truck | Factor | | U-Turn | Exit-3 | Exit-2 | Exit-1 | Bypass | Ratio1 | Ratio2 | Ratio3 | Time1 | Time2 | Time3 | |
| 1 | Gateway NB | 5.0 | 1.00 | | 0 | 115 | 20 | 80 | 0 | 0.750 | 1.125 | 0.750 | 0 | 30 | 60 | |
| 2 | Mtn WB | 5.0 | 1.00 | | 0 | 70 | 545 | 110 | 0 | 0.750 | 1.125 | 0.750 | 0 | 30 | 60 | |
| 3 | Gateway SB | 5.0 | 1.00 | | 0 | 65 | 20 | 50 | 0 | 0.750 | 1.125 | 0.750 | 0 | 30 | 60 | |
| 4 | Mtn EB | 5.0 | 1.00 | | 0 | 60 | 700 | 120 | 0 | 0.750 | 1.125 | 0.750 | 0 | 30 | 60 | |

Calibration | Accidents | Economics | Bypass | Run

| | Peak 60min Results | Bypass Type | Flow Rate (veh/hr) | | Opp Rate (veh/hr) | | Capacity (veh/hr) | | Ave VCR | | Ave Del (sec/veh) | | Max Q (veh) | | Max Q95% (veh) | | LOS A-F | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Entry | Bypass | Entry | Bypass | Entry | Bypass | Entry | Bypass | Entry | Bypass | Leg | Entry | Bypass | Entry | Bypass | Entry | Byp | Leg |
| 1 | Gateway NB | None | 215 | | 820 | | 600 | | 0.3582 | | 8.50 | | 8.50 | 0.64 | | 1.67 | | A | | A |
| 2 | Mtn WB | None | 725 | | 195 | | 916 | | 0.7915 | | 16.12 | | 16.12 | 4.81 | | 11.23 | | C | | C |
| 3 | Gateway SB | None | 135 | | 730 | | 646 | | 0.2091 | | 6.53 | | 6.53 | 0.30 | | 0.79 | | A | | A |
| 4 | Mtn EB | None | 880 | | 155 | | 936 | | 0.9402 | | 43.07 | | 43.07 | 20.48 | | 41.05 | | E | | E |
| All | Intersection | | | | | | | | | | | | 26.75 | | | | | | | D |

Results 60 | Results 15 | Int / Slope - 60 | Int / Slope - 15 | $ Economics | Global Results

# Appendix C NCHRP Internal Trip Capture

| NCHRP 684 Internal Trip Capture Estimation Tool | | | |
|---|---|---|---|
| **Project Name:** | Ludlow | **Organization:** | |
| **Project Location:** | Berthoud CO | **Performed By:** | R Rollins |
| **Scenario Description:** | Full Buildout | **Date:** | 6/9/22 |
| **Analysis Year:** | 2040 | **Checked By:** | |
| **Analysis Period:** | PM Street Peak Hour | **Date:** | |

**Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)**

| Land Use | Development Data (*For Information Only*) | | | Estimated Vehicle-Trips[3] | | |
|---|---|---|---|---|---|---|
| | ITE LUCs[1] | Quantity | Units | Total | Entering | Exiting |
| Office | | | | 61 | 10 | 51 |
| Retail | | | | 682 | 328 | 355 |
| Restaurant | | | | 0 | | |
| Cinema/Entertainment | | | | 0 | | |
| Residential | | | | 1,075 | 678 | 398 |
| Hotel | | | | 0 | | |
| All Other Land Uses[2] | | | | 0 | | |
| | | | | 1,818 | 1,016 | 804 |

**Table 2-P: Mode Split and Vehicle Occupancy Estimates**

| Land Use | Entering Trips | | | Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ.[4] | % Transit | % Non-Motorized | Veh. Occ.[4] | % Transit | % Non-Motorized |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |
| All Other Land Uses[2] | | | | | | |

**Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |

**Table 4-P: Internal Person-Trip Origin-Destination Matrix***

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 10 | 0 | 0 | 1 | 0 |
| Retail | 3 | | 0 | 0 | 92 | 0 |
| Restaurant | 0 | 0 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 6 | 33 | 0 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

**Table 5-P: Computations Summary**

| | Total | Entering | Exiting |
|---|---|---|---|
| All Person-Trips | 1,820 | 1,016 | 804 |
| Internal Capture Percentage | 16% | 14% | 18% |
| | | | |
| External Vehicle-Trips[5] | 1,530 | 871 | 659 |
| External Transit-Trips[6] | 0 | 0 | 0 |
| External Non-Motorized Trips[6] | 0 | 0 | 0 |

**Table 6-P: Internal Trip Capture Percentages by Land Use**

| Land Use | Entering Trips | Exiting Trips |
|---|---|---|
| Office | 90% | 22% |
| Retail | 13% | 27% |
| Restaurant | N/A | N/A |
| Cinema/Entertainment | N/A | N/A |
| Residential | 14% | 10% |
| Hotel | N/A | N/A |

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.
[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).
[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-P,
[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.
[6]Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

# Appendix D Project Distribution

| | AM Peak Hour | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Total Outbound** | LT | T | RT | LT | T | RT | LT | T | RT | LT | T | RT |
| 1 | US 287 @ Mountain | 0% | 0% | 0% | 1% | 4% | 14% | 2% | 7% | 0% | 0% | 0% | 0% |
| 2 | Gate Wy Pk & Mtn | 0% | 4% | 0% | 0% | 0% | 0% | 10% | 0% | 4% | 0% | 0% | 0% |
| 3 | Berthoud & Mtn | 3% | 5% | 0% | 0% | 0% | 0% | 0% | 13% | 14% | 0% | 0% | 0% |
| 4 | Berthoud & Welch | 8% | 0% | 1% | 0% | 0% | 0% | 0% | 19% | 0% | 0% | 0% | 0% |
| 5 | Berthoud & Arapahoe | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 14% | 0% | 0% | 1% | 0% |
| 6 | Berthoud & Spartan | 10% | 2% | 5% | 0% | 0% | 0% | 0% | 4% | 0% | 0% | 2% | 0% |
| 7 | Berthoud & CR4E | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% | 2% |
| 8 | US 287 & CR4E | 0% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 27% | 0% |
| 9 | US 287 & Spartan | 0% | 0% | 0% | 26% | 0% | 10% | 0% | 0% | 0% | 0% | 1% | 0% |
| 10 | Berthoud & Estate Lots | 4% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 6% | 0% |
| 11 | Meadowlark & Mountain | 0% | 0% | 0% | 0% | 10% | 0% | 9% | 0% | 4% | 0% | 0% | 0% |

| | AM Peak Hour | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Total Inbound** | LT | T | RT | LT | T | RT | LT | T | RT | LT | T | RT |
| 1 | US 287 @ Mountain | 0% | 5% | 4% | 0% | 0% | 0% | 0% | 0% | 4% | 11% | 8% | 0% |
| 2 | Gate Wy Pk & Mtn | 0% | 0% | 14% | 10% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| 3 | Berthoud & Mtn | 0% | 0% | 0% | 13% | 9% | 0% | 0% | 0% | 0% | 0% | 11% | 3% |
| 4 | Berthoud & Welch | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 0% | 19% | 4% |
| 5 | Berthoud & Arapahoe | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 2% | 0% | 0% | 16% | 3% |
| 6 | Berthoud & Spartan | 0% | 0% | 0% | 0% | 2% | 0% | 6% | 2% | 0% | 0% | 2% | 13% |
| 7 | Berthoud & CR4E | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 9% | 0% | 0% | 0% | 0% |
| 8 | US 287 & CR4E | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 23% | 1% | 0% | 0% | 0% |
| 9 | US 287 & Spartan | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 4% | 19% | 12% | 0% | 0% |
| 10 | Berthoud & Estate Lots | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 9% | 0% | 0% | 0% | 3% |
| 11 | Meadowlark & Mountain | 0% | 14% | 6% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| | PM Peak Hour | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **TOTAL Outbound** | LT | T | RT | LT | T | RT | LT | T | RT | LT | T | RT |
| 1 | US 287 @ Mountain | 0% | 0% | 0% | 4% | 6% | 12% | 4% | 7% | 0% | 0% | 0% | 0% |
| 2 | Gate Wy Pk & Mtn | 0% | 2% | 0% | 0% | 0% | 0% | 16% | 1% | 12% | 0% | 0% | 0% |
| 3 | Berthoud & Mtn | 4% | 10% | 0% | 0% | 0% | 0% | 0% | 10% | 13% | 0% | 0% | 0% |
| 4 | Berthoud & Welch | 5% | 0% | 2% | 0% | 0% | 0% | 0% | 18% | 0% | 0% | 0% | 0% |
| 5 | Berthoud & Arapahoe | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 15% | 0% | 0% | 2% | 0% |
| 6 | Berthoud & Spartan | 12% | 2% | 5% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 3% | 0% |
| 7 | Berthoud & CR4E | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% | 1% |
| 8 | US 287 & CR4E | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 23% | 0% |
| 9 | US 287 & Spartan | 0% | 0% | 0% | 18% | 0% | 11% | 0% | 0% | 0% | 0% | 4% | 0% |
| 10 | Berthoud & Estate Lots | 3% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% | 0% |
| 11 | Meadowlark & Mountain | 0% | 0% | 0% | 0% | 16% | 0% | 6% | 0% | 2% | 0% | 0% | 0% |

| | PM Peak Hour | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Total Inbound** | LT | T | RT | LT | T | RT | LT | T | RT | LT | T | RT |
| 1 | US 287 @ Mountain | 0% | 5% | 3% | 0% | 0% | 0% | 0% | 0% | 3% | 13% | 7% | 0% |
| 2 | Gate Wy Pk & Mtn | 0% | 0% | 14% | 8% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| 3 | Berthoud & Mtn | 0% | 0% | 0% | 14% | 8% | 0% | 0% | 0% | 0% | 0% | 11% | 3% |
| 4 | Berthoud & Welch | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 19% | 6% |
| 5 | Berthoud & Arapahoe | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 1% | 0% | 0% | 14% | 5% |
| 6 | Berthoud & Spartan | 0% | 0% | 0% | 0% | 2% | 0% | 5% | 2% | 0% | 0% | 3% | 11% |
| 7 | Berthoud & CR4E | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 7% | 0% | 0% | 0% | 0% |
| 8 | US 287 & CR4E | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% | 2% | 0% | 0% | 0% |
| 9 | US 287 & Spartan | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 3% | 22% | 10% | 0% | 0% |
| 10 | Berthoud & Estate Lots | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 7% | 0% | 0% | 0% | 4% |
| 11 | Meadowlark & Mountain | 0% | 14% | 7% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

# Appendix E LOS Delay and Queue Worksheets on CDOT Facilities

| # | Intersection | Overall Movement | Total AM | | Total PM | |
|---|---|---|---|---|---|---|
| | | | Delay (avg s/veh) | LOS | Delay (avg s/veh) | LOS |
| 1 | US 287 & Berthoud Parkway Signal | Overall | 37.4 | D | 32.2 | C |
| | | EB LT | 50.5 | D | 54.4 | D |
| | | EB T | 45.4 | D | 50.7 | D |
| | | EB RT | 15.0 | B | 18.6 | B |
| | | WB LT | 50.3 | D | 53.8 | D |
| | | WB T | 33.4 | C | 47.2 | D |
| | | WB RT | 36.6 | D | 43.7 | D |
| | | NB LT | 38.4 | D | 51.6 | D |
| | | NB T | 15.8 | B | 31.8 | C |
| | | NB RT | 8.3 | A | 5.6 | A |
| | | SB LT | 50.2 | D | 51.8 | D |
| | | SB T | 49.6 | D | 19.0 | B |
| | | SB RT | 5.6 | A | 11.0 | B |
| 2 | Gateway PK Blvd & Mountain Ave Signal | Overall | 21.9 | C | 20.6 | C |
| | | EB LT | 42.8 | D | 15.7 | B |
| | | EB T | 33.5 | C | 31.3 | C |
| | | EB RT | 20.4 | C | 15.3 | B |
| | | WB LT | 29.1 | C | 19.8 | B |
| | | WB T | 14.6 | B | 1.7 | A |
| | | WB RT | 8.1 | A | 0.3 | A |
| | | NB LT | 14.0 | B | 42.0 | D |
| | | NB T/RT | 11.1 | B | 35.1 | D |
| | | SB LT | 12.2 | B | 40.0 | D |
| | | SB T/RT | 12.1 | B | 33.2 | C |
| 3 | Berthoud Pkwy & Mountain Ave Signal | Overall | 23.2 | C | 26.9 | C |
| | | EB LT | 26.0 | C | 24.4 | C |
| | | EB T | 21.5 | C | 27.7 | C |
| | | EB RT | 16.1 | C | 9.3 | A |
| | | WB LT | 26.6 | C | 30.7 | C |
| | | WB T | 45.1 | D | 39.3 | D |
| | | WB RT | 29.0 | C | 24.2 | C |
| | | NB LT | 16.8 | B | 24.6 | C |
| | | NB T | 13.6 | B | 19.4 | B |
| | | NB RT | 12.6 | B | 18.4 | B |
| | | SB LT | 18.3 | B | 30.1 | C |
| | | SB T | 13.0 | B | 19.5 | B |
| | | SB RT | 12.8 | B | 18.5 | B |

| # | Intersection | Overall Movement | Total AM | | Total PM | |
|---|---|---|---|---|---|---|
| | | | Delay (avg s/veh) | LOS | Delay (avg s/veh) | LOS |
| 9 | US 287 & Spartan Ave Signal | Overall | 12.6 | B | 36.1 | D |
| | | WB LT | 47.4 | D | 47.2 | D |
| | | WB RT | 9.6 | A | 32.5 | C |
| | | NB T | 8.9 | A | 53.2 | D |
| | | NB RT | 1.5 | A | 1.8 | A |
| | | SB LT | 5.5 | A | 44.8 | D |
| | | SB T | 9.3 | A | 11.7 | B |
| 11 | Meadowlark Dr & Mountain Ave Signal | Overall | 13.4 | B | 32.9 | C |
| | | EB LT | 13.2 | B | 49.7 | D |
| | | EB T | 1.2 | A | 16.7 | B |
| | | EB RT | 0.1 | A | 9.6 | A |
| | | WB LT | 6.6 | A | 29.7 | C |
| | | WB T | 12.1 | B | 49.0 | D |
| | | WB RT | 7.5 | A | 18.8 | B |
| | | NB LT | 26.1 | C | 28.2 | C |
| | | NB T/RT | 23.2 | C | 35.2 | D |
| | | SB LT | 30.5 | C | 37.5 | D |
| | | SB T | 22.2 | C | 33.6 | C |
| | | SB RT | 26.3 | C | 29.3 | C |

Queues
1: Mountain & US 287 11/03/2025

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 98 | 342 | 185 | 370 | 228 | 185 | 87 | 663 | 217 | 136 | 1484 | 87 |
| v/c Ratio | 0.35 | 0.68 | 0.41 | 0.73 | 0.30 | 0.38 | 0.48 | 0.43 | 0.21 | 0.48 | 0.91 | 0.10 |
| Control Delay | 46.4 | 47.0 | 6.8 | 49.7 | 33.3 | 7.2 | 54.9 | 21.6 | 5.1 | 49.4 | 35.4 | 0.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 46.4 | 47.0 | 6.8 | 49.7 | 33.3 | 7.2 | 54.9 | 21.6 | 5.1 | 49.4 | 35.4 | 0.9 |
| Queue Length 50th (ft) | 30 | 109 | 7 | 115 | 63 | 0 | 28 | 157 | 28 | 42 | 460 | 0 |
| Queue Length 95th (ft) | 55 | 153 | 42 | 164 | 96 | 53 | 53 | 215 | 62 | 74 | #655 | 9 |
| Internal Link Dist (ft) | | 3328 | | | 877 | | | 3187 | | | 8701 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | 357 | 599 | 452 | 547 | 831 | 513 | 183 | 1527 | 1042 | 297 | 1633 | 944 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.27 | 0.57 | 0.41 | 0.68 | 0.27 | 0.36 | 0.48 | 0.43 | 0.21 | 0.46 | 0.91 | 0.09 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
1: Mountain & US 287 11/03/2025

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 163 | 397 | 168 | 261 | 429 | 120 | 234 | 1658 | 505 | 190 | 995 | 152 |
| v/c Ratio | 0.67 | 0.80 | 0.37 | 0.70 | 0.65 | 0.31 | 0.64 | 1.01 | 0.53 | 0.61 | 0.63 | 0.16 |
| Control Delay | 59.4 | 54.0 | 13.3 | 58.6 | 48.9 | 18.5 | 51.4 | 52.3 | 7.6 | 52.5 | 23.5 | 3.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 59.4 | 54.0 | 13.3 | 58.6 | 48.9 | 18.5 | 51.4 | 52.3 | 7.6 | 52.5 | 23.5 | 3.8 |
| Queue Length 50th (ft) | 53 | 129 | 36 | 90 | 148 | 30 | 74 | ~603 | 67 | 60 | 255 | 10 |
| Queue Length 95th (ft) | #94 | #194 | 75 | m112 | m181 | m51 | 114 | #740 | 111 | 96 | 324 | 39 |
| Internal Link Dist (ft) | | 3328 | | | 877 | | | 3187 | | | 8701 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | 244 | 516 | 459 | 388 | 690 | 405 | 384 | 1643 | 962 | 323 | 1589 | 943 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.67 | 0.77 | 0.37 | 0.67 | 0.62 | 0.30 | 0.61 | 1.01 | 0.52 | 0.59 | 0.63 | 0.16 |

Intersection Summary

~ 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.
m Volume for 95th percentile queue is metered by upstream signal.

Queues
2: Mountain & Gate Way 11/02/2025

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 65 | 560 | 60 | 43 | 560 | 103 | 76 | 18 | 71 | 103 |
| v/c Ratio | 0.33 | 0.73 | 0.09 | 0.22 | 0.73 | 0.15 | 0.15 | 0.03 | 0.13 | 0.15 |
| Control Delay | 18.6 | 26.9 | 2.8 | 17.9 | 31.0 | 4.8 | 21.8 | 13.2 | 21.6 | 6.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 18.6 | 26.9 | 2.8 | 17.9 | 31.0 | 4.8 | 21.8 | 13.2 | 21.6 | 6.2 |
| Queue Length 50th (ft) | 26 | 282 | 0 | 16 | 224 | 4 | 28 | 2 | 26 | 2 |
| Queue Length 95th (ft) | 43 | 288 | 15 | m20 | 205 | m15 | 74 | 19 | 70 | 40 |
| Internal Link Dist (ft) | | 1276 | | | 1177 | | | 262 | | 413 |
| Turn Bay Length (ft) | | | | | | | | | | |
| Base Capacity (vph) | 285 | 1103 | 958 | 285 | 1103 | 972 | 514 | 672 | 556 | 693 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.23 | 0.51 | 0.06 | 0.15 | 0.51 | 0.11 | 0.15 | 0.03 | 0.13 | 0.15 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
2: Mountain & Gate Way 11/04/2025

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 65 | 761 | 130 | 76 | 592 | 120 | 125 | 109 | 71 | 76 |
| v/c Ratio | 0.15 | 0.67 | 0.13 | 0.24 | 0.52 | 0.12 | 0.47 | 0.28 | 0.28 | 0.20 |
| Control Delay | 4.0 | 12.7 | 1.5 | 8.3 | 8.1 | 2.1 | 40.6 | 12.2 | 35.8 | 14.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 4.0 | 12.7 | 1.5 | 8.3 | 8.1 | 2.1 | 40.6 | 12.2 | 35.8 | 14.5 |
| Queue Length 50th (ft) | 12 | 354 | 10 | 11 | 93 | 0 | 69 | 11 | 38 | 11 |
| Queue Length 95th (ft) | m15 | 445 | m13 | m33 | 225 | m21 | 128 | 56 | 79 | 49 |
| Internal Link Dist (ft) | | 1276 | | | 1177 | | | 262 | | 413 |
| Turn Bay Length (ft) | | | | | | | | | | |
| Base Capacity (vph) | 421 | 1137 | 1007 | 313 | 1137 | 1004 | 264 | 396 | 251 | 375 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.15 | 0.67 | 0.13 | 0.24 | 0.52 | 0.12 | 0.47 | 0.28 | 0.28 | 0.20 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Total 2042 PM Legacy Park 2:17 pm 09/11/2022 Synchro 11 Light Report
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Queues
3: Berthoud Pkwy & Mountain 11/03/2025

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 125 | 418 | 114 | 82 | 435 | 98 | 114 | 266 | 136 | 120 | 212 | 158 |
| v/c Ratio | 0.45 | 0.69 | 0.19 | 0.28 | 0.82 | 0.19 | 0.22 | 0.30 | 0.17 | 0.25 | 0.24 | 0.19 |
| Control Delay | 22.1 | 27.5 | 3.7 | 17.5 | 45.3 | 5.5 | 19.2 | 19.0 | 4.0 | 19.9 | 18.3 | 3.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 22.1 | 27.5 | 3.7 | 17.5 | 45.3 | 5.5 | 19.2 | 19.0 | 4.0 | 19.9 | 18.3 | 3.9 |
| Queue Length 50th (ft) | 32 | 115 | 4 | 30 | 257 | 0 | 41 | 101 | 0 | 44 | 78 | 0 |
| Queue Length 95th (ft) | 67 | 145 | 11 | 49 | 335 | 33 | 93 | 187 | 37 | 100 | 150 | 39 |
| Internal Link Dist (ft) | | 1177 | | | 3572 | | | 451 | | | 11013 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | 305 | 728 | 688 | 308 | 673 | 634 | 520 | 881 | 820 | 472 | 881 | 832 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.41 | 0.57 | 0.17 | 0.27 | 0.65 | 0.15 | 0.22 | 0.30 | 0.17 | 0.25 | 0.24 | 0.19 |

Intersection Summary

Total 2042 AM Legacy Park 7:00 am 06/22/2022
RR

Synchro 11 Light Report
Page 1

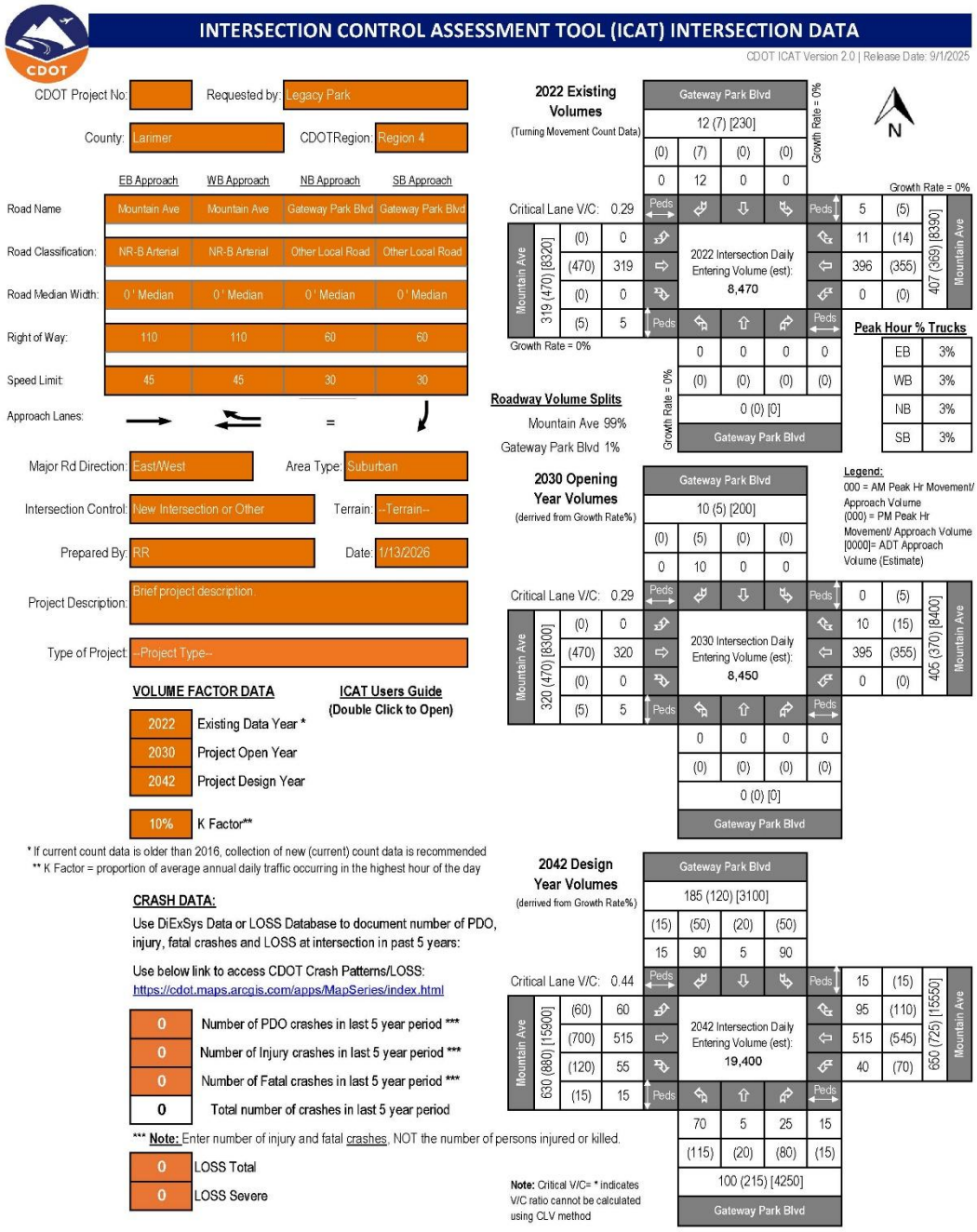
Queues
3: Berthoud Pkwy & Mountain 11/03/2025

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 190 | 636 | 92 | 163 | 554 | 158 | 92 | 228 | 136 | 201 | 234 | 141 |
| v/c Ratio | 0.65 | 0.87 | 0.14 | 0.74 | 0.81 | 0.23 | 0.24 | 0.32 | 0.20 | 0.51 | 0.32 | 0.20 |
| Control Delay | 27.2 | 29.9 | 2.0 | 35.9 | 38.2 | 3.9 | 24.7 | 24.3 | 5.0 | 30.7 | 24.4 | 4.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 27.2 | 29.9 | 2.0 | 35.9 | 38.2 | 3.9 | 24.7 | 24.3 | 5.0 | 30.7 | 24.4 | 4.9 |
| Queue Length 50th (ft) | 49 | 271 | 0 | 51 | 310 | 0 | 40 | 102 | 0 | 98 | 105 | 0 |
| Queue Length 95th (ft) | m108 | 373 | m7 | #122 | 414 | 37 | 85 | 175 | 40 | 185 | 180 | 41 |
| Internal Link Dist (ft) | | 1177 | | | 3572 | | | 451 | | | 11013 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | 306 | 839 | 763 | 221 | 774 | 750 | 391 | 722 | 696 | 395 | 722 | 700 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.62 | 0.76 | 0.12 | 0.74 | 0.72 | 0.21 | 0.24 | 0.32 | 0.20 | 0.51 | 0.32 | 0.20 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

# Appendix F ICAT Analysis Worksheets



INTERSECTION CONTROL ASSESSMENT TOOL (ICAT) INTERSECTION DATA

CDOT ICAT Version 2.0 | Release Date: 9/1/2025

CDOT Project No: | Requested by: Legacy Park

County: Larimer | CDOTRegion: Region 4

| | EB Approach | WB Approach | NB Approach | SB Approach |
|---|---|---|---|---|
| Road Name | Mountain Ave | Mountain Ave | Gateway Park Blvd | Gateway Park Blvd |
| Road Classification: | NR-B Arterial | NR-B Arterial | Other Local Road | Other Local Road |
| Road Median Width: | 0 ' Median | 0 ' Median | 0 ' Median | 0 ' Median |
| Right of Way: | 110 | 110 | 60 | 60 |
| Speed Limit: | 45 | 45 | 30 | 30 |
| Approach Lanes: | → | ⇄ | = | ↓ |

Major Rd Direction: East/West | Area Type: Suburban

Intersection Control: New Intersection or Other | Terrain: --Terrain--

Prepared By: RR | Date: 1/13/2026

Project Description: Brief project description

Type of Project: --Project Type--

**VOLUME FACTOR DATA**

| | |
|---|---|
| 2022 | Existing Data Year * |
| 2030 | Project Open Year |
| 2042 | Project Design Year |
| 10% | K Factor** |

**ICAT Users Guide** (Double Click to Open)

* If current count data is older than 2016, collection of new (current) count data is recommended
** K Factor = proportion of average annual daily traffic occurring in the highest hour of the day

**CRASH DATA:**

Use DiExSys Data or LOSS Database to document number of PDO, injury, fatal crashes and LOSS at intersection in past 5 years:

Use below link to access CDOT Crash Patterns/LOSS:
https://cdot.maps.arcgis.com/apps/MapSeries/index.html

| | |
|---|---|
| 0 | Number of PDO crashes in last 5 year period *** |
| 0 | Number of Injury crashes in last 5 year period *** |
| 0 | Number of Fatal crashes in last 5 year period *** |
| 0 | Total number of crashes in last 5 year period |

*** **Note:** Enter number of injury and fatal crashes. NOT the number of persons injured or killed.

| | |
|---|---|
| 0 | LOSS Total |
| 0 | LOSS Severe |

**2022 Existing Volumes** (Turning Movement Count Data)

Gateway Park Blvd: 12 (7) [230] | (0) (7) (0) (0) | 0 12 0 0 | Growth Rate = 0%

Critical Lane V/C: 0.29

Mountain Ave: 319 (470) [8320] | (0) 0 | (470) 319 | (0) 0 | (5) 5 | Peds

2022 Intersection Daily Entering Volume (est): 8,470

Peds | 5 (5) | 11 (14) | 396 (355) | 0 (0) | 407 (369) [8390] Mountain Ave

Growth Rate = 0%

Gateway Park Blvd: 0 0 0 0 | (0) (0) (0) (0) | 0 (0) [0]

Growth Rate = 0%

**Peak Hour % Trucks**

| | |
|---|---|
| EB | 3% |
| WB | 3% |
| NB | 3% |
| SB | 3% |

**Roadway Volume Splits**

Mountain Ave 99%

Gateway Park Blvd 1%

**2030 Opening Year Volumes** (derrived from Growth Rate%)

Gateway Park Blvd: 10 (5) [200] | (0) (5) (0) (0) | 0 10 0 0

Critical Lane V/C: 0.29

Mountain Ave: 320 (470) [8300] | (0) 0 | (470) 320 | (0) 0 | (5) 5 | Peds

2030 Intersection Daily Entering Volume (est): 8,450

Peds | 0 (5) | 10 (15) | 395 (355) | 0 (0) | 405 (370) [8400] Mountain Ave

Gateway Park Blvd: 0 0 0 0 | (0) (0) (0) (0) | 0 (0) [0]

**Legend:**
000 = AM Peak Hr Movement/ Approach Volume
(000) = PM Peak Hr Movement/ Approach Volume
[0000]= ADT Approach Volume (Estimate)

**2042 Design Year Volumes** (derrived from Growth Rate%)

Gateway Park Blvd: 185 (120) [3100] | (15) (50) (20) (50) | 15 90 5 90

Critical Lane V/C: 0.44

Mountain Ave: 630 (880) [15900] | (60) 60 | (700) 515 | (120) 55 | (15) 15 | Peds

2042 Intersection Daily Entering Volume (est): 19,400

Peds | 15 (15) | 95 (110) | 515 (545) | 40 (70) | 650 (725) [15550] Mountain Ave

Gateway Park Blvd: 70 5 25 15 | (115) (20) (80) (15) | 100 (215) [4250]

**Note:** Critical V/C= * indicates V/C ratio cannot be calculated using CLV method

Fill in ORANGE TEXT below to record Existing Year volumes, truck percentages and pedestrian count data (most recent count data collected & grown to existing year, if applicable)

| Existing Lane Configuration | EB Mountain Ave | | | WB Mountain Ave | | | NB Gateway Park Blvd | | | SB Gateway Park Blvd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| # of lanes; use > or < for shared lanes | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

**Note:** Shared lanes are enterred using > or < symbols. A zero shold be input only where a movement

| Existing Yr Volume Inputs | EB Mountain Ave | | | WB Mountain Ave | | | NB Gateway Park Blvd | | | SB Gateway Park Blvd | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | |
| AM Peak Hr | 0 | 319 | 0 | 0 | 396 | 11 | 0 | 0 | 0 | 0 | 0 | 12 | 738 |
| PM Peak Hr | (0) | (470) | (0) | (0) | (355) | (14) | (0) | (0) | (0) | (0) | (0) | (7) | 846 |

| | EB Mountain Ave | | WB Mountain Ave | | NB Gateway Park Blvd | | SB Gateway Park Blvd | |
|---|---|---|---|---|---|---|---|---|
| Growth by Annual Rate Percentage (% per yr) | 0.0% | | 0.0% | | 0.0% | | 0.0% | |
| Peak Hour Truck %: | 3.0% | | 3.0% | | 3.0% | | 3.0% | |
| AM (PM) Pedestrian Crossings: | 5 | (5) | 5 | (5) | 0 | (0) | 0 | (0) |

| | |
|---|---|
| Is there significant current or future pedestrian activity at this intersection? | Moderate |
| Is there significant current or future bicycle activity at this intersection? | Moderate |

**--- IMPORTANT NOTE ---**

ICAT is not an explicit Traffic Forecasting tool. Simple Open and Design Year volume projections are developed based on approach growth factors (entered above) and intersection K-factor**. If more detailed intersection volume forecasts are desired, tools such as TurnsW32 and/or NCHRP Report 255 methodology can be used independently and the results can be included using the Open and Design Year forecast override tables below.

Fill in below BLUE TEXT below ONLY if additional data is available; otherwise Opening & Design Year volumes are auto calculated based growth rate, K and D factors

| Forecats by Growth Factor: | EB Mountain Ave | WB Mountain Ave | NB Gateway Park Blvd | SB Gateway Park Blvd |
|---|---|---|---|---|
| 2030 Opening Year Growth Factor: | 0.0 | 0.0 | 0.0 | 0.0 |
| 2042 Design Year Growth Factor: | 0.0 | 0.0 | 0.0 | 0.0 |

| Open Yr Volume Override | EB Mountain Ave | | | WB Mountain Ave | | | NB Gateway Park Blvd | | | SB Gateway Park Blvd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| AM Peak Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Peak Hr | (0) | (0) | (0) | (0) | (0) | (0) | (0) | (0) | (0) | (0) | (0) | (0) |

| | EB Mountain Ave | | WB Mountain Ave | | NB Gateway Park Blvd | | SB Gateway Park Blvd | |
|---|---|---|---|---|---|---|---|---|
| Peak Hour Truck % : | 0.0% | | 0.0% | | 0.0% | | 0.0% | |
| AM (PM) Ped Crossings[1]: | 0 | (0) | 0 | (0) | 0 | (0) | 0 | (0) |

Note: AM and (PM) pedestrian volumes crossings of each intersection leg (EB, WB, NB and SB), regardless of direction

| Design Yr Volume Override | EB Mountain Ave | | | WB Mountain Ave | | | NB Gateway Park Blvd | | | SB Gateway Park Blvd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| AM Peak Hr | 60 | 515 | 55 | 40 | 515 | 95 | 70 | 5 | 25 | 65 | 5 | 90 |
| PM Peak Hr | (60) | (700) | (120) | (70) | (545) | (110) | (115) | (20) | (80) | (65) | (20) | (50) |

| | EB Mountain Ave | | WB Mountain Ave | | NB Gateway Park Blvd | | SB Gateway Park Blvd | |
|---|---|---|---|---|---|---|---|---|
| Peak Hour Truck % : | 3.0% | | 3.0% | | 3.0% | | 3.0% | |
| AM (PM) Ped Crossings[1]: | 15 | (15) | 15 | (15) | 15 | (15) | 15 | (15) |

| ADT Volume Override | Exist Year | Open Year | Design Year |
|---|---|---|---|
| EB Mountain Ave | 0 | 0 | 0 |
| WB Mountain Ave | 0 | 0 | 0 |
| NB Gateway Park Blvd | 0 | 0 | 0 |
| SB Gateway Park Blvd | 0 | 0 | 0 |

Note: Enter **two-way** ADT volume overrides on each intersection leg

## ICAT STAGE 1: ALTERNATIVE SHORT-LIST DECISION RECORD

CDOT ICAT Version 2.0 | Release Date: 9/1/2025

| | |
|---|---|
| Project Number: | 0000000 |
| Project Location | Mountain Ave @ Gateway Park Blvd |
| Existing Control | New Intersection or Other |
| Prepared by: | RR |
| Date: | 1/13/2026 |

1 Answer questions with rating of 0, 1 or 2.

2 Deselect or select an alternative by placing **X** or **Y** (respectively) in column to right of score. Enter change justification in rightmost column

Use this Stage 1 assessment form to select **2 to 5 alternatives** to be carried into Stage 2 evaluations. Intersection control alternatives with the highest total weighted scores will be highlighted in **BLUE** and automatically carried forward into the Stage 2 assessment worksheet.

**Number of Alternatives to be Evaluated in Stage 2:** 2

| | Right of Way | | | Safety | | | | | | Roadway Context | | | Operations/Maintenance | | | Costs | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Q1: Is ROW on major road constrained? (0=no, 1=somewhat, 2=highly) | Q2: Is ROW on minor road constrained? (0=no, 1=somewhat, 2=highly) | Q3: Are intersection guardrails constrained? (0=no, 1=somewhat, 2=highly) | Q4: Are there safety issues based on LOSS data? (0=low, 1=moderate, 2=crash hot spot) | Q5: Is there current/future significant pedestrian activity? (0=none/low, 1=moderate, 2=high) | Q6: Is there current/future significant bicycle activity? (0=none/low, 1=moderate, 2=high) | Q7: Are approach speeds high (based on speed data input)? (0=no, 1=moderate, 2=high) | Q8: Do roadway contexts, characteristics transition at intersection? (0=no, 1=yes) | Q9: Are there potential driveway impacts in the vicity of the intersection? (0=no, 1=few, 2=many) | Q10: What is adjacent intersection spacing? (0=isolated, 1=network, 2= dense network) | Q11: Is this a T-intersection? Or can minor St thru or left turns be eliminated? (0=No, 2=Yes) | Q12: Is design year congestion expected to be high? 2042 V/C=0.43 (0=low, 2=mod, 4=high) | Q13: Are exist LT volumes high? (Max 2042 LT =115 vph) : (0=no, 1=somewhat, 2=yes) | Q14: Could intersection become interchange in next 20 yrs? (0=no, 1=maybe, 2=probably) | Q15: Are costs a primary decision factor? (0=no, 1=somewhat, 2=yes) | Total Stage 1 Screening Evaluation Score | Alternative choice overide (justification required) |
| **Intersection Alternatives**: (see Intersections tab for detailed description of intersection/interchange type) | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | - | |
| No-Build: New Intersection or Other | | | | | | | | | | | | | | | | | - | |
| Convert to All Way Stop | | | | | | | | | | | | | | | | | - | |
| - | | | | | | | | | | | | | | | | | - | |
| Conventional Improvements | | | | | | | | | | | | | | | | | | |
| Right-in/Right-out | 2.00 | 2.00 | 3 | 2.7 | 1.9 | 2 | 2 | 0 | 0 | 3 | 3 | 0 | -3 | 0 | 3 | **14.9** | X | Not Appropriate for a Main Street |
| Right-in/Right-out/Left-in (3/4 access) | 2.00 | 2.00 | 3 | 1.6 | 1.4 | 2 | 2 | 1 | 0 | 3 | 3 | 1 | 0 | 0 | 3 | **14.4** | X | Not Appropriate for a Main Street |
| Indirect U-Turn at Crossover | 1.34 | 2.00 | 1 | 2.7 | 0.6 | 2 | 2 | 1 | -1 | 2 | 2 | 0 | 0 | 0 | 2 | **9.6** | | |
| Mini Roundabout | 2.00 | 2.00 | 3 | 1.0 | 1.4 | 2 | 1 | 2 | -1 | 2 | 3 | 0 | 1 | 0 | 3 | **13.4** | X | Not Appropriate |
| **Single Lane Roundabout** | **2.00** | **2.00** | **2** | **1.0** | **1.4** | **2** | **2** | **3** | **-1** | **2** | **3** | **1** | **2** | **0** | **2** | **13.4** | | |
| Multilane Roundabout | 2.00 | 2.00 | 1 | 0.9 | 0.9 | 1 | 1 | 3 | -2 | 1 | 2 | 2 | 3 | 1 | 1 | **7.9** | | |
| RCUT (stop control) | 1.34 | 1.56 | 1 | 0.5 | 1.0 | 2 | 2 | 2 | -1 | 2 | 2 | 1 | 2 | 1 | 3 | **10.0** | | |
| Unsignalized High-T | 2.00 | 2.00 | 3 | 2.7 | 2.1 | 1 | 2 | 1 | -2 | 0 | 6 | 1 | 0 | 0 | 2 | **20.1** | X | Not Appropriate |
| Unsignalized Offset-T Intersection | 2.00 | 2.00 | 3 | 1.0 | 1.1 | 2 | 2 | 2 | -1 | 0 | 4 | 1 | 1 | 0 | 2 | **16.1** | X | Not Appropriate |
| Other Unsignalized Intersection (Name) | | | | | | | | | | | | | | | | | | |
| **Conventional Signal** | **2.00** | **2.00** | **3** | **0.7** | **0.7** | **2** | **2** | **1** | **-1** | **2** | **2** | **2** | **2** | **0** | **2** | **11.7** | | |
| Median U-Turn | 1.34 | 1.56 | 1 | 1.2 | 1.1 | 3 | 3 | 1 | -1 | 2 | -1 | 3 | 1 | 3 | 1 | **6.1** | | |
| Reduced Conflict Intersection | 1.34 | 1.56 | 1 | 0.6 | 1.5 | 3 | 3 | 1 | -1 | 2 | 2 | 3 | 2 | 3 | 1 | **12.5** | X | Not Appropriate for a Main Street |
| Displaced Left-Turn | 1.49 | 0.18 | 0 | 0.5 | 0.5 | 1 | 2 | 1 | -2 | 0 | 1 | 3 | 3 | 0 | 0 | **5.5** | | |
| Continuous Green-T | 2.00 | 2.00 | 3 | 2.7 | 1.7 | 2 | 2 | 1 | -2 | 0 | 6 | 2 | 2 | 0 | 2 | **20.7** | X | Not Appropriate for a Main Street |
| Signalized Offset-T Intersection | 2.00 | 2.00 | 3 | 1.0 | 1.1 | 2 | 2 | 2 | -1 | 3 | 2 | 2 | 2 | 1 | 2 | **12.1** | X | Not Appropriate for a Main Street |
| Jughandle | 2.00 | 1.35 | 0 | 1.0 | 0.7 | 2 | 3 | 1 | -2 | 0 | 0 | 3 | 1 | 3 | 0 | **5.7** | | |
| Quadrant Roadway | 2.00 | 2.00 | 1 | 1.2 | 0.7 | 2 | 2 | 2 | -1 | 2 | 0 | 2 | 2 | 2 | 1 | **5.7** | | |
| Split Intersection | -1.27 | 2.00 | 0 | 1.0 | 1.1 | 2 | 3 | 1 | -2 | 0 | 0 | 3 | 2 | 3 | 0 | **6.1** | | |
| Bowtie Intersection | 2.00 | 2.00 | 3 | 1.2 | 0.8 | 3 | 1 | 3 | -1 | 2 | 0 | 2 | 1 | 0 | 2 | **7.8** | | |
| Other Signalized Intersection (Name) | | | | | | | | | | | | | | | | | | |
| Echelon Intersection | | | | | | | | | | | | | | | | **0.0** | | |
| Center Turn Overpass | | | | | | | | | | | | | | | | **0.0** | | |
| Single Quadrant Interchange | | | | | | | | | | | | | | | | **0.0** | | |
| Other Grade Separated Intersection (Name) | | | | | | | | | | | | | | | | | | |
| Diamond Interchange | | | | | | | | | | | | | | | | **0.0** | | |
| Cloverleaf Interchange | | | | | | | | | | | | | | | | **0.0** | | |
| Partial Cloverleaf Interchange | | | | | | | | | | | | | | | | **0.0** | | |
| Diverging Diamond Interchange | | | | | | | | | | | | | | | | **0.0** | | |
| Single Point Urban Interchange | | | | | | | | | | | | | | | | **0.0** | | |
| Double Roundabout Interchange | | | | | | | | | | | | | | | | **0.0** | | |
| Contraflow Left Interchange | | | | | | | | | | | | | | | | **0.0** | | |
| Other Interchange (Name) | | | | | | | | | | | | | | | | | | |

Scoring Override Justification:

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

## ICAT STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

CDOT ICAT Version 2.0 | Release Date: 9/1/2025

CDOT Project Number: 0000000
Project Location: Mountain Ave @ Gateway Park Blvd
Existing Control: New Intersection or Other
County/Region: Larimer / CDOT Region 4
Area Type: Suburban
Prepared by: RR
Date: 1/13/2026
Type of Project: --Project Type--

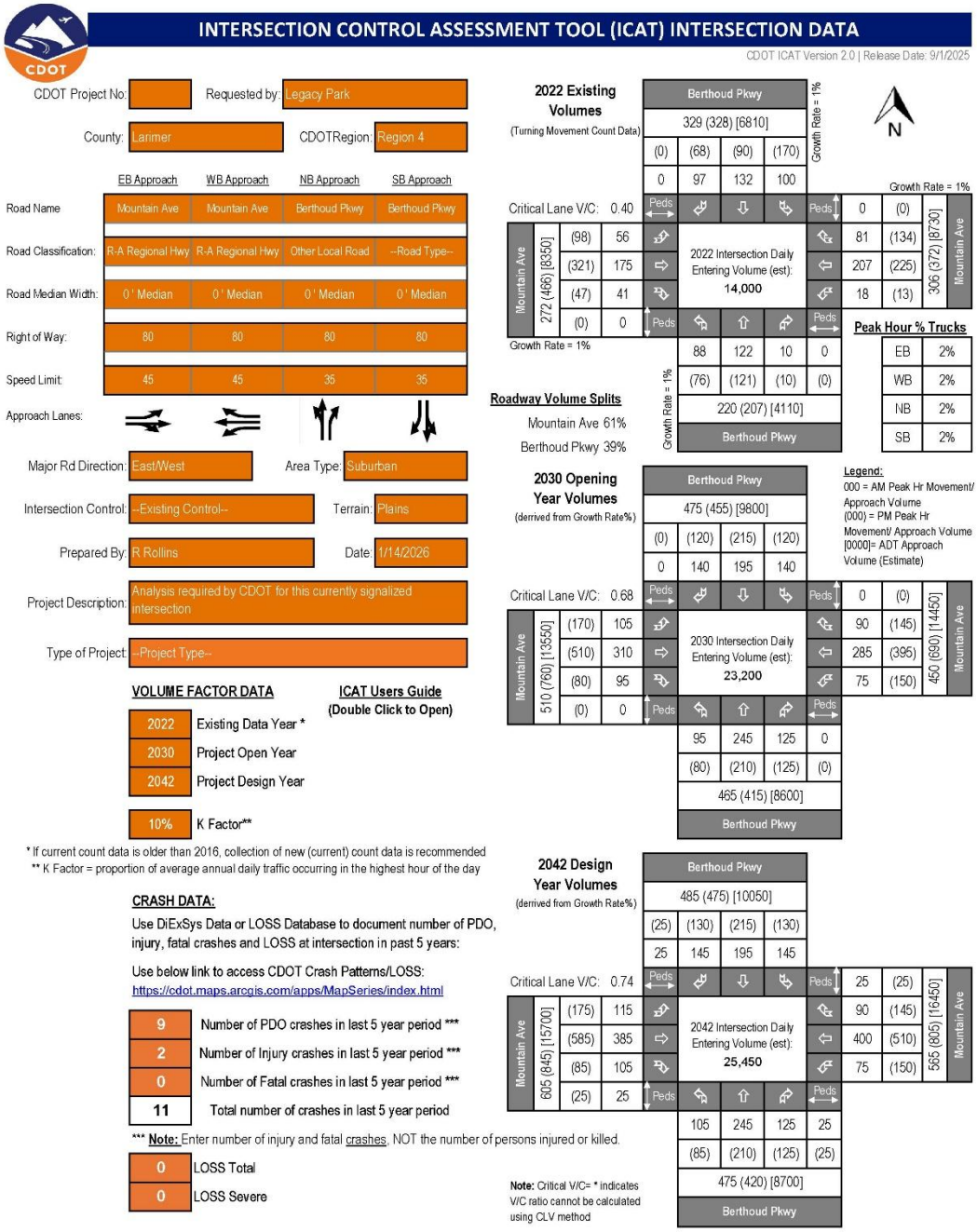
**Existing & Design Year No-Build Traffic Operations**

| Analysis Mode | Intersection | |
|---|---|---|
| Traffic Analysis Software Used | Synchro 10 | |
| Analysis Time Period and MOE | AM Peak Hr | PM Peak Hr |
| 2022 Existing No-Build Peak Hr Intersection Delay | 0.2 sec | 0.1 sec |
| 2022 Existing No-Build Peak Hr Intersection V/C ratio | 0.02 | 0.01 |
| 2042 Design Yr No-Build Peak Hr Intersection Delay | 15.0 sec | 17.1 sec |
| 2042 Design Yr No-Build Peak Hr Intersection V/C ratio | 0.76 | 0.63 |

| Alternatives Analysis | Alternative 1 | | Alternative 2 | |
|---|---|---|---|---|
| Proposed Control Type Improvement: | Single Lane Roundabout | | Conventional Signal | |
| **1. Project Cost** *(From Cost Worksheet)* | *Add addt'l description here* | | *Add addt'l description here* | |
| Construction Cost | $744,753 | | $94,222 | |
| ROW Cost | $0 | | $100,000 | |
| Environmental Cost | $0 | | $0 | |
| Reimbursable Utility Cost | $37,238 | | $4,711 | |
| Design & Contingency Cost | $372,376 | | $47,111 | |
| Cost Adjustment (justification req'd) | 0% | | 0% | |
| Total Cost | $1,154,367 | | $246,044 | |
| **2. Traffic Operations** | | | | |
| Traffic Analysis Software Used: | Other | | Synchro | |
| Software Version (Tool/Version if "Other") | Rodel | | | |
| Analysis Period | AM Peak Hr | PM Peak Hr | AM Peak Hr | PM Peak Hr |
| 2042 Design Yr Intersection Delay | 10.4 sec | 26.8 sec | 21.9 sec | 20.5 sec |
| 2042 Design Yr Worst Approach V/C | 0.71 | 0.94 | 0.89 | 0.67 |
| **3. Safety Analysis** | | | | |
| Predefined CRF: PDO | 0% | | 0% | |
| Predefined CRF: Fatal/Inj | 0% | | 0% | |
| Predefined CRF Source: | - | | - | |
| User Defined CRF: PDO | | | | |
| User Defined CRF: Fatal/Inj | | | | |
| User Defined CRF Source (write in if applicable): | | | | |
| **4. Vulnerable Road Users** | | | | |
| Pedestrian 20-Flags | 8.0 | | 14.0 | |
| Bicycle 20-Flags | 12.0 | | 46.0 | |
| **5. Environmental Impacts** | *None = No impacts to listed features;* ***Minimal*** *: Impacts can be mitigated without phycial impacts;* ***Significant:*** *Potentental to be "show stopping" impacts without physical impact mitigation. Costs for each noted impact should be included in the Costs worksheet.* | | | |
| Historic District/Property: | None | | None | |
| Archaeology Resources: | None | | None | |
| Graveyard: | None | | None | |
| Stream: | None | | None | |
| UST/Hazmat: | None | | None | |
| Park Land: | None | | None | |
| EJ Community: | None | | None | |
| Floodplain: | None | | None | |
| Wetland: | None | | None | |
| T&E Species Habitat: | None | | None | |
| **6. Stakeholder Support** | | | | |
| Local Community Support | Unknown | | Unknown | |
| CDOT Region Support | Unknown | | Unknown | |
| **Final ICAT Stage 2 Score:** | 5.2 | | 5.1 | |
| Rank of Control Type Alternatives: | 1 | | 2 | |

Note: Based on extrapolated volumes from peak hr data, this intersection MAY not meet MUTCD 8-hour signal warrants, a detailed warrant analysis should be conducted prior to recommending an alternative that assumes signal control.

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):


INTERSECTION CONTROL ASSESSMENT TOOL (ICAT) INTERSECTION DATA
CDOT ICAT Version 2.0 | Release Date: 9/1/2025
CDOT Project No:
Requested by: Legacy Park
County: Larimer
CDOTRegion: Region 4
EB Approach
WB Approach
NB Approach
SB Approach
Road Name
Mountain Ave
Mountain Ave
Berthoud Pkwy
Berthoud Pkwy
Road Classification:
R-A Regional Hwy
R-A Regional Hwy
Other Local Road
--Road Type--
Road Median Width:
0 ' Median
0 ' Median
0 ' Median
0 ' Median
Right of Way:
80
80
80
80
Speed Limit:
45
45
35
35
Approach Lanes:
Major Rd Direction: East/West
Area Type: Suburban
Intersection Control: --Existing Control--
Terrain: Plains
Prepared By: R Rollins
Date: 1/14/2026
Project Description: Analysis required by CDOT for this currently signalized intersection
Type of Project: --Project Type--
VOLUME FACTOR DATA
ICAT Users Guide
(Double Click to Open)
2022 Existing Data Year *
2030 Project Open Year
2042 Project Design Year
10% K Factor**
* If current count data is older than 2016, collection of new (current) count data is recommended
** K Factor = proportion of average annual daily traffic occurring in the highest hour of the day
CRASH DATA:
Use DiExSys Data or LOSS Database to document number of PDO, injury, fatal crashes and LOSS at intersection in past 5 years:
Use below link to access CDOT Crash Patterns/LOSS:
https://cdot.maps.arcgis.com/apps/MapSeries/index.html
9 Number of PDO crashes in last 5 year period ***
2 Number of Injury crashes in last 5 year period ***
0 Number of Fatal crashes in last 5 year period ***
11 Total number of crashes in last 5 year period
*** Note: Enter number of injury and fatal crashes. NOT the number of persons injured or killed.
0 LOSS Total
0 LOSS Severe
2022 Existing Volumes
(Turning Movement Count Data)
Berthoud Pkwy
329 (328) [6810]
(0) (68) (90) (170)
0 97 132 100
Growth Rate = 1%
N
Critical Lane V/C: 0.40
Peds
Mountain Ave
272 (466) [8350]
(98) 56
(321) 175
(47) 41
(0) 0
2022 Intersection Daily Entering Volume (est): 14,000
0 (0)
81 (134)
207 (225)
18 (13)
306 (372) [8730]
Mountain Ave
Growth Rate = 1%
88 122 10 0
(76) (121) (10) (0)
220 (207) [4110]
Berthoud Pkwy
Peak Hour % Trucks
EB 2%
WB 2%
NB 2%
SB 2%
Roadway Volume Splits
Mountain Ave 61%
Berthoud Pkwy 39%
2030 Opening Year Volumes
(derrived from Growth Rate%)
Berthoud Pkwy
475 (455) [9800]
(0) (120) (215) (120)
0 140 195 140
Critical Lane V/C: 0.68
Mountain Ave
510 (760) [13550]
(170) 105
(510) 310
(80) 95
(0) 0
2030 Intersection Daily Entering Volume (est): 23,200
0 (0)
90 (145)
285 (395)
75 (150)
450 (690) [14450]
Mountain Ave
95 245 125 0
(80) (210) (125) (0)
465 (415) [8600]
Berthoud Pkwy
Legend:
000 = AM Peak Hr Movement/ Approach Volume
(000) = PM Peak Hr Movement/ Approach Volume
[0000]= ADT Approach Volume (Estimate)
2042 Design Year Volumes
(derrived from Growth Rate%)
Berthoud Pkwy
485 (475) [10050]
(25) (130) (215) (130)
25 145 195 145
Critical Lane V/C: 0.74
Mountain Ave
605 (845) [15700]
(175) 115
(585) 385
(85) 105
(25) 25
2042 Intersection Daily Entering Volume (est): 25,450
25 (25)
90 (145)
400 (510)
75 (150)
565 (805) [16450]
Mountain Ave
105 245 125 25
(85) (210) (125) (25)
475 (420) [8700]
Berthoud Pkwy
Note: Critical V/C= * indicates V/C ratio cannot be calculated using CLV method

Fill in ORANGE TEXT below to record Existing Year volumes, truck percentages and pedestrian count data (most recent count data collected & grown to existing year, if applicable)

**Note:** Shared lanes are enterred using > or < symbols. A zero shold be input only where a movement

| Existing Lane Configuration | EB Mountain Ave | | | WB Mountain Ave | | | NB Berthoud Pkwy | | | SB Berthoud Pkwy | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| # of lanes; use > or < for shared lanes | 1 | 1 | <1 | 1 | 1 | 1 | 1> | 1 | 1 | 1> | 1 | 1 |

| Existing Yr Volume Inputs | EB Mountain Ave | | | WB Mountain Ave | | | NB Berthoud Pkwy | | | SB Berthoud Pkwy | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | |
| AM Peak Hr | 56 | 175 | 41 | 18 | 207 | 81 | 88 | 122 | 10 | 100 | 132 | 97 | 1127 |
| PM Peak Hr | (98) | (321) | (47) | (13) | (225) | (134) | (76) | (121) | (10) | (170) | (90) | (68) | 1373 |

| | EB Mountain Ave | | WB Mountain Ave | | NB Berthoud Pkwy | | SB Berthoud Pkwy | |
|---|---|---|---|---|---|---|---|---|
| Growth by Annual Rate Percentage (% per yr) | 1.0% | | 1.0% | | 1.0% | | 1.0% | |
| Peak Hour Truck %: | 2.0% | | 2.0% | | 2.0% | | 2.0% | |
| AM (PM) Pedestrian Crossings: | 0 | (0) | 0 | (0) | 0 | (0) | 0 | (0) |

| | |
|---|---|
| Is there significant current or future pedestrian activity at this intersection? | Moderate |
| Is there significant current or future bicycle activity at this intersection? | Moderate |

**--- IMPORTANT NOTE ---**

ICAT is not an explicit Traffic Forecasting tool. Simple Open and Design Year volume projections are developed based on approach growth factors (entered above) and intersection K-factor**. If more detailed intersection volume forecasts are desired, tools such as TurnsW32 and/or NCHRP Report 255 methodology can be used independently and the results can be included using the Open and Design Year forecast override tables below.

Fill in below BLUE TEXT below ONLY if additional data is available; otherwise Opening & Design Year volumes are auto calculated based growth rate, K and D factors

| Forecats by Growth Factor: | EB Mountain Ave | WB Mountain Ave | NB Berthoud Pkwy | SB Berthoud Pkwy |
|---|---|---|---|---|
| 30 Opening Year Growth Factor: | 0.0 | 0.0 | 0.0 | 0.0 |
| 042 Design Year Growth Factor: | 0.0 | 0.0 | 0.0 | 0.0 |

| Open Yr Volume Override | EB Mountain Ave | | | WB Mountain Ave | | | NB Berthoud Pkwy | | | SB Berthoud Pkwy | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| AM Peak Hr | 105 | 310 | 95 | 75 | 285 | 90 | 95 | 245 | 125 | 110 | 195 | 140 |
| PM Peak Hr | (170) | (510) | (80) | (150) | (395) | (145) | (80) | (210) | (125) | (185) | (215) | (120) |

| | EB Mountain Ave | | WB Mountain Ave | | NB Berthoud Pkwy | | SB Berthoud Pkwy | |
|---|---|---|---|---|---|---|---|---|
| Peak Hour Truck % : | 2.0% | | 2.0% | | 2.0% | | 2.0% | |
| AM (PM) Ped Crossings[1]: | 0 | (0) | 0 | (0) | 0 | (0) | 0 | (0) |

Note: AM and (PM) pedestrian volumes crossings of each intersection leg (EB, WB, NB and SB), regardless of direction

| Design Yr Volume Override | EB Mountain Ave | | | WB Mountain Ave | | | NB Berthoud Pkwy | | | SB Berthoud Pkwy | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| AM Peak Hr | 115 | 385 | 105 | 75 | 400 | 90 | 105 | 245 | 125 | 110 | 195 | 145 |
| PM Peak Hr | (175) | (585) | (85) | (150) | (510) | (145) | (85) | (210) | (125) | (185) | (215) | (130) |

| | EB Mountain Ave | | WB Mountain Ave | | NB Berthoud Pkwy | | SB Berthoud Pkwy | |
|---|---|---|---|---|---|---|---|---|
| Peak Hour Truck % : | 2.0% | | 2.0% | | 2.0% | | 2.0% | |
| AM (PM) Ped Crossings[1]: | 25 | (25) | 25 | (25) | 25 | (25) | 25 | (25) |

| ADT Volume Override | Exist Year | Open Year | Design Year |
|---|---|---|---|
| EB Mountain Ave | 0 | 0 | 0 |
| WB Mountain Ave | 0 | 0 | 0 |
| NB Berthoud Pkwy | 0 | 0 | 0 |
| SB Berthoud Pkwy | 0 | 0 | 0 |

Note: Enter **two-way** ADT volume overrides on each intersection leg

**ICAT STAGE 1: ALTERNATIVE SHORT-LIST DECISION RECORD**

CDOT ICAT Version 2.0 | Release Date: 9/1/2025

| | | Right of Way | | | Safety | | | | | Roadway Context | | | | Operations/Maintenance | | | Costs | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project Number: | 0000000 | Q1: Is ROW on major road constrained? (0=no, 1=somewhat, 2=highly) | Q2: Is ROW on minor road constrained? (0=no, 1=somewhat, 2=highly) | Q3: Are intersection guardrails constrained? (0=no, 1=somewhat, 2=highly) | Q4: Are there safety issues based on LOSS data? (0=low, 1=moderate, 2=crash hot spot) | Q5: Is there current/future significant pedestrian activity? (0=none/low, 1=moderate, 2=high) | Q6: Is there current/future significant bicycle activity? (0=none/low, 1=moderate, 2=high) | Q7: Are approach speeds high (based on speed data input)? (0=no, 1=moderate, 2=high) | Q8: Do roadway contexts, characteristics transition at intersection? (0=no, 1=yes) | Q9: Are there potential driveway impacts in the vicinity of the intersection? (0=no, 1=few, 2=many) | Q10: What is adjacent intersection spacing? (0=isolated, 1=network, 2= dense network) | Q11: Is this a T-intersection? Or can minor St thru or left turns be eliminated? (0=No, 2=Yes) | Q12: Is design year congestion expected to be high? 2042 V/C=0.74 (0=low, 2=mod, 4=high) | Q13: Are exist LT volumes high? (Max 2042 LT = 175 vph) : (0=no, 1=somewhat, 2=yes) | Q14: Could intersection become interchange in next 20 yrs? (0=no, 1=maybe, 2=probably) | Q15: Are costs a primary decision factor? (0=no, 1=somewhat, 2=yes) | Total Stage 1 Screening Evaluation Score | Alternative choice overrule justification required) | Use this Stage 1 assessment form to select **2 to 5 alternatives** to be carried into Stage 2 evaluations. Intersection control alternatives with the highest total weighted scores will be highlighted in **BLUE** and automatically carried forward into the Stage 2 assessment worksheet. |
| Project Location | Mountain Ave @ Berthoud Pkwy | | | | | | | | | | | | | | | | | | |
| Existing Control | --Existing Control-- | | | | | | | | | | | | | | | | | | |
| Prepared by: | R Rollins | | | | | | | | | | | | | | | | | | |
| Date: | 1/14/2026 | | | | | | | | | | | | | | | | | | |
| 1 | Answer questions with rating of 0, 1 or 2. | | | | | | | | | | | | | | | | | | |
| 2 | Deselect or select an alternative by placing **X** or **Y** (respectively) in column to right of score. Enter change justification in rightmost column | | | | | | | | | | | | | | | | | | |
| **Intersection Alternatives**: (see Intersections tab for detailed description of intersection/interchange type) | | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | - | |
| Conventional Improvements | No-Build: --Existing Control-- | | | | | | | | | | | | | | | | | - | |
| | Signalize Intersection | | | | | | | | | | | | | | | | | - | |
| | - | | | | | | | | | | | | | | | | | - | |
| Unsignalized Intersections | Right-in/Right-out | 0.00 | 0.00 | 0 | 2.7 | 1.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 | **1.9** | |
| | Right-in/Right-out/Left-in (3/4 access) | 0.00 | 0.00 | 0 | 1.6 | 1.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1.4** | |
| | Indirect U-Turn at Crossover | 0.36 | 2.00 | 1 | 2.7 | 0.6 | 2 | 2 | 1 | -1 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | **8.6** | |
| | Mini Roundabout | 2.00 | 2.00 | 3 | 1.0 | 1.4 | 2 | 1 | 2 | -1 | 2 | 3 | 0 | 1 | 0 | 3 | **8.4** | | |
| | **Single Lane Roundabout** | **2.00** | **2.00** | **2** | **1.0** | **1.4** | **2** | **2** | **3** | **-1** | **2** | **3** | **1** | **2** | **0** | **2** | **10.4** | | |
| | Multilane Roundabout | 2.00 | 2.00 | 1 | 0.9 | 0.9 | 1 | 1 | 3 | -2 | 1 | 2 | 2 | 3 | 1 | 1 | **7.9** | | |
| | RCUT (stop control) | 0.36 | 2.00 | 1 | 0.5 | 1.0 | 2 | 2 | 2 | -1 | 2 | 2 | 1 | 2 | 1 | 3 | **10.0** | X | Not Appropriate |
| | Unsignalized High-T | 0.00 | 0.00 | 0 | 2.7 | 2.1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | **2.1** | | |
| | Unsignalized Offset-T Intersection | 2.00 | 2.00 | 3 | 1.0 | 1.1 | 2 | 2 | 2 | -1 | 0 | 4 | 1 | 1 | 0 | 2 | **8.1** | | |
| | Other Unsignalized Intersection (Name) | | | | | | | | | | | | | | | | | | |
| Signalized Intersections | **Conventional Signal** | **2.00** | **2.00** | **3** | **0.7** | **0.7** | **2** | **2** | **1** | **-1** | **2** | **2** | **2** | **2** | **0** | **2** | **10.7** | | |
| | Median U-Turn | 0.36 | 2.00 | 1 | 1.2 | 1.1 | 3 | 3 | 1 | -1 | 2 | -1 | 3 | 1 | 3 | 1 | **14.1** | X | Not Appropriate |
| | Reduced Conflict Intersection | 0.36 | 2.00 | 1 | 0.6 | 1.5 | 3 | 3 | 1 | -1 | 2 | 2 | 3 | 2 | 3 | 1 | **14.5** | X | Not Appropriate |
| | Displaced Left-Turn | 0.21 | 2.00 | 0 | 0.5 | 0.5 | 1 | 2 | 1 | -2 | 0 | 1 | 3 | 3 | 0 | 0 | **8.5** | | |
| | Continuous Green-T | 0.00 | 0.00 | 3 | 2.7 | 1.7 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | **1.7** | X | Not Appropriate |
| | Signalized Offset-T Intersection | 2.00 | 2.00 | 3 | 1.0 | 1.1 | 2 | 2 | 2 | -1 | 3 | 2 | 2 | 2 | 1 | 2 | **12.1** | X | Not Appropriate |
| | Jughandle | 2.00 | 2.00 | 0 | 1.0 | 0.7 | 2 | 3 | 1 | -2 | 0 | 0 | 3 | 1 | 3 | 0 | **10.7** | X | Not Appropriate |
| | Quadrant Roadway | 2.00 | 2.00 | 1 | 1.2 | 0.7 | 2 | 2 | 2 | -1 | 2 | 0 | 2 | 2 | 2 | 1 | **10.7** | X | Not Appropriate |
| | Split Intersection | -1.82 | 2.00 | 0 | 1.0 | 1.1 | 2 | 3 | 1 | -2 | 0 | 0 | 3 | 2 | 3 | 0 | **11.1** | X | Not Appropriate |
| | Bowtie Intersection | 2.00 | 2.00 | 3 | 1.2 | 0.8 | 3 | 1 | 3 | -1 | 2 | 0 | 2 | 1 | 0 | 2 | **10.8** | X | Not Appropriate |
| | Other Signalized Intersection (Name) | | | | | | | | | | | | | | | | | | |
| Grade-Separated Interchanges | Echelon Intersection | | | | | | | | | | | | | | | | **0.0** | | |
| | Center Turn Overpass | | | | | | | | | | | | | | | | **0.0** | | |
| | Single Quadrant Interchange | | | | | | | | | | | | | | | | **0.0** | | |
| | Other Grade Separated Intersection (Name) | | | | | | | | | | | | | | | | | | |
| Interchanges | Diamond Interchange | | | | | | | | | | | | | | | | **0.0** | | |
| | Cloverleaf Interchange | | | | | | | | | | | | | | | | **0.0** | | |
| | Partial Cloverleaf Interchange | | | | | | | | | | | | | | | | **0.0** | | |
| | Diverging Diamond Interchange | | | | | | | | | | | | | | | | **0.0** | | |
| | Single Point Urban Interchange | | | | | | | | | | | | | | | | **0.0** | | |
| | Double Roundabout Interchange | | | | | | | | | | | | | | | | **0.0** | | |
| | Contraflow Left Interchange | | | | | | | | | | | | | | | | **0.0** | | |
| | Other Interchange (Name) | | | | | | | | | | | | | | | | | | |

**Alternative 2**

**Number of Alternatives to be Evaluated in Stage 2:** 2

**Scoring Override Justification:**

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

## ICAT STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

CDOT ICAT Version 2.0 | Release Date: 9/1/2025

CDOT Project Number: 0000000
Project Location: Mountain Ave @ Berthoud Pkwy
Existing Control: --Existing Control--
County/Region: Larimer / CDOT Region 4
Area Type: Suburban
Prepared by: R Rollins
Date: 1/14/2026
Type of Project: --Project Type--

**Existing & Design Year No-Build Traffic Operations**

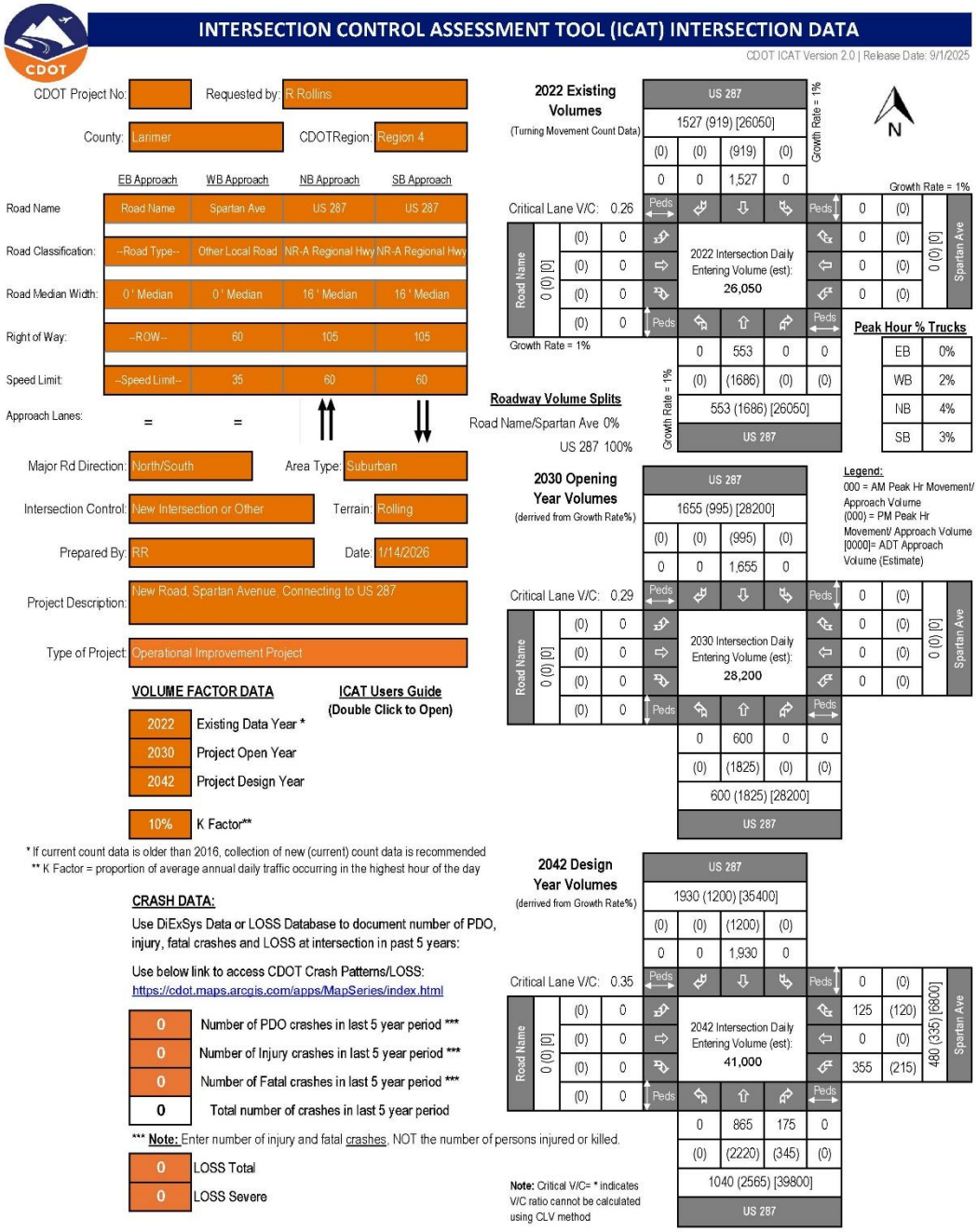
| | | |
|---|---|---|
| Analysis Mode | Intersection | |
| Traffic Analysis Software Used | Synchro 10 | |
| Analysis Time Period and MOE | AM Peak Hr | PM Peak Hr |
| 2022 Existing No-Build Peak Hr Intersection Delay | 25.5 sec | 23.7 sec |
| 2022 Existing No-Build Peak Hr Intersection V/C ratio | 0.80 | 0.73 |
| 2042 Design Yr No-Build Peak Hr Intersection Delay | 35.9 sec | 27.1 sec |
| 2042 Design Yr No-Build Peak Hr Intersection V/C ratio | 0.97 | 0.81 |

| Alternatives Analysis | Alternative 1 | | Alternative 2 | |
|---|---|---|---|---|
| Proposed Control Type Improvement: | Conventional Signal | | Single Lane Roundabout | |
| **1. Project Cost** ***(From Cost Worksheet)*** | *Add addt'l description here* | | *Add addt'l description here* | |
| Construction Cost | $94,222 | | $744,753 | |
| ROW Cost | $0 | | $100,000 | |
| Environmental Cost | $0 | | $0 | |
| Reimbursable Utility Cost | $4,711 | | $37,238 | |
| Design & Contingency Cost | $47,111 | | $372,376 | |
| Cost Adjustment (justification req'd) | 0% | | 0% | |
| Total Cost | $146,044 | | $1,254,367 | |
| **2. Traffic Operations** | | | | |
| Traffic Analysis Software Used: | Synchro | | Other | |
| Software Version (Tool/Version if "Other") | | | Rodel | |
| Analysis Period | AM Peak Hr | PM Peak Hr | AM Peak Hr | PM Peak Hr |
| 2042 Design Yr Intersection Delay | 37.4 sec | 32.2 sec | 17.3 sec | 110.7 sec |
| 2042 Design Yr Worst Approach V/C | 0.99 | 0.92 | 0.77 | 1.14 |
| **3. Safety Analysis** | | | | |
| Predefined CRF: PDO | 0% | | 0% | |
| Predefined CRF: Fatal/Inj | 0% | | 0% | |
| Predefined CRF Source: | - | | - | |
| User Defined CRF: PDO | | | | |
| User Defined CRF: Fatal/Inj | | | | |
| User Defined CRF Source (write in if applicable): | | | | |
| **4. Vulnerable Road Users** | | | | |
| Pedestrian 20-Flags | 14.0 | | 8.0 | |
| Bicycle 20-Flags | 46.0 | | 12.0 | |

*None = No impacts to listed features;* ***Minimal****: Impacts can be mitigated without phycial impacts;* ***Significant:*** *Potentental to be "show stopping" impacts without physical impact mitigation. Costs for each noted impact should be included in the Costs worksheet.*

| 5. Environmental Impacts | | |
|---|---|---|
| Historic District/Property: | None | None |
| Archaeology Resources: | None | None |
| Graveyard: | None | None |
| Stream: | None | None |
| UST/Hazmat: | None | None |
| Park Land: | None | None |
| EJ Community: | None | None |
| Floodplain: | None | None |
| Wetland: | None | None |
| T&E Species Habitat: | None | None |
| **6. Stakeholder Support** | | |
| Local Community Support | Unknown | Unknown |
| CDOT Region Support | Unknown | Unknown |
| **Final ICAT Stage 2 Score:** | 5.9 | 4.3 |
| Rank of Control Type Alternatives: | 1 | 2 |

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):


INTERSECTION CONTROL ASSESSMENT TOOL (ICAT) INTERSECTION DATA
CDOT ICAT Version 2.0 | Release Date: 9/1/2025
CDOT Project No:
Requested by: R Rollins
County: Larimer
CDOTRegion: Region 4
EB Approach
WB Approach
NB Approach
SB Approach
Road Name
Road Name
Spartan Ave
US 287
US 287
Road Classification:
--Road Type--
Other Local Road
NR-A Regional Hwy
NR-A Regional Hwy
Road Median Width:
0 ' Median
0 ' Median
16 ' Median
16 ' Median
Right of Way:
--ROW--
60
105
105
Speed Limit:
--Speed Limit--
35
60
60
Approach Lanes:
= =
Major Rd Direction: North/South
Area Type: Suburban
Intersection Control: New Intersection or Other
Terrain: Rolling
Prepared By: RR
Date: 1/14/2026
Project Description: New Road, Spartan Avenue, Connecting to US 287
Type of Project: Operational Improvement Project
VOLUME FACTOR DATA
ICAT Users Guide
(Double Click to Open)
2022 Existing Data Year *
2030 Project Open Year
2042 Project Design Year
10% K Factor**
* If current count data is older than 2016, collection of new (current) count data is recommended
** K Factor = proportion of average annual daily traffic occurring in the highest hour of the day
CRASH DATA:
Use DiExSys Data or LOSS Database to document number of PDO, injury, fatal crashes and LOSS at intersection in past 5 years:
Use below link to access CDOT Crash Patterns/LOSS:
https://cdot.maps.arcgis.com/apps/MapSeries/index.html
0 Number of PDO crashes in last 5 year period ***
0 Number of Injury crashes in last 5 year period ***
0 Number of Fatal crashes in last 5 year period ***
0 Total number of crashes in last 5 year period
*** Note: Enter number of injury and fatal crashes. NOT the number of persons injured or killed.
0 LOSS Total
0 LOSS Severe
2022 Existing Volumes
(Turning Movement Count Data)
US 287
1527 (919) [26050]
Growth Rate = 1%
Critical Lane V/C: 0.26
2022 Intersection Daily Entering Volume (est): 26,050
Road Name
Spartan Ave
Growth Rate = 1%
553 (1686) [26050]
US 287
Roadway Volume Splits
Road Name/Spartan Ave 0%
US 287 100%
Peak Hour % Trucks
EB 0%
WB 2%
NB 4%
SB 3%
2030 Opening Year Volumes
(derrived from Growth Rate%)
1655 (995) [28200]
Critical Lane V/C: 0.29
2030 Intersection Daily Entering Volume (est): 28,200
600 (1825) [28200]
Legend:
000 = AM Peak Hr Movement/ Approach Volume
(000) = PM Peak Hr Movement/ Approach Volume
[0000]= ADT Approach Volume (Estimate)
2042 Design Year Volumes
(derrived from Growth Rate%)
1930 (1200) [35400]
Critical Lane V/C: 0.35
2042 Intersection Daily Entering Volume (est): 41,000
1040 (2565) [39800]
Note: Critical V/C= * indicates V/C ratio cannot be calculated using CLV method

Fill in ORANGE TEXT below to record Existing Year volumes, truck percentages and pedestrian count data (most recent count data collected & grown to existing year, if applicable)

| Existing Lane Configuration | EB Road Name | | | WB Spartan Ave | | | NB US 287 | | | SB US 287 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| # of lanes; use > or < for shared lanes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 |

**Note:** Shared lanes are enterred using > or < symbols. A zero shold be input only where a movement

| Existing Yr Volume Inputs | EB Road Name | | | WB Spartan Ave | | | NB US 287 | | | SB US 287 | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | |
| AM Peak Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 553 | 0 | 0 | 1527 | 0 | 2080 |
| PM Peak Hr | (0) | (0) | (0) | (0) | (0) | (0) | (0) | (1686) | (0) | (0) | (919) | (0) | 2605 |

| | EB Road Name | WB Spartan Ave | NB US 287 | SB US 287 |
|---|---|---|---|---|
| Growth by Annual Rate Percentage (% per yr) | 1.0% | 1.0% | 1.0% | 1.0% |
| Peak Hour Truck %: | 0.0% | 2.0% | 4.0% | 3.0% |
| AM (PM) Pedestrian Crossings: | 0 (0) | 0 (0) | 0 (0) | 0 (0) |

| | |
|---|---|
| Is there significant current or future pedestrian activity at this intersection? | No |
| Is there significant current or future bicycle activity at this intersection? | No |

**--- IMPORTANT NOTE ---**

ICAT is not an explicit Traffic Forecasting tool. Simple Open and Design Year volume projections are developed based on approach growth factors (entered above) and intersection K-factor**. If more detailed intersection volume forecasts are desired, tools such as TurnsW32 and/or NCHRP Report 255 methodology can be used independently and the results can be included using the Open and Design Year forecast override tables below.

Fill in below **BLUE TEXT** below ONLY if additional data is available; otherwise Opening & Design Year volumes are auto calculated based growth rate, K and D factors

| Forecats by Growth Factor: | EB Road Name | WB Spartan Ave | NB US 287 | SB US 287 |
|---|---|---|---|---|
| 30 Opening Year Growth Factor: | 0.0 | 0.0 | 0.0 | 0.0 |
| 042 Design Year Growth Factor: | 0.0 | 0.0 | 0.0 | 0.0 |

| Open Yr Volume Override | EB Road Name | | | WB Spartan Ave | | | NB US 287 | | | SB US 287 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| AM Peak Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Peak Hr | (0) | (0) | (0) | (0) | (0) | (0) | (0) | (0) | (0) | (0) | (0) | (0) |

| | EB Road Name | WB Spartan Ave | NB US 287 | SB US 287 |
|---|---|---|---|---|
| Peak Hour Truck % : | 0.0% | 0.0% | 0.0% | 0.0% |
| AM (PM) Ped Crossings[1]: | 0 (0) | 0 (0) | 0 (0) | 0 (0) |

[1] Note: AM and (PM) pedestrian volumes crossings of each intersection leg (EB, WB, NB and SB), regardless of direction

| Design Yr Volume Override | EB Road Name | | | WB Spartan Ave | | | NB US 287 | | | SB US 287 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| AM Peak Hr | 0 | 0 | 0 | 355 | 0 | 125 | 0 | 865 | 175 | 100 | 1,930 | 0 |
| PM Peak Hr | (0) | (0) | (0) | (215) | (0) | (120) | (0) | (2220) | (345) | (165) | (1200) | (0) |

| | EB Road Name | WB Spartan Ave | NB US 287 | SB US 287 |
|---|---|---|---|---|
| Peak Hour Truck % : | 0.0% | 2.0% | 4.0% | 3.0% |
| AM (PM) Ped Crossings[1]: | 0 (0) | 0 (0) | 0 (0) | 0 (0) |

| ADT Volume Override | Exist Year | Open Year | Design Year |
|---|---|---|---|
| EB Road Name | 0 | 0 | 0 |
| WB Spartan Ave | 0 | 0 | 0 |
| NB US 287 | 0 | 0 | 0 |
| SB US 287 | 0 | 0 | 0 |

Note: Enter **two-way** ADT volume overrides on each intersection leg

**ICAT STAGE 1: ALTERNATIVE SHORT-LIST DECISION RECORD**

CDOT ICAT Version 2.0 | Release Date: 9/1/2025

| | | |

## ICAT STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

CDOT ICAT Version 2.0 | Release Date: 9/1/2025

CDOT Project Number: 0000000
Project Location: US 287 @ Road Name/Spartan Ave
Existing Control: New Intersection or Other
County/Region: Larimer / CDOT Region 4
Area Type: Suburban
Prepared by: RR
Date: 1/14/2026
Type of Project: Operational Improvement Project

**Existing & Design Year No-Build Traffic Operations**

| | | |
|---|---|---|
| Analysis Mode | Intersection | |
| Traffic Analysis Software Used | Synchro 10 | |
| Analysis Time Period and MOE | AM Peak Hr | PM Peak Hr |
| 2022 Existing No-Build Peak Hr Intersection Delay | 0.0 sec | 0.0 sec |
| 2022 Existing No-Build Peak Hr Intersection V/C ratio | 0.00 | 0.00 |
| 2042 Design Yr No-Build Peak Hr Intersection Delay | 0.0 sec | 0.0 sec |
| 2042 Design Yr No-Build Peak Hr Intersection V/C ratio | 0.00 | 0.00 |

| Alternatives Analysis | Alternative 1 | | Alternative 2 | |
|---|---|---|---|---|
| Proposed Control Type Improvement: | Signalized Offset-T Intersection | | Conventional Signal | |
| **1. Project Cost** ***(From Cost Worksheet)*** | *Add addt'l description here* | | *Add addt'l description here* | |
| Construction Cost | $1,414,000 | | $101,333 | |
| ROW Cost | $0 | | $100,000 | |
| Environmental Cost | $0 | | $0 | |
| Reimbursable Utility Cost | $70,700 | | $5,067 | |
| Design & Contingency Cost | $707,000 | | $50,667 | |
| Cost Adjustment (justification req'd) | 0% | | 0% | |
| Total Cost | $2,191,700 | | $257,067 | |
| **2. Traffic Operations** | | | | |
| Traffic Analysis Software Used: | Synchro | | Synchro | |
| Software Version (Tool/Version if "Other") | | | | |
| Analysis Period | AM Peak Hr | PM Peak Hr | AM Peak Hr | PM Peak Hr |
| 2042 Design Yr Intersection Delay | 12.6 sec | 36.1 sec | 12.6 sec | 36.1 sec |
| 2042 Design Yr Worst Approach V/C | 0.77 | 1.05 | 0.77 | 1.05 |
| **3. Safety Analysis** | | | | |
| Predefined CRF: PDO | 0% | | 0% | |
| Predefined CRF: Fatal/Inj | 0% | | 0% | |
| Predefined CRF Source: | - | | - | |
| User Defined CRF: PDO | | | | |
| User Defined CRF: Fatal/Inj | | | | |
| User Defined CRF Source (write in if applicable): | | | | |
| **4. Vulnerable Road Users** | | | | |
| Pedestrian 20-Flags | 16.0 | | 14.0 | |
| Bicycle 20-Flags | 36.0 | | 46.0 | |
| **5. Environmental Impacts** | *None = No impacts to listed features;* ***Minimal****: Impacts can be mitigated without phycial impacts;* ***Significant:*** *Potentental to be "show stopping" impacts without physical impact mitigation. Costs for each noted impact should be included in the Costs worksheet.* | | | |
| Historic District/Property: | None | | None | |
| Archaeology Resources: | None | | None | |
| Graveyard: | None | | None | |
| Stream: | None | | None | |
| UST/Hazmat: | None | | None | |
| Park Land: | None | | None | |
| EJ Community: | None | | None | |
| Floodplain: | None | | None | |
| Wetland: | None | | None | |
| T&E Species Habitat: | None | | None | |
| **6. Stakeholder Support** | | | | |
| Local Community Support | Unknown | | Unknown | |
| CDOT Region Support | Unknown | | Unknown | |
| **Final ICAT Stage 2 Score:** | **4.6** | | **5.7** | |
| Rank of Control Type Alternatives: | 2 | | 1 | |

Note: Based on extrapolated volumes from peak hr data, this intersection MAY not meet MUTCD 8-hour signal warrants; a detailed warrant analysis should be conducted prior to recommending an alternative that assumes signal control.

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

# APPENDIX G – MUTCD Signal Warrant

**Existing Mountain at Gateway (Based on Daily Count Data Performed on 8/21/25)**

| Road | 8 Hour Volume | 4 Hour Volume | Peak Hour | Total Daily |
|---|---|---|---|---|
| Mountain EB+WB | 1050 vph | 1170 vph | 806 vph | 9006 |
| Percentage of Daily | 7% | 8% | 9% | |

**Warrant 1 - 8 Hour**

**Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume**

**Condition A—Minimum Vehicular Volume**

| Number of lanes for moving traffic on each approach | | Vehicles per hour on major street (total of both approaches) | | | | Vehicles per hour on more critical minor-street approach (one direction only) | | | |
|---|---|---|---|---|---|---|---|---|---|
| Major Street | Minor Street | 100%[a] | 80%[b] | 70%[c] | 56%[d] | 100%[a] | 80%[b] | 70%[c] | 56%[d] |
| 1 | 1 | 500 | 400 | 350 | 280 | 150 | 120 | 105 | 84 |
| 2 or more | 1 | 600 | 480 | 420 | 336 | 150 | 120 | 105 | 84 |
| 2 or more | 2 or more | 600 | 480 | 420 | 336 | 200 | 160 | 140 | 112 |
| 1 | 2 or more | 500 | 400 | 350 | 280 | 200 | 160 | 140 | 112 |

Mountain = 1,050 vph and Gateway Park = 165 vph

| Number of lanes for moving traffic on each approach | | Vehicles per hour on major street (total of both approaches) | | | | Vehicles per hour on more critical minor-street approach (one direction only) | | | |
|---|---|---|---|---|---|---|---|---|---|
| Major Street | Minor Street | 100%[a] | 80%[b] | 70%[c] | 56%[d] | 100%[a] | 80%[b] | 70%[c] | 56%[d] |
| 1 | 1 | 750 | 600 | 525 | 420 | 75 | 60 | 53 | 42 |
| 2 or more | 1 | 900 | 720 | 630 | 504 | 75 | 60 | 53 | 42 |
| 2 or more | 2 or more | 900 | 720 | 630 | 504 | 100 | 80 | 70 | 56 |
| 1 | 2 or more | 750 | 600 | 525 | 420 | 100 | 80 | 70 | 56 |

[a] Basic minimum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

**Warrant 2 – 4 Hour**

MUTCD 11th Edition Page 655

Mountain = 1170 vhp Gateway Park = 180 vph

**Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume**



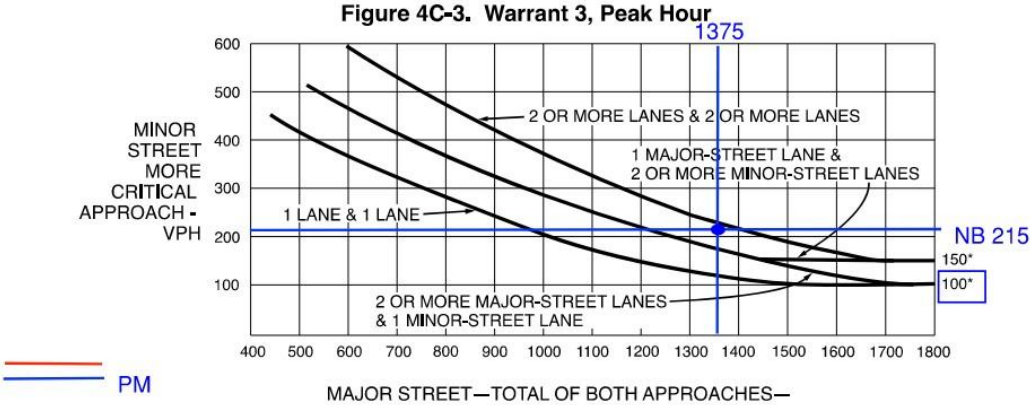

*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane

**Warrant 3 – Peak Hour data is provided below**

MUTCD 11th Edition Page 657

Gateway Park Blvd at Mountain Avenue Total PM Peak Hour 2042

**Figure 4C-3. Warrant 3, Peak Hour**

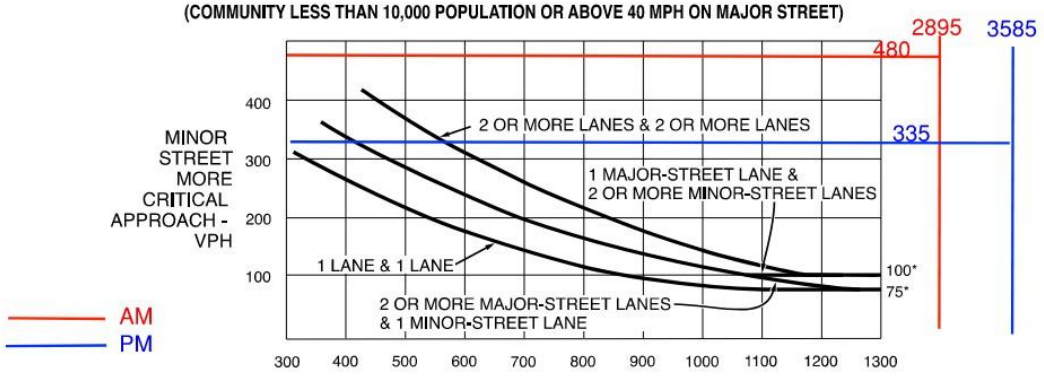



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane

Spartan Avenue at US 287 Total Peak Hour 2042

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

**(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)**




*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane

December 2023 Sect. 4C.05

**Location:** Mountain Ave W/O Gateway Park Blvd
**Date Range:** 8/21/2025 - 8/27/2025
**Site Code:** 01

| Time | Thursday 8/21/2025 | | | Friday 8/22/2025 | | | Saturday 8/23/2025 | | | Sunday 8/24/2025 | | | Monday 8/25/2025 | | | Tuesday 8/26/2025 | | | Wednesday 8/27/2025 | | | Mid-Week Average | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | |
| 12:00 AM | 6 | 2 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 6 | 2 | 8 | |
| 1:00 AM | 3 | 4 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 4 | 7 | |
| 2:00 AM | 5 | 2 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 5 | 2 | 7 | |
| 3:00 AM | 5 | 6 | 11 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 5 | 6 | 11 | |
| 4:00 AM | 10 | 23 | 33 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 10 | 23 | 33 | |
| 5:00 AM | 53 | 93 | 146 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 53 | 93 | 146 | |
| 6:00 AM | 117 | 207 | 324 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 117 | 207 | 324 | |
| 7:00 AM | 240 | 445 | 685 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 240 | 445 | 685 | 685 |
| 8:00 AM | 337 | 414 | 751 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 337 | 414 | 751 | 751 |
| 9:00 AM | 242 | 268 | 510 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 242 | 268 | 510 | |
| 10:00 AM | 230 | 257 | 487 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 230 | 257 | 487 | |
| 11:00 AM | 290 | 272 | 562 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 290 | 272 | 562 | |
| 12:00 PM | 301 | 285 | 586 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 301 | 285 | 586 | 586 |
| 1:00 PM | 300 | 317 | 617 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 300 | 317 | 617 | 617 |
| 2:00 PM | 302 | 348 | 650 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 302 | 348 | 650 | 650 |
| 3:00 PM | 387 | 266 | 653 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 387 | 266 | 653 | 653 |
| 4:00 PM | 437 | 369 | 806 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 437 | 369 | 806 | 806 |
| 5:00 PM | 402 | 333 | 735 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 402 | 333 | 735 | 735 |
| 6:00 PM | 272 | 214 | 486 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 272 | 214 | 486 | |
| 7:00 PM | 192 | 168 | 360 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 192 | 168 | 360 | |
| 8:00 PM | 134 | 167 | 301 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 134 | 167 | 301 | |
| 9:00 PM | 92 | 88 | 180 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 92 | 88 | 180 | |
| 10:00 PM | 32 | 43 | 75 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 32 | 43 | 75 | |
| 11:00 PM | 13 | 13 | 26 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 13 | 13 | 26 | |
| **Total** | **4,402** | **4,604** | **9,006** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | **4,402** | **4,604** | **9,006** | |
| **Percent** | **49%** | **51%** | | - | - | | - | - | | - | - | | - | - | | - | - | | - | - | | **49%** | **51%** | | |
| AM Peak | 08:00 | 07:00 | 08:00 | | | | | | | | | | | | | | | | | | | 08:00 | 07:00 | 08:00 | |
| Vol. | 337 | 445 | 751 | | | | | | | | | | | | | | | | | | | 337 | 445 | 751 | |
| PM Peak | 16:00 | 16:00 | 16:00 | | | | | | | | | | | | | | | | | | | 16:00 | 16:00 | 16:00 | |
| Vol. | 437 | 369 | 806 | | | | | | | | | | | | | | | | | | | 437 | 369 | 806 | |

1. Mid-week average includes data between Tuesday and Thursday.

| | Volume | Percent Daily |
|---|---|---|
| 4 hour | 685 | 8% |
| 8 hour | 617 | 7% |
| Peak Hour | 806 | 9% |

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# Planning Commission Information

## Community Development Department

| | |
|---|---|
| **Meeting Date:** | **August 13, 2026** |
| **Agenda Title/Subject:** | **Public Hearing to consider a request for a Replat, for the property known as 597 Meadowlark Drive.** |
| **Type of Item:** | **Regular Item** |
| **Purpose:** | **Request for approval of a Replat to modify an existing Access & Utility Easement.** |
| **Presented by:** | **Tawn Hillenbrand** |

**Attachments:**

1. 597 Meadowlark Replat PC Staff Report
2. 597 Meadowlark Replat Resolution
3. Application Form
4. Replat Map
5. Project Narrative

**Background:**

The subject lot was originally created in 2023 as part of the Westside Crossing Replat #2 as Lot 2.

A 20-foot-wide Access & Utility Easement currently runs east-west across the center of the lot. Due to setback requirements of the Mountain Avenue Corridor Overlay District, along with operational needs of the proposed development, a proposed sidewalk located along the north side of the building would encroach into the existing easement. While a sidewalk may be located within a utility easement, a sidewalk cannot be located within an access easement. An access easement is required to remain free and clear to allow for vehicle access and movement across the site. Therefore, the applicant is proposing to separate the utility easement from the access easement and shift the access easement north five (5) feet. The utility easement, along with the installed utilities, would remain in place, as the proposed sidewalk does not interfere with the function of the utility easement. As a result of this modification the sidewalk would no longer be within the access easement.

The applicant is currently pursuing Site Plan Review approval for a proposed AutoZone retail store.

**Update/Next Steps:**

Tonight, the Planning Commission will hear one request of the applicant. The purpose of the Replat is to provide for modifications to recorded plats. The application will be heard by the Town Board of Trustees at their hearing on August 25, 2026. Should the Replat be approved, the applicant will be required to record the Replat map with the County.

**Fiscal Impact and Fund Source:**
There is no negative impact to the Town in consideration of this request for a Replat. 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.

**Recommended Action(s):**
**Staff recommend Planning Commission make a motion to approve the 597 Meadowlark Drive Replat based on the development regulation statements found in Section 30-5-101 of the Berthoud Development Code.**

# STAFF REPORT: 597 MEADOWLARK DR. REPLAT

***DATE: August 13, 2026***

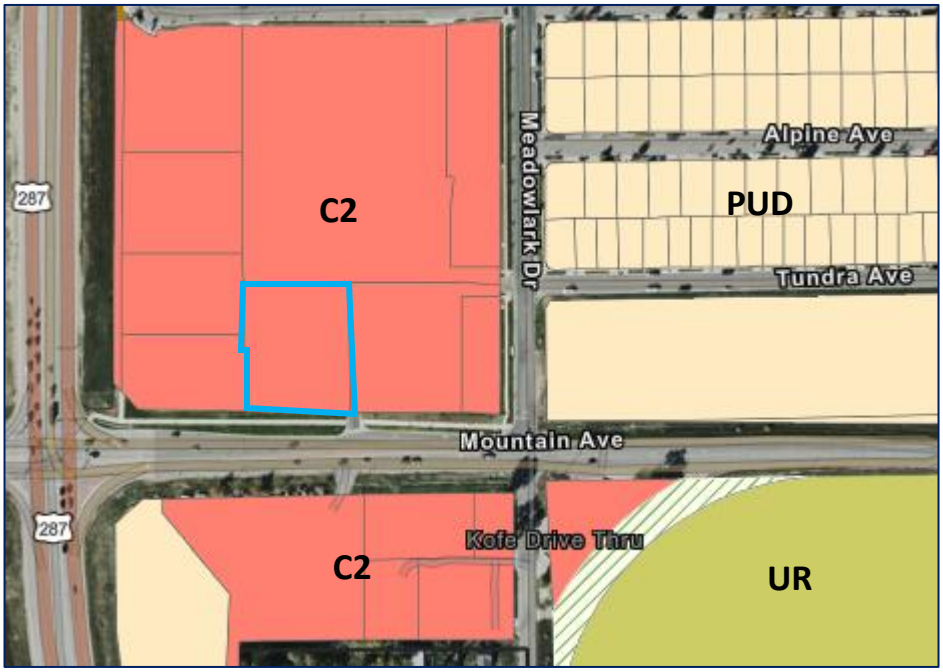
| ***GENERAL INFORMATION*** | | |
|---|---|---|
| **Applicant:** | AutoZone Parts, Inc. c/o Rashun Freeman<br>Galloway c/o Doug Jones | Size: 1.11 acres |
| **Site Location:** | 597 Meadowlark Drive; located on the north side of Mountain Ave. between Hwy 287 and Meadowlark Drive in the Westside Crossing development.<br>  | |
| **Parcel Numbers:** | 597 Meadowlark Drive; parcel #9415333002 | |
| **Applicant's Request:** | A Replat request to modify an existing Access & Utility Easement. The applicant is proposing to separate the Access Easement from the Utility Easement and move said Access Easement 5-feet north of the Utility Easement, thereby resulting in two separate easements. | |
| **Current Zoning and Overlay District:** | C2 – General Commercial; 1st Street Corridor Overlay | |
| ***ZONING DISTRICT INFORMATION*** | | |
| **Zone District** | C2 – General Commercial | |
| **Max Density** | NA | |
| **Min. Lot Width** | 50’ | |
| **Front Setback** | 25’ | |
| **Side Setback** | 0/20’ (from adjacent zoning district) | |
| **Rear Setback** | 35’ | |
| **Max Building Height:** | 50’ | |

| MOUNTAIN AVENUE OVERLAY DISTRICT INFORMATION | |
|---|---|
| **Character District** | Berthoud West |
| **Max Building Height** | 3 Stories (40’) |
| **Building Setbacks** | Mountain Avenue: 14’ minimum, 20’ maximum |
| | Secondary or side street: 20’ minimum |
| | Side yard (2 stories): per underlying zone district |

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

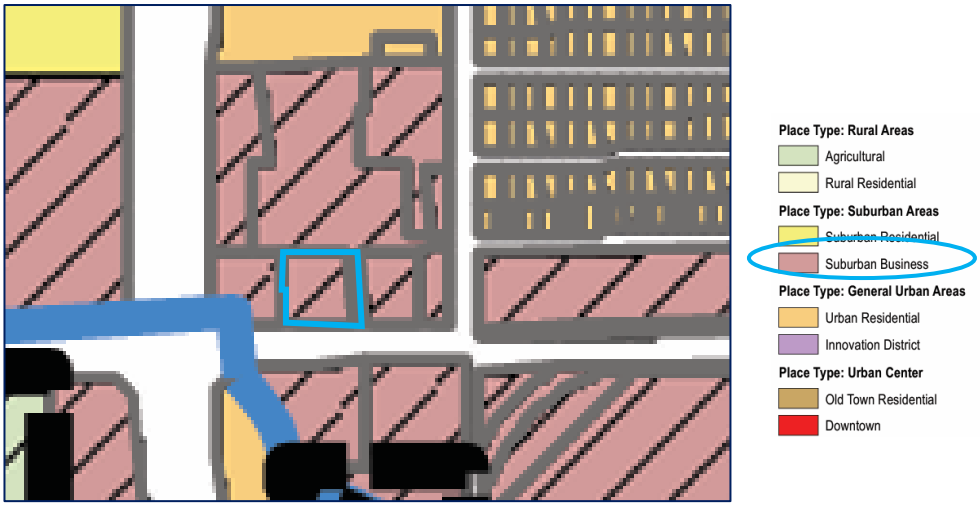
| | Adjacent Zoning | Adjacent Land Uses | Required Buffer for Adjacent Zoning |
|---|---|---|---|
| **North** | C2 – General Commercial | Vacant | N/A |
| **South** | C2 – General Commercial | Outdoor storage/vacant/retail | N/A |
| **East** | C2 – General Commercial | Vacant | N/A |
| **West** | C2 – General Commercial | Vacant | N/A |

**Zoning Map:**




Subject property outlined in blue

**Comprehensive Plan - Future Land Use Map:**




Subject property outlined in blue

**Proposal**

The applicant requests Replat approval to modify an existing Access & Utility Easement. The applicant is proposing to separate the Access Easement from the Utility Easement and move said Access Easement 5-feet north of the Utility Easement, thereby resulting in two separate easements.

**Background**

The subject lot was originally created in 2023 as Lot 2 of the Westside Crossing Replat #2.

A 20-foot-wide Access & Utility Easement currently runs east-west across the center of the subject lot. Due to setback requirements of the Mountain Avenue Corridor Overlay District, along with operational needs of the proposed development, a proposed sidewalk located along the north side of the building would encroach into the existing easement. While a sidewalk may be located within a utility easement, a sidewalk cannot be located within an access easement. An access easement is required to remain free and clear to allow for vehicle access and movement across the site. Therefore, the applicant is proposing to separate the utility easement from the access easement and shift the access easement north five (5) feet. The utility easement, along with the installed utilities, would remain in place, as the proposed sidewalk does not interfere with the function of the utility easement. As a result of this modification the sidewalk would no longer be within the access easement.

The applicant is currently pursuing Site Plan Review approval for a proposed AutoZone retail store.

**Referral Agency and Staff Review**

The 597 Meadowlark Drive Replat application completed two (2) rounds of referral agency and staff review in the following sequence:

| Submittal Number | Review documents submitted by Applicant on: | Staff and Referral Agency comments provided to Applicant on: |
|---|---|---|
| 1st | April 6, 2026 | May 28, 2026 |
| 2nd (final) | June 17, 2026 | June 8, 2026 |

The required application materials were reviewed by Town staff as well as outside referral agencies. No deficient capacity issues were identified; therefore, the application is allowed to proceed to public hearing.

**Replat Review Criteria**

The Town shall use the following development regulations to evaluate the applicant's request:

| 30-5-101 Development Regulations | Finding | Rationale |
|---|---|---|
| A. Complement the Town's historic development patterns and fit into the context of the existing and planned development on surrounding properties.<br>1. Street, sidewalk and trail alignment with adjoining developments and properties to ensure safe, efficient and pleasant walking, biking and driving experiences.<br>2. Decrease dependency on vehicles.<br>3. Existing and planned parks and | Complies | Specifically, modifying the existing Access & Utility Easement does not negatively impact the access alignment with adjoining properties. The access easement would be shifted from the current location 5 feet north, a minimal shift that would not impact the access to either adjacent lot to the east or west. |

| | | |
|---|---|---|
| open spaces in the development as well as in Town shall be connected by sidewalks and trails.<br>4. The Parks, Trails and Open Space Master Plans were utilized in the development of the project.<br>5. Compact, well-defined, sustainable neighborhoods to enhance the Town's character, complements the existing neighborhood and surrounding area. | | |
| **30-5-101 Development Regulations** | **Finding** | **Rationale** |
| B. Adhere to the vision established in the Comprehensive Plan, Land Development Code, Overlay Districts and Master Plans covering the property including:<br>1. The Land Use Code and underlying zone district.<br>2. The Land Use Code development and design standards.<br>3. Architectural Guidelines.<br>4. Landscape Design Guidelines.<br>5. Engineering Standards and Specifications.<br>6. Flood hazard mitigation.<br>7. Geologic hazard mitigation.<br>8. Other plans, specifications and guidelines that may impact the property. | Complies | The proposed modification to the existing Access & Utility Easement remains in adherence with the Development Code as well as the Engineering Standards and Specifications. |
| C. Ensure there is sufficient provision for public utilities, services and facilities. The development shall be designed with consideration of the future needs as well as adequately managing the impact of the proposed development on the surrounding area and Town in general. Hazardous conditions on- and off-site shall not be created by the proposal.<br>1. Water.<br>2. Sanitary Sewer. | Complies | Town water facilities were previously installed within the existing easement and will remain in place along with the Utility Easement. Separating and shifting the Access Easement 5 feet north of the Utility Easement would not impact the existing water facilities. |

| | | |
|---|---|---|
| 3. Stormwater.<br>4. Electric and Natural Gas.<br>5. Schools.<br>6. Fire Protection and Emergency Response.<br>7. Public Transit.<br>8. Traffic circulation.<br>9. Pedestrian movement.<br>10. Irrigation practices. | | |
| **30-5-101 Development Regulations** | **Finding** | **Rationale** |
| D. Mitigate negative impacts of the development on the surrounding property:<br>1. Light.<br>2. Air quality.<br>3. The Oil and Gas regulation Section of this Chapter.<br>4. Sensitive natural, historic and environmental areas and properties.<br>5. Compatibility of uses. | Complies | Modifying the existing easement would not impact adjacent properties. |
| E. Address a need or desirability within Berthoud and the development proposal will help achieve a balance of land use, create a specific sense of place through place-making in each distinct neighborhood, provide a variety of housing types, meet architectural diversity standards, and integrate meaningful neighborhood identity features into the development according to Town goals. | NA | This request is for a modification to an existing easement; therefore, this requirement is not applicable. |
| F. All applicable local, state and federal permits have been or will be obtained. | | The applicant will be required to meet all applicable local, state and federal permits. |
| G. Address such other matters as the Town may deem necessary in order to protect the best interest of the public. | NA | No other matters or requirements have been deemed necessary; therefore, this requirement is not applicable. |

**PUBLIC NOTICE AND COMMENT**

Notice of the Planning Commission and Town Board of Trustees Public Hearings has been mailed to property owners within 500 feet of the subject property on July 27, 2026, a legal ad published on July 29, 2026, and the property was posted as required by the Development Code on July 27, 2026.

As of the drafting of this report, staff have received no public comment emails regarding the proposed request.

***FINDINGS AND RECOMMENDATIONS***

**Staff recommend Planning Commission make a motion to recommend approval of the 597 Meadowlark Drive Replat to the Board of Trustees based on the development regulation statements found in Section 30-5-101 of the Berthoud Development Code.**

**Attachments**

1. Development Review Application form
2. Project Narrative
3. Replat Map

**Resolution No. ___**
**Series 2026**

**A Resolution of the Town of Berthoud Board of Trustees Approving a Replat for the Property Known as 597 Meadowlark Drive**

Whereas, AutoZone Parts, Inc. ("Applicant"), is the owner of the real property more particularly described in **Exhibit A**, attached hereto and incorporated herein by this reference (the "Property");

Whereas, on April 6, 2026, Applicant filed an application for approval of a Replat for the Property (the "Application");

Whereas, on August 13, 2026, the Planning Commission held a properly-noticed public hearing on the Application and recommended that the Board of Trustees approve the Application as presented; and

On August 25, 2026, the Board of Trustees conducted a properly-noticed public hearing on the Application.

Now Therefore be it Resolved by the Board of Trustees of the Town of Berthoud as follows:

Section 1. Findings of Fact. The Board of Trustees, upon reviewing the recommendation of the Planning Commission, hearing the statements of staff and the public, and giving due consideration to the matter, finds and determines as follows:

a. The Replat complies with Chapter 30 of the Berthoud Municipal Code and other applicable law;

b. The Replat is consistent with the Town's Comprehensive Plan; and

c. The Replat is consistent with and implements the intent of the zone district in which it is located.

Section 2. Decision. Based on the foregoing findings, the Board of Trustees hereby approves the Application.

Introduced, approved and adopted this ___ day of _____, 2026.

**Town of Berthoud**

_____
William Karspeck, Mayor

**Attest**

_____
Christian R. Samora, CMC, Town Clerk

**Exhibit A**
**Legal Description**

Lot 2, Westside Crossing Replat #2, County of Larimer, State of Colorado.

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.

| | | |
|---|---|---|
| **Parcel Number(s):** 9415333002 | | |
| **Site Address:** 597 Meadowlark Drive | | |
| **Project Name:** AutoZone #10722 | | |
| **Brief description of project:** Replat to relocate existing access easement associated with AutoZone Site Plan applicaiton | | |
| **APPLICATION TYPE** ***(Check as appropriate)*****:** | | |
| ☐ Annexation | ☐ Preliminary Subdivision Plat | ☐ Final Site Plan |
| ☐ Rezoning | ☐ Final Subdivision Plat | ☐ PUD Amendment |
| ☐ Concept Plan | ☒ Plat Amendment | ☐ PUD Preliminary Development Plan |
| ☐ Minor Subdivision | ☐ Oil and Gas | ☐ PUD Final Development Plan |
| ☐ Special Use Review | ☐ ROW Vacation | ☐ Other _____ |

| | |
|---|---|
| **APPLICANT** | |
| Name: AutoZone Parts, Inc. | |
| E-mail: rashun.freeman@autozone.com<br>Phone: 9014957736 | Mailing Address: 123 S Front Street<br>City/State/Zip: Memphis, TN 38103 |
| **CONTACT PERSON** ***(will receive correspondence from Town Staff/Referral Agencies)*** | |
| Name: Rashun Freeman - AutoZone Parts, Inc. | |
| E-mail: rashun.freeman@autozone.com<br>Phone: 9014957736 | Mailing Address: 123 S Front Street<br>City/State/Zip: Memphis, TN 38103 |
| **OWNER(S)** ***(If different than applicant)*** | |
| Name: Berthoud Gateway LLC | |
| E-mail: Scott@fcmmoney.com<br>Phone: 9702228268 | Mailing Address: 8340 Louden Cir<br>City/State/Zip: Windsor, CO 80528 |
| **CONSULTANT** ***(Engineer, Surveyor, or Planner)*** | |
| Name: Doug Jones - Galloway | |
| E-mail: DougJones@Gallowayus.com<br>Phone: 3037708884 | Mailing Address: 5500 Greenwood Plaza Blvd., Suite 200<br>City/State/Zip: Greenwood Village, CO 80111 |

## LAND USE INFORMATION

**Existing Use:** Vacant

**Proposed Use:** Retail

**Existing Zoning:** C2

**Proposed Zoning: (if applicable):**

**Number of acres:** 1.11

**Proposed Access:** 1.11

| Adjacent zoning / land use: | |
|---|---|
| East Side: C2 | North Side: C2 |
| West Side: C2 | South Side: Mountain Ave |

## UTILITY SERVICE INFORMATION

Water: Town of Berthoud

Sewer: Town of Berthoud

## PROJECT INFORMATION

Number of proposed units:

Number of phases:
1

Number of Units per phase:

Number of lots proposed:

Lot size minimum:

Lot size maximum:

Lot size average:

Gross density (units/acre):

Net density (units/acre):

Area and percent open space:

Non-Residential Building Area (Sq. Ft.) Proposed:
7,079 sf

Non-Residential Construction Floor Area Ratio Proposed: 0.14

Total Number of Parking Spaces: 27

Acreage of Site:
a. Gross: 1.11
b. Right-of-Way: 0
c. Net (a-b) 1.11

**Type of Housing Proposed (*please check*):**

- ☐ Future Single Family
- ☐ Duplex
- ☐ Multi-family (# of units: )
- ☐ Townhouse
- ☐ 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: 3/9/2026

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: rashunfreeman c/o AutoZone Parts, Inc Date: 3/9/2026

| FOR OFFICE USE ONLY | Received By: | Date: |
|---|---|---|

FINAL PLAT

# WESTSIDE CROSSING REPLAT #3

BEING A REPLAT OF LOT 2, WESTSIDE CROSSING REPLAT #2,
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 15,
TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M.,
TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

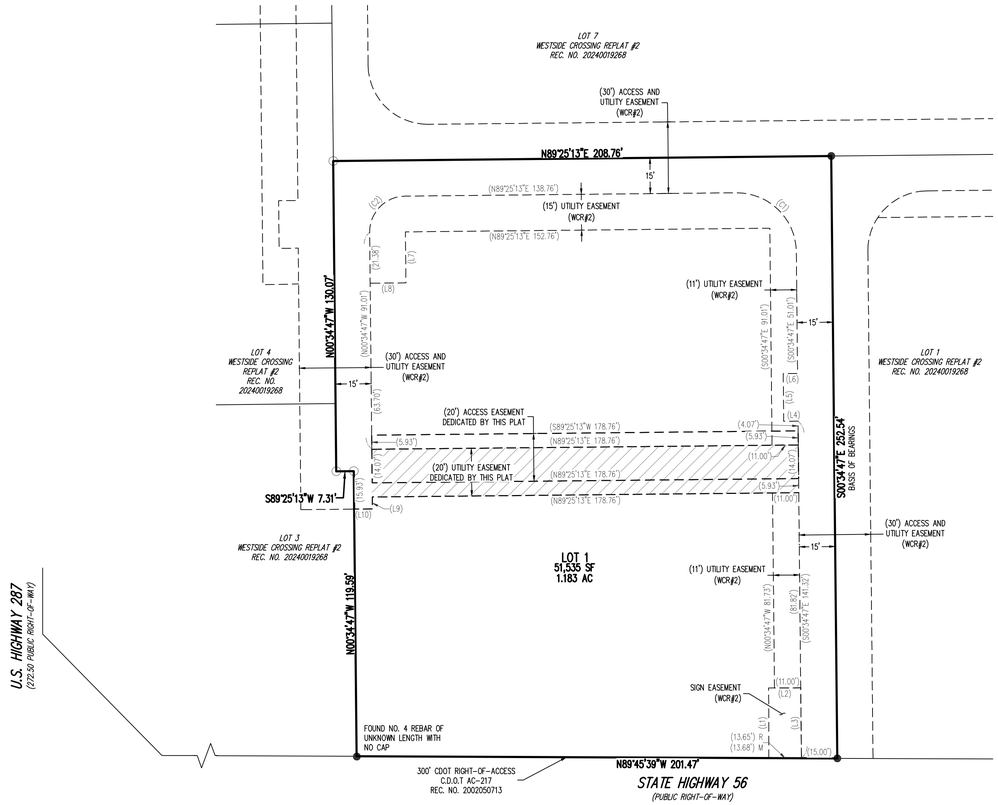
## LEGEND

| | |
|---|---|
| ● | FOUND 1" BRASS PLUG, STAMPED "PLS 32430" UNLESS OTHERWISE NOTED |
| ○ | SET 24", NO. 5 REBAR WITH 1-1/4" ORANGE PLASTIC CAP, STAMPED "PLS 37911" UNLESS OTHERWISE NOTED |
| ——— | PROPERTY LINE |
| ——— | LOT LINE |
| - - - - | EXISTING EASEMENT LINE |
| - - - - | EASEMENT LINE DEDICATED WITH THIS PLAT |
| REC. NO. | RECEPTION NUMBER |
| (DIM) | ALL EASEMENT DIMENSIONS ARE IN PARENTHESIS |
| M | MEASURED |
| R | RECORD DISTANCE FROM WESTSIDE CROSSING REPLAT #2, RECORDED MAY 15, 2024 AT RECEPTION NO. 20240019268 |
| (WCR#2) | WESTSIDE CROSSING REPLAT #2, RECORDED MAY 15, 2024 AT RECEPTION NO. 20240019268 |
| ▨ | PORTION OF 20' ACCESS AND UTILITY EASEMENT ON WESTSIDE CROSSING REPLAT #2, RECORDED MAY 15, 2024 AT RECEPTION NO. 20240019268 TO BE VACATED WITH THIS PLAT |

N

0 15 30

SCALE: 1"=30'




| EASEMENT LINE TABLE | | |
|---|---|---|
| LINE TAG # | BEARING | LENGTH (FT) |
| (L1) | S00°06'27"E | 29.42 |
| (L2) | S89°53'39"W | 13.44 |
| (L3) | N00°34'47"W | 29.50 |
| (L4) | N89°25'13"E | 6.00 |
| (L5) | S00°34'47"E | 20.00 |
| (L6) | S89°25'13"W | 6.00 |
| (L7) | N00°34'47"W | 21.38 |
| (L8) | N89°25'13"E | 15.00 |
| (L9) | N00°34'47"W | 5.00 |
| (L10) | N89°25'13"E | 7.69 |

| EASEMENT CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| CURVE TAG # | DELTA | LENGTH (FT) | RADIUS (FT) | CHORD BEARING | CHORD LENGTH (FT) |
| (C1) | 90°00'00" | 39.27 | 25.00 | S45°34'47"E | 35.36 |
| (C2) | 89°58'58" | 23.56 | 15.00 | N44°25'13"E | 21.21 |

## APPROVAL CERTIFICATES:

APPROVED BY THE TOWN OF BERTHOUD, COLORADO, THIS _____ DAY OF _____, 20_____.

_____
MAYOR

THE FOREGOING PLAT IS APPROVED FOR FILING AND ACCEPTED BY THE TOWN OF BERTHOUD, COLORADO, THIS _____ DAY OF _____, A.D., 20_____.

ATTEST: _____
TOWN CLERK

APPROVED BY THE PLANNING COMMISSION OF THE TOWN OF BERTHOUD, COLORADO, THIS _____ DAY OF _____, A.D., 20_____.

_____
CHAIRPERSON

THE FOREGOING MAP IS APPROVED FOR FILING AND ACCEPTED BY THE TOWN OF BERTHOUD, COLORADO, THIS _____ DAY OF _____, A.D., 20_____.

ATTEST: _____
TOWN PLANNER

## BASIS OF BEARINGS STATEMENT:

BEARINGS BASED ON EAST LINE OF LOT 2, WESTSIDE CROSSING REPLAT #2, A PLAT RECORDED MAY 15, 2024 AT RECEPTION NO. 20240019268 IN THE OFFICE OF THE LARIMER COUNTY CLERK AND RECORDER HAVING A BEARING OF S00°34'47"E, MONUMENTED ON THE NORTH BY A 1" BRASS PLUG, STAMPED "PLS 32430", AND ON THE SOUTH BY A 1" BRASS PLUG STAMPED "PLS 32430", WITH ALL OTHER BEARINGS RELATIVE THERETO.

## RIGHT TO FARM STATEMENT:

THE TOWN OF BERTHOUD HAS ADOPTED A "RIGHT TO FARM" POLICY. ALL NEW AND EXISTING RESIDENTS ARE EXPECTED TO READ AND UNDERSTAND THE POLICY. FOR A COPY OF THE POLICY, PLEASE CONTACT THE TOWN OF BERTHOUD.

## SITE SPECIFIC DEVELOPMENT PLAN:

THIS PLAN CONSTITUTES A SITE SPECIFIC DEVELOPMENT PLAN AS DEFINED IN ARTICLE 68 OF TITLE 24, C.R.S., AS AMENDED, AND CHAPTER 30 OF THE BERTHOUD DEVELOPMENT CODE AVAILABLE AT THE BERTHOUD TOWN HALL. 328 MASSACHUSETTS AVENUE, BERTHOUD, COLORADO 80513.

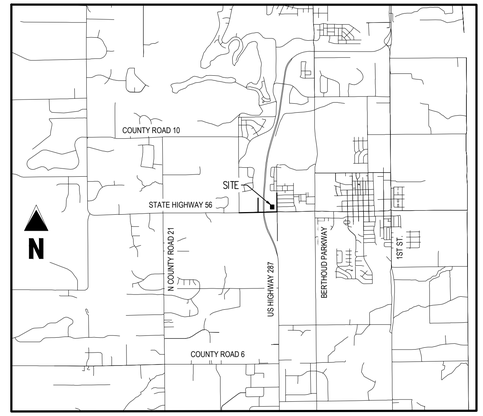
## GENERAL NOTES

1) ALL LINEAL MEASUREMENTS SHOWN ARE GROUND DISTANCES AND U.S. SURVEY FEET.

2) EASEMENTS AND PUBLIC DOCUMENTS SHOWN OR NOTED ON THIS SURVEY WERE EXAMINED AS TO LOCATION AND PURPOSE AND WERE NOT EXAMINED AS TO RESTRICTIONS, EXCLUSIONS, CONDITIONS, OBLIGATIONS, TERMS OR AS THE RIGHT TO GRANT THE SAME.

3) NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCE MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON. C.R.S. 13-80-105(3)(A).

4) FIRST AMERICAN TITLE INSURANCE COMPANY NATIONAL COMMERCIAL SERVICES TITLE REPORT NCS-1244401-MICH, DATED MAY 27, 2026 AT 5:00 P.M. AND WAS RELIED UPON FOR INFORMATION REGARDING EASEMENTS AND ENCUMBRANCES OF RECORD IN THE PREPARATION OF THIS PLAT.




VICINITY MAP

## DEDICATION

KNOW ALL PERSONS BY THESE PRESENTS: THAT THE UNDERSIGNED, BEING THE OWNERS OF THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

LOT 2, WESTSIDE CROSSING REPLAT #2 RECORDED MAY 15, 2024 AT RECEPTION NO. 20240019268 IN THE OFFICE OF THE LARIMER COUNTY CLERK AND RECORDER, LOCATED IN PART OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO.

CONTAINING 1.183 ACRES, MORE AND LESS..

HAVING LAID OUT, PLATTED, AND SUBDIVIDED THE ABOVE DESCRIBED LAND, UNDER THE NAME AND STYLE OF **WESTSIDE CROSSING REPLAT #3,** AND BY THESE PRESENTS DO DEDICATE TO THE TOWN OF BERTHOUD IN FEE SIMPLE THE STREET AND PUBLIC "RIGHT-OF-WAY" AS SHOWN ON THE PLATS, AND GRANT TO THE TOWN OF BERTHOUD SUCH EASEMENTS AND RIGHT-OF-WAY, AND ALL RIGHT, TITLE AND INTEREST IN REAL PROPERTY TO THE ABOVE DESCRIBED LANDS, INCLUDING ALL SURFACE INTERESTS AND ALL MINERALS WITHIN OR UNDERLYING SAID LANDS, AS ARE CREATED HEREBY AND DEPICTED OR, BY NOTE, REFERENCES HEREON, ALONG WITH THE RIGHT TO INSTALL, MAINTAIN, REPLACE AND OPERATE MAINS, TRANSMISSION LINES, SERVICE LINES, AND APPURTENANCES, EITHER DIRECTLY OR THROUGH THE VARIOUS PUBLIC UTILITIES, AS MAY BE NECESSARY TO PROVIDE SUCH UTILITY, CABLE TELEVISION, WATER, ELECTRIC, NATURAL GAS AND SANITARY SERVICES WITHIN THIS SUBDIVISION OR PROPERTY CONTIGUOUS THERETO, THROUGH, OVER, UNDER, AND ACROSS STREETS, UTILITY AND OTHER EASEMENTS, AND OTHER PUBLIC PLACES AS SHOWN ON THE PLAT.

OWNER:
BERTHOUD GATEWAY LLC, A COLORADO LIMITED LIABILITY COMPANY

BY: _____

NAME: _____

TITLE: _____

STATE OF _____ )
)SS.
COUNTY OF _____ )

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____ 2026 BY __ _____, AS _____ OF _____,

WITNESS HAND AND OFFICIAL SEAL

MY COMMISSION EXPIRES: _____

_____
NOTARY PUBLIC

## DEED OF TRUST'S DEDICATION

THE UNDERSIGNED MORTGAGEE, FOR GOOD AND VALUABLE CONSIDERATION DOES BY THESE PRESENTS, HEREBY SUBORDINATE ALL OF ITS RIGHTS TO SUCH FEE SIMPLE DEDICATIONS AND GRANTS OF EASEMENTS TO THE TOWN OF BERTHOUD AS ARE DEPICTED AND REFERENCED HEREON AND TO THE TERMS AND CONDITIONS OF THE DEVELOPMENT AGREEMENT AND THIS FINAL PLAT AND AGREES THAT THE DEVELOPMENT AGREEMENT AND THIS FINAL PLAT SHALL CONSTITUTE A FIRST AND PRIOR LIEN UPON THE **WESTSIDE CROSSING REPLAT #3** TO THE SAME EXTENT AS THOUGH IT WERE ACTUALLY EXECUTED AND RECORDED PRIOR TO SAID DEED OF TRUST.

DATE: _____

LENDER'S NAME

BY: _____

TITLE: _____

## SURVEYOR'S CERTIFICATION:

I, READE COLIN ROSELLES, A REGISTERED LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS SURVEY OF **WESTSIDE CROSSING REPLAT #3** WAS MADE UNDER MY SUPERVISION AND THE ACCOMPANYING PLAT ACCURATELY AND PROPERLY SHOWS SAID SUBDIVISION AND IS IN COMPLIANCE WITH THE SUBDIVISION REGULATIONS OF THE TOWN OF BERTHOUD.

_____
READE COLIN ROSELLES
COLORADO PROFESSIONAL LAND SURVEYOR NO. 37911
FOR AND ON BEHALF OF GALLOWS & COMPANY, LLC


Galloway
5235 Ronald Reagan Blvd., Suite 200
Johnstown, CO 80534
970.800.3300
GallowayUS.com

Galloway & Company, LLC


WESTSIDE CROSSING REPLAT #3
BEING A REPLAT OF LOT 2, WESTSIDE CROSSING REPLAT #2,
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 15,
TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M.,
TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

| # | Date | Issue / Description | Init. |
|---|---|---|---|
| 1. | 6/2/2026 | ADDRESSED TOWN COMMENTS | AN |
| 2. | 7/14/2026 | ADDRESSED TOWN COMMENTS | AN |

| | |
|---|---|
| Project No: | ATZ000039 |
| Drawn By: | AN |
| Checked By: | RCR |
| Date: | 2/20/2026 |

SHEET 1 OF 1

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Galloway
5500 Greenwood Plaza Boulevard, Suite 200
Greenwood Village, CO 80111
303.770.8884 • GallowayUS.com

April 02, 2026

Town of Berthoud
807 Mountain Avenue
PO Box 1229
Berthoud, CO 80513

**Re: Project Narrative & Description - Replat**
Lot 2, Westside Crossing Replat #2
Proposed AutoZone Retail Store #10722

Dear Pre-Application Review Team,

Thank you in advance for the time taken to discuss and coordinate our proposed development. The site in question is located on the vacant parcel of land near the northeast corner of US Highway 287 and State Highway 56 (Mountain Avenue). More specifically, the subject site is located on Lot 2, Westside Crossing Replat #2. The site is currently zoned C-2 (General Commercial District). The site is identified as Suburban Business in the Future Land Use Plan and is within the Mountain Avenue Corridor overlay district. The subject site is 1.183 acres (~51,535 SF).

This narrative has been prepared for the Replat of Lot 2 to relocate the existing Access Easement crossing east/west through the center of the site. Currently, there is an existing 20' Access and Utility Easement that crosses through the center of Lot 2. This Replat is proposing to: separate the Access Easement from the Utility Easement for the portion of the easement that crosses Lot 2; and shift the portion of the Access Easement approximately 5' north.

Due to setback requirements established in the Mountain Avenue Corridor Overlay District, along with operational needs of the proposed development, the necessary building sidewalk on the north of the building would encroach into the existing easement. Separating the easements allows the utility easement and the installed utilities to remain in place as the proposed sidewalk does not interfere with the function of the utility easement. Shifting the access easement north maintains the original intent of allowing access to cut across Lot 2 but allows for the developer to install the sidewalk to meet their operational needs.

The proposed easement adjustments listed above have the support of the overall developer of Westgate Crossing and the adjacent property owners.

Applicant/Developer contact information for this site is as follows:
Kevin Murphy - AutoZone
Pre-Construction Project Manager
(901) 495-7625
Kevin.Murphy@AutoZone.com
123 S Front St.
Memphis, TN 38103

Property Owner contact information for this site is as follows:
Berthoud Gateway, LLC
8340 Louden Cir,
Windsor, CO 80528

AutoZone is proposing the construction of an approximately 7,079 gross square foot retail store (~0.14 FAR). The proposed development is in compliance with the Mountain Avenue Corridor overlay district, including but not limited to a 14' building setback (*14-20' required*) with the building being 35.8% of the Mountain Avenue frontage (*35% minimum*) and a 23.36' parking setback (*20' minimum*) with the parking lot being 30.3% of the Mountain Avenue frontage.(*40% maximum*). Access to the facility is planned via two proposed curb cuts from the private internal drives constructed with the overall development associated with Westside Crossing Replat #2. No direct access to adjacent public rights-of-way is proposed. The development is proposed to have 25 standard parking stalls, 2 ADA parking stalls, and a trash enclosure to support the retail store. Please reference the plan set included with the Site Plan review associated with this project..

AutoZone is an auto parts and accessories retailer only; no vehicle maintenance or repairs involving tires, automotive fluids, etc. will be offered. The proposed building will have a height between 20 and 28 feet depending on final design and whether parapets or tower elements are used. Typical hours of operation for AutoZone are 7:30am to 9pm, with employees working approximately one hour prior to opening and after closing. Deliveries typically occur when the store is closed between 9pm and 10pm. AutoZone utilizes a WB-67 truck for all deliveries. Exterior facades are high-quality materials, meeting the articulation requirements outlined in the Mountain Avenue Corridor overlay district and the Westside Crossing Architectural Design Standards.

Site connectivity has been designed in accordance with the plans for the overall development of Westside Crossing Replat #2 and allow for easy circulation of pedestrians between the adjacent lots and to the Mountain Avenue right-of-way. Landscaping and lighting have been designed in accordance with the applicable Town of Berthoud standards, including the Development Code, Architectural Design Guidelines, and Landscape Design Guidelines. The review criteria in Section 30-5-104.B.8 of the Town of Berthoud Development Code apply to the design specifications of the proposed development and are not applicable to the Replat submittal package. Please reference the Site Plan submittal for AutoZone 10722 for additional site design information.

Please reference the Site Plan application associated with this development for site design information. Please do not hesitate to contact me with any questions or concerns.

Sincerely,
**Galloway & Company, Inc.**
303-770-8884

Doug Jones, PE
Civil Project Engineer
DougJones@GallowayUS.com

# Planning Commission Information

## Community Development Department

| | |
|---|---|
| **Meeting Date:** | **August 13, 2026** |
| **Agenda Title/Subject:** | **Public Hearing to consider a request for a Neighborhood Master Plan for the property known as Heron Lakes Marina (Heron Lakes 22nd Filing)** |
| **Type of Item:** | **Regular Item** |
| **Purpose:** | **Public Hearing to consider a request for a Neighborhood Master Plan for the property known as Heron Lakes Marina (Heron Lakes 22nd Filing), located south of West County Road 14, north of Lonetree Reservoir, and located between Rabbit Run Lane and Heron Lakes Parkway** |
| **Presented by:** | |

**Attachments:**

1. Heron Lakes Marina PC NMP Staff Report
2. Heron Lakes Marina PC Neighborhood Master Plan
3. Heron Lakes Marina NMP Resolution
4. Heron Lakes Marina Conceptual Drainage and Utility Plan
5. Heron Lakes Marina Project Narrative
6. Heron Lakes Marina NMP Newspaper Notice
7. Heron Lakes Marina Traffic Letter
8. Heron Lakes Marina NMP Postcard Notifications

**Background:**

An approximate 32.44 acre portion of what is now referred to as the Heron Lakes Marina property was annexed into the Town as the Heron Lakes Lake Club Annexation by Ordinance 1244 on June 18, 2018. At the time of Annexation the property was zoned R4 – Mixed Use District by Ordinance 1245. The remaining 6.259 acres of the project was annexed to the Town on May 15, 2019 as the Case Annexation by Ordinance 1259 and was zoned as R4 – Mixed Use District at that time by Ordinance No. 1260.

The Neighborhood Master Plan is a conceptual design of the development, submitted with or prior to a subdivision application, that depicts the applicant's vision for the overall development, including zoning, transportation, 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 or apply for an amendment of said plan. In the case of

this application, the Preliminary Plat application will be submitted after the Neighborhood Master Plan application has been completed.

**Update/Next Steps:**
Tonight, the Planning Commission will hear the applicant's Neighborhood Master Plan request. The purpose of the Neighborhood Master Plan is to conceptualize the overall character of a future development inclusive of "zoning, transportation, pedestrian network, parks, open space, subdivision identity standards and other amenities."

The applicant will be required to record the Neighborhood Master Plan if approved by the Town Board of Trustees at their hearing on September 22, 2026. Following recording of the documents, the next step would be a Preliminary Plat application for the proposed development. The Preliminary Plat phase includes review of the engineered documents (80% completeness), referral agency review, analysis of the utilities and infrastructure planned for the project, and off-site and on-site improvements, for example. The Preliminary Plat must adhere to the approved Neighborhood Master Plan as well as applicable master plans and guidelines, including the 2021 Comprehensive Plan, Town of Berthoud Trails Master Plan, and Open Space Master Plan, for example.

Referral agencies, including but not limited to the school district, fire protection district, ditch companies, utility and infrastructure providers, have reviewed the Neighborhood Master Plan application. Referral agency comments at this concept phase are incorporated into the Staff Report and are used by the applicant when they are preparing their next land use application (Preliminary Plat) materials for review. Sanitary sewer and water main engineering designs, water dedication, and other technical requirements as needed are reviewed at the Preliminary Plat phase.

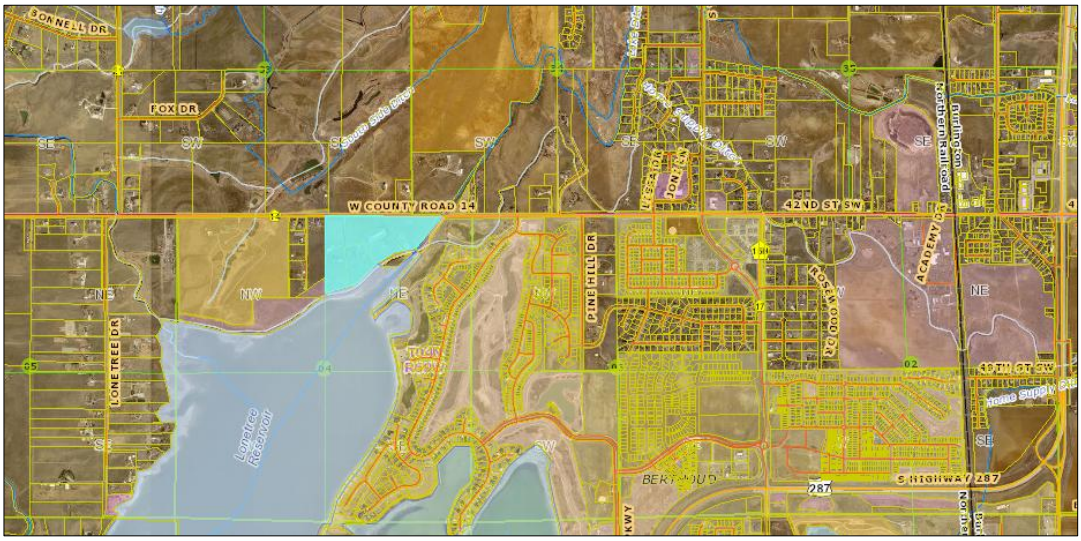
**Fiscal Impact and Fund Source:**
There is no negative impact to the Town in consideration of this Neighborhood Master Plan. Public notice is funded through fees paid by the applicant. Development review is funded through fees paid by the applicant.

**Community Touchstones:**
Consideration of this request does not negatively impact community touchstones and in fact is supportive of the 2021 Comprehensive Plan update. The applicant's request for Neighborhood Master Plan illustrates alignment with the vision of continued growth within the Town's growth management area.

**Recommended Action(s):**
**Staff recommends Planning Commission make a motion to recommend approval to the Town Board of Trustees of the Heron Lakes Marina Neighborhood Master Plan based on meeting the review criteria in Section 30-6-106.E of the Berthoud Development Code.**

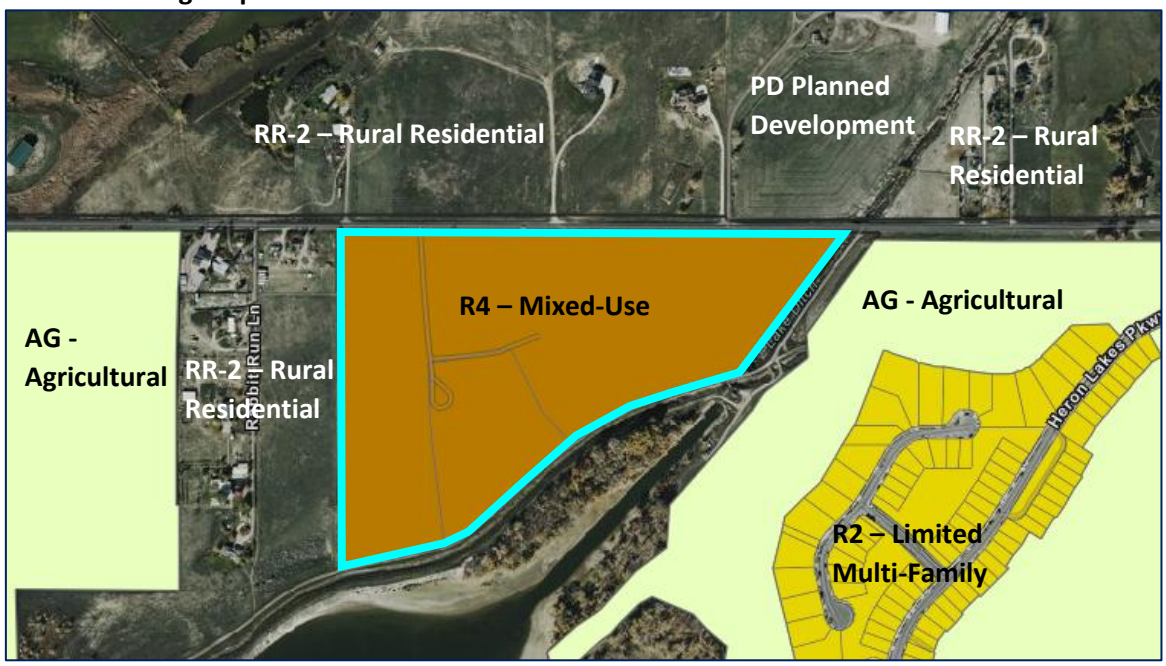
# STAFF REPORT: HERON LAKES MARINA (HERON LAKES 22ND FILING) NEIGHBORHOOD MASTER PLAN

***DATE: August 13, 2026***

| ***GENERAL INFORMATION*** | | |
|---|---|---|
| **Applicant:** | Kristin Turner – TB Group | **Size: 37.79 acres** |
| **Site Location:** | Parcel #9404000018 and #9404000019<br>This property is located south of W County Road 14 and east of Rabbit Run Lane, north of and adjacent to Lonetree Reservoir.<br>Subject Property is highlighted in blue.<br>  | |
| **Applicant's Request:** | The Applicant is requesting Neighborhood Master Plan (NMP) approval for a proposed residential development inclusive of 49 single-family and 56 duplex (paired home) lots (105 total lots). | |
| **Current Zoning:** | R4 – Mixed-Use | |

| ***SURROUNDING ZONING, LAND USE AND REQUIRED BUFFERS*** | | | |
|---|---|---|---|
| | **Adjacent Zoning** | **Adjacent Land Uses** | **Buffer Requirement** |
| **North:** | **Larimer County PD – Planned Development and RR-2 – Rural Residential** | Single-family Residential/agriculture | N/A |
| **South:** | **Larimer County RR-2 – Rural Residential** | Lonetree Reservoir | N/A |
| **East:** | **AG and R2** | Residential and golf course | N/A |
| **West:** | **AG and Larimer County RR-2 - Residential** | Single family Residential/agriculture | N/A |

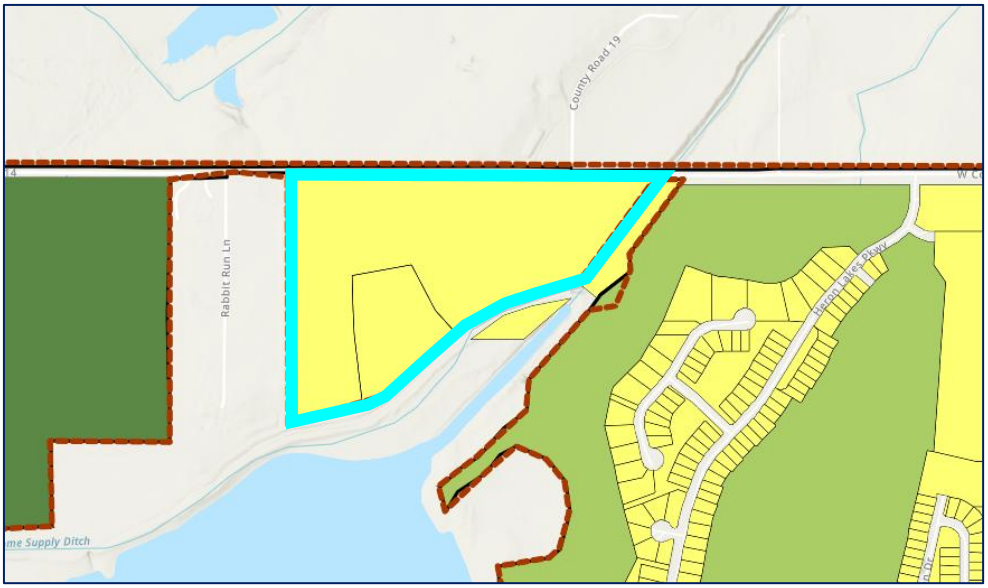
**Berthoud Zoning Map:**

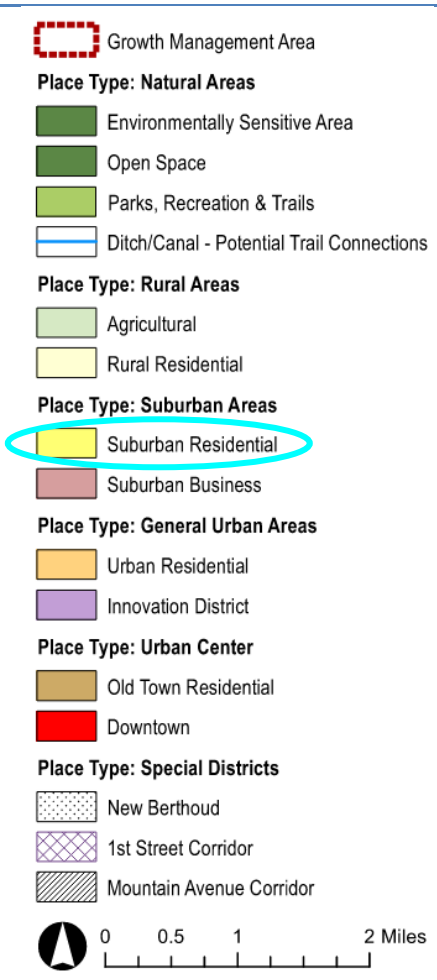



Labels in white denote Larimer County zone districts.

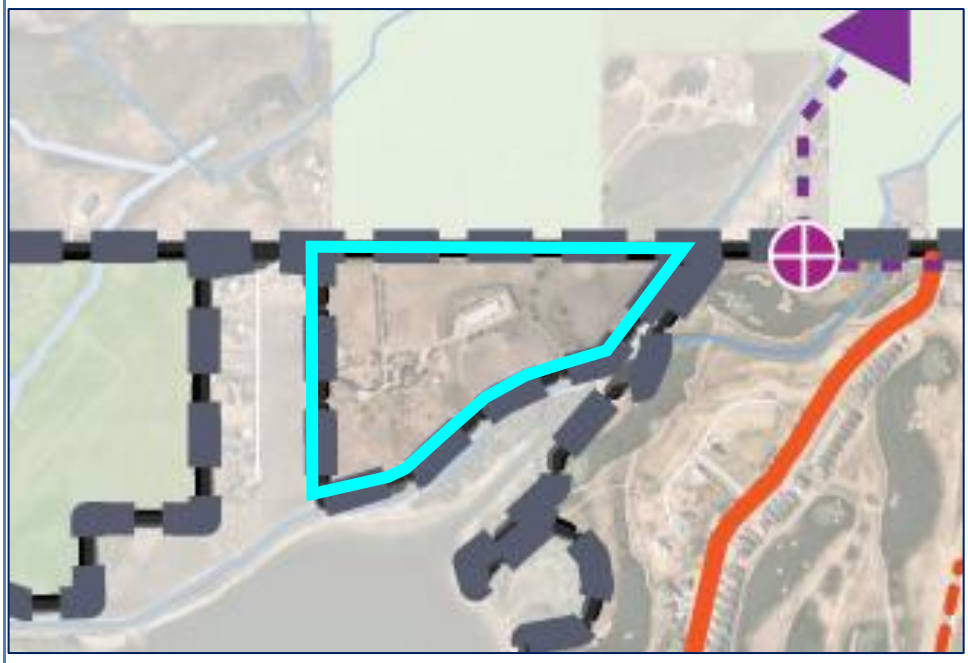
## *BERTHOUD COMPREHENSIVE AND MASTER PLANS*

**Berthoud Comprehensive Plan – Future Land Use Map**



**Berthoud Trails Master Plan**



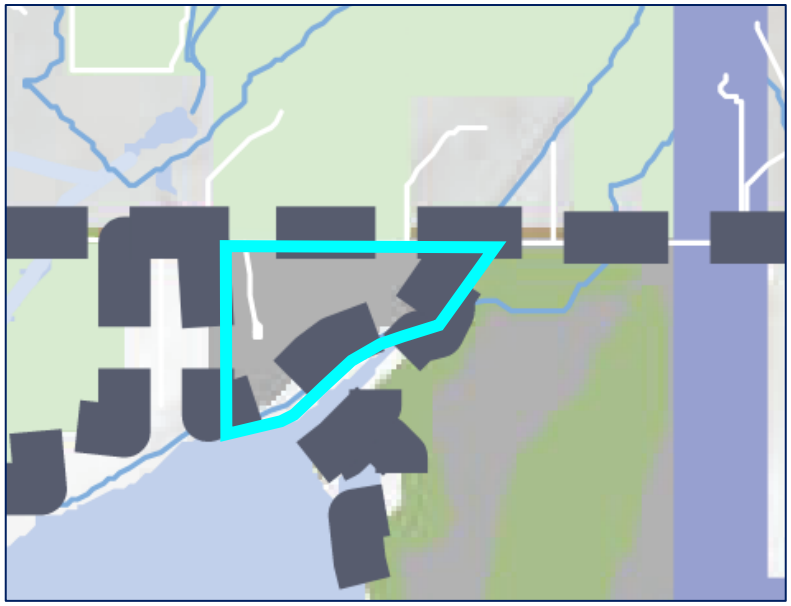
Trails Master Plan (Enlargement)

- Existing Neighborhood
- Planned Neighborhood
- Existing Regional
- Planned Regional
- Trail Crossing Opportunities
- Schools
- Berthoud Growth Management Area
- Town Limits
- Existing Parks, Open Space, & Conservation Easements

0 0.25 0.5 1 Miles

Sidewalks and bike lanes are not shown and provide additional network connectivity.

**Berthoud Open Space Plan**



**Open Space Focus Areas**

- Stream
- Canal or Ditch
- Waterbodies and Wetlands
- County Boundary
- Berthoud Growth Management Area
- Adjacent Growth Management Areas
- Town Limits
- Existing Parks, Open Space, & Conservation Easements

**Focus Areas**

- Trail Corridors
- Natural Areas
- Agriculture

**Proposal**
The Applicant is requesting Neighborhood Master Plan (NMP) approval for a proposed residential development, known as Heron Lakes Marina, inclusive of 49 single-family and 56 duplex (paired home) lots (105 total lots).

**Background**
An approximate 32.44 acre portion of what is now referred to as the Heron Lakes Marina property was annexed into the Town as the Heron Lakes Lake Club Annexation by Ordinance 1244 on June 18, 2018. At the time of Annexation the property was zoned R4 – Mixed Use District by Ordinance 1245. The annexation and zoning were approved with the conditions that any future residential, including multi-family residential development, or construction over two stories come back before the Board for approval. The current request does not propose buildings greater than two stories in height, nor is multi-family residential, as defined by code, being proposed. Per Code, duplex (paired home) units are not defined as multi-family residential, but rather are defined as single-family. The remaining 6.259 acres of the project was annexed to the Town on May 15, 2019 as the Case Annexation by Ordinance 1259 and was zoned as R4 – Mixed Use District at that time by Ordinance No. 1260.

Zoning Ordinance 1245 also allowed an additional unique use of 'Motor Coach' which was documented on the approved and recorded Rezoning Map in 2018. The current request does not include a Motor Coach use (RV Park per current code). RV Parks are not currently allowed in the R4 zone district.

Per Code, the intent of the R4 district is to allow for the development of a variety of residential, commercial, business, and employment land uses within pedestrian-oriented neighborhoods. The uses proposed with this application meet the intent of the R4 zone district.

**Neighborhood Master Plan**
The Neighborhood Master Plan is a conceptual design of the development, submitted with or prior to a subdivision application, that depicts the applicant's vision for the overall development, including zoning, transportation, 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 or apply for an amendment of said plan. 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 |
|---|---|---|
| 1. <u>Traffic Plan:</u> The applicant shall provide a preliminary traffic plan that addresses the following elements:<br>i. The proposed street network connectivity to the existing road network, including all proposed access points.<br>ii. The location and layout of all arterial and collector roads within the development. Local streets and alleys do not need to be depicted.<br>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 | Yes | i. The proposed development would connect to the existing road network via connections to Larimer County Road 14 (CR 14).<br>ii. The project does not propose arterial or collector roads within the development. Local Roads are proposed throughout the site to provide adequate traffic flow connecting to W CR 14.<br>iii. A trip generation memo was provided with the submittal detailing the relation of traffic generation to the overall Heron Lakes Master Transportation Impact Study, in which these parcels were included.<br>The Town Engineer reviewed the traffic memo/analysis and found that the on-site and off-site impacts from the anticipated traffic will be mitigated, and that specific details regarding roadway improvements necessitated by this development will be provided with the Preliminary Plat application. |

| | | |
|---|---|---|
| development. | | |
| **30-6-106(E) Required Elements** | **Finding** | **Rationale** |
| 2. Open Space Plan: The applicant shall provide a preliminary open space plan that addresses the following elements:<br>i. Proposed open space distribution and location, including percentage of open space.<br>ii. Compliance with 30-2-109(D)(4) open space elements.<br>iii. Required buffer areas as per 30-2-109(C)(2) | Yes | i. An open space plan was provided as part of the Neighborhood Master Plan. The total open space required for this property is 3.78 acres (10%). The applicant proposes 7.2 acres (19.1% of total acreage) of open space with this proposal, thus exceeding the requirement. Open space has been distributed logically throughout the site.<br>ii. By code, the applicant would be required to provide two (2) open space elements for the Heron Lakes Marina Neighborhood Master Plan. The project provides a greenway and green area to meet this requirement.<br>iii. There are no required buffer areas with this request. |
| 3. Park(s) Plan:<br>i. Proposed park locations and types of parks as per Section 30-2-109(B)(2) and (3)<br>ii. Proposed park acreage as per Section 30-2-109(B)(2) | Yes | (i.-ii.) Parks are provided in accordance with 30-2-109(B)(2) and (3).The total park space required for this development as proposed is 1.07 acres. The applicant has provided 2.03 acres of park space with this proposal, thus exceeding the requirement. The applicant has provided a pocket park with this development, and has satisfied the park required elements for this park type. Specific information on the elements included with this application can be found on Page 3 of the Neighborhood Master Plan. |
| 4. Pedestrian Network:<br>i. Location of all trails within development, and connection to existing trail network.<br>ii. Connectivity of sidewalks to the existing pedestrian system, including any off-site sidewalk improvements.<br>iii. Depiction of any bike lanes or any other multi-modal features. | Yes | i. Locations of all trails are depicted on the NMP and comply with the Berthoud Trails Master Plan.<br>ii. Sidewalks will be constructed along the frontages of all properties and will then connect to the existing pedestrian system.<br>iii. Bike lanes are not proposed nor required along the Local Roads internal to the site. |
| 5. Zoning:<br>i. The location of zoning boundaries shall be provided with the application and depicted on the Neighborhood Master Plan.<br>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. | Yes | i. The Neighborhood Master Plan identifies the zone district of the property.<br>ii. Per Section 30-2-116(D)(1)(c), this development is required to provide a minimum of three (3) housing diversity types. The Neighborhood Master Plan provides: Single family detached dwellings with rear loaded garages, Single family detached dwellings with front loaded garages, and Single-family attached dwellings (duplexes). Smaller lot sizes are located to the interior of the development, with larger lot sizes provided on the perimeter. |

| | | |
|---|---|---|
| iii. Density and lot diversity shall be distributed throughout the project and shall not be located in only one area. | | iii. Density and diversity are distributed throughout the residential portions of the project. |
| **30-6-106(E) Required Elements** | **Finding** | **Rationale** |
| 6. <u>Overall Utility Plan:</u><br>i. A preliminary utility plan depicting the existing capacity of the utility system for both the proposal and any potential future development.<br>ii. Proposed connections to the existing utility system.<br>iii. The location of any proposed or required lift stations.<br>iv. Utility plans for the interior of the development (such as water and sewer service lines) are not required as part of this process. | Yes | (i. – iv.) A preliminary utility plan has been provided showing the water line and sewer line connections capacity and demand, and where the lines would be located to verify the project can served by utilities. The project will connect to existing utilities existing in CR 14.<br>The project is required to demonstrate determination of water service provider at the time of Preliminary Plat. This requirement is noted as a condition of approval to be addressed at the Preliminary Plat submittal. |
| 7. <u>Subdivision Identity Standards:</u><br>i. The applicant shall provide compliance with subdivision identity standards found in Section 30-2-131. | Yes | i. Code requires the proposed development to provide six (6) subdivision identity and place elements. The applicant has chosen to provide six: entryway element (1 element), pollinator garden (1 element), alley-loaded streets (1 element), usable open space (1 element), fencing and walls (1 element), and a 10' concrete trail (1 element). |

**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.

| 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 | The Future Land Use envisions this area as Suburban Residential Character District. The 2021 Comprehensive Plan states that the Suburban Residential Character District is intended to provide neighborhoods with primarily single-family detached, single-family attached homes (e.g. townhouses, duplexes, triplexes, etc.), and affordable housing options. Affordable housing is not currently envisioned with this proposal, however, the application meets the intent of the Character District by single-family detached and single-family attached housing types.<br>Preferred Land Uses for the Suburban Residential Character District include single-family detached and single-family attached housing types in a low to moderate density setting. The proposed plan provides these uses. The proposed development furthers the goals and policies of the Comprehensive Plan, specifically housing diversity and creating a strong community.<br>The proposed development conforms to the Zoning District map by proposing uses consistent with those specified in Code for the R4 zone district as uses by right. Per Code, the intent of the R4 zone district is to allow for the development of a variety of residential, commercial, business, and employment land uses within pedestrian-oriented neighborhoods. The R4 zone district provides a greater variety of uses permitted as a use by right than some other zone districts, and developments within this zone district are not required to be mixed-use as defined in Code in order to conform with the R4 zone district. |
| 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. | Yes | The proposed plan is consistent with this criterion. The project will extend existing roadways to service the proposed lots allowing for a connected neighborhood design. The trail system proposed will allow connections throughout the project and into neighboring areas. The proposed plan is consistent with the vision of the Comprehensive Plan Future Land Use Map for this parcel as part of the Suburban Residential Character District. Per the 2021 Comprehensive Plan, the Suburban Residential Character District is intended to provide for neighborhoods with primarily single-family detached, single-family attached homes (e.g., townhouses, |

| | | |
|---|---|---|
| | | duplexes, triplexes, etc.), and affordable housing options. Affordable housing is not currently envisioned with this Neighborhood Master Plan. The application is also consistent with the PORT Plan in its trail and open space configuration. |
| **30-6-106(G) Review Criteria** | **Finding** | **Rationale** |
| 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 | Plans were reviewed by Town staff as well as outside referral agencies. No deficient capacity issues were identified at this stage. Determination of water service provider will be required to be demonstrated at the Preliminary Plat stage. |
| 4. Negative impacts on adjacent land uses have been identified and satisfactorily mitigated. | Yes | A traffic memo and conceptual Utility Plan were required and provided by the applicant as part of this Neighborhood Master Plan application. Staff and referral agencies with expertise in each specific area of study reviewed the preliminary plans to ensure impacts to adjacent land uses and infrastructure were identified and have been adequately addressed at this concept phase of the project. Final versions of these reports, addressing any outstanding items of concern, will be required with the next phase (Preliminary Plat) which will be reviewed in depth at that time.<br>Impacts to neighboring properties have been mitigated through dual access points as to not create congested roadways, as well as placing smaller lot sizes toward the interior of the site. The plan proposes a greenway with 10' concrete trail along W County Road 14 to provide greater distance between the roadway and residential lots. Lots abutting the existing residential property on the west edge of the property have been proposed with significantly larger lot sizes to more closely match the size of the existing adjacent lot to mitigate impacts. |
| 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 proposed project is consistent with the Future Land Use Map in the Comprehensive Plan. The proposed Neighborhood Master Plan provides a balance of single-family detached lots and single family attached lots. |

**PUBLIC NOTICE AND COMMENT**

Notice of the Planning Commission and Town Board of Trustees Public Hearings has been mailed to property owners within 500 feet of the subject property on July 9, 2026, a legal ad was published July 9, 2026, and the property was posted as required by the Development Code by the applicant on July 9, 2026.

As of the drafting of this staff report, staff has received no written public comments on the proposed request.

The Heron Lakes Marina Neighborhood Master Plan request application completed three (3) 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 | October 7, 2025 | November 18, 2025 |
| 2nd | January 8, 2026 | February 19, 2026 |
| 3rd (final) | May 5, 2026 | June 11, 2026 |

***FINDINGS AND RECOMMENDATIONS***

**Neighborhood Master Plan**

**Staff recommends Planning Commission make a motion to recommend approval of the Heron Lakes Marina Neighborhood Master Plan to the Town Board of Trustees based on meeting the review criteria in Section 30-6-106.G of the Berthoud Development Code with the following condition:**

1. **Determination of water provider must be provided with any subsequent Preliminary Plat application for this development**

**Attachments**

1. Application Form
2. Draft Resolution
3. Project Narrative
4. Neighborhood Master Plan
5. Conceptual Drainage and Utility Plan
6. Preliminary Traffic Letter
7. Public Notice – Postcard
8. Public Notice – Newspaper

# HERON LAKES MARINA PROPERTY | MARCH 2026

## LEGAL DESCRIPTION

PARCEL 1A, AMENDED DUFFY EXEMPTION, ACCORDING TO MAP RECORDED AUGUST 12, 1997 UNDER RECEPTION NO. 97052403, COUNTY OF LARIMER, STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF LARIMER, STATE OF COLORADO, DESCRIBED AS FOLLOWS:

CONSIDERING THE NORTH LINE OF SAID NORTHEAST QUARTER OF SECTION 4 AS BEARING SOUTH 90 DEGREES 00 MINUTES 00 SECONDS EAST BETWEEN THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER AS MONUMENTED BY A NO. 6 REBAR AND A 2-1/2" ALUMINUM CAP BEARING P.L.S. NO. 20676 AND THE NORTH QUARTER CORNER OF SAID SECTION 4 AS MONUMENTED WITH A 1" DIAMETER IRON PIPE, AND WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO:
COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 4;
THENCE SOUTH 00 DEGREES 25 MINUTES 46 SECONDS WEST 50.00 FEET TO THE TRUE POINT OF BEGINNING:
THENCE SOUTH 90 DEGREES 00 MINUTES 00 SECONDS EAST A DISTANCE OF 2021.44 FEET TO THE NORTHERLY LINE OF LONE TREE RESERVOIR AND LAND OWNED BY THE CONSOLIDATED HOME SUPPLY DITCH COMPANY AS SHOWN ON MAP DONE BY T.H. SACKETT, LARIMER COUNTY SURVEYOR ON FEBRUARY 8, 1961;
THENCE ALONG SAID NORTHERLY LINE THE FOLLOWING FIVE COURSES AND DISTANCES;
1) SOUTH 36 DEGREES 34 MINUTES 00 SECONDS WEST 678.06 FEET;
2) SOUTH 74 DEGREES 57 MINUTES 00 SECONDS WEST 257.31 FEET;
3) SOUTH 69 DEGREES 36 MINUTES 00 SECONDS WEST 195.03 FEET;
4) SOUTH 61 DEGREES 45 MINUTES 00 SECONDS WEST 191.03 FEET;
5) SOUTH 57 DEGREES 06 MINUTES 00 SECONDS WEST 99.31 FEET; THENCE DEPARTING SAID NORTHERLY LINE NORTH 41 DEGREES 58 MINUTES 30 SECONDS WEST A DISTANCE OF 164.95 FEET;
THENCE NORTH 27 DEGREES 59 MINUTES 18 SECONDS WEST A DISTANCE OF 281.04 FEET;
THENCE SOUTH 79 DEGREES 53 MINUTES 39 SECONDS WEST A DISTANCE OF 337.05 FEET;
THENCE SOUTH 02 DEGREES 14 MINUTES 51 SECONDS EAST A DISTANCE OF 204.89 FEET;
THENCE SOUTH 04 DEGREES 01 MINUTES 03 SECONDS EAST A DISTANCE OF 128.42 FEET;
THENCE SOUTH 07 DEGREES 05 MINUTES 17 SECONDS EAST A DISTANCE OF 396.94 FEET;
TO A POINT ON SAID NORTHERLY LINE OF LAND OWNED BY THE CONSOLIDATED HOME SUPPLY DITCH COMPANY;
THENCE ALONG NORTHERLY LINE SOUTH 77 DEGREES 17 MINUTES 00 SECONDS WEST 447.53 FEET;
THENCE NORTH 00 DEGREES 25 MINUTES 46 SECONDS EAST 1337.39 FEET TO THE TRUE POINT OF BEGINNING, COUNTY OF LARIMER, STATE OF COLORADO.
AND PARCEL 2A, AMENDED DUFFY EXEMPTION, ACCORDING TO MAP RECORDED AUGUST 12, 1997 UNDER RECEPTION NO. 97052403, COUNTY OF LARIMER, STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF LARIMER, STATE OF COLORADO DESCRIBED AS FOLLOWS: CONSIDERING THE NORTH LINE OF SAID NORTHEAST QUARTER OF SECTION 4 AS BEARING SOUTH 90 DEGREES 00 MINUTES 00 SECONDS EAST BETWEEN THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER AS MONUMENTED BY A NO. 6 REBAR AND A 2-1/2 INCH ALUMINUM CAP BEARING P.L.S. NO. 20676 AND THE NORTH QUARTER CORNER OF SAID SECTION 4 AS MONUMENTED WITH A 1 INCH DIAMETER IRON PIPE, AND WITH ALL BEARINGS.
AND PARCEL 2A, AMENDED DUFFY EXEMPTION, ACCORDING TO MAP RECORDED AUGUST 12, 1997 UNDER RECEPTION NO. 97052403, COUNTY OF LARIMER, STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
ALL THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF LARIMER, STATE OF COLORADO DESCRIBED AS FOLLOWS: CONSIDERING THE NORTH LINE OF SAID NORTHEAST QUARTER OF SECTION 4 AS BEARING SOUTH 90 DEGREES 00 MINUTES 00 SECONDS EAST BETWEEN THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER AS MONUMENTED BY A NO. 6 REBAR AND A 2-1/2 INCH ALUMINUM CAP BEARING NO. 20676 AND THE NORTH QUARTER CORNER OF SAID SECTION 4 AS MONUMENTED WITH A 1 INCH DIAMETER IRON PIPE, AND WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO:
COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 4; THENCE SOUTH 90 DEGREES 00 MINUTES 00 SECONDS EAST ALONG THE NORTH LINE OF SAID NORTHEAST QUARTER A DISTANCE OF 316.41 FEET; THENCE SOUTH 04 DEGREES 26 MINUTES 55 SECONDS EAST A DISTANCE OF 563.79 FEET TO THE POINT OF BEGINNING:
THENCE NORTH 79 DEGREES 53 MINUTES 39 SECONDS EAST A DISTANCE OF 337.05 FEET;
THENCE SOUTH 27 DEGREES 59 MINUTES 18 SECONDS EAST A DISTANCE OF 281.04 FEET;
THENCE SOUTH 41 DEGREES 58 MINUTES 30 SECONDS EAST A DISTANCE OF 164.95 FEET TO THE NORTHERLY LINE OF LONE TREE RESERVOIR AND LAND OWNED BY THE CONSOLIDATED HOME SUPPLY DITCH COMPANY AS SHOWN ON MAP DONE BY T.H. SACKETT, LARIMER COUNTY SURVEYOR ON FEBRUARY 8, 1961;
THENCE ALONG SAID NORTHERLY LINE THE FOLLOWING 4 COURSES AND DISTANCES:
1) SOUTH 51 DEGREES 49 MINUTES 00 SECONDS WEST A DISTANCE OF 107.34 FEET;
2) SOUTH 47 DEGREES 25 MINUTES 00 SECONDS WEST A DISTANCE OF 419.26 FEET;
3) SOUTH 54 DEGREES 46 MINUTES 00 SECONDS WEST A DISTANCE OF 61.59 FEET;
4) SOUTH 65 DEGREES 28 MINUTES 00 SECONDS WEST A DISTANCE OF 71.05 FEET;
THENCE DEPARTING SAID NORTHERLY LINE NORTH 07 DEGREES 05 MINUTES 17 SECONDS WEST A DISTANCE OF 396.94 FEET;
THENCE NORTH 04 DEGREES 01 MINUTES 03 SECONDS WEST A DISTANCE OF 128.42 FEET;
THENCE NORTH 02 DEGREES 14 MINUTES 51 SECONDS WEST A DISTANCE OF 204.89 FEET TO THE POINT OF BEGINNING, COUNTY OF LARIMER, STATE OF COLORADO.

## SHEET INDEX


SHEET 1 - NEIGHBORHOOD MASTER PLAN
SHEET 2 - OPEN SPACE AND CIRCULATION EXHIBIT
SHEET 3 - PARK EXHIBIT





## VICINITY MAP




## LAND USE SUMMARY

| | |
|---|---|
| FRONT-LOADED DUPLEX LOTS (40' x 120') | 46 |
| ALLEY-LOADED DUPLEX LOTS (40' x 108') | 10 |
| SINGLE FAMILY DETACHED (65' - 80' x 110') | 43 |
| SINGLE FAMILY DETACHED, ALLEY-LOADED (50' x 125') | 6 |
| TOTAL | 105 LOTS |

| LAND USE STATISTICS | ACREAGE | % OF SITE |
|---|---|---|
| ZONING: R4 (MIXED USE) | | |
| ACREAGE TOTAL | ~37.79 ACRES | 100.0% |
| DENSITY | 2.78 DU/AC | |
| RESIDENTIAL ACREAGE | 20.15 ACRES | 53.3% |
| ROW/DRIVE ACREAGE | 6.66 ACRES | 17.6% |
| PARKS, OPEN SPACE & DETENTION SUMMARY | | |
| TOTAL | 10.98 ACRES | 29.1% |
| PARK SPACE | 2.03 ACRES | 5.4% |
| OPEN SPACE | 7.20 ACRES | 19.1% |
| DETENTION SPACE | 1.75 ACRES | 4.6% |

## SUBDIVISION IDENTITY & RESIDENTIAL STANDARDS

RESIDENTIAL PRODUCT TYPES REQUIRED: 3
RESIDENTIAL PRODUCT TYPES PROVIDED: 3

SUBDIVISION IDENTITY ELEMENTS POINTS REQUIRED: 6

THE SUBDIVISION IDENTITY ELEMENTS TO BE PROVIDED WILL BE DETERMINED AT THE TIME OF PLAT. A MINIMUM OF 5 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. ENTRYWAY | 1 |
| 2. ALLEY-LOADED STREET | 1 |
| 3. USABLE OPEN SPACE | 1 |
| 4. POLLINATOR GARDEN | 1 |
| 5. FENCING & WALLS | 1 |
| 6. 10' CONCRETE TRAIL | 1 |
| TOTAL : | 6 |

## 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. THIS IS NOT A SITE-SPECIFIC DEVELOPMENT.

## TRAFFIC INFORMATION

1. REFER TO PLAN FOR PROPOSED STREET NETWORK AND EXISTING ROAD NETWORK INCLUDING ALL ACCESS POINTS.

2. UNLESS OTHERWISE NOTED ON THE PLAN, ALL STREETS ARE LOCAL STREETS AND/OR ALLEYS.

# NEIGHBORHOOD MASTER PLAN

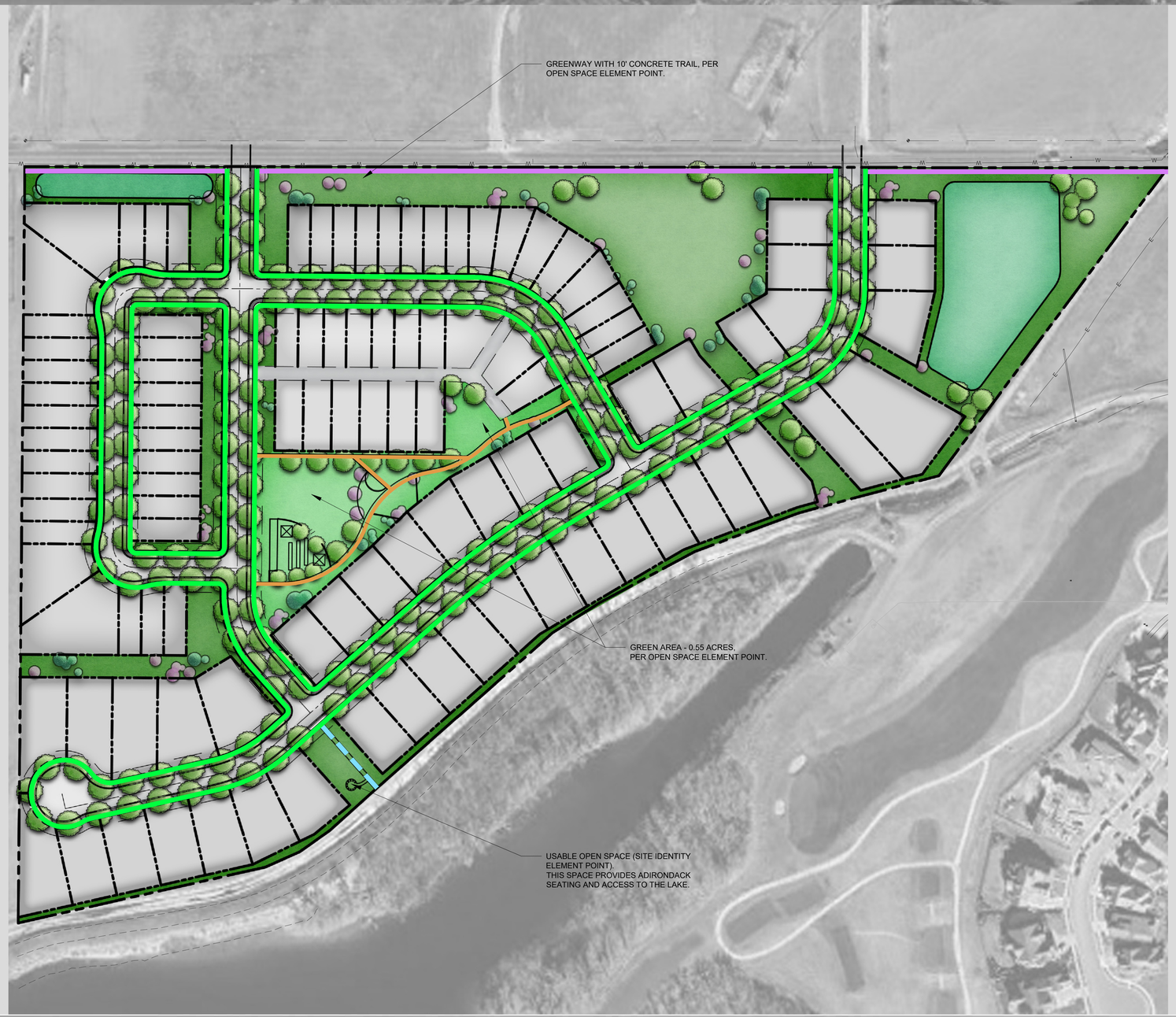
# HERON LAKES MARINA PROPERTY | MARCH 2026

## PARK STATISTICS

| | |
|---|---|
| PARK SPACE REQUIRED (107 LOTS) | ~ 1.07 ACRES |
| PARK SPACE PROVIDED | 2.03 ACRES<br>4.01% OF SITE |

## TRAILS AND WALKS

- DETACHED CONCRETE SIDEWALK (5' width) - 9,061 feet
- CRUSHER FINES WALK (8' width) - 149 feet
- OFF-STREET CONCRETE SIDEWALK (5' width) - 1,166 feet
- 10' CONCRETE TRAIL (connection from this property to intersection of CR 14 and Heron Lakes Parkway) - 3,349 feet




## OPEN SPACE & DETENTION CALCULATIONS

| | | |
|---|---|---|
| TOTAL OPEN SPACE REQUIRED= | 3.78 AC | 10.0% |
| DETENTION SPACE = | 1.75 AC | 4.6% |
| OPEN SPACE = | 7.38 AC | 19.5% |
| TOTAL OPEN SPACE PROVIDED= | 9.13 AC | 24.1% |

## OPEN SPACE ELEMENTS

OPEN SPACE ELEMENTS 2 ELEMENTS REQUIRED
OPEN SPACE ELEMENTS 2 ELEMENTS PROVIDED

- GREENWAY 1 ELEMENT
- GREEN AREA 1 ELEMENT

## PARKS, OPEN SPACE & DETENTION SUMMARY

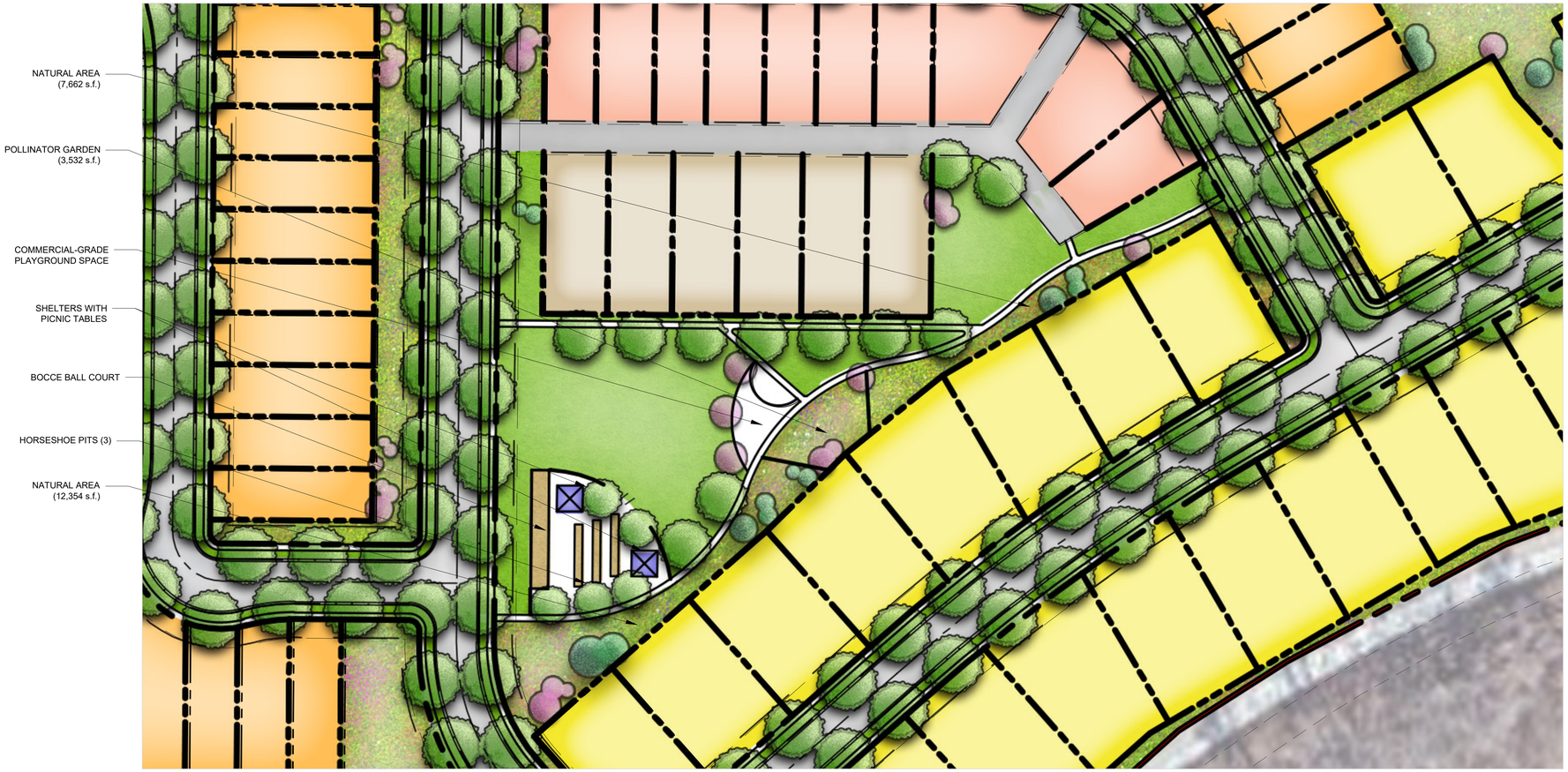
| | |
|---|---|
| PARK SPACE | 2.03 ACRES |
| OPEN SPACE | 7.38 ACRES |
| DETENTION SPACE | 1.75 ACRES |
| TOTAL | 11.16 ACRES |

0 100' 150' 200'
SCALE 1" = 100'-0"

NORTH

# OPEN SPACE AND CIRCULATION EXHIBIT

# HERON LAKES MARINA PROPERTY | MARCH 2026




POCKET PARK ELEMENTS

ALL OF LIST A:
- ELECTRICITY
- IRRIGATION
- SECURITY LIGHTING
- TRASH RECEPTACLES (2/AC)
- IRRIGATION TAP
- BIKE RACKS
- LANDSCAPING

5 OF LIST B:
- 2 INDIVIDUAL SHELTERS W/ TABLES (1)
- TURF - APPROX. 30,000 S.F. (2)
- NATURAL AREA - APPROX. 20,016 S.F. (2)

3 OF LIST C:
- 1 HIGH:
  COMMERCIAL-GRADE PLAYGROUND
- 2 LOW:
  BOCCE BALL
  HORSESHOE PITS

## PARK EXHIBIT

**Resolution No. ___**
**Series 2026**

**A Resolution of the Town of Berthoud Approving a Neighborhood Master Plan for a Property Known as Heron Lakes Marina**

Whereas, Heron Lakes Investments, LLC ("Applicant"), is the owner of the real property more particularly described in **Exhibit A**, attached hereto and incorporated herein by this reference (the "Property");

Whereas, on September 11, 2025, Applicant filed an application for approval of a Neighborhood Master Plan for the Property (the "Application");

Whereas, on August 13, 2026, the Planning Commission held a properly-noticed public hearing on the Application and recommended that the Board of Trustees approve the Application as presented; and

On August 25, 2026, the Board of Trustees conducted a properly-noticed public hearing on the Application.

Now Therefore be it Resolved by the Board of Trustees of the Town of Berthoud as follows:

Section 1. Findings of Fact. The Board of Trustees, upon reviewing the recommendation of the Planning Commission, hearing the statements of staff and the public, and giving due consideration to the matter, finds and determines as follows:

a. The Neighborhood Master Plan complies with Chapter 30 of the Berthoud Municipal Code and other applicable law;

b. The Neighborhood Master Plan is consistent with the Town's Comprehensive Plan; and

c. The Neighborhood Master Plan is consistent with and implements the intent of the zone district in which it is located.

Section 2. Decision. Based on the foregoing findings, the Board of Trustees hereby approves the Application.

Introduced, approved and adopted this ___ day of _____, 2026.

**Town of Berthoud**

_____
William Karspeck, Mayor

**Attest**

_____
Christian R. Samora, CMC, Town Clerk

**Exhibit A**
**Legal Description**

PARCEL 1A, AMENDED DUFFY EXEMPTION, ACCORDING TO MAP RECORDED AUGUST 12, 1997 UNDER RECEPTION NO. 97052403, COUNTY OF LARIMER, STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
ALL THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF LARIMER, STATE OF COLORADO, DESCRIBED AS FOLLOWS:
CONSIDERING THE NORTH LINE OF SAID NORTHEAST QUARTER OF SECTION 4 AS BEARING SOUTH 90 DEGREES 00 MINUTES 00 SECONDS EAST BETWEEN THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER AS MONUMENTED BY A NO. 6 REBAR AND A 2-1/2" ALUMINUM CAP BEARING P.L.S. NO. 20676 AND THE NORTH QUARTER CORNER OF SAID SECTION 4 AS MONUMENTED WITH A 1" DIAMETER IRON PIPE, AND WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO:
COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 4;
THENCE SOUTH 00 DEGREES 25 MINUTES 46 SECONDS WEST 50.00 FEET TO THE TRUE POINT OF BEGINNING:
THENCE SOUTH 90 DEGREES 00 MINUTES 00 SECONDS EAST A DISTANCE OF 2021.44 FEET TO THE NORTHERLY LINE OF LONE TREE RESERVOIR AND LAND OWNED BY THE CONSOLIDATED HOME SUPPLY DITCH COMPANY AS SHOWN ON MAP DONE BY T.H. SACKETT, LARIMER COUNTY SURVEYOR ON FEBRUARY 8, 1961;
THENCE ALONG SAID NORTHERLY LINE THE FOLLOWING FIVE COURSES AND DISTANCES;

1) SOUTH 36 DEGREES 34 MINUTES 00 SECONDS WEST 678.06 FEET;
2) SOUTH 74 DEGREES 57 MINUTES 00 SECONDS WEST 257.31 FEET;
3) SOUTH 69 DEGREES 36 MINUTES 00 SECONDS WEST 195.03 FEET;
4) SOUTH 61 DEGREES 45 MINUTES 00 SECONDS WEST 191.03 FEET;

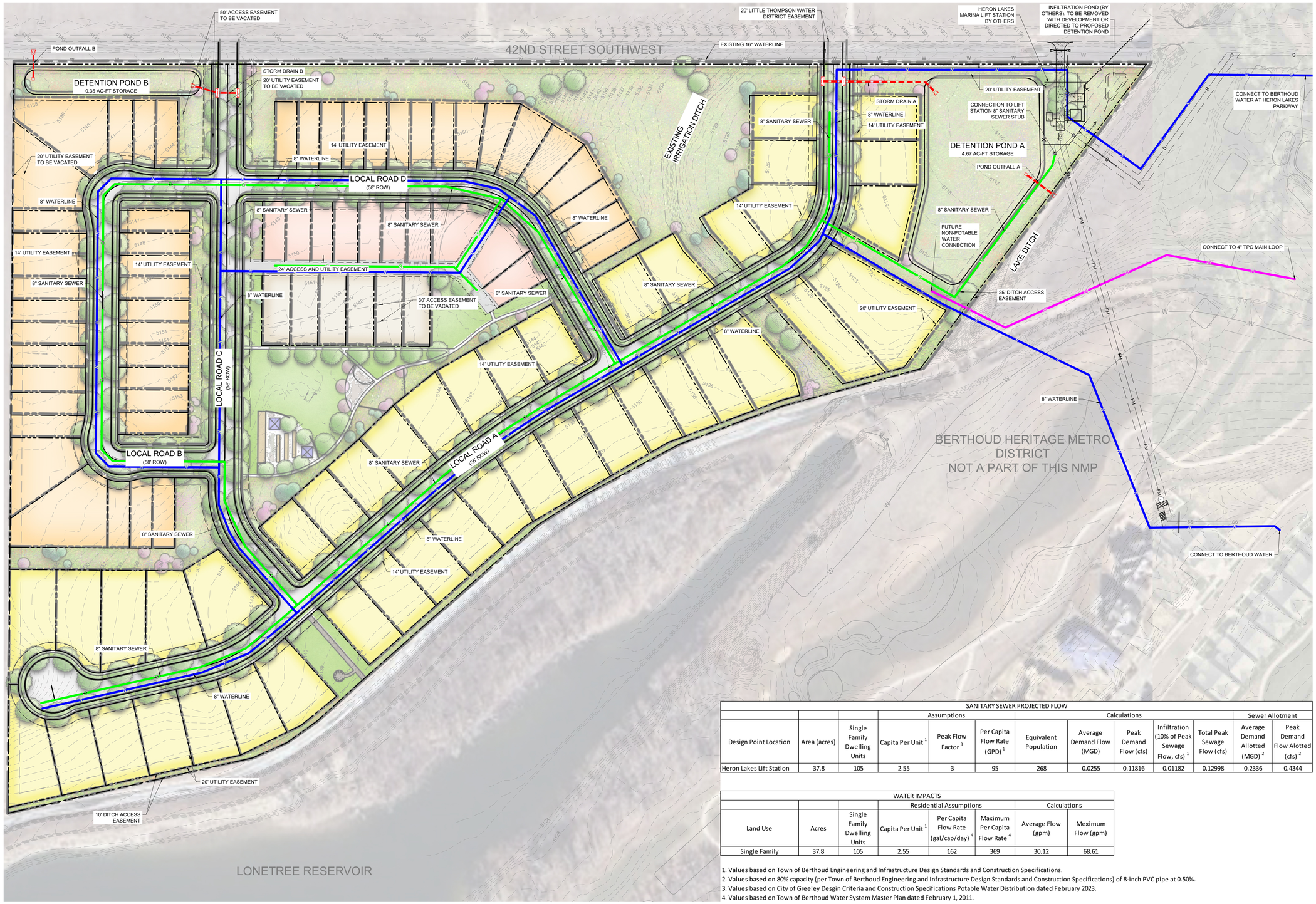
5) SOUTH 57 DEGREES 06 MINUTES 00 SECONDS WEST 99.31 FEET; THENCE DEPARTING SAID NORTHERLY LINE NORTH 41 DEGREES 58 MINUTES 30 SECONDS WEST A DISTANCE OF 164.95 FEET;
THENCE NORTH 27 DEGREES 59 MINUTES 18 SECONDS WEST A DISTANCE OF 281.04 FEET;
THENCE SOUTH 79 DEGREES 53 MINUTES 39 SECONDS WEST A DISTANCE OF 337.05 FEET;
THENCE SOUTH 02 DEGREES 14 MINUTES 51 SECONDS EAST A DISTANCE OF 204.89 FEET;
THENCE SOUTH 04 DEGREES 01 MINUTES 03 SECONDS EAST A DISTANCE OF 128.42 FEET;
THENCE SOUTH 07 DEGREES 05 MINUTES 17 SECONDS EAST A DISTANCE OF 396.94 FEET;
TO A POINT ON SAID NORTHERLY LINE OF LAND OWNED BY THE CONSOLIDATED HOME SUPPLY DITCH COMPANY;
THENCE ALONG NORTHERLY LINE SOUTH 77 DEGREES 17 MINUTES 00 SECONDS WEST 447.53 FEET;
THENCE NORTH 00 DEGREES 25 MINUTES 46 SECONDS EAST 1337.39 FEET TO THE TRUE POINT OF BEGINNING, COUNTY OF LARIMER, STATE OF COLORADO.

AND PARCEL 2A, AMENDED DUFFY EXEMPTION, ACCORDING TO MAP RECORDED AUGUST 12, 1997 UNDER RECEPTION NO. 97052403, COUNTY OF LARIMER, STATE OF COLORADO

AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
ALL THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF LARIMER, STATE OF COLORADO DESCRIBED AS FOLLOWS: CONSIDERING THE NORTH LINE OF SAID NORTHEAST QUARTER OF SECTION 4 AS BEARING SOUTH 90 DEGREES 00 MINUTES 00 SECONDS EAST BETWEEN THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER AS MONUMENTED BY A NO. 6 REBAR AND A 2-1/2 INCH ALUMINUM CAP BEARING P.L.S. NO. 20676 AND THE NORTH QUARTER CORNER OF SAID SECTION 4 AS MONUMENTED WITH A 1 INCH DIAMETER IRON PIPE, AND WITH ALL BEARINGS.
AND PARCEL 2A, AMENDED DUFFY EXEMPTION, ACCORDING TO MAP RECORDED AUGUST 12, 1997 UNDER RECEPTION NO. 97052403, COUNTY OF LARIMER, STATE OF COLORADO
AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
ALL THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF LARIMER, STATE OF COLORADO DESCRIBED AS FOLLOWS: CONSIDERING THE NORTH LINE OF SAID NORTHEAST QUARTER OF SECTION 4 AS BEARING SOUTH 90 DEGREES 00 MINUTES 00 SECONDS EAST BETWEEN THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER AS MONUMENTED BY A NO. 6 REBAR AND A 2-1/2 INCH ALUMINUM CAP BEARING NO. 20676 AND THE NORTH QUARTER CORNER OF SAID SECTION 4 AS MONUMENTED WITH A 1 INCH DIAMETER IRON PIPE, AND WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO:
COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 4; THENCE SOUTH 90 DEGREES 00 MINUTES 00 SECONDS EAST ALONG THE NORTH LINE OF SAID NORTHEAST QUARTER A DISTANCE OF 316.41 FEET; THENCE SOUTH 04 DEGREES 26 MINUTES 55 SECONDS EAST A DISTANCE OF 563.79 FEET TO THE POINT OF BEGINNING:
THENCE NORTH 79 DEGREES 53 MINUTES 39 SECONDS EAST A DISTANCE OF 337.05 FEET;
THENCE SOUTH 27 DEGREES 59 MINUTES 18 SECONDS EAST A DISTANCE OF 281.04 FEET;
THENCE SOUTH 41 DEGREES 58 MINUTES 30 SECONDS EAST A DISTANCE OF 164.95 FEET TO THE NORTHERLY LINE OF LONE TREE RESERVOIR AND LAND OWNED BY THE CONSOLIDATED HOME SUPPLY DITCH COMPANY AS SHOWN ON MAP DONE BY T.H. SACKETT, LARIMER COUNTY SURVEYOR ON FEBRUARY 8, 1961;
THENCE ALONG SAID NORTHERLY LINE THE FOLLOWING 4 COURSES AND DISTANCES:

1) SOUTH 51 DEGREES 49 MINUTES 00 SECONDS WEST A DISTANCE OF 107.34 FEET;
2) SOUTH 47 DEGREES 25 MINUTES 00 SECONDS WEST A DISTANCE OF 419.26 FEET;
3) SOUTH 54 DEGREES 46 MINUTES 00 SECONDS WEST A DISTANCE OF 61.59 FEET;
4) SOUTH 65 DEGREES 28 MINUTES 00 SECONDS WEST A DISTANCE OF 71.05 FEET;

THENCE DEPARTING SAID NORTHERLY LINE NORTH 07 DEGREES 05 MINUTES 17 SECONDS WEST A DISTANCE OF 396.94 FEET;
THENCE NORTH 04 DEGREES 01 MINUTES 03 SECONDS WEST A DISTANCE OF 128.42 FEET;
THENCE NORTH 02 DEGREES 14 MINUTES 51 SECONDS WEST A DISTANCE OF 204.89 FEET TO THE POINT OF BEGINNING, COUNTY OF LARIMER, STATE OF COLORADO.




## LEGEND

- PROPERTY LINE
- PROPOSED ROW LINE
- PROPOSED LOT LINE
- EASEMENT LINE
- XXXX EXISTING MAJOR CONTOUR
- XXXX EXISTING MINOR CONTOUR
- PROPOSED STORM SEWER PIPE
- S PROPOSED SEWER LINE
- W PROPOSED WATER LINE
- FM FORCEMAIN TO BE CONSTRUCTED WITH HERON MARINA LIFT STATION

## NEIGHBORHOOD MASTER PLAN NOTES:

1. PER FEMA MAP NUMBER 08069C1400G PANEL, NO MAPPED FLOODPLAINS EXIST ON THIS SITE.
2. NO GEOLOGIC HAZARDS ARE KNOWN ON THIS SITE.
3. WATER SERVICE WILL BE PROVIDED BY THE LITTLE THOMPSON WATER DISTRICT.
4. SEWER SERVICE WILL BE PROVIDED BY THE HERON LAKES MARINA LIFT STATION.

## CONCEPTUAL DRAINAGE SUMMARY

1. TWO DETENTION PONDS ARE LOCATED AT THE NORTHWEST AND NORTHEAST CORNERS OF THE SITE.
2. NEW POND OUTFALLS WILL DISCHARGE INTO HISTORIC DOWNSTREAM DRAINAGE CONVEYANCE.
3. RELEASE RATES HAVE BEEN DETERMINED USING THE TOWN OF BERTHOUD STANDARDS, WHICH REFER TO THE MILE HIGH FLOOD DISTRICT (MHFD). TOWN OF BERTHOUD PRECIPITATION VALUES AND MFHD CRITERIA VOLUME ONE WERE USED TO CALCULATE PRELIMINARY RELEASE RATES FROM THE DETENTION PONDS.
4. DETENTION VOLUME HAS BEEN DETERMINED USING THE TOWN OF BERTHOUD STANDARDS, WHICH REFER TO THE MILE HIGH FLOOD DISTRICT (MHFD). REQUIRED 100-YR DETENTION VOLUME FOR THE SITE IS 4.43 AC-FT WHICH INCLUDES 0.72 AC-FT FOR WATER QUALITY VOLUME AND 2.17 AC-FT EXCESS URBAN RUNOFF VOLUME. PROVIDED 100-YR DETENTION VOLUME FOR THE SITE IS 5.02 AC-FT.

## LEGAL DESCRIPTION

PARCEL 1A AND PARCEL 2A, AMENDED DUFFY EXEMPTION, ACCORDING TO MAP RECORDED AUGUST 12, 1997 UNDER RECEPTION NO. 97052403, COUNTY OF LARIMER, STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF LARIMER, STATE OF COLORADO, DESCRIBED AS FOLLOWS:

CONSIDERING THE NORTH LINE OF SAID NORTHEAST QUARTER OF SECTION 4 AS BEARING SOUTH 90 DEGREES 00 MINUTES 00 SECONDS EAST BETWEEN THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER AS MONUMENTED BY A NO. 6 REBAR AND A 2-1/2" ALUMINUM CAP BEARING P. L.S. NO. 20676 AND THE NORTH QUARTER CORNER OF SAID SECTION 4 AS MONUMENTED WITH A 1" DIAMETER IRON PIPE, AND WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO:
COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 4;
THENCE SOUTH 00 DEGREES 25 MINUTES 46 SECONDS WEST 50.00 FEET TO THE TRUE POINT OF BEGINNING;
THENCE SOUTH 90 DEGREES 00 MINUTES 00 SECONDS EAST A DISTANCE OF 2021.44 FEET TO THE NORTHERLY LINE OF LONE TREE RESERVOIR AND LAND OWNED BY THE CONSOLIDATED HOME SUPPLY DITCH COMPANY AS SHOWN ON MAP DONE BY T.H. SACKETT, LARIMER COUNTY SURVEYOR ON FEBRUARY 8, 1961;
THENCE ALONG SAID NORTHERLY LINE THE FOLLOWING FIVE COURSES AND DISTANCES;
1) SOUTH 36 DEGREES 34 MINUTES 00 SECONDS WEST 678.06 FEET;
2) SOUTH 74 DEGREES 57 MINUTES 00 SECONDS WEST 257.31 FEET;
3) SOUTH 69 DEGREES 36 MINUTES 00 SECONDS WEST 195.03 FEET;
4) SOUTH 61 DEGREES 45 MINUTES 00 SECONDS WEST 191.03 FEET;
5) SOUTH 57 DEGREES 06 MINUTES 00 SECONDS WEST 99.31 FEET;
THENCE ALONG SAID NORTHERLY LINE THE FOLLOWING 4 COURSES AND DISTANCES:
1) SOUTH 51 DEGREES 49 MINUTES 00 SECONDS WEST A DISTANCE OF 107.34 FEET;
2) SOUTH 47 DEGREES 25 MINUTES 00 SECONDS WEST A DISTANCE OF 419.26 FEET;
3) SOUTH 54 DEGREES 46 MINUTES 00 SECONDS WEST A DISTANCE OF 61.59 FEET;
4) SOUTH 65 DEGREES 28 MINUTES 00 SECONDS WEST A DISTANCE OF 71.05 FEET;
THENCE ALONG NORTHERLY LINE SOUTH 77 DEGREES 17 MINUTES 00 SECONDS WEST 447.53 FEET;
THENCE NORTH 00 DEGREES 25 MINUTES 46 SECONDS EAST 1337.39 FEET TO THE TRUE POINT OF BEGINNING, COUNTY OF LARIMER, STATE OF COLORADO.

**SANITARY SEWER PROJECTED FLOW**

| | | Assumptions | | | | Calculations | | | | | Sewer Allotment | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Design Point Location | Area (acres) | Single Family Dwelling Units | Capita Per Unit [1] | Peak Flow Factor [3] | Per Capita Flow Rate (GPD) [1] | Equivalent Population | Average Demand Flow (MGD) | Peak Demand Flow (cfs) | Infiltration (10% of Peak Sewage Flow, cfs) [1] | Total Peak Sewage Flow (cfs) | Average Demand Allotted (MGD) [2] | Peak Demand Flow Alotted (cfs) [2] |
| Heron Lakes Lift Station | 37.8 | 105 | 2.55 | 3 | 95 | 268 | 0.0255 | 0.11816 | 0.01182 | 0.12998 | 0.2336 | 0.4344 |

**WATER IMPACTS**

| | | Residential Assumptions | | | | Calculations | |
|---|---|---|---|---|---|---|---|
| Land Use | Acres | Single Family Dwelling Units | Capita Per Unit [1] | Per Capita Flow Rate (gal/cap/day) [4] | Maximum Per Capita Flow Rate [4] | Average Flow (gpm) | Meximum Flow (gpm) |
| Single Family | 37.8 | 105 | 2.55 | 162 | 369 | 30.12 | 68.61 |

1. Values based on Town of Berthoud Engineering and Infrastructure Design Standards and Construction Specifications.
2. Values based on 80% capacity (per Town of Berthoud Engineering and Infrastructure Design Standards and Construction Specifications) of 8-inch PVC pipe at 0.50%.
3. Values based on City of Greeley Desgin Criteria and Construction Specifications Potable Water Distribution dated February 2023.
4. Values based on Town of Berthoud Water System Master Plan dated February 1, 2011.

# BERTHOUD, COLORADO

# CONCEPTUAL DRAINAGE AND UTILITY PLAN

MAY 1, 2026

HERON LAKES MARINA NEIGHBORHOOD MASTER PLAN

DRAWN BY:

N

40' 80' 160'

Kimley»Horn

K:\NCO_CIVIL\196815003_HERON MARINA SF\CADD\EXHIBITS\CONCEPTUAL PLAN\HERON LAKES MARINA SF CONCEPTUAL EXHIBIT.DWG

**Heron Lakes Marina: General Development Narrative**
**December 30, 2025**

## General Description

This proposal is for residential development at Heron Lakes. The Heron Lakes Marina property includes single-family detached housing (front load), single-family detached housing (alley load), duplex lots, open space, sidewalks and trails. The property has existing R4 (mixed use) zoning.

The property is approximately 37.79 acres and is generally located south of W County Road 14 and east of Rabbit Run Lane. It abuts Lonetree Reservoir to the south. The project has densities that are consistent with the approved Heron Lakes Master Plan. Forty-nine (49) single-family residential homes – with two lot sizes – and fifty-six (56) duplex lots are proposed, for a total of one-hundred seven (105) lots.

## Statement of Commercial Mineral Deposits

There are no known commercial mineral deposits on this site.

## Compliance with Section 30-2-131

Based on the size of the site and the number of proposed units, six (6) 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 6 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. ENTRYWAY | 1 |
| 2. ALLEY-LOADED STREET | 1 |
| 3. USABLE OPEN SPACE | 1 |
| 4. POLLINATOR GARDEN | 1 |
| 5. FENCING & WALLS | 1 |
| 6. TRAILS | 1 |
| **TOTAL** | **6** |

**Compliance with 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. The proposed development integrates the goals set out in the Town Comprehensive Plan in the following ways:

*Maintain a Strong Community Identity*

The layout provides continuous, direct, convenient, and safe pedestrian pathways (a mix of sidewalks and trails) to the proposed pocket park, open space areas, and Lonetree Reservoir. Trails and connectivity are key components of the proposed development, which aligns with the values Berthoud assigns to the overall pedestrian community network.

*Environmental Sustainability*

The design of the Heron Lakes Marina property incorporates sustainable practices, including parks, open space and pedestrian and bicycle facilities. Much of the site is proposed to be native seed to maintain the natural feel of this property and support low water planting design.

*Growth Management*

The proposed development is aligned with the vision for development in this area per the Comprehensive Plan and meets the requirements of the zone district.

*Economic Resiliency*

Heron Lakes Marina is particularly well-situated for its residents to easily reach major roadways and outdoor recreation opportunities. Additionally, it is a short drive away from proposed and existing commercial opportunities. This is turn will help boost Berthoud's economy and bring more business to the Town.

*Transportation Enhancement*

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 development. Vehicular access to the site is offered from W County Road 14.

*Housing Diversity*

The proposed development will offer two different SFD lot sizes, and duplex lots, with various price points to meet the diversity needs of this neighborhood. Diversity in housing results in increased options for residents of the community for both types of housing as well as housing price points. This is an important goal of the comprehensive plan as it helps promote the varying needs, budgets and life stages of residents.

*Infrastructure Improvement*

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.

Drainage – Historically, the site primarily drains from west to east towards the Lake Ditch. A small portion of the northwest corner of the site drains towards the northwest and into the CR 14 roadside ditch. Stormwater will be conveyed to two onsite detention ponds that will provide the water quality capture volume and detain larger storm events. Two new pond outfalls are proposed at the historic discharge points for the site.
Site grading will be designed to maintain existing drainage patterns and convey stormwater to proposed inlets and storm drain lines via grass swales, concrete pans and curb and gutter. The proposed storm sewer system will convey runoff to the detention ponds located in the northwest and northeast corners of the site.

Minor storm event flows will be conveyed to the detention ponds via the proposed storm sewer system. Major storm event flows will be conveyed to the detention ponds via the proposed storm sewer system, with streets conveying flows that exceed the system's capacity. Street conveyance will be minimized wherever possible and will be designed to maintain access for emergency vehicles.

An 8-inch sanitary sewer main is proposed within the right-of-way (ROW) of the local roads and will be designed to a minimum bury depth of five feet per Town of Berthoud Engineering and Infrastructure Standards. The sanitary sewer main is proposed to connect to the Heron Lakes Marina Lift Station that is proposed as part of a separate project.

An 8-inch water main is proposed within the ROW of the local roads and will be designed to a minimum bury depth of five feet per Town of Berthoud Engineering and Infrastructure Standards. The water main is proposed to connect to the existing 16-inch Little Thompson Water District line in West 42nd Street.

*4. The utility and transportation design is adequate, given existing and planned capacities of those systems.*

Water – Water will be served from an on-site water loop which connects to the existing water main located on TPC Parkway. This loop will provide domestic water service connections as well as fire hydrant service connections. Irrigation for the on-site landscaping will also be served off this proposed looped water main.

Non- Pot Water – As part of a master agreement for the Heron Lakes development, this lot has the ability to connect to the non-potable water system. The intent is to use the non-pot system for common area irrigation.

Sanitary Sewer – The site will be served from a proposed on-site sanitary sewer main that flows west to an existing sanitary sewer from Heron Lakes 17th filing.

The existing transportation design is adequate for the proposed development and a conformance memo has been included with this submittal.

**Neighborhood Master Plan Review Criteria**

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.

The Comprehensive Plan identifies this property as Urban Residential. The proposed neighborhood master plan includes residential development in this location including a mix of lots sizes. The existing zoning for the property is R4 which is considered a comparable zone district for the Urban Residential designation. It envisions a mix of residential product types and more compact developments. The uses proposed are consistent with the Comprehensive Plan and depict the technical and engineering requirements and constraints for the property. Planning based on community vision documents as well as site specific technical criteria further supports the towns goal of responsible development. The proposed neighborhood master plan depicts uses and densities that are consistent with vision documents while not exceeding the capacity for development in this area.

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.*

The Future Land Use Map identifies this property for urban residential which is consistent with the existing zoning of Residential Mixed Use (R4). The proposed uses and design support 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 open space buffers and a trail network to support residential development. Significant buffers are provided around the perimeter of the property as well as a trail along County Road 14.
- Providing access and connectivity to open space and park space. A trail system is planned for this community which could include a mix of hard surface and soft surface trails.
- Providing connectivity between this property and adjacent development. The neighborhood trails will serve as an amenity for the development as well as a connection to the perimeter street network.
- Expanding the pedestrian trail facilities in the community. A combination of neighborhood trails, detached walks and a connection to adjacent development and associated trail networks will provide a robust and safe network for both pedestrians and bicyclists.
- Expanding the opportunity for residential development and diversity of product types available in Berthoud. The addition of different housing products in Berthoud provides product diversity as well as diversity in price point.

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.*

The open space and park areas meet the requirements of the code and will provide active and passive outdoor opportunities for residents. All utility requirements for sizing and looping are achievable with additional detailed design to be provided at plat. Proposed traffic improvements for this property have been incorporated into the design to offset the impacts of this development while providing safe vehicular movements.

*4. Negative impacts on adjacent land uses have been identified and satisfactorily mitigated.*

As with all new developments, there will be an impact on infrastructure systems. This project will be required to provide design and upgrades to the system to ensure sufficient capacity and function.

Negative impacts on adjacent land uses have been considered and mitigated as necessary with the proposed design. Necessary traffic improvements as identified in the traffic impact report will be incorporated into the future construction plans for this development. No significant noise is anticipated with the development of residential housing. Open spaces and buffering have been incorporated into the plans as well to reduce heat and provide good connectivity to both residents and the larger community.

Impacts to county residents along the northern property boundary are minimal. Residential development is proposed which is consistent with existing residential development. In addition, there is a large undeveloped tract between the proposed Marina site and existing residential development as well as a road, with existing residential only on the west side of the road. Proposed lot sizes along the western boundary are slightly larger than typical, providing additional buffer.

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.*

There is need for residential housing in the Town of Berthoud. The proposed development includes larger lot types which are not as common in today's market. As identified in numerous public meetings and work sessions, the town's leadership has identified the importance of having strong diversity in product type to support the varying needs of the community. The addition of this residential housing will add diversity in product type as well as diversity in price points.

**TOWN OF BERTHOUD**

**NOTICE OF A PUBLIC HEARING BEFORE THE TOWN OF BERTHOUD PLANNING COMMISSION AND BOARD OF TRUSTEES TO CONSIDER A NEIGHBORHOOD MASTER PLAN REQUEST FOR THE HERON LAKES MARINA DEVELOPMENT.**

NOTICE IS HEREBY GIVEN that the Town of Berthoud Planning Commission will conduct a Public Hearing on August 13, 2026 commencing at 6:00 p.m. or as soon thereafter as the matter may come on for hearing, and that the Town of Berthoud Board of Trustees will conduct a Public Hearing on September 22, 2026 commencing at 6:30 p.m. or soon thereafter as the matter may come on for hearing, at the Berthoud Town Hall, 807 Mountain Avenue, Berthoud, Colorado, for the purpose of considering a Neighborhood Master Plan.

The property is located on the south side of W County Road 14 between Heron Lakes Parkway. on the east and Rabbit Run Lane on the west. The applicant is requesting Neighborhood Master Plan for a proposed development consisting of single-family residential units.

Copies of the proposed submittal documents can be provided by emailing bmanzo@berthoud.org. Any person may appear at such hearing and present evidence upon this matter.

By: Bella Manzo, Planner

Published in the Loveland Reporter-Herald

**DELICH ASSOCIATES** Traffic & Transportation Engineering
2272 Glen Haven Drive Loveland, Colorado 80538
Phone: (970) 669-2061 Fax: (970) 669-5034

**MEMORANDUM**




**TO:** Jim Birdsall/Jon Turner, Heron Lakes
Kristin Turner, TB Group
Luke Seeber, Berthoud Engineer

**FROM:** Matt Delich

**DATE:** December 20, 2025

**SUBJECT:** Heron Lakes - Marina Parcel Trip Generation and Geometric Analyses (File: 2537ME02)

This memorandum provides trip generation, and geometric analyses related to the Heron Lakes – Marina Parcel. Appendix A contains the current Heron Lakes – Marina Parcel site plan. In the overall Heron Lakes Master Plan, this parcel was also known as Tracts M & N. A Base Assumptions Packet was provided to and approved by Luke Seeber, Berthoud Engineer. This memorandum provides trip generation analyses/comparison for this specific parcel and geometric analyses at the proposed accesses to Larimer County Road 14 (LCR14). This memorandum addresses comments by Luke Seeber related to the previous Marina Parcel memorandum, dated August 12, 2025.

The **Heron Lakes 19th Master Transportation Impact Study** (MTIS), dated October 2025, was submitted to the Town of Berthoud and is currently under review. Appendix B contains the site plan and trip generation table from that MTIS. As noted in that MTIS, the traffic forecasts and analyses also include trips from the areas of Heron Lakes to the west. The overall Heron Lakes site plan provided in Appendix C. As noted on the site plan, Tracts M & N are outlined in red. The trip generation table showing the unbuilt Tracts is also provided in Appendix C. Tracts M & N had 155 dwelling units as the residential uses. The trip generation in the cited MTIS was calculated utilizing **Trip Generation, 11th Edition**, ITE, as the reference document. Single-Family Detached Housing [Code 210] was used with dwelling units as the trip generation variable. The calculated trip generation for Tracts M & N was: 1462 daily trip ends, 109 morning peak hour trip ends, and 146 afternoon peak hour trip ends.

As noted on the Heron Lakes - Marina Parcel site plan in Appendix A, it is proposed that there will be 49 single family detached dwelling unit lots and 56 duplex dwelling unit lots. Table 1 shows the trip generation for the Heron Lakes – Marina Parcel utilizing **Trip Generation, 12th Edition**, ITE. Single-Family Detached Housing [Code 210] and Single-Family Attached Housing (Code 215) were used with dwelling units as the trip generation variable. The calculated trip generation is: 814 daily trip ends, 60 morning peak hour trip

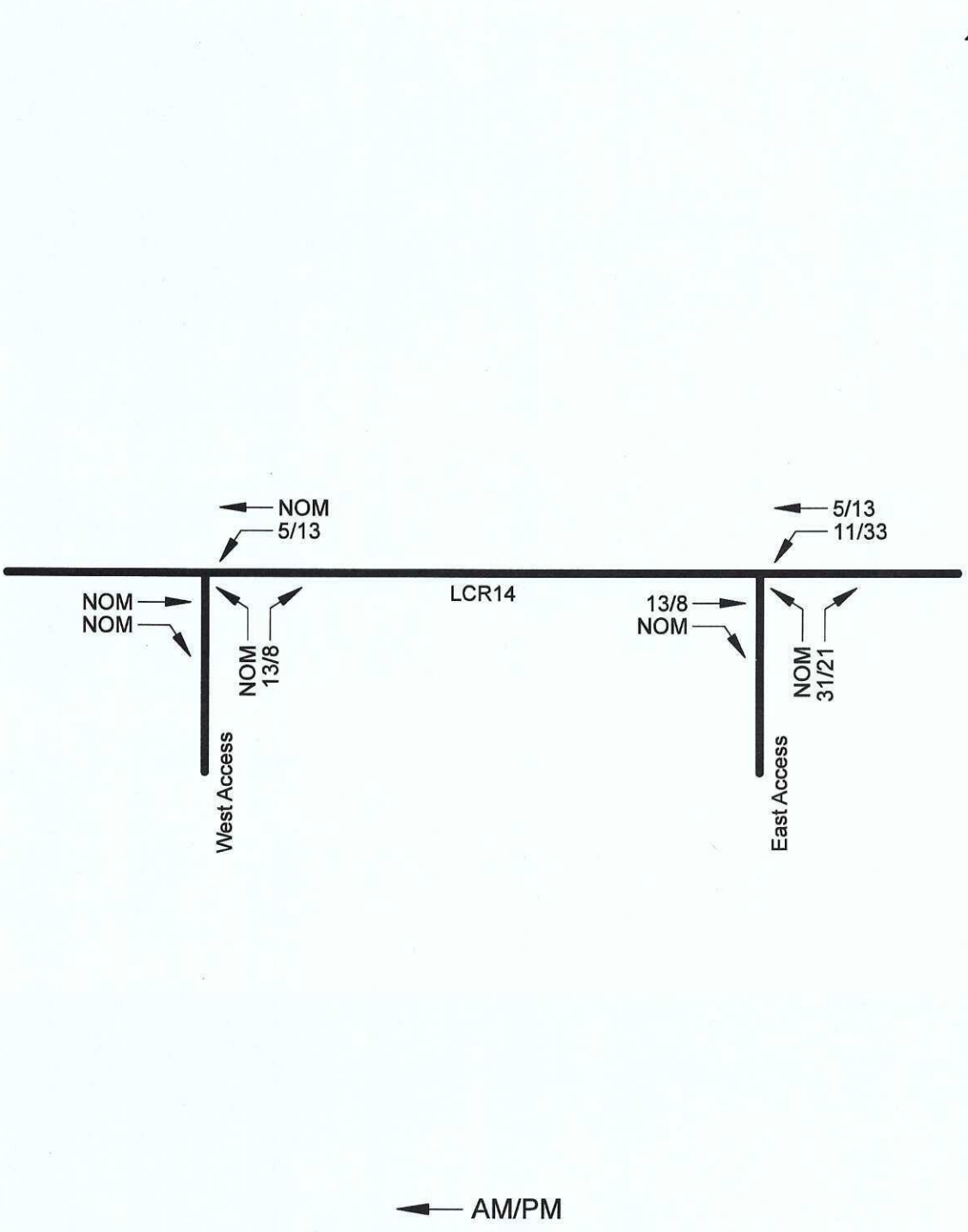
ends and 75 afternoon peak hour trip ends. The daily and peak hour trip generation for the Marina Parcel is significantly less compared to that in the cited MTIS for Tracts M & N.

While the trip generation for Tracts M & N was included in the traffic forecasts in the cited MTIS, an actual detailed site plan was not available at that time. Therefore, a geometric evaluation was not performed at that time. Larimer County Road 14 is classified as a Major Collector Road on the Berthoud Transportation Plan Map. The two accesses for the Marina Parcel to LCR14 were evaluated regarding auxiliary lanes using Figure 8-1 and Figure 8-4 in the **Larimer County Urban Area Street Standards**. Figure 1 shows the assignment of the Marina Parcel peak hour traffic. Using a design speed of 50 mph [posted at 45 mph] for LCR14, neither a left-turn lane nor right-turn lane will be required at the two Marina Parcel intersections on LCR14.

It is concluded that the trip generation for the Heron Lakes - Marina Parcel will be significantly less than that for the Tracts M & N in the cited MTIS. Auxiliary lanes will not be required at the LCR14/Marina Site Access intersections. The conclusions in the cited MTIS will not change. Do not hesitate to contact me if there are questions or if additional information is required.

**TABLE 1**
**Trip Generation for the Heron Lakes - Marina Parcel**

| Code | Use | Size | AWDTE | | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|---|---|
| | | | Rate | Trip Ends | Rate | Trip Ends | Rate | Trip Ends |
| 210 | Single-Family Detached Housing | 49 DU | 9.09 | 446 | 0.70 | 34<br>In-9, Out-25 | 0.93 | 46<br>In-29, Out-17 |
| 215 | Single-Family Attached Housing | 56 DU | 6.57 | 368 | 0.47 | 26<br>In-7, Out-19 | 0.51 | 29<br>In-17, Out-12 |
| **Total** | | | | **814** | | **60** | | **75** |




MARINA PARCEL PEAK HOUR
SITE TRAFFIC ASSIGNMENT

Figure 1

DELICH ASSOCIATES

# APPENDIX A

# HERON LAKES MARINA PROPERTY | SEPTEMBER 2025

## EGAL DESCRIPTION

ARCEL 1A, AMENDED DUFFY EXEMPTION, ACCORDING TO MAP RECORDED AUGUST 12, 997 UNDER RECEPTION NO. 97052403, COUNTY OF LARIMER, STATE OF COLORADO AND EING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

LL THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 4 NORTH, ANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF LARIMER, STATE OF OLORADO, DESCRIBED AS FOLLOWS:

ONSIDERING THE NORTH LINE OF SAID NORTHEAST QUARTER OF SECTION 4 AS BEARING OUTH 90 DEGREES 00 MINUTES 00 SECONDS EAST BETWEEN THE NORTHEAST CORNER F SAID NORTHEAST QUARTER AS MONUMENTED BY A NO. 6 REBAR AND A 2-1/2" LUMINUM CAP BEARING P.L.S. NO. 20676 AND THE NORTH QUARTER CORNER OF SAID ECTION 4 AS MONUMENTED WITH A 1" DIAMETER IRON PIPE, AND WITH ALL BEARINGS ONTAINED HEREIN RELATIVE THERETO:
OMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 4;
HENCE SOUTH 00 DEGREES 25 MINUTES 46 SECONDS WEST 50.00 FEET TO THE TRUE OINT OF BEGINNING;
HENCE SOUTH 90 DEGREES 00 MINUTES 00 SECONDS EAST A DISTANCE OF 2021.44 FEET O THE NORTHERLY LINE OF LONE TREE RESERVOIR AND LAND OWNED BY THE ONSOLIDATED HOME SUPPLY DITCH COMPANY AS SHOWN ON MAP DONE BY T.H. ACKETT, LARIMER COUNTY SURVEYOR ON FEBRUARY 8, 1961;
HENCE ALONG SAID NORTHERLY LINE THE FOLLOWING FIVE COURSES AND DISTANCES;
) SOUTH 36 DEGREES 34 MINUTES 00 SECONDS WEST 678.06 FEET;
) SOUTH 74 DEGREES 57 MINUTES 00 SECONDS WEST 257.31 FEET;
) SOUTH 69 DEGREES 36 MINUTES 00 SECONDS WEST 195.03 FEET;
) SOUTH 61 DEGREES 45 MINUTES 00 SECONDS WEST 191.03 FEET;
) SOUTH 57 DEGREES 06 MINUTES 00 SECONDS WEST 99.31 FEET; THENCE DEPARTING AID NORTHERLY LINE NORTH 41 DEGREES 58 MINUTES 30 SECONDS WEST A DISTANCE OF 84.95 FEET;
HENCE NORTH 27 DEGREES 59 MINUTES 18 SECONDS WEST A DISTANCE OF 281.04 FEET;
HENCE SOUTH 79 DEGREES 53 MINUTES 39 SECONDS WEST A DISTANCE OF 337.05 FEET;
HENCE SOUTH 02 DEGREES 14 MINUTES 51 SECONDS EAST A DISTANCE OF 204.89 FEET;
HENCE SOUTH 04 DEGREES 01 MINUTES 03 SECONDS EAST A DISTANCE OF 128.42 FEET;
HENCE SOUTH 07 DEGREES 05 MINUTES 17 SECONDS EAST A DISTANCE OF 396.94 FEET; O A POINT ON SAID NORTHERLY LINE OF LAND OWNED BY THE CONSOLIDATED HOME UPPLY DITCH COMPANY;
HENCE ALONG NORTHERLY LINE SOUTH 77 DEGREES 17 MINUTES 00 SECONDS WEST 47.53 FEET;
HENCE NORTH 00 DEGREES 25 MINUTES 46 SECONDS EAST 1337.39 FEET TO THE TRUE OINT OF BEGINNING, COUNTY OF LARIMER, STATE OF COLORADO.
ND PARCEL 2A, AMENDED DUFFY EXEMPTION, ACCORDING TO MAP RECORDED AUGUST 2, 1997 UNDER RECEPTION NO. 97052403, COUNTY OF LARIMER, STATE OF COLORADO ND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

LL THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 4 NORTH, ANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF LARIMER, STATE OF OLORADO DESCRIBED AS FOLLOWS: CONSIDERING THE NORTH LINE OF SAID NORTHEAST UARTER OF SECTION 4 AS BEARING SOUTH 90 DEGREES 00 MINUTES 00 SECONDS EAST ETWEEN THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER AS MONUMENTED BY . NO. 6 REBAR AND A 2-1/2 INCH ALUMINUM CAP BEARING P.L.S. NO. 20676 AND THE NORTH UARTER CORNER OF SAID SECTION 4 AS MONUMENTED WITH A 1 INCH DIAMETER IRON IPE, AND WITH ALL BEARINGS.
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OMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 4; THENCE SOUTH 90 EGREES 00 MINUTES 00 SECONDS EAST ALONG THE NORTH LINE OF SAID NORTHEAST UARTER A DISTANCE OF 316.41 FEET; THENCE SOUTH 04 DEGREES 26 MINUTES 55 ECONDS EAST A DISTANCE OF 563.79 FEET TO THE POINT OF BEGINNING;
HENCE NORTH 79 DEGREES 53 MINUTES 39 SECONDS EAST A DISTANCE OF 337.05 FEET;
HENCE SOUTH 27 DEGREES 59 MINUTES 18 SECONDS EAST A DISTANCE OF 281.04 FEET;
HENCE SOUTH 41 DEGREES 58 MINUTES 30 SECONDS EAST A DISTANCE OF 164.95 FEET O THE NORTHERLY LINE OF LONE TREE RESERVOIR AND LAND OWNED BY THE ONSOLIDATED HOME SUPPLY DITCH COMPANY AS SHOWN ON MAP DONE BY T.H. ACKETT, LARIMER COUNTY SURVEYOR ON FEBRUARY 8, 1961;
HENCE ALONG SAID NORTHERLY LINE THE FOLLOWING 4 COURSES AND DISTANCES:
) SOUTH 51 DEGREES 49 MINUTES 00 SECONDS WEST A DISTANCE OF 107.34 FEET;
) SOUTH 47 DEGREES 25 MINUTES 00 SECONDS WEST A DISTANCE OF 419.26 FEET;
) SOUTH 64 DEGREES 46 MINUTES 00 SECONDS WEST A DISTANCE OF 61.59 FEET;
) SOUTH 65 DEGREES 28 MINUTES 00 SECONDS WEST A DISTANCE OF 71.05 FEET;
HENCE DEPARTING SAID NORTHERLY LINE NORTH 07 DEGREES 05 MINUTES 17 SECONDS WEST A DISTANCE OF 396.94 FEET;
HENCE NORTH 04 DEGREES 01 MINUTES 03 SECONDS WEST A DISTANCE OF 128.42 FEET;
HENCE NORTH 02 DEGREES 14 MINUTES 51 SECONDS WEST A DISTANCE OF 204.89 FEET O THE POINT OF BEGINNING, COUNTY OF LARIMER, STATE OF COLORADO.




## VICINITY MAP



## LAND USE SUMMARY

| | |
|---|---|
| FRONT-LOADED DUPLEX LOTS | 46 |
| ALLEY-LOADED DUPLEX LOTS | 10 |
| SINGLE FAMILY DETACHED (65' - 80' X 110') | 43 |
| SINGLE FAMILY DETACHED, ALLEY-LOADED (50' X 110') | 6 |
| TOTAL | 105 LOTS |

| LAND USE STATISTICS | ACREAGE | % OF SITE |
|---|---|---|
| ACREAGE TOTAL | ~37.79 ACRES | 100.0% |
| DENSITY | 2.77 DU/AC | |
| ROW/DRIVEACREAGE | 6.57 ACRES | 17.4% |
| PARKS, OPEN SPACE & DETENTION SUMMARY | | |
| TOTAL | 10.94 ACRES | 28.9% |
| PARK SPACE | 1.52 ACRES | 4.2% |
| OPEN SPACE | 8.06 ACRES | 21.3% |
| DETENTION SPACE | 1.75 ACRES | 4.6% |

## SUBDIVISION IDENTITY & RESIDENTIAL STANDARDS

RESIDENTIAL PRODUCT TYPES REQUIRED: 3
RESIDENTIAL PRODUCT TYPES PROVIDED: 3

SUBDIVISION IDENTITY ELEMENTS POINTS REQUIRED: 5

THE SUBDIVISION IDENTITY ELEMENTS TO BE PROVIDED WILL BE DETERMINED AT TH TIME OF PLAT. A MINIMUM OF 5 ELEMENT POINTS WILL BE PROVIDED. THE FOLLOWING IS A LIST OF ELEMENTS THAT IS BEING EVALUATED FOR THIS SITE, BUT I SUBJECT TO CHANGE, SO LONG AS THE REQUIRED ELEMENT POINTS ARE ACHIEVED AT THE TIME OF PLAT:

| | |
|---|---|
| 1. ENTRYWAY LANDSCAPING | 1 |
| 2. ALLEY-LOADED STREET | 1 |
| 3. USABLE OPEN SPACE | 1 |
| 4. POLLINATOR GARDEN | 1 |
| 5. FENCING & WALLS | 1 |
| TOTAL : | 5 |

## 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.

## TRAFFIC INFORMATION

1. REFER TO PLAN FOR PROPOSED STREET NETWORK AND EXISTING ROAD NETWOF INCLUDING ALL ACCESS POINTS.

2. UNLESS OTHERWISE NOTED ON THE PLAN, ALL STREETS ARE LOCAL STREETS AND/OR ALLEYS.

## SHEET INDEX

SHEET 1 - NEIGHBORHOOD MASTER PLAN
SHEET 2 - OPEN SPACE AND CIRCULATION EXHIBIT
SHEET 3 - PARK EXHIBIT

# NEIGHBORHOOD MASTER PLAN

# APPENDIX B

## III. PROPOSED DEVELOPMENT

The Heron Lakes 19th project is a residential and commercial development, located in the northwest quadrant of the Berthoud Parkway/Grand Market intersection in Berthoud. Figure 5 shows a site plan of the Heron Lakes 19th. The site plan shows that the Heron Lakes 19th development will have access to/from Berthoud Parkway via Grand Market Avenue and Wagon Bend Road. The long range analysis (Year 2045) includes full development of the overall Heron Lakes area and is in general accordance with the Berthoud Comprehensive Plan. The future US287 interchange with LCR10E was assumed to be constructed by/before the long range (2045) future.

### Trip Generation

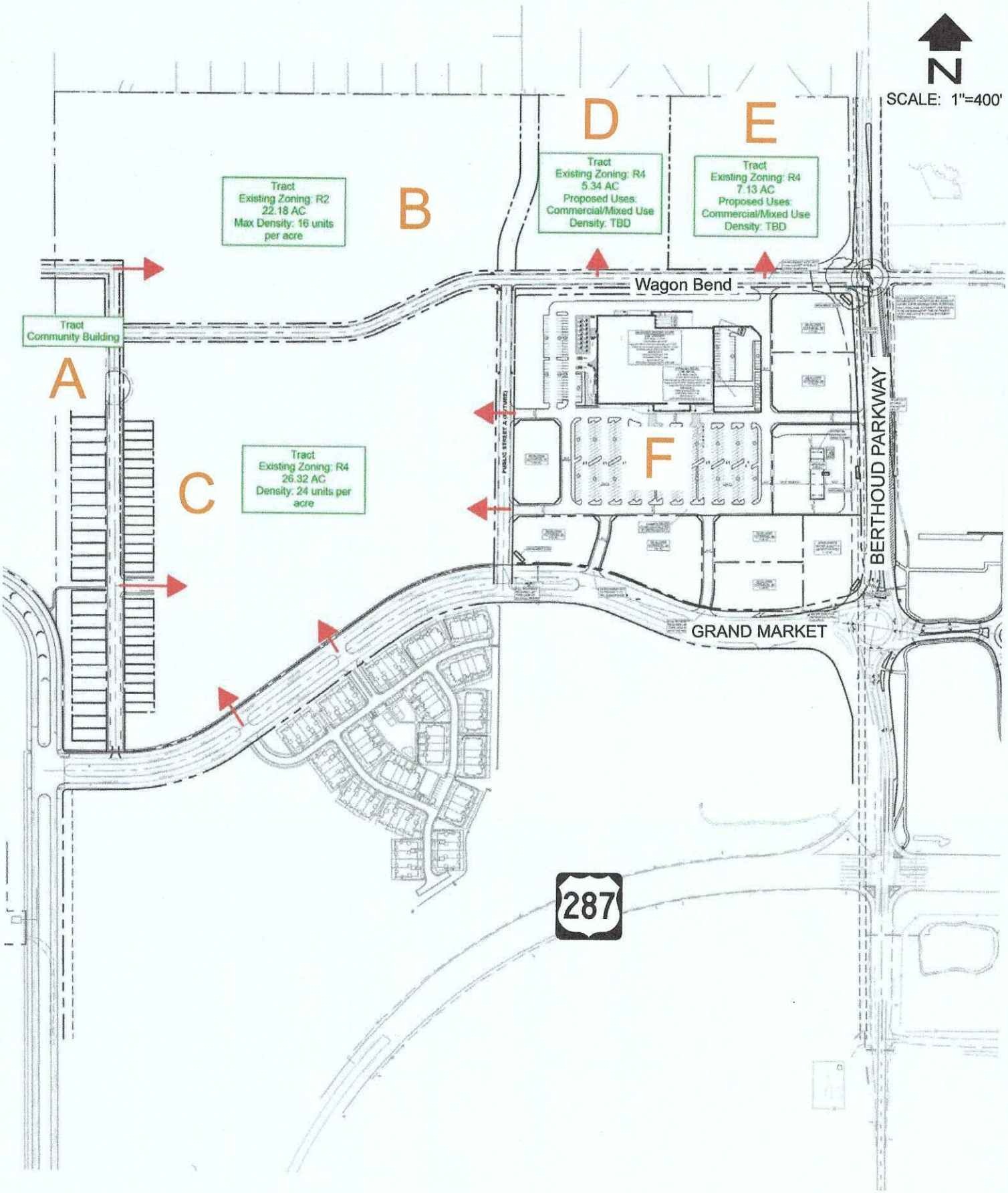
Trip generation is important in considering the impact of a development such as this upon the existing and proposed street system. A compilation of trip generation information contained in Trip Generation, 12th Edition, ITE was used to estimate the trips that would be generated by the proposed/expected uses at the Heron Lakes 19th site. A trip is defined as a one-way vehicle movement from origin to destination. Table 2 shows the expected trip generation on a daily and peak hour basis for the residential and commercial portions of the Heron Lakes 19th development. The internal trip capture and passby trips were determined using the Trip Generation Handbook, 3rd Edition. The trip generation worksheets are provided in Appendix C. The Heron Lakes 19th development will generate 21,498 daily trip ends, 1,220 morning peak hour trip ends, and 1,816 afternoon peak hour trip ends.

### Trip Distribution

Trip distribution for Heron Lakes 19th was based on existing/future travel patterns, land uses in the area, consideration of trip attractions/productions in the area, and engineering judgment. Figure 6 shows the trip distribution for the long range (2045) analysis future.

### Background Traffic Projections

Figure 7 shows the long range (2045) background traffic projections. Background traffic projections for the long range (2045) future horizon were obtained by reviewing CDOT 20-year traffic factors, the North Front Range Regional Transportation Plan, and various traffic studies prepared for this area of Berthoud/Larimer County. According to CDOT, the 20-year factor for US287 in this area is 1.34. Traffic volumes on all other roads were increased by approximately two percent per year. There have been development proposals and traffic studies done for various properties in this area. The developments included: Prairie Star, Vantage (Westhaven), other areas of Heron Lakes, Legacy Park, Westside Crossing, and Revere. The site traffic from these developments was included in the long range (2045) background traffic forecasts.




SITE PLAN

Figure 5

DELICH ASSOCIATES

## TABLE 2
### Trip Generation

| Code | Use | Size | AWDTE | | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Rate | Trips | Rate | In | Rate | Out | Rate | In | Rate | Out |
| Area A | | | | | | | | | | | | |
| N/A | Community Building | Internal | | | | | | | | | | |
| Area B | | | | | | | | | | | | |
| 220 | Multi-Family Housing (Low-Rise) | 355 D.U. | 6.21 | 2204 | EQ | 43 | EQ | 116 | EQ | 131 | EQ | 87 |
| Area C | | | | | | | | | | | | |
| 220 | Multi-Family Housing (Low-Rise) | 632 D.U. | 6.21 | 3924 | EQ | 75 | EQ | 203 | EQ | 232 | EQ | 155 |
| 215 | Single Family Attached | 54 D.U. | EQ | 356 | EQ | 7 | EQ | 24 | EQ | 21 | EQ | 13 |
| Area D | | | | | | | | | | | | |
| 822 | Strip Retail Plaza (<40.0 KSF) | 34.35 KSF | EQ | 1680 | 3.93 55% | 74 | 3.93 45% | 61 | 6.27 56% | 121 | 6.27 44% | 94 |
| Area E | | | | | | | | | | | | |
| 489 | Pickleball Courts | 17 Courts | 39.22 | 666 | 1.93 52% | 17 | 1.93 48% | 16 | 6.04 61% | 63 | 6.04 39% | 40 |
| Area F | | | | | | | | | | | | |
| 821 | Shopping Plaza (40.0-150.0 KSF) with Supermarket | 170.5 KSF | 101.43 | 17294 | 3.54 60% | 362 | 3.54 40% | 242 | 8.58 49% | 717 | 8.58 51% | 746 |
| Subtotal | | | | 26,124 | | 578 | | 662 | | 1,285 | | 1,135 |
| Internal (per NCHRP 684) | | | | 4,626 | | 10 | | 10 | | 302 | | 302 |
| **Total** | | | | **21,498** | | **568** | | **652** | | **983** | | **833** |
| Pass-by | | | | 2,896 | | 61 | | 61 | | 183 | | 183 |

# APPENDIX C




SITE PLAN

Figure 5

DELICH ASSOCIATES

**TABLE 2**
**Trip Generation for the Residential & School Portions**

| Code | Use | Size | AWDTE | | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Rate | Trips | Rate | In | Rate | Out | Rate | In | Rate | Out |
| Tract A | | | | | | | | | | | | |
| 210 | Single Family | 105 D.U. | 9.43 | 990 | 0.18 | 19 | 0.52 | 55 | 0.59 | 62 | 0.35 | 37 |
| 520 | Elementary School | 500 Students | 1.29 | 644 | 0.25 | 125 | 0.20 | 100 | 0.07 | 35 | 0.08 | 40 |
| Tract B | | | | | | | | | | | | |
| 210 | Single Family | 54 D.U. | 9.43 | 510 | 0.18 | 10 | 0.52 | 28 | 0.59 | 32 | 0.35 | 19 |
| Tract C | | | | | | | | | | | | |
| 221 | Multi-Family Housing (Mid-Rise) | 184 D.U. | 4.54 | 836 | 0.085 | 16 | 0.285 | 52 | 0.24 | 44 | 0.15 | 28 |
| Tract J | | | | | | | | | | | | |
| 221 | Multi-Family Housing (Mid-Rise) | 193 D.U. | 4.54 | 876 | 0.085 | 16 | 0.285 | 55 | 0.24 | 46 | 0.15 | 29 |
| Tract K | | | | | | | | | | | | |
| 221 | Multi-Family Housing (Mid-Rise) | 205 D.U. | 4.54 | 930 | 0.085 | 17 | 0.285 | 59 | 0.24 | 49 | 0.15 | 31 |
| Tracts M & N (Marina) | | | | | | | | | | | | |
| 210 | Single Family | 155 D.U. | 9.43 | 1462 | 0.18 | 28 | 0.52 | 81 | 0.59 | 91 | 0.35 | 55 |
| 17th Filing & Cran Annexation | | | | | | | | | | | | |
| 210 | Single Family | 89 D.U. | 9.43 | 840 | 0.18 | 16 | 0.52 | 46 | 0.59 | 53 | 0.35 | 31 |
| 220 | Multi-Family Housing (Low-Rise) | 118 D.U. | 6.74 | 796 | 0.096 | 11 | 0.304 | 36 | 0.32 | 38 | 0.19 | 22 |
| Parcel T | | | | | | | | | | | | |
| 220 | Multi-Family Housing (Low-Rise) | 24 D.U. | 6.74 | 162 | 0.096 | 2 | 0.304 | 8 | 0.32 | 8 | 0.19 | 4 |
| Parcel U | | | | | | | | | | | | |
| 220 | Multi-Family Housing (Low-Rise) | 30 D.U. | 6.74 | 202 | 0.096 | 3 | 0.304 | 9 | 0.32 | 9 | 0.19 | 6 |
| Parcel V | | | | | | | | | | | | |
| N/A | Clubhouse | Internal | | | | | | | | | | |
| Parcel W | | | | | | | | | | | | |
| 220 | Multi-Family Housing (Low-Rise) | 153 D.U. | 6.74 | 1032 | 0.096 | 15 | 0.304 | 46 | 0.32 | 49 | 0.19 | 29 |

Continued on next page

## NOTICE OF PUBLIC HEARINGS

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**PUBLICATION:** July 29, 2026

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**Project Planner:** Bella Manzo, Planner
**Email:** bmanzo@berthoud.org
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**Town of Berthoud**
807 Mountain Ave.
P.O. Box 1229
Berthoud, CO 80513

MYERS TIMOTHY JOSEPH
2265 DEEDS CT
LOVELAND CO 805384877

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

HUTCHINSON THOMAS ALAN
2682 W COUNTY ROAD 14
LOVELAND CO 80537

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

GINTHER JEROMY J
4499 RABBIT RUN LN
LOVELAND CO 80537

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

HERON LAKES INVESTMENTS LLC
6355 FAIRGROUNDS AVE STE 300
WINDSOR CO 805507148

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807 Mountain Ave.
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POONEN SANTOSH D/MEGHAN G
2963 W COUNTY ROAD 14
LOVELAND CO 805379014

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

ANDERSON JEFFREY WADE
1923 34TH AVE
GREELEY CO 80634

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

ANDERSON JEFFREY WADE/KERRI
2706 W COUNTY ROAD 14
LOVELAND CO 805379013

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

CARLSON RONDA RENAE
4363 RABBIT RUN LN
LOVELAND CO 80537

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807 Mountain Ave.
P.O. Box 1229
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MCCUISTION DIANE
4205 MEINING RD
BERTHOUD CO 805138514

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

DYER RONNIE C
4427 RABBIT RUN LN
LOVELAND CO 805372947

**Town of Berthoud**
807 Mountain Ave.
P.O. Box 1229
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GINTHER JEROMY J/STEPHANY
3519 W COUNTY ROAD 14
LOVELAND CO 80537

**Town of Berthoud**
807 Mountain Ave.
P.O. Box 1229
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VAN DEN HEEVER WALTER JACOBUS/LINDA
3369 DANZANTE BAY CT
BERTHOUD CO 805137129

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NOVAK FAMILY REVOCABLE TRUST
2553 W COUNTY ROAD 14
LOVELAND CO 805379014

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

BERTHOUD HERITAGE METROPOLITAN
DISTRICT NO 9
2375 TPC PKWY
BERTHOUD CO 805138943

**Town of Berthoud**
807 Mountain Ave.
P.O. Box 1229
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CONSOLIDATED HOME SUPPLY
PO BOX 1548
BERTHOUD CO 805131548

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STORMS LISA M
2530 W COUNTY ROAD 14
LOVELAND CO 805372666

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HOLLANDER REID R/BRENDA S
5266 RAVENSWOOD LN
JOHNSTOWN CO 80534

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MILNER DAVID C
2594 W COUNTY ROAD 14
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TURNER FRYE MINERALS LLC
6355 FAIRGROUNDS AVE STE 300
WINDSOR CO 805507148

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STONEBROOK NORTHERN COLORADO LLC
209 E 71ST ST
LOVELAND CO 805381137

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