



TOWN COUNCIL WORK SESSION & MEETING
Zoom Webinar and/or Town Council Chamber
3 S. Timber Ridge Parkway, Severance, CO 80550

AGENDA
TOWN COUNCIL WORK SESSION & MEETING
Tuesday, March 25, 2025, at 6:00 PM

A. CALL TO ORDER WORK SESSION (5:00 PM)

The Goal of the Work Session is to have the Town Council receive information on topics of Town business from the Town Manager, Town Attorney and Town Staff in order to exchange ideas and opinions regarding these topics.

1. Water Economy Nexus Presentation

B. CALL TO ORDER REGULAR MEETING (6:00 PM)

1. Roll Call

2. Pledge of Allegiance

3. Agenda Review by Town Manager

4. Consent Calendar

The Consent Calendar is intended to allow the Town Council to spend time and energy on the important items and not routine actions. A Council Member may request an item on this calendar to be "pulled" off the Consent Calendar and considered separately as a regular agenda item. Items remaining on the Consent Calendar will be approved by Town Council with one vote.

a. Pg. 4 - February Financials

b. Pg. 50 - February Payables

c. Pg. 54 - 3.11.2025 Minutes

d. Pg. 59 - Resolution 2025-10R: A Resolution for the Town Council of the Town of Severance, Colorado, appropriating funds from fund balance

e. Pg. 61 - Resolution 2025-11R: A Resolution of the Town Council of the Town of Severance, Colorado, providing for additional appropriations in fiscal year 2025 for the reappropriation of the budget of 2024 capital projects still in progress and amendments to the 2025 adopted budget

f. Pg. 63 - Community Grant Request: Severance High School DECA

g. Pg. 73 - Community Grant Request: Severance High School Key Club

5. Approval of Agenda

6. Public Comment

The purpose of the Public Comment is for members of the public to speak to the Town Council on any subject not scheduled on the agenda. To accomplish scheduled agenda items, comments should be limited to three minutes for those attending in person or an appropriate time as deemed by the Mayor. The Town Council is not obligated to make decisions or take action on comments but may choose to schedule the matter for a later discussion. Those addressing the Town Council, please state your name and address and sign-in.

7. Council Member Comments

8. Reports

Council approval may be sought for administrative actions in association with staff reports.

- a. Town Attorney
- b. Town Staff
- c. Town Management
- d. Council Members Liaisons
- e. Mayor

C. TOWN COUNCIL

1. PUBLIC HEARING

Pg. 86 - Resolution 2025-12R: Preliminary Plat for Northgate Lake

- Quasi-Judicial
- Staff Presentation: Shani Porter, Planning Director

2. PUBLIC HEARING - SECOND READING

Pg. 278 - Ordinance 2025-05: Repealing and Reenacting Article I of Chapter 8 of the Severance Municipal Code Regarding Adoption of the 2024 Model Traffic Code for Colorado - With Recommended Amendments

- Legislative
- Staff Presentation: Mary Lynn Macsalka, Town Attorney

3. Pg. 298 - Decommissioning Tornado Siren System

- Legislative
- Staff Presentation: Nicholas Wharton, Town Manager

4. Pg. 333 - Grant of Recreational Easements and Construction Agreement

- Legislative
- Staff Presentation: Nicholas Wharton, Town Manager

5. Pg. 344 - Town of Severance Council Publications & Media Policy

- Legislative
- Staff Presentation: Nicholas Wharton, Town Manager

6. Pg. 348 - Resolution 2025-13R: Declaring a Vacancy on Town Council for a Council Member Seat with a Term Expiring at the First Regular Council Meeting in January 2028

- Legislative

- Staff Presentation: Nicholas Wharton, Town Manager

7. Pg. 356 - Town Council Member Appointment or Special Election

- Legislative
- Staff Presentation: Nicholas Wharton, Town Manager

D. COUNCIL MEMBER PETITIONS

Council Members may ask for items to be added to future agendas.

E. ADJOURN

Town Council MEETING

Tuesday, March 25, 2025, 6:00 PM (MDT)

Registration URL

https://us02web.zoom.us/webinar/register/WN_2IAIq6fPQ3yI0LAxhfwNuw

The Town Council reserves the right to adjourn to a virtual-only meeting at their discretion should the need arise.

The Town of Severance does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in the provision of services. For disabled persons needing reasonable accommodation to attend or participate in a town service, program, public meeting, or activity, call 970-686-1218 at least 72 hours in advance. Disabled access is available from the front entrance of the Town Hall.



March 17th, 2025

Attn: Town Council and Stakeholders

Re: Financial Statement Review

The Interim Financial Statements for **February 2025** for the Town of Severance have been reviewed and can be published as part of the **March 25th, 2025** Town Council Consent Agenda.

All the best,

A handwritten signature in black ink, appearing to read "Efrain Lemus".

Efrain Lemus, MBA, CPA
Finance Director

TOWN OF SEVERANCE
COMBINED CASH INVESTMENT
FEBRUARY 28, 2025

COMBINED CASH ACCOUNTS

01-100700	CASH ON HAND	2,142
01-101000	BANK OF CO- CHECKING ***1469	347,113
01-101500	BANK OF CO CREDIT CARD ***1481	14,979
01-101600	BANK OF CO CASH OUTLAY ***8205	(277,161)
01-102100	COLOTRUST - 8001	12,933,191
01-102110	COLOTRUST - 4001	1,045
01-102180	UMB SAFEKEEPING	49,135,665
01-106000	XPRESS DEPOSIT ACCOUNT	42,964
01-107700	CASH CLEARING - WSFR	(7,017)
01-107800	CASH CLEARING - SD RE-4	(17,496)
	TOTAL COMBINED CASH	62,175,424
01-100000	CASH ALLOCATED TO OTHER FUNDS	(62,175,424)

TOTAL UNALLOCATED CASH

CASH ALLOCATION RECONCILIATION

10	ALLOCATION TO GENERAL FUND	23,512,634
11	ALLOCATION TO CONSERVATION TRUST FUND	323,520
12	ALLOCATION TO TRANSPORTATION FUND	4,075,540
13	ALLOCATION TO PARKS FUND	511,177
14	ALLOCATION TO PUBLIC FACILITIES FUND	644,567
15	ALLOCATION TO PUBLIC SAFETY FUND	312,468
41	ALLOCATION TO FLEET FUND	558,122
51	ALLOCATION TO WATER FUND	17,236,539
52	ALLOCATION TO WASTEWATER FUND	14,432,751
53	ALLOCATION TO STORMWATER FUND	1,724,000
75	ALLOCATION TO CAPITAL PROJECTS	(1,155,894)
	TOTAL ALLOCATIONS TO OTHER FUNDS	62,175,424
	ALLOCATION FROM COMBINED CASH FUND - 01-100000	(62,175,424)

ZERO PROOF IF ALLOCATIONS BALANCE

TOWN OF SEVERANCE
BALANCE SHEET
FEBRUARY 28, 2025

GENERAL FUND

ASSETS

10-100000	CASH - COMBINED FUND	23,512,634	
10-105000	TAXES RECEIVABLE	1,267,420	
10-105300	CASH W/ WELD COUNTY TREASURER	810,472	
10-115000	ACCOUNTS RECEIVABLE	4,448	
10-115010	FUEL INVENTORY	5,654	
10-115011	DIESEL INVENTORY	1,683	
10-115100	OTHER ACCOUNTS RECEIVABLE	3,295	
10-120000	DEVELOPER RECEIVABLES	(3,165)	
10-131000	DUE FROM OTHER GOVERNMENTS	179,955	
TOTAL ASSETS			25,782,396

LIABILITIES AND EQUITY

LIABILITIES

10-202000	ACCOUNTS PAYABLE	38,229	
10-203000	CUSTOMER DEPOSITS-DEVELOPERS	43,621	
10-203500	CUSTOMER DEPOSITS-RENTALS	1,500	
10-204000	OTHER ACCRUED EXPENSES	17,713	
10-211400	COLORADO UNEMPLOYMENT PAYABLE	1,250	
10-211650	AFLAC PAYABLE	1,029	
10-211700	HEALTH INSURANCE PAYABLE	(890)	
10-211710	DISABILITY INSURANCE PAYABLE	(4,638)	
10-211800	DEFERRED PROPERTY TAXES	1,267,420	
10-223000	DEFERRED INFLOWS OF RESOURCES	3,241	
TOTAL LIABILITIES			1,368,475

FUND EQUITY

UNAPPROPRIATED FUND BALANCE:			
10-290000	FUND BALANCE	23,326,898	
	REVENUE OVER EXPENDITURES - YTD	799,707	
BALANCE - CURRENT DATE		24,126,605	
TOTAL FUND EQUITY			24,126,605
TOTAL LIABILITIES AND EQUITY			25,495,080

TOWN OF SEVERANCE
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
REVENUE					
<u>TAXES</u>					
10-31-1000 PROPERTY TAX	799,464	810,178	2,076,298	1,266,120	39.0
10-31-3000 SALES TAX	180,005	180,005	2,050,000	1,869,995	8.8
10-31-4000 USE TAX	37,332	74,000	600,000	526,000	12.3
10-31-8100 SEVERANCE TAX (OIL & GAS)			100,000	100,000	.0
10-31-8200 FRANCHISE	25,669	46,248	200,000	153,752	23.1
10-31-9000 INTEREST / DELINQUENT TAX		45	623	578	7.2
TOTAL TAXES	1,042,470	1,110,477	5,026,921	3,916,444	22.1
<u>LICENSES & PERMITS</u>					
10-32-1000 BUSINESS LICENSE	75	225	(	225)	.0
10-32-1100 LIQUOR LICENSE	175	175	500	325	35.0
10-32-2000 HOME BASED BUSINESS FEES	100	100	250	150	40.0
10-32-2100 BUILDING PERMIT & LICENSE	28,561	50,975	657,500	606,525	7.8
10-32-2600 ANIMAL LICENSES	300	300	540	240	55.6
10-32-3100 PLANNING ADMINISTRATION FEE	1,912	4,053	30,000	25,947	13.5
10-32-3400 OFFICE ADMINISTRATION FEE	8,417	14,682	200,000	185,318	7.3
10-32-4100 ROW/HUNT/SIGN/DEVELOP. PERMITS	4,350	12,000	18,000	6,000	66.7
10-32-4150 SOLICITOR LICENSES			2,000	2,000	.0
TOTAL LICENSES & PERMITS	43,890	82,510	908,790	826,280	9.1
<u>INTERGOVERNMENTAL</u>					
10-33-5000 HIGHWAY USERS	31,613	31,613	216,634	185,021	14.6
10-33-5050 MINERAL LEASE			50,000	50,000	.0
10-33-5100 MOTOR VEHICLE FEES	6,754	15,596	60,213	44,617	25.9
10-33-5200 COUNTY ROAD & BRIDGE	5,344	10,688	91,357	80,669	11.7
10-33-5300 SPECIFIC OWNERSHIP TAX	6,905	14,445	91,357	76,912	15.8
10-33-5600 CIGARETTE TAX	264	264	3,000	2,736	8.8
10-33-6000 SHARED REVENUE WINDSOR			200,000	200,000	.0
TOTAL INTERGOVERNMENTAL	50,880	72,607	712,561	639,954	10.2
<u>CHARGES FOR SERVICES</u>					
10-34-1100 COURT COSTS	480	600	2,880	2,280	20.8
10-34-1200 POLICE REVENUE			62,431	62,431	.0
10-34-1400 COPIES & REPORTS	266	428	2,000	1,572	21.4
TOTAL CHARGES FOR SERVICES	746	1,028	67,311	66,283	1.5

TOWN OF SEVERANCE
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>FINES & FORFEITS</u>					
10-35-1000 MUNICIPAL COURT FINES	5,760	7,850	45,000	37,150	17.4
10-35-1100 SURCHARGE	380	440	1,920	1,480	22.9
TOTAL FINES & FORFEITS	6,140	8,290	46,920	38,630	17.7
<u>MISCELLANEOUS</u>					
10-36-1000 RETURN CHECK CHARGES	345	2,055	2,500	445	82.2
10-36-2000 OTHER MISCELLANEOUS REVENUE	640	795	3,000	2,205	26.5
10-36-3000 RENT	6,268	12,540	75,270	62,730	16.7
10-36-3500 INTEREST AND DIVIDENDS	52,805	61,092	517,170	456,078	11.8
10-36-3550 CHANGE IN MARKET VALUE	181,189	455,580	(	455,580)	.0
10-36-4500 MATERIALS AND LABOR	1,596	1,596	2,000	404	79.8
10-36-5000 SPECIAL EVENT REVENUE	11,000	11,000	70,000	59,000	15.7
10-36-8050 OIL AND GAS ROYALTIES	1,974	4,121	(	4,121)	.0
TOTAL MISCELLANEOUS	255,816	548,779	669,940	121,161	81.9
TOTAL FUND REVENUE	1,399,942	1,823,691	7,432,443	5,608,752	24.5

TOWN OF SEVERANCE
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
EXPENDITURES						
LEGISLATIVE						
10-41-1100	REGULAR STAFF WAGES	7,588	14,454	109,605	95,151	13.2
10-41-1102	OVERTIME			100	100	.0
10-41-1104	RETIREMENT 457	226	432	3,420	2,988	12.6
10-41-1105	BOARD OF TRUSTEE FEES	2,850	3,450	36,000	32,550	9.6
10-41-1130	FICA/MEDICARE	799	1,370	11,139	9,769	12.3
10-41-1140	WORKERS COMPENSATION		447	1,930	1,483	23.1
10-41-1150	UNEMPLOYMENT	15	29	272	243	10.6
10-41-1160	HEALTH INSURANCE	874	1,748	10,488	8,740	16.7
10-41-1161	DISABILITY INSURANCE	153	153	2,184	2,031	7.0
10-41-2100	LEGAL FEES	24,748	24,748	83,000	58,252	29.8
10-41-3150	TELEPHONE	21	42	1,219	1,177	3.4
10-41-3180	MILEAGE			50	50	.0
10-41-3210	INSURANCE AND BONDS		1,485	4,753	3,268	31.3
10-41-3320	PRINTING			25,200	25,200	.0
10-41-3330	PUBLISHING/RECORDING			3,000	3,000	.0
10-41-3350	ORDINANCE CODIFICATION			12,000	12,000	.0
10-41-3810	DUES/MEMBERSHIPS/SUBSCRIPTIONS	5,278	5,678	11,500	5,822	49.4
10-41-3820	CONTINUING EDUCATION	192	455	24,000	23,545	1.9
10-41-3825	MEETING/MEALS	1,647	2,074	12,100	10,026	17.1
10-41-3990	MISCELLANEOUS	205	205	525	320	39.1
10-41-3992	COUNCIL SPECIAL EVENTS	(11)		5,000	5,000	.0
10-41-4010	CORA REQUESTS			1,260	1,260	.0
10-41-4320	COMPUTER REPLACE./AUDIO VISUAL			7,400	7,400	.0
10-41-4330	COMPUTER SUPPORT AND MAINT	11,890	15,059	53,178	38,119	28.3
10-41-4350	SAFETY			10,000	10,000	.0
10-41-4530	VEHICLE & EQUIP AMORTIZATION	165	330	1,980	1,650	16.7
10-41-4810	UNIFORMS			4,000	4,000	.0
10-41-4990	SUPPLIES			1,680	1,680	.0
10-41-5500	TOWN COUNCIL DISCRETIONARY			200,000	200,000	.0
10-41-5560	TREE BOARD			2,000	2,000	.0
10-41-5570	PLANNING COMMISSION		221	2,000	1,779	11.1
TOTAL LEGISLATIVE		56,639	72,378	640,983	568,605	11.3
ELECTIONS						
10-42-3310	WELD CO COORDINATED ELECTION			15,200	15,200	.0
TOTAL ELECTIONS				15,200	15,200	.0

TOWN OF SEVERANCE
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>JUDICIAL</u>					
10-43-1100 REGULAR STAFF WAGES			40,560	40,560	.0
10-43-1102 OVERTIME			100	100	.0
10-43-1104 RETIREMENT 457			1,265	1,265	.0
10-43-1130 FICA/MEDICARE			3,103	3,103	.0
10-43-1140 WORKERS COMPENSATION		223	965	742	23.1
10-43-1150 UNEMPLOYMENT			81	81	.0
10-43-1160 HEALTH INSURANCE			5,244	5,244	.0
10-43-1161 DISABILITY INSURANCE			608	608	.0
10-43-2100 LEGAL FEES	850	1,700	13,663	11,963	12.4
10-43-2110 MUNICIPAL JUDGE	800	800	9,600	8,800	8.3
10-43-3150 TELEPHONE	7	14	407	393	3.4
10-43-3210 INSURANCE AND BONDS		743	2,377	1,634	31.2
10-43-3820 EDUCATION			1,000	1,000	.0
10-43-3830 TRANSLATOR/JUROR FEES	51	51	630	579	8.2
10-43-3990 MISCELLANEOUS SERVICES	200	200	(	200)	.0
10-43-4310 COURT SUPPLIES			525	525	.0
10-43-4810 UNIFORMS			200	200	.0
TOTAL JUDICIAL	1,908	3,731	80,328	76,597	4.6

TOWN OF SEVERANCE
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>ADMINISTRATION</u>					
10-44-1100 REGULAR STAFF WAGES	23,658	44,251	342,201	297,950	12.9
10-44-1102 OVERTIME			400	400	.0
10-44-1104 RETIREMENT	889	1,664	11,217	9,553	14.8
10-44-1130 FICA/MEDICARE	1,811	3,400	26,178	22,778	13.0
10-44-1140 WORKERS COMPENSATION		1,474	6,369	4,895	23.1
10-44-1150 UNEMPLOYMENT	48	90	684	594	13.1
10-44-1160 HEALTH & LIFE INSURANCE	1,639	3,919	24,267	20,348	16.2
10-44-1161 DISABILITY INSURANCE	334	334	5,133	4,799	6.5
10-44-2150 HR SERVICES	4,515	11,435	75,000	63,565	15.3
10-44-2990 OTHER PROFESSIONAL FEES	20	40	15,000	14,960	.3
10-44-3110 UTILITIES	1,243	3,385	15,289	11,904	22.1
10-44-3150 TELEPHONE	847	1,244	5,755	4,511	21.6
10-44-3175 BUILDING REPAIRS & MAINTENANCE	6,435	9,133	15,000	5,867	60.9
10-44-3177 VEHICLE REPAIRS & MAINTENANCE			3,163	3,163	.0
10-44-3210 INSURANCE AND BONDS		4,901	15,683	10,782	31.3
10-44-3220 CIRSA DEDUCTIBLES			1,575	1,575	.0
10-44-3810 DUES/MEMBERSHIPS/SUBSCRIPTIONS	195	195	3,400	3,205	5.7
10-44-3820 CONTINUING EDUCATION	299	299	11,000	10,701	2.7
10-44-3825 MEALS/MISCELLANEOUS	184	420	10,000	9,580	4.2
10-44-3990 MISCELLANEOUS SERVICES/COPIER	317	441	6,615	6,174	6.7
10-44-3992 SPECIAL EVENT EXPENDITURE	18,516	29,608	200,000	170,392	14.8
10-44-4000 ADVERTISING		1,580	10,000	8,420	15.8
10-44-4310 OFFICE SUPPLIES	544	544	7,770	7,226	7.0
10-44-4320 COMPUTER REPLACE./AUDIO VISUAL		122	16,300	16,178	.8
10-44-4330 COMPUTER SUPPORT AND MAINT	2,115	2,592	34,647	32,055	7.5
10-44-4340 POSTAGE		502	3,465	2,963	14.5
10-44-4350 SAFETY			10,000	10,000	.0
10-44-4360 WELLNESS	300	300	25,000	24,700	1.2
10-44-4390 OTHER OFFICE EXPENSE	270	581	3,000	2,419	19.4
10-44-4520 VEHICLE FUEL	28	49	1,110	1,061	4.4
10-44-4530 VEHICLE & EQUIP AMORTIZATION	295	590	3,540	2,950	16.7
10-44-4810 UNIFORMS			2,000	2,000	.0
10-44-4850 UNANTICIPATED EXP/CONTINGENCY	(	1,468)	50,000	51,468	(2.9)
10-44-4990 MISCELLANEOUS SUPPLIES			1,470	1,470	.0
10-44-8000 LEASE PAYMENT	221	221		(221)	.0
TOTAL ADMINISTRATION	64,724	121,845	962,231	840,386	12.7

TOWN OF SEVERANCE
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>FINANCE</u>					
10-45-1100 REGULAR STAFF WAGES	18,112	34,499	278,601	244,102	12.4
10-45-1102 OVERTIME			100	100	.0
10-45-1104 RETIREMENT 457	541	1,031	7,791	6,760	13.2
10-45-1130 FICA/MEDICARE	1,306	2,528	18,315	15,788	13.8
10-45-1140 WORKERS COMPENSATION		1,563	6,755	5,192	23.1
10-45-1150 UNEMPLOYMENT	36	69	557	488	12.4
10-45-1160 HEALTH & LIFE INSURANCE	3,288	5,936	44,596	38,660	13.3
10-45-1161 DISABILITY INSURANCE	337	337	3,591	3,254	9.4
10-45-2200 AUDIT & ACCOUNTING FEES			35,500	35,500	.0
10-45-3150 TELEPHONE	156	313	1,753	1,440	17.9
10-45-3210 INSURANCE AND BONDS		5,198	16,633	11,435	31.3
10-45-3315 WELD COUNTY TREASURER FEE	7,995	8,107	20,800	12,693	39.0
10-45-3340 BANK CHARGES	10	30	1,050	1,020	2.9
10-45-3810 DUES/MEMBERSHIPS/SUBSCRIPTIONS			210	210	.0
10-45-3820 CONTINUING EDUCATION	10	10	13,000	12,990	.1
10-45-3825 MEALS/MISCELLANEOUS		129	1,000	871	12.9
10-45-4310 OFFICE SUPPLIES		160	1,575	1,415	10.1
10-45-4320 COMPUTER REPLACE./AUDIO VISUAL			13,300	13,300	.0
10-45-4330 COMPUTER SUPPORT AND MAINT	673	758	7,259	6,501	10.4
10-45-4350 SAFETY			10,000	10,000	.0
10-45-4810 UNIFORMS			2,300	2,300	.0
TOTAL FINANCE	32,465	60,668	484,686	424,018	12.5

TOWN OF SEVERANCE
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>PUBLIC SAFETY</u>					
10-51-1100 REGULAR STAFF WAGES	100,544	189,598	1,424,493	1,234,895	13.3
10-51-1102 OVERTIME	11,279	18,832	60,000	41,168	31.4
10-51-1104 RETIREMENT	421	802	8,976	8,174	8.9
10-51-1107 CONTRACTED SECURITY SERVICES	201	201	15,000	14,799	1.3
10-51-1130 FICA/MEDICARE	2,329	4,591	31,969	27,378	14.4
10-51-1140 WORKERS COMPENSATION		7,146	30,879	23,733	23.1
10-51-1150 UNEMPLOYMENT	224	419	2,849	2,430	14.7
10-51-1155 POLICE PENSION	8,264	15,308	177,607	162,299	8.6
10-51-1160 HEALTH INSURANCE	14,773	28,274	212,046	183,772	13.3
10-51-1161 DISABILITY INSURANCE	4,387	6,634	21,367	14,733	31.1
10-51-2300 MEDICAL			2,730	2,730	.0
10-51-2310 PSYCHOLOGICAL	685	850	1,680	830	50.6
10-51-2900 CONTRACT POLICE SERVICES	187	12,653	52,500	39,847	24.1
10-51-2990 OTHER PROFESSIONAL FEES	2,690	2,870	28,350	25,480	10.1
10-51-3110 UTILITIES	1,822	3,256	5,796	2,540	56.2
10-51-3150 TELEPHONE/PAGERS	1,642	3,272	21,081	17,809	15.5
10-51-3173 REPAIRS & MAINTENANCE - EQUIPM		285	(	285)	.0
10-51-3175 BUILDING REPAIRS & MAINTENANCE	1,165	4,044	5,000	956	80.9
10-51-3177 VEHICLE REPAIRS & MAINTENANCE	5,846	6,491	34,686	28,195	18.7
10-51-3180 MILEAGE			50	50	.0
10-51-3210 INSURANCE AND BONDS		23,764	76,037	52,273	31.3
10-51-3320 PRINTING/FORMS		102	3,000	2,898	3.4
10-51-3610 DISPATCH COMMUNICATIONS		71,414	67,700	(3,714)	105.5
10-51-3630 MENTAL HEALTH CO-RESP. PROGRAM			15,400	15,400	.0
10-51-3640 DRUG TASK FORCE			1,000	1,000	.0
10-51-3650 DOG TAGS/IMPOUND FEES			1,155	1,155	.0
10-51-3740 RADIO MAINTENANCE			1,000	1,000	.0
10-51-3810 DUES/MEMBERSHIPS/SUBSCRIPTIONS	650	1,000	1,000		100.0
10-51-3820 CONTINUING EDUCATION & TRAIN	50	2,038	22,000	19,962	9.3
10-51-3825 MEALS/MISCELLANEOUS			2,000	2,000	.0
10-51-3850 LAB TESTING FEES	198	198	210	12	94.5
10-51-3950 TOWING			500	500	.0
10-51-3990 MISCELLANEOUS SERVICES			1,365	1,365	.0
10-51-3992 PD SPECIAL EVENTS			1,000	1,000	.0
10-51-4300 OFFICE FURNITURE			1,140	1,140	.0
10-51-4310 OFFICE SUPPLIES	80	207	2,625	2,418	7.9
10-51-4320 COMPUTER REPLACE./AUDIO VISUAL			7,500	7,500	.0
10-51-4330 COMPUTER SUPPORT AND MAINT	7,179	13,116	65,634	52,518	20.0
10-51-4350 SAFETY			10,000	10,000	.0
10-51-4520 VEHICLE FUEL	1,708	3,650	29,350	25,700	12.4
10-51-4530 VEHICLE & EQUIP AMORTIZATION	4,221	8,442	27,900	19,458	30.3
10-51-4720 EQUIPMENT FOR PATROL	247	1,542	7,500	5,958	20.6
10-51-4730 EQUIPMENT FOR TRAINING	270	6,066	2,835	(3,231)	214.0
10-51-4740 EQUIPMENT FOR INVEST./EVIDENCE			2,205	2,205	.0
10-51-4810 UNIFORMS	859	2,662	25,000	22,338	10.7
10-51-4990 MISCELLANEOUS SUPPLIES	31	61	3,465	3,404	1.8
TOTAL PUBLIC SAFETY	171,955	439,791	2,515,580	2,075,789	17.5

TOWN OF SEVERANCE
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT	
STREETS / MAINTENANCE							
10-61-1100	REGULAR STAFF WAGES	8,866	24,283	260,980	236,697	9.3	
10-61-1102	OVERTIME	311	674	2,700	2,026	25.0	
10-61-1104	RETIREMENT	248	575	9,270	8,695	6.2	
10-61-1130	FICA/MEDICARE	654	1,837	19,492	17,655	9.4	
10-61-1140	WORKERS COMPENSATION		1,921	8,299	6,378	23.1	
10-61-1150	UNEMPLOYMENT	18	50	522	472	9.5	
10-61-1160	HEALTH & LIFE INSURANCE	2,657	5,219	74,224	69,005	7.0	
10-61-1161	DISABILITY INSURANCE	239	239	2,248	2,009	10.7	
10-61-2990	OTHER PROFESSIONAL FEES	273	273	1,155	882	23.7	
10-61-3110	UTILITIES	210	210	744	534	28.2	
10-61-3150	TELEPHONE	411	908	1,794	886	50.6	
10-61-3161	STREET LIGHTING	7,125	11,186	78,750	67,564	14.2	
10-61-3162	TRAFFIC LIGHTS			2,000	2,000	.0	
10-61-3172	REPAIRS & MAINTENANCE - STREET			179,000	179,000	.0	
10-61-3173	REPAIRS & MAINTENANCE - EQUIPM	468	4,658	12,500	7,842	37.3	
10-61-3175	BUILDING REPAIRS & MAINTENANCE	48	280	1,800	1,520	15.6	
10-61-3177	VEHICLE REPAIRS & MAINTENANCE	115	224	11,712	11,488	1.9	
10-61-3210	INSURANCE AND BONDS		6,387	20,435	14,048	31.3	
10-61-3810	DUES/MEMBERSHIPS/SUBSCRIPTIONS			500	500	.0	
10-61-3820	CONTINUING EDUCATION			3,800	3,800	.0	
10-61-3825	MEAL, MEETING, TRAVEL EXPENSE			1,000	1,000	.0	
10-61-4310	OFFICE SUPPLIES	59	59	500	441	11.8	
10-61-4311	STREET SUPPLIES		12	3,885	3,873	.3	
10-61-4330	COMPUTER SUPPORT & MAINTENANCE	1,624	8,944	29,791	20,847	30.0	
10-61-4350	SAFETY			10,000	10,000	.0	
10-61-4520	VEHICLE FUEL	528	1,822	11,160	9,338	16.3	
10-61-4530	VEHICLE & EQUIP AMORTIZATION	1,285	2,570	15,419	12,849	16.7	
10-61-4810	UNIFORMS		140	2,200	2,060	6.4	
10-61-4990	MISCELLANEOUS SUPPLIES	307	307	2,310	2,003	13.3	
10-61-5000	STREET SIGNS	158	2,597	14,910	12,313	17.4	
TOTAL STREETS / MAINTENANCE		25,603	75,374	783,100	707,726	9.6	
SNOW							
10-63-1100	REGULAR STAFF WAGES	3,820	11,571	(	11,571)	.0	
10-63-1102	OVERTIME	779	9,206	12,000	2,794	76.7	
10-63-1104	RETIREMENT	90	376	(	376)	.0	
10-63-1130	FICA/MEDICARE	330	1,546	(	1,546)	.0	
10-63-1150	UNEMPLOYMENT	9	41	(	41)	.0	
10-63-3173	REPAIRS & MAINTENANCE - EQUIPM	406	406	6,700	6,294	6.1	
10-63-4110	SUPPLIES	179	31,689	60,000	28,311	52.8	
10-63-4350	SAFETY		221	(	221)	.0	
10-63-4520	VEHICLE FUEL	1,689	1,689	1,100	(	589)	153.6
10-63-4530	VEHICLE & EQUIP AMORTIZATION	2,083	4,167	25,000	20,833	16.7	
TOTAL SNOW		9,387	60,912	104,800	43,888	58.1	

TOWN OF SEVERANCE
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>PUBLIC WORKS OVERHEAD</u>					
10-64-1102 OVERTIME			3,500	3,500	.0
10-64-3110 UTILITIES	2,699	3,838	26,049	22,211	14.7
10-64-3150 TELEPHONES & INTERNET	(150)				.0
10-64-3175 BUILDING REPAIRS & MAINTENANCE	548	3,987	20,000	16,013	19.9
10-64-3177 VEHICLE REPAIRS & MAINTENANCE	(75)				.0
10-64-3210 INSURANCE AND BONDS	(4)				.0
10-64-3690 MOSQUITO CONTROL			40,000	40,000	.0
10-64-3825 MEALS, MEETINGS AND TRAVEL			1,500	1,500	.0
10-64-3990 MISCELLANEOUS SERVICES	47	593	1,890	1,297	31.4
10-64-4310 OFFICE SUPPLIES	(153)				.0
10-64-4320 COMPUTER REPLACE./AUDIO VISUAL			10,600	10,600	.0
10-64-4520 VEHICLE FUEL			590	590	.0
10-64-4990 MISC SUPPLIES	393	393	3,360	2,967	11.7
10-64-5001 TORNADO SIRENS			945	945	.0
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TOTAL PUBLIC WORKS OVERHEAD	3,305	8,811	108,434	99,623	8.1
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TOWN OF SEVERANCE
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>PARKS / GREEN SPACE</u>					
10-65-1100 REGULAR STAFF WAGES	15,072	25,757	150,121	124,364	17.2
10-65-1101 PART-TIME STAFF WAGES			49,521	49,521	.0
10-65-1102 OVERTIME	134	348	2,800	2,452	12.4
10-65-1104 RETIREMENT	415	625	4,322	3,697	14.5
10-65-1130 FICA/MEDICARE	1,090	1,900	14,385	12,485	13.2
10-65-1140 WORKERS COMPENSATION		1,429	6,176	4,747	23.1
10-65-1150 UNEMPLOYMENT	30	52	416	364	12.6
10-65-1160 HEALTH & LIFE INSURANCE	3,661	6,070	34,393	28,323	17.7
10-65-1161 DISABILITY INSURANCE	400	400	2,821	2,421	14.2
10-65-3110 UTILITIES	1,199	2,984	20,370	17,386	14.7
10-65-3150 TELEPHONE/PAGERS	126	252	2,284	2,032	11.1
10-65-3171 VANDALISM	2,870	2,870	5,000	2,130	57.4
10-65-3172 TREE & LANDSCAPE MAINTENANCE			2,520	2,520	.0
10-65-3173 REPAIRS & MAINTENANCE - EQUIPM	468	624	25,900	25,276	2.4
10-65-3175 BUILDING REPAIRS & MAINTENANCE	48	780	10,100	9,320	7.7
10-65-3176 GROUNDS MAINTENANCE	307	307	21,025	20,718	1.5
10-65-3177 VEHICLE REPAIRS & MAINTENANCE	189	224	10,283	10,059	2.2
10-65-3210 INSURANCE AND BONDS	4	4,753	15,208	10,455	31.3
10-65-3810 DUES/MEMBERSHIPS/SUBSCRIPTIONS	350	350	350		100.0
10-65-3820 CONTINUING EDUCATION	68	68	2,900	2,832	2.3
10-65-3825 MEETING/MEALS/TRAVEL			1,000	1,000	.0
10-65-3990 SERVICES	2,100	2,100	2,000	(100)	105.0
10-65-4310 OFFICE SUPPLIES	59	59		(59)	.0
10-65-4330 COMPUTER SUPPORT & MAINTENANCE	2,784	10,104	30,951	20,847	32.6
10-65-4350 SAFETY			10,000	10,000	.0
10-65-4520 VEHICLE FUEL	470	957	10,960	10,003	8.7
10-65-4530 VEHICLE & EQUIP AMORTIZATION	243	486	2,919	2,433	16.7
10-65-4810 UNIFORMS			1,600	1,600	.0
10-65-4990 SUPPLIES	748	748	9,870	9,122	7.6
10-65-6000 TREE CITY USA	2,563	2,850	37,300	34,450	7.6
10-65-7990 OTHER SMALL EQUIPMENT			3,045	3,045	.0
TOTAL PARKS / GREEN SPACE	35,397	67,097	490,540	423,443	13.7

TOWN OF SEVERANCE
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>PLANNING</u>					
10-70-1100 REGULAR STAFF WAGES	11,732	20,578	170,202	149,624	12.1
10-70-1102 OVERTIME			100	100	.0
10-70-1104 RETIREMENT	352	617	2,028	1,411	30.4
10-70-1130 FICA/MEDICARE	889	1,571	13,020	11,449	12.1
10-70-1140 WORKERS COMPENSATION		893	3,860	2,967	23.1
10-70-1150 UNEMPLOYMENT	23	41	340	299	12.2
10-70-1160 HEALTH & LIFE INSURANCE	1,775	3,550	21,144	17,594	16.8
10-70-1161 DISABILITY INSURANCE	247	247	2,553	2,306	9.7
10-70-2400 ENGINEERING	4,732	4,732	60,000	55,268	7.9
10-70-2600 PLANNING SERVICES	1,238	4,358	45,000	40,642	9.7
10-70-2980 BUILDING INSPECTIONS & LICENSE	18,936	33,890	657,500	623,610	5.2
10-70-2990 OTHER PROFESSIONAL FEES			1,000	1,000	.0
10-70-3110 UTILITIES	74	74	787	713	9.4
10-70-3150 TELEPHONE	92	184	1,157	973	15.9
10-70-3210 INSURANCE AND BONDS		2,971	9,505	6,534	31.3
10-70-3810 DUES & MEMBERSHIPS			2,835	2,835	.0
10-70-3820 CONTINUING EDUCATION	668	1,563	3,000	1,437	52.1
10-70-3825 MEALS/MISCELLANEOUS/TRAVEL			1,000	1,000	.0
10-70-4099 DEVELOPER EXP.TO BE REIMBURSED	17,920	17,920	(	17,920)	.0
10-70-4310 OFFICE SUPPLIES		54	1,500	1,446	3.6
10-70-4330 COMPUTER SUPPORT			1,530	1,530	.0
10-70-4350 SAFETY			10,000	10,000	.0
10-70-4520 VEHICLE FUEL	22	26	2,190	2,164	1.2
10-70-4530 VEHICLE & EQUIP AMORTIZATION	165	330	1,980	1,650	16.7
10-70-4810 UNIFORMS			1,200	1,200	.0
10-70-4987 ECONOMIC DEVELOPMENT	3,118	4,777	1,015,000	1,010,223	.5
10-70-4989 TRAIL DEVELOPMENT	15,000	15,000	15,000		100.0
TOTAL PLANNING	76,984	113,377	2,043,431	1,930,054	5.6
TOTAL FUND EXPENDITURES	478,367	1,023,983	8,229,313	7,205,330	12.4
NET REVENUE OVER EXPENDITURES	921,576	799,707	(796,870)	(1,596,577)	100.4

TOWN OF SEVERANCE
BALANCE SHEET
FEBRUARY 28, 2025

CONSERVATION TRUST FUND

ASSETS

11-100000	CASH - COMBINED FUND		323,520	
	TOTAL ASSETS			323,520

LIABILITIES AND EQUITY

FUND EQUITY

	UNAPPROPRIATED FUND BALANCE:			
11-290000	FUND BALANCE	325,018		
	REVENUE OVER EXPENDITURES - YTD	(1,498)		
	BALANCE - CURRENT DATE		323,520	
	TOTAL FUND EQUITY			323,520
	TOTAL LIABILITIES AND EQUITY			323,520

TOWN OF SEVERANCE
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

CONSERVATION TRUST FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
REVENUE						
	<u>MISCELLANEOUS</u>					
11-36-3500	INTEREST AND DIVIDENDS	739	857	4,810	3,953	17.8
11-36-3550	CHANGE IN MARKET VALUE	(1,477)	(2,355)		2,355	.0
	TOTAL MISCELLANEOUS	(738)	(1,498)	4,810	6,308	(31.2)
	TOTAL FUND REVENUE	(738)	(1,498)	4,810	6,308	(31.2)
	NET REVENUE OVER EXPENDITURES	(738)	(1,498)	4,810	6,308	(31.2)

TOWN OF SEVERANCE
BALANCE SHEET
FEBRUARY 28, 2025

TRANSPORTATION FUND

ASSETS

12-100000	CASH - COMBINED FUND	4,075,540	
12-115000	ACCOUNTS RECEIVABLE	62,098	
	TOTAL ASSETS		4,137,638

LIABILITIES AND EQUITY

LIABILITIES

12-202000	ACCOUNTS PAYABLE	(575)	
	TOTAL LIABILITIES		(575)

FUND EQUITY

	UNAPPROPRIATED FUND BALANCE:		
12-290000	FUND BALANCE	3,964,794	
	REVENUE OVER EXPENDITURES - YTD	173,419	
	BALANCE - CURRENT DATE	4,138,213	
	TOTAL FUND EQUITY		4,138,213
	TOTAL LIABILITIES AND EQUITY		4,137,638

TOWN OF SEVERANCE
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

TRANSPORTATION FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
REVENUE						
	<u>IMPACT FEES</u>					
12-34-1000	TRANSPORTATION UTILITY FEE	62,722	125,239		(125,239)	.0
12-34-3000	TRANSPORTATION IMPACT FEE	36,450	66,825	800,000	733,175	8.4
	TOTAL IMPACT FEES	99,172	192,064	800,000	607,936	24.0
	<u>MISCELLANEOUS</u>					
12-36-3500	INTEREST AND DIVIDENDS	9,216	10,664	87,990	77,326	12.1
12-36-3550	CHANGE IN MARKET VALUE	(18,515)	(29,309)		29,309	.0
	TOTAL MISCELLANEOUS	(9,299)	(18,645)	87,990	106,635	(21.2)
	TOTAL FUND REVENUE	89,872	173,419	887,990	714,571	19.5

TOWN OF SEVERANCE
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

TRANSPORTATION FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
EXPENDITURES						
	<u>STREETS CAPITAL OUTLAY</u>					
12-61-7500	STREET IMPROVEMENTS			1,600,000	1,600,000	.0
	TOTAL STREETS CAPITAL OUTLAY			1,600,000	1,600,000	.0
	TOTAL FUND EXPENDITURES			1,600,000	1,600,000	.0
	NET REVENUE OVER EXPENDITURES	89,872	173,419	(712,010)	(885,429)	24.4

TOWN OF SEVERANCE
BALANCE SHEET
FEBRUARY 28, 2025

PARKS FUND

<u>ASSETS</u>			
13-100000	CASH - COMBINED FUND	511,177	
	TOTAL ASSETS		511,177
<u>LIABILITIES AND EQUITY</u>			
<u>FUND EQUITY</u>			
UNAPPROPRIATED FUND BALANCE:			
13-290000	FUND BALANCE	499,381	
	REVENUE OVER EXPENDITURES - YTD	11,796	
	BALANCE - CURRENT DATE	511,177	
	TOTAL FUND EQUITY		511,177
	TOTAL LIABILITIES AND EQUITY		511,177

TOWN OF SEVERANCE
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

		PARKS FUND				
		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
REVENUE						
<u>IMPACT FEES</u>						
13-34-7400	PARK IMPACT FEE	6,909	14,147		(14,147)	.0
	TOTAL IMPACT FEES	6,909	14,147		(14,147)	.0
<u>MISCELLANEOUS</u>						
13-36-3500	INTEREST AND DIVIDENDS	1,161	1,345	8,490	7,145	15.8
13-36-3550	CHANGE IN MARKET VALUE	(2,327)	(3,696)		3,696	.0
	TOTAL MISCELLANEOUS	(1,166)	(2,351)	8,490	10,841	(27.7)
	TOTAL FUND REVENUE	5,743	11,796	8,490	(3,306)	138.9
	NET REVENUE OVER EXPENDITURES	5,743	11,796	8,490	(3,306)	138.9

TOWN OF SEVERANCE
BALANCE SHEET
FEBRUARY 28, 2025

PUBLIC FACILITIES FUND

<u>ASSETS</u>			
14-100000	CASH – COMBINED FUND	644,567	
	TOTAL ASSETS		644,567
<u>LIABILITIES AND EQUITY</u>			
<u>FUND EQUITY</u>			
UNAPPROPRIATED FUND BALANCE:			
14-290000	FUND BALANCE	618,794	
	REVENUE OVER EXPENDITURES - YTD	25,773	
	BALANCE - CURRENT DATE	644,567	
	TOTAL FUND EQUITY		644,567
	TOTAL LIABILITIES AND EQUITY		644,567

TOWN OF SEVERANCE
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

PUBLIC FACILITIES FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
REVENUE						
	<u>IMPACT FEES</u>					
14-32-3000	GENERAL GOVERNMENT IMPACT FEE	15,666	28,721		(28,721)	.0
	TOTAL IMPACT FEES	15,666	28,721		(28,721)	.0
	<u>MISCELLANEOUS</u>					
14-36-3500	INTEREST AND DIVIDENDS	1,457	1,686	30,640	28,954	5.5
14-36-3550	CHANGE IN MARKET VALUE	(2,928)	(4,635)		4,635	.0
	TOTAL MISCELLANEOUS	(1,471)	(2,948)	30,640	33,588	(9.6)
	TOTAL FUND REVENUE	14,195	25,773	30,640	4,867	84.1
	NET REVENUE OVER EXPENDITURES	14,195	25,773	30,640	4,867	84.1

TOWN OF SEVERANCE
BALANCE SHEET
FEBRUARY 28, 2025

PUBLIC SAFETY FUND

<u>ASSETS</u>			
15-100000	CASH – COMBINED FUND	312,468	
	TOTAL ASSETS		312,468
<u>LIABILITIES AND EQUITY</u>			
<u>FUND EQUITY</u>			
UNAPPROPRIATED FUND BALANCE:			
15-290000	FUND BALANCE	305,666	
	REVENUE OVER EXPENDITURES - YTD	6,802	
	BALANCE - CURRENT DATE	312,468	
	TOTAL FUND EQUITY		312,468
	TOTAL LIABILITIES AND EQUITY		312,468

TOWN OF SEVERANCE
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

		PUBLIC SAFETY FUND				
		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
REVENUE						
<u>IMPACT FEES</u>						
15-32-3000	POLICE IMPACT FEE	4,494	8,239		(8,239)	.0
	TOTAL IMPACT FEES	4,494	8,239		(8,239)	.0
<u>MISCELLANEOUS</u>						
15-36-3500	INTEREST AND DIVIDENDS	709	822	7,660	6,838	10.7
15-36-3550	CHANGE IN MARKET VALUE	(1,422)	(2,258)		2,258	.0
	TOTAL MISCELLANEOUS	(713)	(1,437)	7,660	9,097	(18.8)
	TOTAL FUND REVENUE	3,781	6,802	7,660	858	88.8
	NET REVENUE OVER EXPENDITURES	3,781	6,802	7,660	858	88.8

TOWN OF SEVERANCE
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

		GRANTS FUND				
		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
REVENUE						
	<u>AWARDS</u>					
20-33-4600	STATE AWARDS			280,000	280,000	.0
	TOTAL AWARDS			280,000	280,000	.0
	TOTAL FUND REVENUE			280,000	280,000	.0

TOWN OF SEVERANCE
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

GRANTS FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
EXPENDITURES						
	<u>OUTLAYS</u>					
20-40-7500	CONSTRUCTION			559,976	559,976	.0
	TOTAL OUTLAYS			559,976	559,976	.0
	TOTAL FUND EXPENDITURES			559,976	559,976	.0
	NET REVENUE OVER EXPENDITURES			(279,976)	(279,976)	.0

TOWN OF SEVERANCE
BALANCE SHEET
FEBRUARY 28, 2025

FLEET FUND

ASSETS			
41-100000	CASH - COMBINED FUND	558,122	
	TOTAL ASSETS		558,122
LIABILITIES AND EQUITY			
FUND EQUITY			
UNAPPROPRIATED FUND BALANCE:			
41-290000	FUND BALANCE	543,182	
	REVENUE OVER EXPENDITURES - YTD	14,940	
	BALANCE - CURRENT DATE	558,122	
	TOTAL FUND EQUITY		558,122
	TOTAL LIABILITIES AND EQUITY		558,122

TOWN OF SEVERANCE
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

		FLEET FUND				
		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
REVENUE						
<u>CHARGES FOR SERVICES</u>						
41-34-2000	FLEET REPLACEMENT REVENUE	8,752	17,504	82,275	64,771	21.3
	TOTAL CHARGES FOR SERVICES	8,752	17,504	82,275	64,771	21.3
<u>MISCELLANEOUS</u>						
41-36-3500	INTEREST AND DIVIDENDS	1,267	1,467	10,510	9,043	14.0
41-36-3550	CHANGE IN MARKET VALUE	(2,540)	(4,031)		4,031	.0
	TOTAL MISCELLANEOUS	(1,273)	(2,564)	10,510	13,074	(24.4)
	TOTAL FUND REVENUE	7,479	14,940	92,785	77,845	16.1
	NET REVENUE OVER EXPENDITURES	7,479	14,940	92,785	77,845	16.1

TOWN OF SEVERANCE
BALANCE SHEET
FEBRUARY 28, 2025

WATER FUND

ASSETS

51-100000	CASH - COMBINED FUND	17,236,539	
51-115000	ACCOUNTS RECEIVABLE	198,627	
51-115002	MISCELLANEOUS WATER RECEIVABLE	982	
51-115005	PARTS INVENTORY	63,847	
51-115300	CONTRACT RECEIVABLE	1	
51-161000	LAND	294,759	
51-162100	ACCUMULATED DEPRECIATION	(1,718,205)	
51-163000	WATER SYSTEM	9,464,601	
51-164000	EQUIPMENT	181,884	
51-165000	CONSTRUCTION IN PROGRESS	4,596,673	
51-166000	WATER RIGHTS	35,151,374	
51-167000	WATER CAPACITY	4,880,334	
51-168000	BUILDINGS	1,010,077	
51-168500	NISP PROJECT	666,177	
TOTAL ASSETS			72,027,669

LIABILITIES AND EQUITY

LIABILITIES

51-202000	ACCOUNTS PAYABLE	81,149	
51-205000	RETAINAGE PAYABLE	259,668	
51-212000	ACCRUED COMPENSATED ABSENCES	16,089	
51-222000	HYDRANT METER DEPOSITS	3,500	
TOTAL LIABILITIES			360,406

FUND EQUITY

51-273000	CONTRIBUTED CAPITAL - DEVELOPM	6,848,000	
UNAPPROPRIATED FUND BALANCE:			
51-290000	RETAINED EARNINGS	64,942,404	
	REVENUE OVER EXPENDITURES - YTD	(123,141)	
BALANCE - CURRENT DATE		64,819,263	
TOTAL FUND EQUITY			71,667,263
TOTAL LIABILITIES AND EQUITY			72,027,669

TOWN OF SEVERANCE
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

		WATER FUND				
		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
REVENUE						
<u>CHARGES FOR SERVICES</u>						
51-34-1000	WATER UTILITY	196,468	392,888	2,783,921	2,391,033	14.1
	TOTAL CHARGES FOR SERVICES	196,468	392,888	2,783,921	2,391,033	14.1
<u>RESTRICTED</u>						
51-35-6500	RAW WATER ACQUISITION FEE	118,800	118,800		(118,800)	.0
51-35-7150	WATER UTILITY IMPACT FEE	101,850	135,800	1,800,000	1,664,200	7.5
	TOTAL RESTRICTED	220,650	254,600	1,800,000	1,545,400	14.1
<u>MISCELLANEOUS</u>						
51-36-2000	WATER PIT/METER SET FEE	2,334	3,111	10,000	6,889	31.1
51-36-3500	INTEREST AND DIVIDENDS	39,045	45,194	336,860	291,666	13.4
51-36-3550	CHANGE IN MARKET VALUE	(78,372)	(124,214)		124,214	.0
	TOTAL MISCELLANEOUS	(36,993)	(75,908)	346,860	422,768	(21.9)
	TOTAL FUND REVENUE	380,124	571,579	4,930,781	4,359,202	11.6

TOWN OF SEVERANCE
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

WATER FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
EXPENDITURES						
ADMINISTRATION						
51-81-1100	REGULAR STAFF WAGES	3,539	6,741	47,570	40,829	14.2
51-81-1102	OVERTIME			100	100	.0
51-81-1104	RETIREMENT	106	202	2,154	1,952	9.4
51-81-1130	FICA/MEDICARE	271	516	3,706	3,190	13.9
51-81-1140	WORKERS COMPENSATION		179	772	593	23.1
51-81-1150	UNEMPLOYMENT	7	13	158	145	8.5
51-81-1160	HEALTH & LIFE INSURANCE	699	1,581	12,392	10,811	12.8
51-81-1161	DISABILITY INSURANCE	37	37	1,159	1,122	3.2
51-81-3162	CC FEES	3,541	9,052	21,000	11,948	43.1
51-81-3320	PRINTING		21	1,500	1,479	1.4
51-81-4345	MAILING SERVICE	993	3,293	11,600	8,307	28.4
51-81-5000	UTILITY BILL ADJUSTMENTS			10	10	.0
TOTAL ADMINISTRATION		9,193	21,635	102,121	80,486	21.2

TOWN OF SEVERANCE
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

WATER FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>WATER OPERATIONS</u>					
51-82-1100 REGULAR STAFF WAGES	21,801	41,478	332,943	291,465	12.5
51-82-1102 OVERTIME	586	870	5,000	4,130	17.4
51-82-1104 RETIREMENT	758	1,415	13,443	12,028	10.5
51-82-1130 FICA/MEDICARE	1,641	3,143	26,583	23,440	11.8
51-82-1140 WORKERS COMPENSATION		1,675	7,238	5,563	23.1
51-82-1150 UNEMPLOYMENT	45	85	541	456	15.7
51-82-1160 HEALTH & LIFE INSURANCE	3,501	7,547	55,235	47,688	13.7
51-82-1161 DISABILITY INSURANCE	466	466	5,212	4,746	8.9
51-82-2100 LEGAL FEES			20,000	20,000	.0
51-82-2400 ENGINEERING	3,839	3,839	10,000	6,161	38.4
51-82-2410 WATER SYSTEM IMPROVE. PERMIT			600	600	.0
51-82-2900 OTHER PROFESSIONAL FEES	825	1,650	10,000	8,350	16.5
51-82-3110 UTILITIES	2,261	2,494	15,897	13,403	15.7
51-82-3150 TELEPHONE	162	324	2,721	2,397	11.9
51-82-3173 REPAIRS & MAINTENANCE - EQUIPM	411	567	5,800	5,233	9.8
51-82-3175 BUILDING REPAIRS & MAINTENANCE			600	600	.0
51-82-3177 VEHICLE REPAIRS & MAINTENANCE	59	59	6,733	6,674	.9
51-82-3178 SYSTEM REPAIR & MAINTENANCE			30,000	30,000	.0
51-82-3200 SAMPLING/TESTING		215	1,100	885	19.6
51-82-3210 INSURANCE AND BONDS		6,164	19,722	13,558	31.3
51-82-3810 DUES/MEMBERSHIPS/SUBSCRIPTIONS		1,050	600	(450)	175.0
51-82-3820 CONTINUING EDUCATION			3,300	3,300	.0
51-82-3825 MEETING/MEALS/TRAVEL			250	250	.0
51-82-3990 OTHER SERVICES		237	5,900	5,663	4.0
51-82-4120 WATER SYSTEM SUPPLIES	1,441	1,769	2,100	331	84.3
51-82-4130 METER SET SUPPLIES	727	2,749	55,000	52,251	5.0
51-82-4310 OFFICE SUPPLIES	59	59	100	41	58.8
51-82-4320 COMPUTER REPLACE./AUDIO VISUAL			4,300	4,300	.0
51-82-4330 COMPUTER SUPPORT & MAINTENANCE	2,349	9,827	31,621	21,794	31.1
51-82-4520 VEHICLE FUEL	321	727	11,020	10,293	6.6
51-82-4530 VEHICLE & EQUIP AMORTIZATION	147	295	1,769	1,474	16.7
51-82-4810 UNIFORMS			1,850	1,850	.0
51-82-4850 UNANTICIPATED EXP/CONTINGENCY	7,515	7,515	20,000	12,485	37.6
51-82-4990 MISCELLANEOUS SUPPLIES	800	2,109	4,300	2,191	49.1
51-82-4995 WATER TREATMENT & DISTRIBUTION	62,315	138,396	1,155,000	1,016,604	12.0
51-82-4997 WATER SHARE ASSESSMENTS	15,400	15,400	114,900	99,500	13.4
51-82-7000 CAPITAL OUTLAY			41,250	41,250	.0
51-82-7990 OTHER SMALL EQUIPMENT			2,500	2,500	.0
TOTAL WATER OPERATIONS	127,429	252,121	2,025,128	1,773,007	12.5
<u>WATER CAPITAL</u>					
51-83-2400 ENGINEERING			5,000	5,000	.0
51-83-7000 CAPITAL OUTLAY			175,000	175,000	.0
51-83-7500 CONSTRUCTION	2,645	2,645	884,000	881,355	.3
TOTAL WATER CAPITAL	2,645	2,645	1,064,000	1,061,355	.3

TOWN OF SEVERANCE
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

WATER FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>LOCAL PLANT INVESTMENT EXPENSE</u>					
51-84-7530 PROFESSIONAL SERVICES			125,000	125,000	.0
51-84-7540 NORTHERN INTEGRATED SUPPLY	819	418,319	500,000	81,681	83.7
51-84-7550 SYSTEM IMPROVEMENTS			1,300,000	1,300,000	.0
TOTAL LOCAL PLANT INVESTMENT EXPENS	819	418,319	1,925,000	1,506,681	21.7
TOTAL FUND EXPENDITURES	140,086	694,720	5,116,249	4,421,529	13.6
NET REVENUE OVER EXPENDITURES	240,039	(123,141)	(185,468)	(62,327)	(66.4)

TOWN OF SEVERANCE
BALANCE SHEET
FEBRUARY 28, 2025

WASTEWATER FUND

ASSETS

52-100000	CASH - COMBINED FUND	14,432,751	
52-115000	ACCOUNTS RECEIVABLE	132,240	
52-115002	MISCELLANEOUS RECEIVABLE	111,517	
52-115300	CONTRACT RECEIVABLE	(1)	
52-162100	ACCUMULATED DEPRECIATION	(3,965,434)	
52-163000	SEWER SYSTEM	18,553,512	
52-164000	EQUIPMENT	173,233	
52-165000	CONSTRUCTION IN PROGRESS	111,005	
52-168000	BUILDINGS	653,477	
TOTAL ASSETS			30,202,300

LIABILITIES AND EQUITY

LIABILITIES

52-202000	ACCOUNTS PAYABLE	63,448	
52-212000	ACCRUED COMPENSATED ABSENCES	13,904	
TOTAL LIABILITIES			77,353

FUND EQUITY

UNAPPROPRIATED FUND BALANCE:			
52-290000	RETAINED EARNINGS	29,934,398	
	REVENUE OVER EXPENDITURES - YTD	190,550	
BALANCE - CURRENT DATE		30,124,947	
TOTAL FUND EQUITY			30,124,947
TOTAL LIABILITIES AND EQUITY			30,202,300

TOWN OF SEVERANCE
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

		WASTEWATER FUND				
		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
REVENUE						
<u>CHARGES FOR SERVICES</u>						
52-34-1000	WASTEWATER UTILITY	138,192	270,414	1,535,341	1,264,927	17.6
	TOTAL CHARGES FOR SERVICES	138,192	270,414	1,535,341	1,264,927	17.6
<u>RESTRICTED</u>						
52-35-7100	WASTEWATER UTILITY IMPACT FEE	88,776	162,756	1,750,000	1,587,244	9.3
	TOTAL RESTRICTED	88,776	162,756	1,750,000	1,587,244	9.3
<u>MISCELLANEOUS</u>						
52-36-3500	INTEREST AND DIVIDENDS	32,830	38,030	303,560	265,530	12.5
52-36-3550	CHANGE IN MARKET VALUE	(65,755)	(104,524)		104,524	.0
	TOTAL MISCELLANEOUS	(32,925)	(66,494)	303,560	370,054	(21.9)
	TOTAL FUND REVENUE	194,043	366,676	3,588,901	3,222,225	10.2

TOWN OF SEVERANCE
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

WASTEWATER FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
EXPENDITURES						
WASTEWATER ADMINISTRATION						
52-81-1100	REGULAR STAFF WAGES	2,212	4,213	13,946	9,733	30.2
52-81-1102	OVERTIME			100	100	.0
52-81-1104	RETIREMENT	66	126	1,346	1,220	9.4
52-81-1130	FICA/MEDICARE	169	323	2,316	1,993	13.9
52-81-1140	WORKERS COMPENSATION		112	483	371	23.1
52-81-1150	UNEMPLOYMENT	4	8	28	20	30.1
52-81-1160	HEALTH & LIFE INSURANCE	437	965	7,206	6,241	13.4
52-81-1161	DISABILITY INSURANCE	23	23	454	431	5.0
52-81-3162	CC FEES	3,541	9,052	21,000	11,948	43.1
52-81-3320	PRINTING		21	1,500	1,479	1.4
52-81-4345	MAILING SERVICE	993	3,293	8,400	5,107	39.2
52-81-5000	UTILITY BILL ADJUSTMENTS			10	10	.0
TOTAL WASTEWATER ADMINISTRATION		7,446	18,136	56,789	38,653	31.9

TOWN OF SEVERANCE
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

WASTEWATER FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>WASTEWATER OPERATIONS</u>					
52-82-1100 REGULAR STAFF WAGES	19,434	37,081	329,180	292,099	11.3
52-82-1102 OVERTIME	586	870	4,700	3,830	18.5
52-82-1104 RETIREMENT	688	1,285	12,537	11,252	10.3
52-82-1130 FICA/MEDICARE	1,470	2,820	24,363	21,543	11.6
52-82-1140 WORKERS COMPENSATION		1,541	6,659	5,118	23.1
52-82-1150 UNEMPLOYMENT	40	76	596	520	12.8
52-82-1160 HEALTH & LIFE INSURANCE	3,169	6,975	50,307	43,332	13.9
52-82-1161 DISABILITY INSURANCE	423	423	4,345	3,922	9.7
52-82-2100 LEGAL FEES			10,000	10,000	.0
52-82-2400 ENGINEERING			10,000	10,000	.0
52-82-2410 DISCHARGE PERMIT FEES			500	500	.0
52-82-2900 OTHER PROFESSIONAL FEES	825	1,650	12,000	10,350	13.8
52-82-3110 UTILITIES	892	3,776	41,365	37,589	9.1
52-82-3150 TELEPHONE	151	302	2,455	2,153	12.3
52-82-3173 REPAIRS & MAINTENANCE - EQUIPM	411	567	5,800	5,233	9.8
52-82-3177 VEHICLE REPAIRS & MAINTENANCE	59	59	4,612	4,553	1.3
52-82-3178 SYSTEM REPAIR & MAINTENANCE		87	8,000	7,913	1.1
52-82-3200 SAMPLING/TESTING	435	435	4,800	4,365	9.1
52-82-3210 INSURANCE AND BONDS		5,495	17,584	12,089	31.3
52-82-3290 OTHER TREATMENT COSTS	23,325	23,325	225,400	202,075	10.4
52-82-3810 DUES/MEMBERSHIPS/SUBSCRIPTIONS			1,600	1,600	.0
52-82-3820 CONTINUING EDUCATION			3,100	3,100	.0
52-82-3825 MEALS/MISCELLANEOUS/TRAVEL			250	250	.0
52-82-3990 OTHER SERVICES	88	657	8,000	7,343	8.2
52-82-4120 SYSTEM SUPPLIES		3,815	20,000	16,185	19.1
52-82-4320 COMPUTER REPLACE./AUDIO VISUAL			4,300	4,300	.0
52-82-4330 COMPUTER SUPPORT & MAINTENANCE	2,349	9,827	31,621	21,794	31.1
52-82-4520 VEHICLE FUEL	321	727	10,770	10,043	6.8
52-82-4530 VEHICLE & EQUIP AMORTIZATION	147	295	1,769	1,474	16.7
52-82-4810 UNIFORMS			1,700	1,700	.0
52-82-4850 UNANTICIPATED EXP/CONTINGENCY			20,000	20,000	.0
52-82-4990 MISCELLANEOUS SUPPLIES	59	1,151	3,000	1,849	38.4
52-82-7000 CAPITAL OUTLAY			20,625	20,625	.0
TOTAL WASTEWATER OPERATIONS	54,872	103,239	901,938	798,699	11.5
<u>WASTEWATER CAPITAL</u>					
52-83-7000 CAPITAL OUTLAY	976	976	36,000	35,024	2.7
52-83-7500 CONSTRUCTION	53,775	53,775	200,000	146,225	26.9
TOTAL WASTEWATER CAPITAL	54,751	54,751	236,000	181,249	23.2

TOWN OF SEVERANCE
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

		WASTEWATER FUND				
		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>WASTEWATER INVESTMENT EXPENSE</u>						
52-84-7500	CONSTRUCTION			374,000	374,000	.0
52-84-7550	SYSTEM IMPROVEMENTS			1,750,000	1,750,000	.0
TOTAL WASTEWATER INVESTMENT EXPEN				2,124,000	2,124,000	.0
TOTAL FUND EXPENDITURES		117,069	176,126	3,318,727	3,142,601	5.3
NET REVENUE OVER EXPENDITURES		76,974	190,550	270,174	79,624	70.5

TOWN OF SEVERANCE
BALANCE SHEET
FEBRUARY 28, 2025

STORMWATER FUND

ASSETS

53-100000	CASH - COMBINED FUND	1,724,000	
53-115000	ACCOUNTS RECEIVABLE	24,781	
53-162100	ACCUMULATED DEPRECIATION	(1,050,412)	
53-163000	STORM DRAINAGE SYSTEM	9,750,163	
53-164000	VEHICLES & EQUIPMENT	86,490	
	TOTAL ASSETS		10,535,022

LIABILITIES AND EQUITY

LIABILITIES

53-202000	ACCOUNTS PAYABLE	(2,111)	
53-212000	ACCRUED COMPENSATED ABSENCES	2,979	
	TOTAL LIABILITIES		868

FUND EQUITY

53-273000	CONTRIBUTED CAPITAL	4,113,680	
	UNAPPROPRIATED FUND BALANCE:		
53-290000	RETAINED EARNINGS	6,388,641	
	REVENUE OVER EXPENDITURES - YTD	31,832	
	BALANCE - CURRENT DATE	6,420,474	
	TOTAL FUND EQUITY		10,534,153
	TOTAL LIABILITIES AND EQUITY		10,535,022

TOWN OF SEVERANCE
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

		STORMWATER FUND				
		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
REVENUE						
<u>CHARGES FOR SERVICES</u>						
53-34-1000	STORMWATER UTILITY FEE	25,387	49,685	254,575	204,890	19.5
	TOTAL CHARGES FOR SERVICES	25,387	49,685	254,575	204,890	19.5
<u>MISCELLANEOUS</u>						
53-36-3500	INTEREST AND DIVIDENDS	3,918	4,538	37,670	33,132	12.1
53-36-3550	CHANGE IN MARKET VALUE	(7,851)	(12,473)		12,473	.0
	TOTAL MISCELLANEOUS	(3,933)	(7,935)	37,670	45,605	(21.1)
	TOTAL FUND REVENUE	21,454	41,750	292,245	250,495	14.3

TOWN OF SEVERANCE
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

STORMWATER FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
EXPENDITURES						
ADMINISTRATION						
53-81-1100	REGULAR STAFF WAGES	1,327	2,528	8,368	5,840	30.2
53-81-1102	OVERTIME			100	100	.0
53-81-1104	RETIREMENT	40	76	808	732	9.4
53-81-1130	FICA/MEDICARE	102	193	1,390	1,197	13.9
53-81-1140	WORKERS COMPENSATION		67	290	223	23.1
53-81-1150	UNEMPLOYMENT	3	5	17	12	29.8
53-81-1160	HEALTH & LIFE INSURANCE	262	524	4,324	3,800	12.1
53-81-1161	DISABILITY INSURANCE	14	14	272	258	5.0
53-81-5000	UTILITY BILL ADJUSTMENTS			10	10	.0
TOTAL ADMINISTRATION		1,747	3,407	15,579	12,172	21.9
STORMWATER OPERATIONS						
53-82-1100	REGULAR STAFF WAGES	1,874	3,569	24,362	20,793	14.7
53-82-1102	OVERTIME			1,000	1,000	.0
53-82-1104	RETIREMENT	56	107	1,575	1,468	6.8
53-82-1130	FICA/MEDICARE	137	265	3,863	3,598	6.9
53-82-1140	WORKERS COMPENSATION		89	386	297	23.1
53-82-1150	UNEMPLOYMENT	4	7	49	42	14.5
53-82-1160	HEALTH & LIFE INSURANCE	240	1,245	9,511	8,266	13.1
53-82-1161	DISABILITY INSURANCE	35	35	757	722	4.7
53-82-2410	STORMWATER PERMITS			500	500	.0
53-82-3150	TELEPHONE	28	56	1,101	1,045	5.1
53-82-3173	REPAIRS & MAINTENANCE - EQUIPM			3,600	3,600	.0
53-82-3210	INSURANCE AND BONDS		520	1,664	1,144	31.2
53-82-3820	CONTINUING EDUCATION			100	100	.0
53-82-4520	VEHICLE FUEL	(1,092)	616	870	254	70.9
53-82-4810	UNIFORMS			100	100	.0
TOTAL STORMWATER OPERATIONS		1,283	6,510	49,438	42,928	13.2
TOTAL FUND EXPENDITURES		3,030	9,918	65,017	55,099	15.3
NET REVENUE OVER EXPENDITURES		18,424	31,832	227,228	195,396	14.0

TOWN OF SEVERANCE
BALANCE SHEET
FEBRUARY 28, 2025

CAPITAL PROJECTS

ASSETS

75-100000	CASH – COMBINED FUND	(1,155,894)	
	TOTAL ASSETS		(1,155,894)

LIABILITIES AND EQUITY

LIABILITIES

75-202000	ACCOUNTS PAYABLE	64,447	
75-205000	RETAINAGE PAYABLE	160,937	
	TOTAL LIABILITIES		225,384

FUND EQUITY

	UNAPPROPRIATED FUND BALANCE:		
75-290000	FUND BALANCE	(1,106,931)	
	REVENUE OVER EXPENDITURES - YTD	(274,346)	
	BALANCE - CURRENT DATE	(1,381,277)	
	TOTAL FUND EQUITY		(1,381,277)
	TOTAL LIABILITIES AND EQUITY		(1,155,894)

TOWN OF SEVERANCE
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 28, 2025

		CAPITAL PROJECTS				
		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
EXPENDITURES						
PUBLIC SAFETY - CIP						
75-51-7500	CONSTRUCTION	19,141	19,141		(19,141)	.0
75-51-7550	VEHICLES	127,834	139,750		(139,750)	.0
TOTAL PUBLIC SAFETY - CIP		146,975	158,891		(158,891)	.0
GENERAL FUND						
75-75-2400	ENGINEERING	2,098	2,098	205,000	202,903	1.0
75-75-5570	CONSERVATION			128,156	128,156	.0
75-75-7000	CAPITAL OUTLAY	8,004	56,350	3,398,774	3,342,424	1.7
75-75-7500	CONSTRUCTION	56,937	57,008	3,351,638	3,294,630	1.7
75-75-7750	ROW			50,000	50,000	.0
TOTAL GENERAL FUND		67,038	115,455	7,133,568	7,018,112	1.6
TOTAL FUND EXPENDITURES		214,014	274,346	7,133,568	6,859,221	3.9
NET REVENUE OVER EXPENDITURES		(214,014)	(274,346)	(7,133,568)	(6,859,221)	(3.9)

TOWN OF SEVERANCE
BALANCE SHEET
FEBRUARY 28, 2025

GENERAL FIXED ASSET GROUP

ASSETS

80-160000	CONSTRUCTION IN PROGRESS	2,423,785	
80-161000	LAND	1,645,621	
80-162000	BUILDINGS	2,711,279	
80-163000	IMPROVEMENTS OTHER THAN BUILDI	38,224,189	
80-164000	MACHINERY AND EQUIPMENT	1,548,340	
80-165000	VEHICLES	1,307,865	
80-169999	ACCUMULATED DEPRECIATION	(8,906,902)	
TOTAL ASSETS			38,954,177

LIABILITIES AND EQUITY

FUND EQUITY

80-280000	INVESTMENTS IN FIXED ASSETS	38,954,177	
TOTAL FUND EQUITY			38,954,177
TOTAL LIABILITIES AND EQUITY			38,954,177

TOWN OF SEVERANCE
BALANCE SHEET
FEBRUARY 28, 2025

GENERAL LONG-TERM DEBT GROUP

ASSETS			
90-170000	AMOUNT TO BE PROVIDED	130,788	
	TOTAL ASSETS		130,788
LIABILITIES AND EQUITY			
LIABILITIES			
90-250000	ACCRUED LEAVE	129,904	
90-252000	CAPITAL LEASE PAYABLE	883	
	TOTAL LIABILITIES		130,788
	TOTAL LIABILITIES AND EQUITY		130,788

TOWN OF SEVERANCE
PAYMENT APPROVAL REPORT
2/1/25 - 2/28/25

Vendor Name	Invoice Number	Description	Amount Paid
Amazon Capital Services	1XR4-CQVW-KTYW	Keyboard	\$ 53.99
Amazon Capital Services	1XR4-CQVW-KTYW	Dry Erase Board	\$ 80.25
Amazon Capital Services	1XR4-CQVW-KTYW	Charcuterie Board	\$ 109.95
Amazon Capital Services	1XR4-CQVW-KTYW	Microphone Stand	\$ 15.99
Amazon Capital Services	1XR4-CQVW-KTYW	Printer	\$ 224.89
Amazon Capital Services	1XR4-CQVW-KTYW	Hearts in the Parks Supplies	\$ 89.40
Amazon Capital Services	1JMR-P61H-P6HF	Command Strips	\$ 9.79
Amazon Capital Services	1JMR-P61H-P6HF	Plastic Squeezable Dropper Bottle	\$ 5.86
Amazon Capital Services	1JMR-P61H-P6HF	Notary supplies	\$ 35.03
Amazon Capital Services	1JMR-P61H-P6HF	Tape Measure, Sticky notes, Battery organizer, Hole punch	\$ 47.87
Amazon Capital Services	1XR4-CQVW-KTYW	Carbon Monoxide Detector	\$ 36.58
Amazon Capital Services	1XR4-CQVW-KTYW	Tower Fan	\$ 35.91
Amazon Capital Services	1XR4-CQVW-KTYW	Water Filter	\$ 111.95
Amazon Capital Services	1XR4-CQVW-KTYW	Tape for roof & gutters	\$ 74.98
Amazon Capital Services	1XR4-CQVW-KTYW	Charcuterie Board	\$ 72.95
Amazon Capital Services	1XR4-CQVW-KTYW	Marking Flags	\$ 11.95
Applied Concepts, Inc.	451250	Stalker Radars	\$ 29,884.00
Ascent Broadband, LLC	FF37CBD2-0007	PW Internet Service - SCADA	\$ 150.00
Ausmus Law Firm PC	9263	Contract prosecution for the month of February 2025	\$ 850.00
Axon Enterprise, Inc.	INUS322083	Axon Interview - Installation - Standard	\$ 3,725.00
Ayres Associates Inc.	220672	General Planning Services	\$ 3,120.20
Ayres Associates Inc.	220866	Planning Services - Cust# 265 - Black Hollow Sun II	\$ 2,100.00
Banner Occupational Health Clinics	877412	JAN 25 SVCS	\$ 359.75
Baseline Associates, Inc.	5008	Pre-Employment - 25-0066	\$ 180.00
BearCom	5854857	#230 REPLACEMENT LIGHTS	\$ 400.00
City of Loveland	11400262	Half Day Training	\$ 300.00
Code 4 Security Services, LLC	2025-0299	Court Security	\$ 199.75
Colorado Civil Group Inc.	0042.0000.00-96	General Services	\$ 958.76
Colorado Civil Group Inc.	0042.0000.01-04	General Engineering GIS	\$ 217.50
Colorado Civil Group Inc.	0042.0000.09-34	General Engineering Water Fund	\$ 2,701.00
Colorado Civil Group Inc.	0042.0000.11-35	Pending Projects	\$ 290.00
Colorado Civil Group Inc.	0042.0000.12-05	HUTF	\$ 3,003.13
Colorado Civil Group Inc.	0042.0000.21-19	Design Criteria-Const.Standard	\$ 262.50
Colorado Civil Group Inc.	0042.0001.08-50	#276 Tailholt 4F Medody Homes	\$ 258.13
Colorado Civil Group Inc.	0042.0001.12-18	#286 Waterfowl Way Ext	\$ 1,579.39
Colorado Civil Group Inc.	0042.0002.07-35	#183 Hidden Valley Farm F6 FP	\$ 258.13
Colorado Civil Group Inc.	0042.0009.03-50	#193 Severance South WinDance	\$ 8,095.02
Colorado Civil Group Inc.	0042.0014.03-22	#233 Northgate Lake PreliminaryPlat	\$ 3,537.51
Colorado Civil Group Inc.	0042.0024.01-06	#307 Bower North Annexation	\$ 40.63
Colorado Civil Group Inc.	0042.0506.03-17	W-2801 Water Treatment Plant	\$ 162.50
Colorado Civil Group Inc.	0042.0506.05-21	W-2101 Water Tank	\$ 2,645.00
Colorado Civil Group Inc.	0042.0506.12-07	NWCWD Coordination	\$ 975.01
Colorado Civil Group Inc.	0042.0507.00-63	WW-2004 Wastewater Master Plan	\$ 976.27
Comcast	0007882 0225	10000 E Harmony Rd	\$ 270.63
Comcast	232957177	PD Internet	\$ 449.21
Comcast	232957177	PW Internet	\$ 299.36
Comcast	232957177	Town Hall Internet	\$ 449.21
Core & Main LP	W418779	H10895 3/4 RUBBER MTR WASHER	\$ 201.00
Core & Main LP	W418779	5'0 5601 AP CURB BOX W/ROD"	\$ 419.50
Core & Main LP	W418779	76100Q 3/4 Q COMP CURB STOP NO LEAD	\$ 628.55
Core & Main LP	W418714	1 RUBBER MTR WASHER	\$ 30.00
Core & Main LP	W395511	MUELLER HYD REP KIT A301 5-1/4	\$ 393.26
Daniel Defense LLC	DD488460	DDM4V7K	\$ 6,289.92
DBC Irrigation Supply	S5770543.001	Community Gardens supplies/Activity code #26 Prog-Park1	\$ 804.23
Dean Contracting, Inc.	3117-1	Severance Police Dept Fence and Gates/ PW2301 ACT #121	\$ 29,095.00
Direct Discharge Consulting, LLC	2854	ORC Services	\$ 1,650.00
EAS Tire & Auto LLC	35168	#220 Inspection	\$ 75.00
EAS Tire & Auto LLC	35179	#209 Oil Change	\$ 66.96
ELAN Corporate Payment Systems	8100 0125	CO SECRETARY STATE FEE notary	\$ 10.00
ELAN Corporate Payment Systems	8100 0125	GIH*GLOBALINDUSTRIALEQ	\$ 584.11
ELAN Corporate Payment Systems	8100 0125	AUTOPLEX - LOVELAND	\$ 1,100.00
ELAN Corporate Payment Systems	8100 0125	AUTOPLEX - LOVELAND	\$ 1,099.99
ELAN Corporate Payment Systems	8100 0125	BANNER OCC HEALTH SVCS TOS Staff Wellness Fair	\$ 1,220.00
ELAN Corporate Payment Systems	8100 0125	OPENAI *CHATGPT SUBSCR Monthly Subscription	\$ 20.00
ELAN Corporate Payment Systems	8100 0125	PALOMINO MEXICAN RESTAURA Management Team Meeting	\$ 180.40
ELAN Corporate Payment Systems	8100 0125	ME-WINDSOR-MICROS Staff team building	\$ 55.69
ELAN Corporate Payment Systems	8100 0125	MILE HIGH SHOOTING ACCESS Training ammo	\$ 1,493.30

TOWN OF SEVERANCE
PAYMENT APPROVAL REPORT
2/1/25 - 2/28/25

Vendor Name	Invoice Number	Description	Amount Paid
ELAN Corporate Payment Systems	8100 0125	BADGEANDWALLET.COM 3 new SPD badges for new officers	\$ 580.50
ELAN Corporate Payment Systems	8100 0125	BATTERIES PLUS - #0835 Unit #337 batteries	\$ 410.00
ELAN Corporate Payment Systems	8100 0125	EZCATER*TOKYO JOES Town Council meal 1/14/25	\$ 314.90
ELAN Corporate Payment Systems	8100 0125	HILTON ADVPURCH8002367113 CML Mayor's Summit	\$ 262.98
ELAN Corporate Payment Systems	8100 0125	OPENAI *CHATGPT SUBSCR AI	\$ 20.00
ELAN Corporate Payment Systems	8100 0125	RIVERA DE CHAPALA manager/Mayor lunch	\$ 64.96
ELAN Corporate Payment Systems	8100 0125	APA Continuing Ed	\$ 895.00
ELAN Corporate Payment Systems	8100 0125	TEMPLEPUBLI PD employment ads	\$ 1,580.00
ELAN Corporate Payment Systems	8100 0125	MAD GREENS B Planning Commission meal 1/15/25	\$ 221.29
ELAN Corporate Payment Systems	8100 0125	HILTON HOTELS Hotel for training	\$ 378.12
ELAN Corporate Payment Systems	8100 0125	DROPBOX FAX MONTHLY Monthly Subscription	\$ 29.97
ELAN Corporate Payment Systems	8100 0125	HOMEDEPOT.COM blinds for front window	\$ 71.04
ELAN Corporate Payment Systems	8100 0125	WAL-MART #4599 Town Council beverages	\$ 46.98
ELAN Corporate Payment Systems	8100 0125	WAL-MART #4599 Misc office supplies	\$ 28.18
ELAN Corporate Payment Systems	8100 0125	BASS PRO CATALOG U.S. Weapons cleaning supplies. Large order.	\$ 9.62
ELAN Corporate Payment Systems	8100 0125	BASS PRO CATALOG U.S. Weapons cleaning supplies. Large order.	\$ 1,238.53
ELAN Corporate Payment Systems	8100 0125	BASS PRO CATALOG U.S. Weapons cleaning supplies. Large order.	\$ 928.00
ELAN Corporate Payment Systems	8100 0125	BASS PRO CATALOG U.S. Weapons cleaning supplies. Large order.	\$ 162.96
ELAN Corporate Payment Systems	8100 0125	AMAZON MKTPL*ZD6KW9PF1 Personal Charge Reimbursed	\$ 48.41
ELAN Corporate Payment Systems	8100 0125	AMAZON MKTPL*Z53U68RO2 Personal Charge Reimbursed	\$ 21.59
ELAN Corporate Payment Systems	8100 0125	MURDOCH'S RANCH&HOME #25 Insulated bibs bought for Cisco	\$ 139.99
ELAN Corporate Payment Systems	8100 0125	CANVA* I04392-55631419 Canva subscription	\$ 119.40
ELAN Corporate Payment Systems	8100 0125	SQ *BORDERTOWN HOLSTERS Duty holster	\$ 157.50
ELAN Corporate Payment Systems	8100 0125	AMAZON MKTPL*ZD1HD2KR0 Personal Charge Reimbursed	\$ 38.64
ELAN Corporate Payment Systems	8100 0125	AMAZON MKTPL*Z59UL08Y2 Personal Charge Reimbursed	\$ 10.92
ELAN Corporate Payment Systems	8100 0125	BASS PRO CATALOG U.S. Weapons cleaning supplies. Large order.	\$ 112.23
ELAN Corporate Payment Systems	8100 0125	4IMPRINT, INC Event Items	\$ 1,646.25
ELAN Corporate Payment Systems	8100 0125	RIVERA DE CHAPALA Finance Welcome Luncheon	\$ 129.00
ELAN Corporate Payment Systems	8100 0125	AWARD ALLIANCE LLC Redo of plaques for Fransen Pittman employees	\$ 30.00
ELAN Corporate Payment Systems	8100 0125	BASS PRO CATALOG U.S. Weapons cleaning supplies. Large order.	\$ 247.43
ELAN Corporate Payment Systems	8100 0125	BASS PRO CATALOG U.S. Weapons cleaning supplies. Large order.	\$ 299.28
ELAN Corporate Payment Systems	8100 0125	BASS PRO CATALOG U.S. Weapons cleaning supplies. Large order.	\$ 101.29
ELAN Corporate Payment Systems	8100 0125	TECALEMIT INC. New fuel fobs for new vehicles as they arrive.	\$ 149.35
ELAN Corporate Payment Systems	8100 0125	COUNTY SHERIFFS OF COLORA RMS class	\$ 600.00
ELAN Corporate Payment Systems	8100 0125	BASS PRO CATALOG U.S. Weapons cleaning supplies. Large order.	\$ 928.00
ELAN Corporate Payment Systems	8100 0125	O'REILLY 3624 2 batteries	\$ 557.98
ELAN Corporate Payment Systems	8100 0125	OPENAI *CHATGPT SUBSCR Administrative software tool	\$ 20.00
ELAN Corporate Payment Systems	8100 0125	TAXBANDITS.COM 1099 filing for 2024 1099s	\$ 159.65
ELAN Corporate Payment Systems	8100 0125	AUTOPLEX - LOVELAND Refunded	\$ (1,099.99)
ELAN Corporate Payment Systems	8100 0125	AUTOPLEX - LOVELAND Refunded	\$ (1,100.00)
ELAN Corporate Payment Systems	8100 0125	FEDEX284063758990 The sewer camera was sent in for warranty work.	\$ 331.92
ELAN Corporate Payment Systems	8100 0125	NATIONAL ASSOCIATION OF S 2025 NASRO conference registration for Officer	\$ 500.00
ELAN Corporate Payment Systems	8100 0125	4IMPRINT, INC Events and Board items.	\$ 332.64
ELAN Corporate Payment Systems	8100 0125	COUNTY SHERIFFS OF COLORA to attend 2025 CSOC conference	\$ 500.00
ELAN Corporate Payment Systems	8100 0125	GIH*GLOBALINDUSTRIALEQ	\$ (59.64)
ELAN Corporate Payment Systems	8100 0125	SWA*UPGBOARD5264263018221 Personal Charge Reimbursed	\$ 54.00
ELAN Corporate Payment Systems	8100 0125	GIH*GLOBALINDUSTRIALEQ	\$ (443.96)
ELAN Corporate Payment Systems	8100 0125	3CMA ONLIN* INV-4116 3CMA membership	\$ 400.00
ELAN Corporate Payment Systems	8100 0125	AUTOPLEX - LOVELAND Toolbox Truck #227	\$ 1,099.99
ELAN Corporate Payment Systems	8100 0125	AUTOPLEX - LOVELAND Toolbox for Truck #226	\$ 1,100.00
Employers Council	0000538949	HR professional services	\$ 520.00
Ethan S. Doak	02062025	Feb 6th Payment	\$ 800.00
Forensic Truth Verification Group, Inc.	1965	Pre-employment polygraphs - case#25-0120	\$ 165.00
Fort Collins Heating & Air Inc	141448824	Remove existing 80% furnace heat exchanger. Install a new heat exchanger. Seal & Test	\$ 4,804.25
Fort Collins Heating & Air Inc	142559812	Remove existing time delay relay and install a new. Replace capacitor. Diagnostic	\$ 487.85
Freedom Mailing Services Inc	49648	Delinquent Notices	\$ 1,749.74
Freedom Mailing Services Inc	49692	Severance Scoop	\$ 3,024.38
Frontier Business Products	955116	PW - Copy Machine 94240	\$ 123.74
Frontier Business Products	955116	TH - Copy Machine 94244	\$ 123.74
GLH Construction, LLC	201124271	Fix Water Leak - Castle Dr Main line water break repair	\$ 7,514.89
Great Western Trail Authority	1040.1	2025 GWTA Operational Support	\$ 15,000.00
Hayashi & Macsalka, LLC	897	CIP Projects Legal Services - P-2402-Loup Reservoir	\$ 78.00
Hayashi & Macsalka, LLC	897	CIP Projects Legal Services - PROG-WATER2-NISP Program	\$ 429.00
Hayashi & Macsalka, LLC	896	General Legal Services	\$ 7,051.85
Hayashi & Macsalka, LLC	899	Travel Time	\$ 310.00
Hayashi & Macsalka, LLC	898	193 - Severance South or WinDance - Development Review	\$ 172.00
JR Engineering, LLC	86087	233 Moody Project - Review Traffic Study & Prepare Comment Memo	\$ 50.00

TOWN OF SEVERANCE
PAYMENT APPROVAL REPORT
2/1/25 - 2/28/25

Vendor Name	Invoice Number	Description	Amount Paid
JR Engineering, LLC	86088	(G-25-HPTL) 616 Harmony & Ponderosa/Shoreview Warrant Analysis	\$ 2,097.50
Ken Garff Ford Greeley	PD74504	2025 Ford Explorer Vin Ending 74504	\$ 48,975.00
Ken Garff Ford Greeley	PD74650	2025 Ford Explorer Vin Ending 74650	\$ 48,975.00
Ken Garff Ford Greeley	PW57535	#228 2024 Ford F-150 - VIN ending 57535	\$ 61,865.00
Ken Garff Ford Greeley	PW28947	#226 2024 Ford F-150 - VIN ending 28947	\$ 50,170.00
Ken Garff Ford Greeley	PW28542	#227 2024 Ford F-150 - VIN ending 28542	\$ 50,170.00
Kinsco	00110005-1	Uniforms	\$ 851.50
Kinsco	00110050-0	Uniforms	\$ 1,064.96
La Salle Oil Co.	196394	Fuel	\$ 1,354.59
Language Line Services, Inc.	11522495	Over-the-phone interpretation	\$ 7.38
LightGig Communications, LLC	E9C3EE84-0003	Severance Town Hall Service Plan	\$ 120.00
Maguire Iron, Inc.	7118	South water tank rehab work/ re appropriated from 2024	\$ 25,590.50
Maxey Trailer Sales & Truck Fitting	252684	#212 Install CM Flatbed - for portable hotsy set up	\$ 2,562.50
Maxey Trailer Sales & Truck Fitting	252732	#797 Trailer Tool Box to hold chains and binders	\$ 235.00
Maxey Trailer Sales & Truck Fitting	252684	#212 Install CM Flatbed - for portable hotsy set up	\$ 2,562.50
Medical Center of the Rockies	2082567264	570116-HB Secure/Felony Blood Draw 01.04.2025	\$ 198.36
Motorola Solutions, Inc.	8281958950	Two APX6500 Mobiles & 3 yr Essential SVC (Aug24-Aug27)	\$ 12,164.20
Mountain High Disposal	80749	Recycling Services	\$ 15.00
Mountain High Disposal	80749	Trash Services	\$ 30.00
Mountain Valley Operations	39202728	Basic Dispatch and Diagnostic Fee / Quanset hut estimate PD .	\$ 59.00
Next Step Communications, LLC	14672	Starlink Monthly Rental for Lakeview City Park	\$ 250.00
Next Step Communications, LLC	14672	Starlink Monthly Rental for Severance Community Park	\$ 250.00
Next Step Communications, LLC	14810	Starlink Monthly Rental for 100 Waterfowl Way	\$ 350.00
North Front Range MPO	52056050	2025 Local Match	\$ 1,684.00
ODP Business Solutions	409653932001	TH paper	\$ 39.58
ODP Business Solutions	409653932001	PW Paper	\$ 39.58
Pinnacle Investigations LLC	750	Pre-employment background investigations	\$ 5,000.00
Poudre Valley REA	134 1224	Returned payment fee	\$ 360.00
Poudre Valley REA	135 0125	36252 Evans St - Power Source	\$ 42.83
Poudre Valley REA	135 0125	CO RD 23 and Belmon Dr	\$ 33.63
Poudre Valley REA	135 0125	CO RD 80 and Rangeview Drive	\$ 30.53
Poudre Valley REA	135 0125	Streetlights, Casa Loma	\$ 139.68
Poudre Valley REA	135 0125	Streelights, Belmont Farms	\$ 244.70
Poudre Valley REA	135 0125	Streetlights, Soaring Eagle	\$ 198.48
Poudre Valley REA	135 0125	75 Flat Iron Ln Power Source	\$ 70.39
Poudre Valley REA	135 0125	Streetlights, Hidden Valley Farms	\$ 1,460.74
Poudre Valley REA	135 0125	2880 Branding Iron Power	\$ 74.05
Poudre Valley REA	135 0125	Streelights, CO RD 74 & 19	\$ 13.61
Poudre Valley REA	135 0125	Bridle Ridge Cir - PS	\$ 31.68
Poudre Valley REA	135 0125	Streetlights, Saddler Arena	\$ 178.00
Poudre Valley REA	135 0125	Steetlights, Summit View	\$ 434.28
Poudre Valley REA	135 0125	Streetlights, Foxridge	\$ 108.63
Poudre Valley REA	135 0125	CO RD 21 and 76 1/2-water tank	\$ 2,063.53
Poudre Valley REA	135 0125	Streetlights, Sunset Ridge	\$ 256.25
Poudre Valley REA	135 0125	629 Shoreview Pkwy-Lift Station	\$ 363.45
Poudre Valley REA	135 0125	Streetlights, Severance Shores	\$ 226.24
Psychological Dimensions LLC	9028	PCOMP	\$ 850.00
Republic Services, Inc	0642-001249543	Trash Services - Wastewater Plant Acct	\$ 87.56
Resource Central	6289	2025 Garden in a Box	\$ 1,600.00
Rhomar Industries, Inc.	107560	NEUTRO-WASH for salt de activater	\$ 1,125.85
runWindsor Race Series LLC	013125-2	Event Sponsorship and Marketing for 2025 run.Windsor Races	\$ 6,000.00
Rural Repair LLC	1028	#230 International Plow Truck Service Light issues	\$ 316.25
SAFEbuilt Colorado, Inc.	1288241	Building Inspections, Permits, and Plan Reviews	\$ 14,953.90
Sign Solutions USA	415777	HIP 24 X 30" Sign Face Digital - R2-1 // Speed Limit 40 // HIP White 3930 Cr19"	\$ 134.32
Spot On Sound Productions	2404	Deposit - Services Deposit	\$ 14,175.00
Tailored Technology Services, Inc	20584	Managed Services	\$ 8,083.24
Tailored Technology Services, Inc	20605	Agreement Billable Expenses: Hardware	\$ 121.98
Town of Windsor	015265-000 0125	Wastewater Treatment	\$ 23,325.49
Upper Case Printing Ink	2748	Severance Scoop	\$ 4,263.33
Upper Case Printing Ink	2696	Window Envelopes for Delinquent Notices	\$ 42.04
USA Blue Book	INV00626839	DPD 4 Dispenser 10 mL Sample; 100 Tests	\$ 43.79
Utility Notification Center	225011325	RTL Transmissions	\$ 474.78
Valley Fire Extinguisher Inc.	166079	Annual Inspection, service and recharge	\$ 950.00
Verizon Wireless	6103917327	Phones	\$ 2,910.61
Waste Management of Colorado, Inc	5344749-2534-2	PD Roll Off Trash Service	\$ 1,358.27
Wear Parts and Equipment Co, Inc.	61572	Grader blade, bolts, nuts UNIT #551	\$ 113.67
Weld County Treasurer	R0754986	Parcel# 070536307013	\$ 2,943.23

TOWN OF SEVERANCE
PAYMENT APPROVAL REPORT
2/1/25 - 2/28/25

Vendor Name	Invoice Number	Description	Amount Paid
Weld RE 4 School District	01312025	Online Payments	\$ 2,916.00
Weld RE 4 School District	12312024	Online Payments	\$ 26,244.00
Windsor/Severance Historical Society	12042024	Donation per council approval	\$ 500.00
Windsor-Severance Fire Dist.	01312025	Fire plan review	\$ 3,465.00
Windsor-Severance Fire Dist.	12312024	Fire plan review	\$ 9,702.00
Xcel Energy	913265292	Street Lighting	\$ 4,046.46
Xcel Energy	912984099	Natural Gas	\$ 58.21
Total:			\$ 625,728.01



TOWN COUNCIL WORK SESSION & MEETING
Zoom Webinar and/or Town Council Chamber
3 S. Timber Ridge Parkway, Severance, CO 80550

WORK SESSION & MEETING MINUTES

Tuesday, March 11, 2025, at 6:00 PM

Present:

Mayor:

Matthew Fries

Mayor Pro-tem:

Brittany Vandermark

Council Members:

Dan Meyers

David Bruen

Craig Joseph (Virtual)

Stephen Gagliardi

Tad Borrett

Absent:

Audience: Chris Angermuller, Fire Chief, Josh Olhava, Ayres, Scott McBride, Christine McDaniel

Staff:

Nicholas Wharton, Town Manager

Lindsay Radcliff-Coombes, Deputy Town Manager

Sarah Jacobsen, Town Clerk

Mary Lynn Macsalka, Town Attorney

Ken Chavez, Police Chief

Shani Porter, Planning Director

A. CALL TO ORDER WORK SESSION (5:00 PM)

The Goal of the Work Session is to have the Town Council receive information on topics of Town business from the Town Manager, Town Attorney and Town Staff in order to exchange ideas and opinions regarding these topics.

1. Pg. 4 - Tornado Siren System

- Legislative

- Staff Presentation: Nicholas Wharton, Town Manager

Discussion occurred, and staff was directed to look into decommissioning tornado sirens and utilizing electronic emergency notification systems.

B. CALL TO ORDER REGULAR MEETING (6:00 PM)

1. Pledge of Allegiance

2. Roll Call

3. Agenda Review by Town Manager

4. Consent Calendar

The Consent Calendar is intended to allow the Town Council to spend time and energy on the important items and not routine actions. A Council Member may request an item on this calendar to be "pulled" off the Consent Calendar and considered separately as a regular agenda item. Items remaining on the Consent Calendar will be approved by Town Council with one vote.

MOTION WAS MADE BY Mayor Pro-Tem Vandermark, seconded by Council Member Gagliardi to Approve the Consent Calendar. All Council Members present voting Yes.

MOTION PASSED

a. **Pg. 54 - Community Grant Request: Severance High School After Prom**

b. **Pg. 63 - 1.28.25 Minutes**

c. **Pg. 66 - 2.11.25 Minutes**

d. **Pg. 70 - 2.25.25 Minutes**

e. **Pg. 73 - January Financials**

f. **Pg. 119 - January Payables**

5. Approval of Agenda

MOTION WAS MADE BY Mayor Pro-Tem Vandermark, seconded by Council Member Bruen to Approve the Agenda. All Council Members present voting Yes.

MOTION PASSED

6. Public Comment

The purpose of the Public Comment is for members of the public to speak to the Town Council on any subject not scheduled on the agenda. To accomplish scheduled agenda items, comments should be limited to three minutes for those attending in person or an appropriate time as deemed by the Mayor. The Town Council is not obligated to make decisions or take action on comments but may choose to schedule the matter for a later discussion. Those addressing the Town Council, please state your name and address and sign-in.

Resident Christine McDaniel spoke in opposition of the Northgate development and would like to see more commercial business in the town. Ms. McDaniel expressed there is a need for recreational activities for residents.

Resident Scott McBride spoke about parking issues in the downtown area at County Road 23 and W 4th Avenue. Mr. McBride asked for an update on the parking concerns he brought to the Council last year.

7. Council Member Comments

8. Reports

Council approval may be sought for administrative actions in association with staff reports.

- a. Town Attorney
- b. Town Staff
- c. Town Management
- d. Council Members Liaisons
- e. Mayor

C. TOWN COUNCIL

1. Pg. 143 - Ordinance No. 2025-08: Repealing and Reenacting in its Entirety Article 5 Fire Code of Chapter 18 of the Severance Municipal Code Regarding the 2024 International Fire Code

- Legislative
- Staff Presentation: Nicholas Wharton, Town Manager

MOTION WAS MADE BY Mayor Pro-Tem Vandermark, seconded by Council Member Gagliardi to Adopt Ordinance No. 2025-08: Repealing and Reenacting in its Entirety Article 5 Fire Code of Chapter 18 of the Severance Municipal Code Regarding the 2024 International Fire Code. All Council Members present voting Yes.

MOTION PASSED

2. Pg. 183 - Ordinance No. 2025-09: An Emergency Ordinance of the Severance Town Council Imposing a Temporary Moratorium on the Submission, Acceptance, Processing, and Approval of Applications for and the Establishment of Natural Medicine Healing Centers and Businesses within Town Limits

- Legislative
- Staff Presentation: Nicholas Wharton, Town Manager

MOTION WAS MADE BY Council Member Gagliardi, seconded by Council Member Bruen to Adopt Ordinance No. 2025-09: An Emergency Ordinance of the Severance Town Council Imposing a Temporary Moratorium on the Submission, Acceptance,

Processing, and Approval of Applications for and the Establishment of Natural Medicine Healing Centers and Businesses within Town Limits. All Council Members present voting Yes.

MOTION PASSED

3. Pg. 189 - Resolution No. 2025-08R Adopting New Street Signs to Denote Town-Owned and Maintained Streets

- Legislative
- Staff Presentation: Nicholas Wharton, Town Manager

MOTION WAS MADE BY Council Member Meyers, seconded by Council Member Borrett to Approve Resolution No. 2025-08R Adopting New Street Signs to Denote Town-Owned and Maintained Streets with the goose logo and the bright green. All Council Members present voting Yes.

MOTION PASSED

4. Pg. 194 - Resolution No. 2025-09R: A Resolution of the Town Council of the Town of Severance expressing its support for free speech and condemning hateful and threatening behavior

- Legislative
- Staff Presentation: Nicholas Wharton, Town Manager

The council agreed to update the wording within the resolution from hateful to hate crimes.

MOTION WAS MADE BY Mayor Pro-Tem Vandermark, seconded by Council Member Borrett to Approve Resolution No. 2025-09R: A Resolution of the Town Council of the Town of Severance expressing its support for free speech and condemning hateful and threatening behavior. All Council Members present voting Yes.

MOTION PASSED

5. Pg. 197 - Ordinance 2025-XX Text Amendments to the Land Use Code - Chapter 16 of the Severance Municipal Code for Purposes of Reorganizing Article 3 - Zoning

- Discussion
- Staff Presentation: Shani Porter, Planning Director

D. COUNCIL MEMBER PETITIONS

Council Members may ask for items to be added to future agendas.

E. EXECUTIVE SESSION

MOTION WAS MADE BY Mayor Pro-Tem Vandermark, seconded by Council Member Borrett to adjourn into EXECUTIVE SESSION Pursuant to C.R.S. § 24-6-402(4)(a) and (4)(e)(I) for purposes of discussing the potential lease, transfer, sale, or purchase of real property located at 320 First Street, 231 W Fourth Street, property generally located west of WCR 23, north of WCR 72, and property generally located northwest of WCR 19 and WCR 84, and to determine positions relative to matters that may be subject to negotiations, developing strategy for negotiations, and instructing negotiators pertaining thereto. All Council Members present voting Yes.

1. Executive Session Pursuant to C.R.S. § 24-6-402(4)(a) and (4)(e)(I) for purposes of discussing the potential lease, transfer, sale, or purchase of real property located at

320 First Street in the Town of Severance, and to determine positions relative to matters that may be subject to negotiations, developing strategy for negotiations, and instructing negotiators pertaining thereto.

2. **Executive Session Pursuant to C.R.S. § 24-6-402(4)(a) and (4)(e)(I) for purposes of discussing the potential lease, transfer, sale, or purchase of real property located at 231 W. Fourth Street in the Town of Severance, and to determine positions relative to matters that may be subject to negotiations, developing strategy for negotiations, and instructing negotiators pertaining thereto.**
3. **Executive Session Pursuant to C.R.S. § 24-6-402(4)(a) and (4)(e)(I) for purposes of discussing the potential lease, transfer, sale, or purchase of real property generally located west of WCR 23, north of WCR 72, and near the Severance Community Park in the Town of Severance, and to determine positions relative to matters that may be subject to negotiations, developing strategy for negotiations, and instructing negotiators pertaining thereto.**
4. **Executive Session Pursuant to C.R.S. § 24-6-402(4)(a) and (4)(e)(I) for purposes of discussing the potential lease, transfer, sale, or purchase of real property generally located northwest of the intersection of WCR 19 and WCR 84 in Weld County, and to determine positions relative to matters that may be subject to negotiations, developing strategy for negotiations, and instructing negotiators pertaining thereto.**

F. ADJOURN

The meeting adjourned at 7:33 p.m.

**A RESOLUTION FOR THE TOWN COUNCIL OF THE TOWN OF SEVERANCE,
COLORADO, APPROPRIATING FUNDS FROM THE FUND BALANCE**

Section 3. The Town Manager is directed to affect the necessary transfers to comply with this resolution and to update beginning balances to actual balances for a more accurate statement of budget status.

RESOLVED AND APPROVED this 25th day of March 2025.

TOWN OF SEVERANCE, COLORADO

Matthew Fries, Mayor

ATTEST:

Sarah Jacobsen, Town Clerk

**TOWN OF SEVERANCE
RESOLUTION NO. 2025-11R**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SEVERANCE,
COLORADO, PROVIDING FOR ADDITIONAL APPROPRIATIONS IN FISCAL
YEAR 2025 FOR THE REAPPROPRIATION OF THE BUDGET OF 2024 CAPITAL
PROJECTS STILL IN PROGRESS AND AMENDMENTS TO THE 2025 ADOPTED
BUDGET.**

WHEREAS, the 2024 budget appropriations lapsed on December 31st, 2024; and

WHEREAS, the Town had appropriations for projects and equipment purchases to be continued in 2025; and

WHEREAS, the Town has the money available in fund balances; and

WHEREAS, the Town would like to reappropriate funding that was appropriated in the 2024 Amended Budget for these ongoing projects; and

WHEREAS, the Town had identified revenues received in 2024 that are for projects to begin in 2025; and

WHEREAS, the Town would like to appropriate the identified revenues in fund balance; and

WHEREAS, in accordance with Section 8.10 of the Town of Severance Home Rule Charter, the Town Council may modify appropriations by resolution during the fiscal year for unanticipated budgetary issues, so long as such modified appropriations do not cause total expenditures within a fund to exceed the beginning fund balance or the funds available plus anticipated revenues and other sources of funds within the fund as estimated in the budget; and

WHEREAS, the Town Council desires to modify appropriations and to authorize the expenditure of certain funds by enacting a supplemental budget appropriation to the 2025 Town budget.

NOW THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SEVERANCE, COLORADO:

Section 1. The following modifications to unencumbered appropriation balances for Fiscal Year 2025 as set forth below are hereby approved:

A. Appropriations of Additional Fund Balance:

APPROPRIATIONS FROM FUND BALANCE	
GENERAL FUND	\$ 237,637
GRANTS FUND	\$ 362,363

TOTAL FUNDS TO BE APPROPRIATED: \$ 600,000

Section 2. The following modifications to budget expenditures for Fiscal Year 2025 as set forth below are hereby approved:

Expenditures by Project and Fund:

PROJECT	TITLE	CODE	AMOUNT
CED-2401	GREAT WESTERN TRAIL CROSSINGS AND PATH Engineering	119 75-75-2400	\$ 50,000
CED-2401	GREAT WESTERN TRAIL CROSSINGS AND PATH Construction	119 75-75-7500	\$ 550,000

TOTAL EXPENDITURES: \$ 600,000

Section 3. The Town Manager is directed to affect the necessary transfers to comply with this resolution, and to update beginning balances to actual balances for a more accurate statement of budget status.

RESOLVED AND APPROVED this 25th day of March 2025.

TOWN OF SEVERANCE, COLORADO

Matthew Fries, Mayor

ATTEST:

Sarah Jacobsen, Town Clerk



AGENDA ITEM SUMMARY

AGENDA ITEM	SUBMITTED BY	PRESENTED BY
Pg. 63 - Community Grant Request: Severance High School DECA	Nicholas Wharton, Town Manager	Nicholas J. Wharton
ACTION REQUESTED		
Management recommends that the Town Council approve the Severance High School DECA grant request by motion of the consent calendar.		<u>Discussion</u> <u>Action Requested</u>
BRIEF SUMMARY		
Severance High School Deca is a local chapter of the Distributive Education Clubs of America. The DECA mission is to prepare emerging leaders and entrepreneurs for careers in finance, hospitality, business management, and marketing. In the Severance DECA chapter, we strive to uphold those values as well as offer a unique opportunity to our students to participate in a student led organization, work on fundraising and community service projects, participate in challenging competition on the district, state, and international level, and use an emerging school-based enterprise to gain work-based learning experience. This year we have worked to give our members the opportunity to attend three different practice competitions, leadership conferences both in state and nationally, and utilize advanced resources like DECA+ to succeed in competition. It has paid off as we will be taking a record 10 qualifiers to state this year. We hope to use this grant to pay for a portion of our fees for the competition to allow all of our qualified members to participate at no cost. Last year after receiving this grant, we were able to send our first two qualifiers to internationals, and we hope to increase that number this year. The Citizen Advisory Board recommended approving the Severance High School DECA grant request.		
PUBLIC SUPPORT/CONCERN		
None at this time		
ANALYSIS AND RECOMMENDATION		
Management recommends that the Town Council approve the Severance High School DECA grant request by motion of the consent calendar.		
MATERIALS SUBMITTED		
The following materials were submitted and included in this packet: 1. DECA Grant		



COMMUNITY GRANT REQUEST FORM

Requesting Organization: Severance High School DECA

Contact Name: Lee Oldenburg Phone: (970) 232-5020

Mailing Address: 1200 Hidden Valley pkwy

City: Severance State: CO Zip: 80550

Please describe how the grant, if awarded, would be used and how this use relates to any of the Award Criteria in the Town's Grants to Community Organizations Policy:

this grant would be used to fund the competitive development of our DECA chapter through sending our 10 state qualifiers to the state comp. in Feb, where they would gain crucial knowledge in helping to further our development and qualify more in upcoming years.

Amount Requested: \$2000

Has the Town of Severance contributed to the Requesting Organization in the past? ☐ No ☒ Yes

If yes, what amount(s) and when? \$2000 December 2023

Please attach a detailed accounting of how the funds were used and describe how the funds benefitted the community:

last years grant allowed our state qualifiers to compete at state where we placed our first ever international qualifiers and the experiences at both conferences led us to achieving our record number of state qualifiers this year.



Please list your organization's top five funding sources (corporate, government, and individual contributions) and the amounts received from these sources in each of the last two complete fiscal years for your organization:

Organization	Amount Received
Vertical Rise Fundraiser Sep.	\$5000
Vertical Rise Fundraiser May	\$2000
Dean Contracting	\$1000
Individual Contribution	\$356
Yard Signs Fundraiser	\$100

Does the IRS classify the Requesting Organization as a 501(c)3 organization? ☐ No ☒ Yes ☐ n/a

Please attach the following information:

1. Most recent year's actual income and expenses for the organization and for the specific event or project for which the funds will be used.
2. Most recent budget for the organization and for the specific event or project for which the funds will be used.
3. Names and addresses of all board members, including designated officers.
4. Any other documents that will support the application.

The undersigned hereby certifies that a) the information in this application and supporting documents are correct to the best of his/her knowledge, and b) the Internal Revenue Service 501(c)3 determination, if applicable, has not been revoked, canceled, or modified; and c) funds will be used for the projects outlined in this Donation Request Form.

Signature

Date

2.19.25

Along with this application, please include a brief description of the Requesting Organization (including its mission & leadership) and any other information relevant to this request.

For Management Use Only

Amount Requested: _____

☐ 1st Time Request ☐ Annual Request

Date Filed: _____

☐ Approved ☐ Denied

Weld County School District RE-4

SHS DETAIL **

Fiscal Year: 2024-2025

From Date: 7/1/2024 To Date: 1/15/2025

☐ Include pre encumbrance ☐ Print accounts with zero balance ☒ Filter Encumbrance Detail by Date Range

☐ Exclude inactive accounts with zero balance

Account Number	Description	Budget	Adjustments	GL Budget	Current	YTD	Balance	Encumbrance	Budget Bal % Rem
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23.305.14.1938.0580.000.0000	DECA TRAVEL AND REGISTRATION	\$0.00	\$0.00	\$0.00	\$5,227.80	\$5,227.80	(\$5,227.80)	\$1,800.00	(\$7,027.80) 0.00%
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Transaction Detail (Standard)									
Reference Number	Requisition Number	PO/Ship Number	Description	Name	Journal	Amount			
01112020 13.1	8976	2025001933	AP POSTING	Colorado DECA	Accounts Payable	\$780.00			
	8525	2025001494	AP POSTING	Rocky Mountain High School	Accounts Payable	\$800.00			
	171031M	2025001614	AP POSTING	DECA Inc	Accounts Payable	\$1,090.00			
	171032M	2025001613	AP POSTING	DECA Inc	Accounts Payable	\$675.00			
	48605264-0926	7732	2025000755	AP POSTING	Colorado Rockies Baseball Club	Accounts Payable	\$540.00		
612	0	0	SHS DEPOSIT - MISC 1/10/25		Deposits	-\$353.00			
672	0	0	P-Card 9 2024	michelle.carr	Adjusting	\$600.00			
CF# LWEJIL	8586	2025001548	AP POSTING	Travel Leaders	Accounts Payable	\$1,095.80			
							Detail Total:	\$5,227.80	

Encumbrance Detail (Standard)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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Transaction Detail (Standard)		Requisition Number	PO/Ship Number	Description	Name	Journal	Amount
SHS-DECA-Invitati	8763	2025001726	AP POSTING		Monarch High School	Accounts Payable	\$715.00
						Detail Total:	\$715.00

Encumbrance Detail (Standard)		Requisition Number	PO/Ship Number	Description	Name	Journal	Amount
0	8763	2025001726			Monarch High School		\$0.00
						Detail Total:	\$0.00

Weld County School District RE-4

SHS DETAIL **

Fiscal Year: 2024-2025

To Date: 1/15/2025

From Date: 7/1/2024

☐ Include pre encumbrance

☐ Exclude inactive accounts with zero balance

☒ Print accounts with zero balance

☒ Filter Encumbrance Detail by Date Range

Account Number	Description	Budget	Adjustments	GL Budget	Current	YTD	Balance	Encumbrance	Budget Bal	% Rem
23.305.14.1938.0810.000.0000	DECA DUES AND FEES	\$0.00	\$0.00	\$0.00	\$960.00	\$960.00	(\$960.00)	\$0.00	(\$960.00)	0.00%

Transaction Detail (Standard)		Requisition Number	PO/Ship Number	Description	Name	Journal	Amount
170685M	8654	2025001611	AP POSTING	DECA Inc	Accounts Payable		\$750.00
171364M	8653	2025001612	AP POSTING	DECA Inc	Accounts Payable		\$120.00
172402M	8720	2025001682	AP POSTING	DECA Inc	Accounts Payable		\$60.00
172403M	8720	2025001682	AP POSTING	DECA Inc	Accounts Payable		\$30.00
Detail Total:							\$960.00

Encumbrance Detail (Standard)		Requisition Number	PO/Ship Number	Description	Name	Journal	Amount
0	8653	2025001612		DECA Inc			\$0.00
0	8654	2025001611		DECA Inc			\$0.00
0	8720	2025001682		DECA Inc			\$0.00
Detail Total:							\$0.00

23.305.14.1938.0851.000.0000	DECA TRANSPORTATION	\$0.00	\$0.00	\$0.00	\$1,524.75	\$1,524.75	(\$1,524.75)	\$0.00	(\$1,524.75)	0.00%
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Transaction Detail (Standard)		Requisition Number	PO/Ship Number	Description	Name	Journal	Amount
1005	0	0	Transportation Chargeback - Oct Nov 2024	michelle.carr	Adjusting		\$421.50
900	0	0	Transportation Chargeback Sept Oct 2024	michelle.carr	Adjusting		\$1,103.25
Detail Total:							\$1,524.75

23.305.14.1938.1741.000.0000	DECA PARTICIPATION FEES	\$0.00	\$0.00	\$0.00	(\$1,795.00)	(\$1,795.00)	\$1,795.00	\$0.00	\$1,795.00	0.00%
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Transaction Detail (Standard)		Requisition Number	PO/Ship Number	Description	Name	Journal	Amount
146	0	0	IC Deposits 09.01 - 09.09		Deposits		-\$120.00
147	0	0	IC Deposits 09.10 - 09.16		Deposits		-\$120.00
148	0	0	IC Deposits 09.17 - 09.23		Deposits		-\$120.00
151	0	0	IC Deposits 10.08 - 10.14		Deposits		-\$240.00
152	0	0	IC Deposits 10.15 - 10.21		Deposits		-\$60.00
161	0	0	IC Deposits 12.17 - 12.31		Deposits		-\$55.00
446	0	0	SHS DEPOSIT - FEES 8/29-9/11/24		Deposits		-\$120.00
448	0	0	SHS DEPOSIT - IC ONLINE - AUG 2024		Deposits		-\$420.00
450	0	0	SHS DEPOSIT - IC ONLINE - SEP 2024		Deposits		-\$300.00
467	0	0	SHS DEPOSIT - FEES 9/12-9/26/24		Deposits		-\$240.00
Detail Total:							-\$1,795.00

23.305.14.1938.1750.000.0000	DECA FUNDRAISERS	\$0.00	\$0.00	\$0.00	(\$5,109.09)	(\$5,109.09)	\$5,109.09	\$0.00	\$5,109.09	0.00%
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Transaction Detail (Standard)		Requisition Number	PO/Ship Number	Description	Name	Journal	Amount
424	0	0	SHS DEPOSIT - MISC 8/23/24		Deposits		-\$252.18
492	0	0	SHS DEPOSIT - MISC 10/15/24		Deposits		-\$4,628.25
537	0	0	SHS DEPOSIT - MISC 11/7/24		Deposits		-\$228.66
Detail Total:							-\$5,109.09

23.305.14.1938.6760.000.0000	DECA BEG BALANCE	\$0.00	\$0.00	\$0.00	\$0.00	(\$3,964.78)	\$3,964.78	\$0.00	\$3,964.78	0.00%
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Weld County School District RE-4

SHS DETAIL **
Fiscal Year: 2024-2025

From Date: 7/1/2024 To Date: 1/15/2025
☐ Print accounts with zero balance ☒ Filter Encumbrance Detail by Date Range

☐ Include pre encumbrance
☐ Exclude inactive accounts with zero balance

Account Number	Description	Budget	Adjustments	GL Budget	Current	YTD	Balance	Encumbrance	Budget Bal % Rem
PROGRAM: DECA - 1938		\$0.00	\$0.00	\$0.00	\$1,523.46	(\$2,441.32)	\$2,441.32	\$1,800.00	\$641.32 0.00%

Severance High School Deca is a local chapter of the Distributive Education Clubs of America. The DECA mission is to prepare emerging leaders and entrepreneurs for careers in finance, hospitality, business management, and marketing. In the Severance DECA chapter, we strive to uphold those values as well as offer a unique opportunity to our students to participate in a student led organization, work on fundraising and community service projects, participate in challenging competition on the district, state, and international level, and use an emerging school-based enterprise to gain work-based learning experience. This year we have worked to give our members the opportunity to attend three different practice competitions, leadership conferences both in state and nationally, and utilize advanced resources like DECA+ to succeed in competition. It has paid off as we will be taking a record 10 qualifiers to state this year. We hope to use this grant to pay for a portion of our fees for the competition to allow all of our qualified members to participate at no cost. Last year after receiving this grant, we were able to send our first two qualifiers to internationals, and we hope to increase that number this year.

Lee Oldenburg
Emi Dean
Isis Pribble
Carly Zentveld
Kacie Laub

1200 Hidden Valley Pkwy, Severance, CO 80550

DECA State Career Development Conference Budget

Dates: February 23rd- 25th

Location: Broadmoor Hotel

Severance High School DECA Members Attending: 10

Item	Cost Per Unit	Total Cost
Registration	\$180/member	\$1800.00
Lodging	\$215/night x3 \$255/night	\$1800.00
Transportation		\$279.00
		\$3879.00

2023 Town of Severance Grant Use

Last year, DECA used our grant to fund our participation in the 2024 state conference.

Severance High School DECA Members Attended: 8

Item	Cost Per Unit	Total Cost
Registration	\$160/member	\$1600.00
Lodging	\$159/night x5	\$1590.00
Transportation		\$79.00
		\$3269.00

The grant covered \$2000 of the total cost. The rest was raised through an email campaign fundraiser.



AGENDA ITEM SUMMARY

AGENDA ITEM	SUBMITTED BY	PRESENTED BY
Pg. 73 - Community Grant Request: Severance High School Key Club	Nicholas Wharton, Town Manager	Nicholas J. Wharton
ACTION REQUESTED		
Management recommends that the Town Council approve the Severance High School Key Club grant request by approval of the consent calendar.		<u>Discussion</u> <u>Action Requested</u>
BRIEF SUMMARY		
Severance High School Key Club is a local chapter of the international Key Club. The mission of Key Club is to provide a means to develop friendships, render unselfish service, and build better communities. At SHS Key Club, we specifically focus on showing appreciation not only to our school but the larger Windsor-Severance community. In our two years as a chartered club we have put on babysitting nights, participated in community service events like food packaging and fishing competitions, and worked with the town to put on events like the food drive this past fall. We also put on smaller monthly service projects which include trail pickup at the Windsor Lake and various projects at our meetings like making blankets, dog toys, soap sacks, etc. which are donated. We provide our 30+ members with a way to show love to their community and make an impact while developing their leadership and relationship skills. We attend conferences like our local fall and spring rally with our division, Key Leader with our district, and in April, the District Convention, which will bring together clubs from across the larger Rockies region to hold elections, workshops, and networking. Our 12 attending members will learn about service and leadership on a larger scale and bring it back to better our club and community. We want to provide the opportunity for any member interested in coming to attend at a lower cost to build the best foundation for our club as possible. The Citizen Advisory Board recommended approving the Severance High School Key Club grant request.		
PUBLIC SUPPORT/CONCERN		
None at this time		
ANALYSIS AND RECOMMENDATION		
Management recommends that the Town Council approve the Severance High School Key Club grant request by approval of the consent calendar.		
MATERIALS SUBMITTED		
The following materials were submitted and included in this packet: 1. Key Club Grant		



COMMUNITY GRANT REQUEST FORM

Requesting Organization: Severance High School Key Club

Contact Name: Anne Sutton Phone: (97 / 0) 833-7100

Mailing Address: 1200 Hidden Valley Pkwy

City: Severance State: CO Zip: 80550

Please describe how the grant, if awarded, would be used and how this use relates to any of the Award Criteria in the Town's Grants to Community Organizations Policy:

This grant would be used to send interested members to our district conference at the YMCA in April. They would
network with other key clubs from across the rockies, learn leadership skills, participate in elections for our larger
district board, and gain info on how to improve our chapter. We will learn how to develop better outreach to our
community, efficiently plan and run service events, and creatively impact our community.

Amount Requested: \$2000

Has the Town of Severance contributed to the Requesting Organization in the past? ☒ No ☐ Yes

If yes, what amount(s) and when? n/a

Please attach a detailed accounting of how the funds were used and describe how the funds benefitted the community:

n/a



Please list your organization's top five funding sources (corporate, government, and individual contributions) and the amounts received from these sources in each of the last two complete fiscal years for your organization:

Organization	Amount Received
Cookie Fundraiser 2023	\$400
Cookie Fundraiser 2024	\$150
Sweatpants Fundraiser	\$1000
Member Dues 2024	\$99.00
Member Dues 2023	\$118.00

Does the IRS classify the Requesting Organization as a 501(c)3 organization? ☐ No ☒ Yes ☐ n/a

Please attach the following information:

1. Most recent year's actual income and expenses for the organization and for the specific event or project for which the funds will be used.
2. Most recent budget for the organization and for the specific event or project for which the funds will be used.
3. Names and addresses of all board members, including designated officers.
4. Any other documents that will support the application.

The undersigned hereby certifies that a) the information in this application and supporting documents are correct to the best of his/her knowledge, and b) the Internal Revenue Service 501(c)3 determination, if applicable, has not been revoked, canceled, or modified; and c) funds will be used for the projects outlined in this Donation Request Form.

Emi Dean
Signature

01/31/2025
Date

Along with this application, please include a brief description of the Requesting Organization (including its mission & leadership) and any other information relevant to this request.

For Management Use Only

Amount Requested: _____

☐ 1st Time Request

☐ Annual Request

Date Filed: _____

☐ Approved

☐ Denied

Severance High School Key Club is a local chapter of the international Key Club. The mission of Key Club is to provide a means to develop friendships, render unselfish service, and build better communities. At SHS Key Club, we specifically focus on showing appreciation not only to our school but the larger Windsor-Severance community. In our two years as a chartered club we have put on babysitting nights, participated in community service events like food packaging and fishing competitions, and worked with the town to put on events like the food drive this past fall. We also put on smaller monthly service projects which include trail pickup at the Windsor Lake and various projects at our meetings like making blankets, dog toys, soap sacks, etc. which are donated. We provide our 30+ members with a way to show love to their community and make an impact while developing their leadership and relationship skills. We attend conferences like our local fall and spring rally with our division, Key Leader with our district, and in April, the District Convention, which will bring together clubs from across the larger Rockies region to hold elections, workshops, and networking. Our 12 attending members will learn about service and leadership on a larger scale and bring it back to better our club and community. We want to provide the opportunity for any member interested in coming to attend at a lower cost to build the best foundation for our club as possible.

Anne Sutton
Ruby Beals
Arianna Wischer
Nicole Gallego-Armendariz
Emi Dean
Myla Moore
Lauren Uphaus

1200 Hidden Valley Pkwy
Severance, CO 80550

Key Club District Convention Budget

Dates: April 4th- 6th

Location: YMCA of The Rockies

Severance High School Key Club Members Attending: 12

Item	Cost Per Unit	Total Cost
Registration	\$160/member	\$1920.00
Transportation	\$1/ mile + \$42	\$100.00
		\$2020.00

Weld County School District RE-4

SHS ACTIVITY FUND - DETAIL

Fiscal Year: 2023-2024

From Date: 7/1/2023

To Date: 6/30/2024

☐ Include pre encumbrance
☐ Exclude inactive accounts with zero balance
☐ Print accounts with zero balance
☒ Filter Encumbrance Detail by Date Range

Account Number

Description

Budget Adjustments

GL Budget

Current

YTD

Balance

Encumbrance

Budget Bal % Rem

23,305,14,1958,06,10,000,0000

KEY CLUB SUPPLIES

\$0.00

\$0.00

\$0.00

\$1,981.99

\$1,981.99

(\$1,981.99)

\$0.00

(\$1,981.99) 0.00%

Transaction Detail (Standard)

Reference Number	Requisition Number	PO/Ship Number	Description	Name	Journal	Amount
12/23 PIZZA	41028	3051024	AP POSTING	Domino's	Accounts Payable	\$80.29
1409	0	0	NOV PCARD ACTIVITY FUNDS	Michelle.schumacher	Adjusting	\$133.14
1784	0	0	DEC PCARD ACTIVITY FUNDS	Michelle.carr	Adjusting	\$107.72
2/17/24 PIZZA	41132	3051125	AP POSTING	Domino's	Accounts Payable	\$161.52
2/6/24 DONATION	41105	3051096	AP POSTING	Slammin Famine	Accounts Payable	\$250.00
240231	41162	3051154	AP POSTING	K and W Printing Inc	Accounts Payable	\$540.00
240346	41259	3051245	AP POSTING	K and W Printing Inc	Accounts Payable	\$540.00
2943	0	0	SHS AF P Card 4,2024	Michelle.carr	Adjusting	\$45.94
625	0	0	SHS AF PCARD - AUG	Michelle.schumacher	Adjusting	\$123.38
Detail Total:						\$1,981.99

Encumbrance Detail (Standard)

Reference Number	Requisition Number	PO/Ship Number	Description	Name	Journal	Amount
0	41028	3051024		Domino's		\$0.00
0	41105	3051096		Slammin Famine		\$0.00
0	41132	3051125		Domino's		\$0.00
0	41162	3051154		K and W Printing Inc		\$0.00
0	41259	3051245		K and W Printing Inc		\$0.00
Detail Total:						\$0.00

23,305,14,1958,08,51,000,0000

KEY CLUB TRANSPORTATION

\$0.00

\$0.00

\$0.00

\$34.00

\$34.00

(\$34.00)

\$0.00

(\$34.00) 0.00%

Transaction Detail (Standard)

Reference Number	Requisition Number	PO/Ship Number	Description	Name	Journal	Amount
2246	0	0	Transportation Invoice Jan Feb 2024	Michelle.carr	Adjusting	\$34.00
Detail Total:						\$34.00

23,305,14,1958,17,40,000,0000

KEY CLUB STUDENT FEES

\$0.00

\$0.00

\$0.00

(\$395.00)

(\$395.00)

\$395.00

\$0.00

\$395.00 0.00%

Transaction Detail (Standard)

Reference Number	Requisition Number	PO/Ship Number	Description	Name	Journal	Amount
1579	0	0	12/13/23 JE's	Michelle.schumacher	Adjusting	\$20.00
378	0	0	DEPOSIT - IC ONLINE OCTOBER 2023		Deposits	-\$160.00
386	0	0	DEPOSIT - FEES 10/11/23-11/28/23		Deposits	-\$40.00
390	0	0	DEPOSIT - IC ONLINE - NOVEMBER 2023		Deposits	-\$60.00
404	0	0	DEPOSIT - IC ONLINE - JANUARY 2024		Deposits	-\$20.00
414	0	0	DEPOSIT - IC ONLINE - FEB 24		Deposits	-\$20.00
415	0	0	DEPOSIT - MISC 3/20/24		Deposits	-\$75.00
Detail Total:						-\$395.00

Weld County School District RE-4

SHS ACTIVITY FUND - DETAIL

Fiscal Year: 2023-2024

From Date: 7/1/2023

To Date: 6/30/2024

☐ Include pre encumbrance ☐ Print accounts with zero balance ☒ Filter Encumbrance Detail by Date Range
☐ Exclude inactive accounts with zero balance

Account Number

Description

Budget Adjustments

GL Budget

Current

YTD

Balance

Encumbrance

Budget Bal % Rem

23.905.14.1958.1750.000.0000

KEY CLUB FUNDRAISERS

\$0.00

\$0.00

\$0.00

(\$2,255.78)

(\$2,255.78)

\$2,255.78

\$0.00

\$2,255.78

0.00%

Transaction Detail (Standard)		Description	Name	Journal	Amount
Reference Number	Requisition Number				
365	0	DEPOSIT - FRIDAY NIGHT LIGHTS 8/21/23		Deposits	-\$66.00
363	0	DEPOSIT - GATE/CONCESSIONS 9/7-9/22/23		Deposits	-\$14.00
365	0	DEPOSIT - SQUARE - SEPT 2023		Deposits	-\$69.69
368	0	DEPOSIT - GATE/CONCESSION 9/25-10/10/23		Deposits	-\$8.00
368	0	DEPOSIT - REVTRAK - NOVEMBER 2023		Deposits	-\$124.99
364	0	DEPOSIT - MISC 12/21/23		Deposits	-\$349.00
365	0	DEPOSIT - SQUARE - DECEMBER 2023		Deposits	-\$174.16
366	0	DEPOSIT - REVTRAK - DECEMBER 2023		Deposits	-\$349.99
412	0	DEPOSIT - REVTRAK - FEB 24		Deposits	-\$23.95
421	0	DEPOSIT - MISC 4/8/24		Deposits	-\$75.00
423	0	DEPOSIT - MISC 4/26/24		Deposits	-\$120.00
427	0	DEPOSIT - REVTRAK DEPOSITS - APRIL 2024		Deposits	-\$560.00
433	0	DEPOSIT - MISC 5/20/24		Deposits	-\$40.00
437	0	DEPOSIT - REVTRAK DEPOSITS - MAY 2024		Deposits	-\$160.00
657	0	RCLS 9/15/23 VARIOUS	michelle.schumacher	Adjusting	-\$121.00
Detail Total:					-\$2,255.78

PROGRAM: KEY CLUB - 1958

\$0.00

\$0.00

\$0.00

(\$634.79)

(\$634.79)

\$634.79

\$0.00

\$634.79

0.00%

Weld County School District RE-4

SHS DETAIL **

Fiscal Year: 2024-2025

From Date: 7/1/2024

To Date: 1/15/2025

☒ Filter Encumbrance Detail by Date Range

Account Number

Description

☐ Include pre encumbrance
☐ Exclude inactive accounts with zero balance

Budget Adjustments

GL Budget

Current

YTD

Balance

Encumbrance

Budget Bal % Rem

23.305.14.1958.0610.000.0000

KEY CLUB SUPPLIES

\$0.00

\$0.00

\$0.00

\$397.69

\$397.69

(\$397.69)

\$0.00

(\$397.69) 0.00%

Transaction Detail (Standard)								Journal		Amount	
Reference Number	Requisition Number	PO/Ship Number	Description	Name	Journal	Amount					
11-08-2024	9153	2025002096	AP POSTING	Domino's	Accounts Payable	\$62.10					
11-16-2024	9273	2025002209	AP POSTING	Domino's	Accounts Payable	\$151.17					
1121	0	0	P-Card 11.2024	Michelle car	Adjusting	\$119.80					
1WMY-GWKK-1G4	9249	2025002180	AP POSTING	Amazon Capital Services Inc	Accounts Payable	\$64.62					
Detail Total:						\$397.69					

Encumbrance Detail (Standard)								Journal		Amount	
Reference Number	Requisition Number	PO/Ship Number	Description	Name	Journal	Amount					
0	9153	2025002096		Domino's		\$0.00					
0	9249	2025002180		Amazon Capital Services Inc		\$0.00					
0	9273	2025002209		Domino's		\$0.00					
Detail Total:						\$0.00					

23.305.14.1958.0810.000.0000

KEY CLUB DUES AND FEES

\$0.00

\$0.00

\$0.00

\$561.00

\$561.00

(\$561.00)

\$0.00

(\$561.00) 0.00%

Transaction Detail (Standard)								Journal		Amount	
Reference Number	Requisition Number	PO/Ship Number	Description	Name	Journal	Amount					
H95093	8983	2025001922	AP POSTING	Kiwanis International	Accounts Payable	\$561.00					
Detail Total:						\$561.00					

Encumbrance Detail (Standard)								Journal		Amount	
Reference Number	Requisition Number	PO/Ship Number	Description	Name	Journal	Amount					
0	8983	2025001922		Kiwanis International		\$0.00					
Detail Total:						\$0.00					

23.305.14.1958.1741.000.0000

KEY CLUB PARTICIPATION FEES

\$0.00

\$0.00

\$0.00

(\$660.00)

(\$660.00)

\$660.00

\$0.00

\$660.00 0.00%

Transaction Detail (Standard)								Journal		Amount	
Reference Number	Requisition Number	PO/Ship Number	Description	Name	Journal	Amount					
121875	0	0	Square Deposits 09.16 - 09.30		Deposits	-\$40.00					
121875	0	0	Wrong Deposit Upload		Deposits	\$40.00					
147	0	0	IC Deposits 09.10 - 09.16		Deposits	-\$80.00					
148	0	0	IC Deposits 09.17 - 09.23		Deposits	-\$80.00					
149	0	0	IC Deposits 9.24 - 9.30		Deposits	-\$40.00					
150	0	0	IC Deposits 10.01 - 10.07		Deposits	-\$200.00					
151	0	0	IC Deposits 10.08 - 10.14		Deposits	-\$120.00					
152	0	0	IC Deposits 10.15 - 10.21		Deposits	-\$40.00					
156	0	0	IC Deposits 11.09 - 11.18		Deposits	-\$20.00					
491	0	0	SHS DEPOSIT - FEES 9/27-10/13/24		Deposits	-\$60.00					
586	0	0	SHS DEPOSIT - FEES 11/12-12/11/24		Deposits	-\$20.00					
Detail Total:						-\$660.00					

SHS DETAIL **

Weld County School District RE-4

Fiscal Year: 2024-2025

From Date: 7/1/2024

To Date: 1/15/2025

Account Number

Description

☐ Include pre encumbrance
☐ Exclude inactive accounts with zero balance

☐ Print accounts with zero balance

☒ Filter Encumbrance Detail by Date Range

Budget Adjustments

GL Budget

Current

YTD

Balance

Encumbrance

Budget Bal % Rem

23,305,14,1958,1750,000,0000

KEY CLUB FUNDRAISERS

\$0.00

\$0.00

\$0.00

(\$1,317.45)

(\$1,317.45)

\$1,317.45

\$0.00

\$1,317.45

0.00%

Transaction Detail (Standard)				Journal		Amount
Reference Number	Requisition Number	PO/Ship Number	Description	Name		
121817	0	0	RevTrak 08,16-08,31		Deposits	-\$80.00
121837	0	0	RevTrak 09,01-09,15		Deposits	-\$83.11
121929	0	0	RevTrak Deposits 10,16 - 10,31		Deposits	-\$80.00
121974	0	0	RevTrak 11,16 - 11,30		Deposits	-\$225.35
121990	0	0	RevTrak 12,01 - 12,15		Deposits	-\$89.99
439	0	0	SHS DEPOSIT - MISC 9/5/24		Deposits	-\$66.00
465	0	0	SHS DEPOSIT - MISC 9/27/24		Deposits	-\$303.00
492	0	0	SHS DEPOSIT - MISC 10/15/24		Deposits	-\$80.00
587	0	0	SHS DEPOSIT - MISC 12/16/24		Deposits	-\$120.00
599	0	0	SHS DEPOSIT - MISC 12/20/24		Deposits	-\$190.00
Detail Total:						-\$1,317.45

23,305,14,1958,6760,000,0000

KEY CLUB BEG BALANCE

\$0.00

\$0.00

\$0.00

\$0.00

(\$128.91)

\$128.91

\$0.00

\$128.91

0.00%

PROGRAM: KEY CLUB - 1958

\$0.00

\$0.00

\$0.00

(\$1,018.76)

(\$1,147.67)

\$1,147.67

\$0.00

\$1,147.67

0.00%

March Engineering Report

Chris Messersmith and Shar Shadowen, Colorado Civil Group, Inc. (CCG)
March 25, 2025



Capital Improvement Projects

E Harmony Road – WCR 19 Intersection Improvements

The Town of Severance advertised this project for bid on March 13, 2025. Bids are due on April 11, 2025. Long lead items and materials (signal poles, mast arms, signal cabinet and controller) are planned to be ordered within the next week. Construction is anticipated to start in the second quarter of 2025.

South Water Line Loop

CCG has prepared a preliminary 60% construction drawings and has reviewed the proposed alignment through the Severance Community Park with the Public Works Department. Town Management is trying to acquire one water line easement and will negotiate with a property owner. This project is also dependent on the Waterfowl Way Extension right-of-way and utility easement dedication, which are currently being reviewed by the Town Attorney. This project will provide a water service for the CXT restroom in the Severance Community Park.

Water System Monitoring

CCG has been working with the Public Works Department and the NWCWD staff on a weekly basis to monitor the Town's water distribution system and performance (pressure and flowrates) continuously since June 2022. The annual Average Day Demand (ADD), Maximum Day Demand (MDD), MDD Factor, and Maximum Annual Delivery Volume (MADV) are listed below along with the capacity purchased from the NWCWD:

2022 (calendar year)

ADD (customer): 584,843 GPD

MDD (customer): 1,200,371 GPD (17-Jul-22), MDD Factor: 2.05

MDD (NWCWD): 1,177,710 GPD (17-Jul-22)

MADV (NWCWD): 233,378,000 GPY

2023 (calendar year)

ADD (customer): 505,128 GPD

MDD (customer): 1,099,238 GPD (16-Jul-23), MDD Factor: 2.18

MDD (NWCWD): 1,097,402 GPD (12-Jul-23)

MADV (NWCWD): 201,112,000 GPY

2024 (calendar year)

ADD (customer): 558,410 GPD

MDD (customer): 1,053,251 GPD (29-Jul-24), MDD Factor: 1.89

MDD (NWCWD): 1,061,232 GPD (13-Jul-24)

MADV (NWCWD): 220,127,000

CAPACITY (PURCHASED) BASED ON 1,040 ASPITs

MDD (NWCWD): 1,497,600 GPD

MADV (NWCWD): 237,120,000 GPY

CCG has been working with the Public Works Department and the NWCWD to make seasonal adjustments to Master Meters No. 1 and No. 2 to meet water quality requirements.

NWCWD Water Service Agreement/Potable Water System Master Plan

CCG has completed the potable water system hydraulic modeling for the full build out of the Town of Severance's current water service area, which may require updates based on revisions to the Town of Severance Land Use Code. Data has been requested of Stantec/NWCWD at the Master Meter No. 1 location. Future upgrades to Master Meter No. 1 will allow the Town of Severance to serve the full build out of the water service area. On January 6, 2023, Stantec confirmed that they have all the information they need from the Town of Severance. Once a response is provided by Stantec/NWCWD, CCG will coordinate with Town Management on the final Potable Water System Master Plan since it is unknown, at this time, what additional capacity the NWCWD can provide to the Town of Severance. Currently, Town Management is considering an expansion of the Town of Severance water service area. CCG worked with Town Management and the CLRWTA on these water demand projections, which have been completed. A DRAFT of the new Water Service Agreement from the NWCWD has been reviewed by Town staff.

1.5 MG Elevated Water Tank

The 1.5 MG Elevated Water Tank has been constructed by Landmark Structures I, LP. CCG has issued the Certificate of Substantial Completion and is working on the Notice of Acceptability of Work, final Change Order, final Payment Application, and working through a permitting issue with the CDPHE. Engineering has met with the CDPHE on two occasions and has been working on the resolution to this item.

Wastewater Projections

Town Management and CCG have reached out to the Town of Windsor (TOW) regarding future wastewater treatment capacity with their planned Wastewater Treatment Facility (WWTF) expansion. Additional wastewater capacity is dependent on three items; (1) Additional capacity at the TOW WWTF, (2) a new sanitary sewer interceptor from Severance South to the Town of Windsor WWTF, and (3) a Utility Plan Amendment/208 Boundary Amendment that the Town will need to prepare and submit to the North Front Range Water Quality Planning Association for review and approval. The Town Managers for Severance and Windsor are negotiating the additional wastewater treatment capacity that may be available. The 208 Boundary Amendment is in process and may be completed by the Town of Windsor and the NFRWQPA.

CCG monitors the wastewater flowrates monthly. Below is a summary since the Town of Windsor wastewater flowmeter was recalibrated:

2024 (calendar year)

Average wastewater flowrate: 406,552 GPD (March 1, 2024 – December 31, 2024)

2025 (calendar year)

Average wastewater flowrate: 420,129 GPD (December 29, 2024 – February 28, 2025)

Max Day wastewater flowrate: 572,000 GPD (March 17, 2024)

This is equivalent to 42% – 57% of the capacity available to the Town of Severance by the Town of Windsor per the IGA. Currently, the Town of Severance has purchased 515,000 GPD of treatment capacity from the Town of Windsor. Since March 1, 2024, The Town of Severance has exceeded the purchased capacity on three (3) occasions. At this time, no additional capacity is available for purchase/treatment.

On August 21, 2023, the Town of Severance Public Works Department took the WWTF out of service and began diverting all wastewater to the TOW WWTF. The Public Works Department is in the process of dewatering the WWTF site in order to access and complete the lagoon liner(s) repairs. This should be completed in the second quarter of 2025.



AGENDA ITEM SUMMARY

AGENDA ITEM	SUBMITTED BY	PRESENTED BY
PUBLIC HEARING Pg. 86 - Resolution 2025-12R: Preliminary Plat for Northgate Lake	Shani Porter, Planning Director	Shani Porter, Planning Director
ACTION REQUESTED		
Town Staff asks that the Town Council review and discuss the Northgate Lake Preliminary Plat and take action: 1. Approve Resolution TC-2025- 12R for the Northgate Lake Preliminary Plat with conditions 2. Deny Resolution TC-2025- 12R for the Northgate Lake Preliminary Plat 3. Take No Action		<u>Resolution</u> <u>Action Requested</u> <u>Attorney Approved</u>
BRIEF SUMMARY		
The Northgate Lake Preliminary Plat is approximately 315 acres in size. The property is located North of CR 74/Harmony Road and East of CR 21/Teller Street. The property was annexed into the Town of Severance as the Moody Annexation in September of 2022. The Preliminary Plat is the first step in the major subdivision process which will be followed by a Final Plat. The Preliminary Plat process provides a detailed planning review of development patterns, street networks, block and lot layout, and preliminary engineering for future development prior to the preparation of detailed construction and engineering plans that is part of the Final Plat application and review. The Northgate Lake Preliminary Plat proposes 671 single-family lots on 123 acres, a 10-acre school site, 13 acres of multi-family, 25 acres of commercial, and approximately 70 acres of open space. Criteria for review and approval of a Preliminary Plat is in Section 16.19.100(d)(3) of the Land Use Code as follows: - The subdivision complies with all applicable use, development and design standards - The mix of land uses within the project area conforms with the existing zoning and objectives: - The proposal promotes the Town's adopted plans, goals and policies - The proposed residential adds diversity to the Town's housing supply - The proposed commercial will benefit the Town's economic base - Parks and open space are incorporated into the site design. - The transportation designs are adequate and meet the standards set by the Severance Transportation Master Plan - Negative impacts on adjacent land uses have been identified and addressed - The subdivision does not create unusable lots - The preliminary grading and drainage reports have been reviewed and comments provided for the Final Plat submittal - The preliminary water and sewer plans have been reviewed and comments provided for the Final Plat submittal - The existing town utility facilities and services have been reviewed and comments provided for		

the Final Plat submittal

- i. Water capacity has been evaluated by the Town Engineer and recommendations have been provided for the Final Plat submittal
- j. The phasing plan for the development will be evaluated at time of Final Plat

PUBLIC SUPPORT/CONCERN

Please see attached emails and Planning Commission Meeting minutes dated 2-19-25

ANALYSIS AND RECOMMENDATION

Town staff is asking Town Council review, discuss, and take action on TC-2025-12R for the Northgate Lake Preliminary Plat with the following conditions:

All landscaping and other irrigable areas within all lots and common areas of the subdivision shall be irrigated with non-potable water;

1. Applicant shall design, construct and install an on-site non-potable water system that is adequate to fully meet all of the irrigation demands and requirements for all end uses of the proposed subdivision and which is in compliance with the Severance Municipal Code;
2. The Applicant shall obtain and submit to the Town will-serve letters for all dry utility companies.
3. The Applicant must provide proof that that the Town's or other utility service providers' potable and non-potable water supply and distribution systems are or will be adequate to deliver the projected treated and non-potable water needs of the proposed development, including pressure and flow for normal operation of plumbing fixtures, water using appliances, requirements set by the responsible fire protection agency, and irrigation;
4. The Applicant must provide proof that the Town's or other utility service providers' sanitary sewage collection system is or will be adequate to accommodate the sewage disposal needs of the proposed development,
5. The Applicant must provide proof that the Town's or other utility service provider's storm drainage collection system is or will be adequate to accommodate the projected flows of the proposed development;
6. The Applicant must revise the Preliminary Construction Drawings and Traffic Impact Study to match the dimensions in variance request Item 4.b. in the Traffic Variance Letter dated September 23, 2024 prepared by Avant Civil Group, Inc.
7. The Applicant shall acquire and dedicate additional public right-of-way for CR 21 if required by Weld County or the Town;
8. The Applicant shall obtain drainage easements from downstream property owners and complete off-site drainage improvements as necessary per the requirements of the Severance Municipal Code, Mile High Flood District Urban Storm Drainage Criteria Manual, and other applicable standards and specifications;
9. All remaining technical corrections to the Northgate Lake Preliminary Plat, preliminary construction plans, preliminary drainage report, and preliminary utility report requested by Town staff shall be made to the Town staff's satisfaction;
10. All final water plan and reports, final sanitary sewer plan and reports, and final grading and drainage plans and reports shall conform to the preliminary plat report content requirements set forth in the Severance Municipal Code, as amended; and
11. The Applicant shall address all of the Town's outstanding engineering and planning comments on the Preliminary Plat;
12. The applicant shall increase setbacks for all structures along the eastern portion of the development as necessary as part of the Final Plat submittal; and
13. At the Final Plat stage, the Town and the Applicant shall execute a subdivision agreement, in

a form to be approved by the Town Attorney;

MATERIALS SUBMITTED

The following materials were submitted and included in this packet:

1. TC Resolution 2025-12R - Northgate Lake Preliminary Plat
2. Submittal 1_Vicinity Map
3. Moody Property_Concept Plan_2024-01-08
4. Submittal 4_Preliminary Plat
5. Submittal 1_Draft Management Plan
6. Submittal 1_TIS
7. SOPS-RE-MEMO-MoodyDevelopmentTOSMemo-20250106.docx (1)
8. 0042.0014.03 NGL-PP 5th review comments_(2025.01.03)
9. 0042.0014.03 TRAFFIC LTR-Variance (2025.01.03)
10. Northgate Drainage Variance Letter_031225
11. Abigail Riley 2.6.25
12. Hoss Johnson 2.4.25
13. Jackie Middleton 2.3.25
14. PC-2025-04R - Recommend Approval of Northgate Lake Preliminary Plat
15. Planning Commission 2.19.25 Minutes

**TOWN OF SEVERANCE
RESOLUTION NO. 2025-12R**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SEVERANCE,
COLORADO, APPROVING A PRELIMINARY SUBDIVISION PLAT FOR THE
NORTHGATE LAKE SUBDIVISION, WITH CONDITIONS**

WHEREAS, Hidden Lake Investments, LLC (“Applicant”), as owner of certain real property located within the Moody Annexation generally located in the northeast corner of Teller Street and East Harmony Road and as more particularly described in **Exhibit A** attached hereto (the “Property”), has submitted a proposed preliminary subdivision plat (“Preliminary Plat”) for the Property; and

WHEREAS, the Town of Severance Planning Commission, after conducting a public hearing on the proposed preliminary subdivision plat on February 19, 2025, rendered a decision recommending approval of the Preliminary Plat, with conditions; and

WHEREAS, on March 25, 2025, the Town Council conducted a public hearing on the proposed Preliminary Plat; and

WHEREAS, after reviewing the record of the Planning Commission public hearing, and after considering the testimony, evidence and argument presented at the Town Council public hearing, the Town Council finds and determines that the proposed Preliminary Plat is in substantial conformance with the technical requirements of the Severance Municipal Code, and that the proposed subdivision meets the applicable requirements and standards set forth in the Severance Municipal Code, subject to the Applicant’s fulfillment of certain conditions set forth below.

**NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE
TOWN OF SEVERANCE, COLORADO, AS FOLLOWS:**

Section 1. The Town Council hereby approves the Preliminary Plat for the Northgate Lake Subdivision, attached hereto as **Exhibit B** and incorporated herein by this reference, subject to and conditioned upon Applicant’s compliance with and satisfaction of the following conditions:

- (a) All landscaping and other irrigable areas within all lots and common areas of the subdivision shall be irrigated with non-potable water;
- (b) Applicant shall design, construct and install an on-site non-potable water system that is adequate to fully meet all of the irrigation demands and requirements for all end uses of the proposed subdivision and which is in compliance with the Severance Municipal Code;
- (c) The Applicant shall obtain and submit to the Town will-serve letters for all dry utility companies.
- (d) The Applicant must provide proof that that the Town’s or other utility service providers’ potable and non-potable water supply and distribution systems are or will be adequate to deliver the projected treated and non-potable water needs of the proposed development, including pressure

and flow for normal operation of plumbing fixtures, water using appliances, requirements set by the responsible fire protection agency, and irrigation;

- (e) The Applicant must provide proof that the Town's or other utility service providers' sanitary sewage collection system is or will be adequate to accommodate the sewage disposal needs of the proposed development,
- (f) The Applicant must provide proof that the Town's or other utility service provider's storm drainage collection system is or will be adequate to accommodate the projected flows of the proposed development;
- (g) The Applicant must revise the Preliminary Construction Drawings and Traffic Impact Study to match the dimensions in variance request Item 4.b. in the Traffic Variance Letter dated September 23, 2024, prepared by Avant Civil Group, Inc.
- (h) The Applicant shall acquire and dedicate additional public right-of-way for CR 21 if required by Weld County or the Town;
- (i) The Applicant shall obtain drainage easements from downstream property owners and complete off-site drainage improvements as necessary per the requirements of the Severance Municipal Code, Mile High Flood District Urban Storm Drainage Criteria Manual, and other applicable standards and specifications;
- (j) All remaining technical corrections to the Northgate Lake Preliminary Plat, preliminary construction plans, preliminary drainage report, and preliminary utility report requested by Town staff shall be made to the Town staff's satisfaction;
- (k) All final water plan and reports, final sanitary sewer plan and reports, and final grading and drainage plans and reports shall conform to the preliminary plat report content requirements set forth in the Severance Municipal Code, as amended; and
- (l) The Applicant shall address all of the Town's outstanding engineering and planning comments on the Preliminary Plat;
- (m) The applicant shall increase setbacks for all structures along the eastern portion of the development as necessary as part of the Final Plat submittal; and
- (n) At the Final Plat stage, the Town and the Applicant shall execute a subdivision agreement, in a form to be approved by the Town Attorney.

Section 2. In accordance with Section 16.19.100(d)(7) of the Severance Municipal Code, this approval of the Northgate Lake Preliminary Plat shall be null and void if a complete final plat application for the subdivision or a phase of the subdivision has not been submitted within two (2) years after the date of this Resolution, unless such approval is extended by the Town Council. In the case of partial final plat submission or subsequent partial final plat submissions, the approval of the remaining portion of the preliminary plat shall automatically gain an extension

of one (1) year with each final plat.

RESOLVED AND APPROVED this 25th day of March, 2025.

TOWN OF SEVERANCE, COLORADO

Matthew Fries, Mayor

ATTEST:

Sarah Jacobsen, Town Clerk

APPROVED AS TO FORM:

Town Attorney

Exhibit A
Legal Description of Property

A parcel of land being the Eaton-Law Reservoir as described in a Bargain and Sale Deed recorded May 23, 2013 as Reception No. 3934637 of the Records of Weld County, Lot B, Amended Recorded Exemption No. 0705-35-2 1AMRECX18-02-3293 recorded June 6, 2019 as Reception No. 4495105 of the Records of Weld County, and Lot A and Lot B, Recorded Exemption No. 0705-35-3 RECX18-0146 recorded June 6, 2019 as Reception No. 4495106 of the Records of Weld County, all situate within Section Thirty-five (35), Township Seven North (T.7N.), Range Sixty-seven West (R.67W.) of the Sixth Principal Meridian (6th P.M.), Town of Severance, County of Weld, State of Colorado being more particularly described as follows;

BEGINNING at the Southwest Corner of said Section 35 and assuming the West line of the Southwest Quarter of Section 35 as bearing North 00° 15' 17" West a distance of 2675.16 feet, and being monumented on the South by a #6 Rebar with a 2.5" Aluminum Cap stamped LS 12374 and on the North by a #6 Rebar with a 2.5" Aluminum Cap stamped LS 28??? (last three numbers illegible) with all other bearings contained herein relative thereto:

THENCE North 00° 15' 17" West a distance of 2675.16 feet to the West Quarter Corner of said Section 35;

THENCE North 00° 01' 47" East continuing along the West line of the Northwest Quarter of said Section 35 a distance of 2345.47 feet to the intersection of the said West line and a Northerly line of said Lot B, Amended Recorded Exemption No. 0705-35-2 1AMRECX18-02-3293;

The following Forty (40) courses are along the Northerly, Westerly and Easterly lines of Lot B, Amended Recorded Exemption No. 0705-35-2 1AMRECX18-02-3293.

THENCE North 89° 43' 41" East a distance of 404.00 feet; THENCE North 00° 01' 47" East a distance of 330.00 feet to the North line of the Northwest Quarter of said Section 35; THENCE North 89° 42' 39" East along said North line of the Northwest Quarter of Section 35 a distance of 1531.28 feet; THENCE South 36° 15' 22" West a distance of 81.53 feet; THENCE South 14° 46' 49" West a distance of 22.77 feet; THENCE South 02° 03' 26" East a distance of 30.76 feet; THENCE South 33° 15' 31" East a distance of 115.46 feet; THENCE South 36° 37' 49" East a distance of 132.58 feet; THENCE South 41° 09' 32" East a distance of 130.51 feet; THENCE South 40° 01' 53" East a distance of 139.86 feet; THENCE South 35° 02' 09" East a distance of 145.64 feet; THENCE South 19° 38' 05" East a distance of 143.14 feet; THENCE South 21° 19' 29" West a distance of 59.29 feet; THENCE South 16° 39' 59" East a distance of 142.09 feet; THENCE South 14° 24' 46" West a distance of 71.95 feet; THENCE South 04° 06' 29" West a distance of 86.34 feet; THENCE South 24° 00' 55" West a distance of 356.21 feet; THENCE South 40° 10' 05" West a distance of 12.24 feet; THENCE South 40° 31' 16" East a distance of 100.34 feet; THENCE South 56° 50' 15" East a distance of 57.98 feet; THENCE South 40° 59' 20" East a distance of 59.88 feet; THENCE South 33° 40' 24" East a distance of 67.70 feet; THENCE South 31° 37' 54" East a distance of 70.95 feet; THENCE South 30° 37' 57" East a distance of 85.04 feet; THENCE South 29° 34' 41" East a distance of 107.35 feet; THENCE South 32° 35' 12" East a distance of 115.72 feet; THENCE South 33° 05' 56" East a distance of 128.81 feet; THENCE South 31° 44' 30" East a distance of 146.49 feet; THENCE South 09° 09' 37" West a distance of 158.11 feet; THENCE South 26° 21' 47" East a distance of 150.21 feet; THENCE South 06° 10' 17" East a distance of 136.36 feet; THENCE South 00° 13' 21" West a distance of 637.13 feet; THENCE South 05° 51' 39" East a distance of 485.00 feet; THENCE South 10° 26' 39" East a distance of 425.00 feet; THENCE South 24° 41' 39" East a distance of 139.00 feet; THENCE South 26° 13' 21" West a distance of 262.00 feet; THENCE South 40° 16' 39" East a distance of 209.41 feet; THENCE South 40° 16' 39" East a distance of 145.59 feet; THENCE South 21° 18' 21" West a distance of 175.00 feet;

THENCE South 17° 56' 39" East a distance of 340.00 feet to the South line of the Southeast Quarter of said Section 35; THENCE South 89° 03' 21" West along said South line of the Southeast Quarter of Section 35 a distance of 460.00 feet to the South Quarter corner of said Section 35; THENCE South 89° 06' 25" West along the South line of the Southwest Quarter of Section 35 a distance of 238.00 feet to the Easterly line of Lot A, Recorded Exemption No. 0705-35-3-RE1022;

The following Five (5) courses are along the Easterly, Northerly and Westerly lines of said Lot A. THENCE North 04° 06' 13" West a distance of 370.14 feet; THENCE South 88° 07' 15" West a distance of 210.84 feet; THENCE South 46° 38' 40" West a distance of 72.01 feet; THENCE South 32° 58' 40" East a distance of 315.51 feet; THENCE South 00° 53' 35" East a distance of 50.00 feet to the South line of the Southwest Quarter of said Section 35; THENCE South 89° 06' 25" West along said South line of the Southwest Quarter of Section 35 a distance of 2276.42 feet to the **POINT OF BEGINNING**.

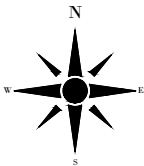
Said described tract of land contains 13,721,668 square feet or 315.01 acres, more or less and may be subject to rights-of-way or other easements as granted or reserved by instruments of record or as now existing on said described parcel of land.

Exhibit B
Preliminary Plat

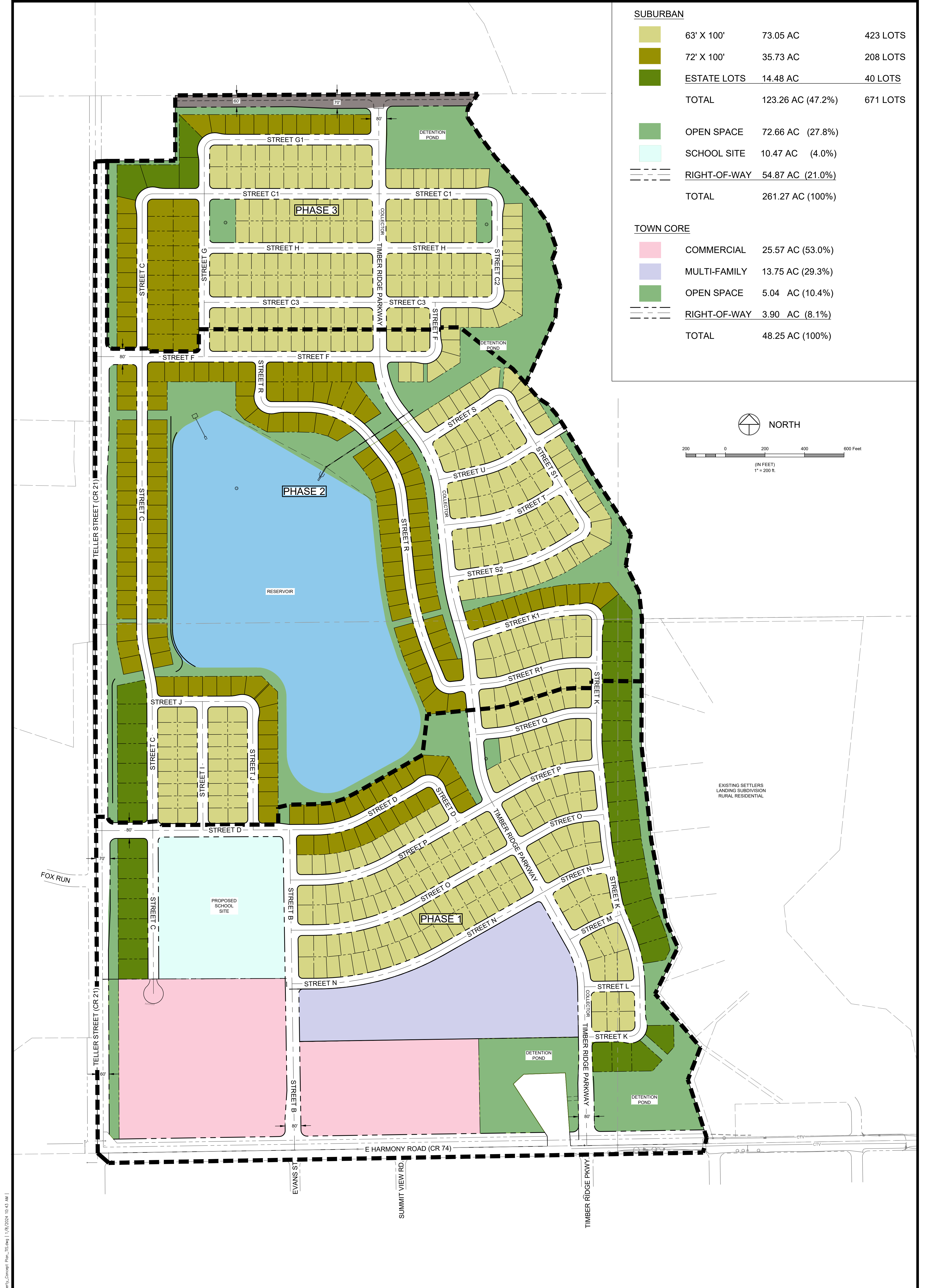


VICINITY MAP

SCALE: N.T.S.



\\cmiller\1\Projects\2023\033-Dwg\Northgate Lake\Concept Plan_015.dwg 1/18/2024 10:43 AM



PRELIMINARY PLAT OF
NORTHGATE LAKE

A TRACT OF LAND LOCATED IN SECTION 35, TOWNSHIP 7 NORTH, RANGE 67 WEST OF THE
6TH PRINCIPAL MERIDIAN, TOWN OF SEVERANCE, COUNTY OF WELD, STATE OF COLORADO

PROPERTY DESCRIPTION

A parcel of land being the Eaton-Law Reservoir as described in a Bargain and Sale Deed recorded May 23, 2013 as Reception No. 3934637 of the Records of Weld County, Lot B, Amended Recorded Exemption No. 0705-35-2 1AMRECX18-02-3293 recorded June 6, 2019 as Reception No. 4495105 of the Records of Weld County, and Lot A and Lot B, Recorded Exemption No. 0705-35-3 RECX18-0146 recorded June 6, 2019 as Reception No. 4495106 of the Records of Weld County, all situate within Section Thirty-five (35), Township Seven North (T.7N.), Range Sixty-seven West (R.67W.) of the Sixth Principal Meridian (6th P.M.), Town of Severance, County of Weld, State of Colorado being more particularly described as follows;

BEGINNING at the Southwest Corner of said Section 35 and assuming the West line of the Southwest Quarter of Section 35 as bearing North 00° 15' 17" West a distance of 2675.16 feet, and being monumented on the South by a #6 Rebar with a 2.5" Aluminum Cap stamped LS 12374 and on the North by a #6 Rebar with a 2.5" Aluminum Cap stamped LS 2877? (last three numbers illegible) with all other bearings contained herein relative thereto;
THENCE North 00° 15' 17" West a distance of 2675.16 feet to the West Quarter Corner of said Section 35;
THENCE North 00° 01' 47" East continuing along the West line of the Northwest Quarter of said Section 35 a distance of 2345.47 feet to the intersection of the said West line and a Northerly line of said Lot B, Amended Recorded Exemption No. 0705-35-2 1AMRECX18-02-3293;

The following Forty (40) courses are along the Northerly, Westerly and Easterly lines of Lot B, Amended Recorded Exemption No. 0705-35-2 1AMRECX18-02-3293.
THENCE North 89° 43' 41" East a distance of 404.00 feet; THENCE North 00° 01' 47" East a distance of 330.00 feet to the North line of the Northwest Quarter of said Section 35;
THENCE North 89° 42' 39" East along said North line of the Northwest Quarter of Section 35 a distance of 1531.28 feet; THENCE South 36° 15' 22" West a distance of 81.53 feet; THENCE South 14° 46' 49" West a distance of 22.77 feet; THENCE South 02° 03' 26" East a distance of 30.76 feet; THENCE South 33° 15' 31" East a distance of 115.46 feet; THENCE South 36° 37' 49" East a distance of 132.58 feet; THENCE South 41° 09' 32" East a distance of 130.51 feet; THENCE South 40° 01' 53" East a distance of 139.86 feet; THENCE South 35° 02' 09" East a distance of 145.64 feet; THENCE South 19° 38' 05" East a distance of 143.14 feet; THENCE South 21° 19' 29" West a distance of 59.29 feet; THENCE South 16° 39' 59" East a distance of 142.09 feet; THENCE South 14° 24' 46" West a distance of 71.95 feet; THENCE South 04° 06' 29" West a distance of 86.34 feet; THENCE South 24° 00' 55" West a distance of 356.21 feet; THENCE South 40° 10' 05" West a distance of 12.24 feet; THENCE South 40° 31' 16" East a distance of 100.34 feet; THENCE South 56° 50' 15" East a distance of 57.98 feet; THENCE South 40° 59' 20" East a distance of 59.88 feet; THENCE South 33° 40' 24" East a distance of 67.70 feet; THENCE South 31° 37' 54" East a distance of 70.95 feet; THENCE South 30° 37' 57" East a distance of 85.04 feet; THENCE South 29° 34' 41" East a distance of 107.35 feet; THENCE South 32° 35' 12" East a distance of 115.72 feet; THENCE South 33° 05' 56" East a distance of 128.81 feet; THENCE South 31° 44' 30" East a distance of 146.49 feet; THENCE South 09° 09' 37" West a distance of 158.11 feet; THENCE South 26° 21' 47" East a distance of 150.21 feet; THENCE South 06° 10' 17" East a distance of 136.36 feet; THENCE South 00° 13' 21" West a distance of 637.13 feet; THENCE South 05° 51' 39" East a distance of 485.00 feet; THENCE South 10° 26' 39" East a distance of 425.00 feet; THENCE South 24° 41' 39" East a distance of 139.00 feet; THENCE South 26° 13' 21" West a distance of 262.00 feet; THENCE South 40° 16' 39" East a distance of 209.41 feet; THENCE South 40° 16' 39" East a distance of 145.59 feet; THENCE South 21° 18' 21" West a distance of 175.00 feet; THENCE South 17° 56' 39" East a distance of 340.00 feet to the South line of the Southeast Quarter of said Section 35; THENCE South 89° 03' 21" West along said South line of the Southeast Quarter of Section 35 a distance of 460.00 feet to the South Quarter corner of said Section 35; THENCE South 89° 06' 25" West along the South line of the Southwest Quarter of Section 35 a distance of 238.00 feet to the Easterly line of Lot A, Recorded Exemption No. 0705-35-3-RE1022;

The following Five (5) courses are along the Easterly, Northerly and Westerly lines of said Lot A.
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THENCE South 89° 06' 25" West along said South line of the Southwest Quarter of Section 35 a distance of 2276.42 feet to the **POINT OF BEGINNING**.

Said described tract of land contains 13,721,668 square feet or 315.01 acres, more or less and is subject to any rights-of-way or other easements as granted or reserved by instruments of record or as now existing on said described parcel of land.

OWNER'S APPROVAL AND DEDICATION

The undersigned, being the landowners of the land described herein, do hereby vacate the platting of the above described parcel of land and have laid out, subdivided, and replatted the same into lots, tracts, outlots, blocks, streets and easements, as shown hereon under the name of NORTHGATE LAKE PRELIMINARY PLAT. The undersigned hereby dedicate to the Town of Severance all Rights-of-Way, alleys, drainage, utility and lot line easements as indicated herein.

In witness whereof, we have hereunto set our hands and seals this the _____ day of _____, 20 ____.

OWNER: Hidden Lake Investments, LLC, a Colorado limited liability company

By: _____

NOTARIAL CERTIFICATE

STATE OF _____)
COUNTY OF _____) ss

The foregoing instrument was acknowledged before me by _____, as _____ of Hidden Lake Investments, LLC,

a Colorado limited liability company this _____ day of _____, 20 ____.

My commission expires: _____

Notary Public

OWNER: Journey Homes, LLC, a Colorado limited liability company

By: _____

NOTARIAL CERTIFICATE

STATE OF _____)
COUNTY OF _____) ss

The foregoing instrument was acknowledged before me by _____, as _____ of Journey Homes, LLC, a

Colorado limited liability company, this _____ day of _____, 20 ____.

My commission expires: _____

Notary Public

OWNER: Eaton-Law Reservoir Co.

By: _____

NOTARIAL CERTIFICATE

STATE OF _____)
COUNTY OF _____) ss

The foregoing instrument was acknowledged before me by _____, as _____ of

Eaton-Law Reservoir Co., this _____ day of _____, 20 ____.

My commission expires: _____

Notary Public

THE FINLEY LATERAL DITCH COMPANY

REVIEWED THIS _____ DAY OF _____, 20 ____

THE FINLEY LATERAL DITCH COMPANY REPRESENTATIVE

LARIMER AND WELD IRRIGATION COMPANY

REVIEWED THIS _____ DAY OF _____, 20 ____

LARIMER AND WELD IRRIGATION COMPANY REPRESENTATIVE

TOWN COUNCIL CERTIFICATE

This is to certify that this final plat for NORTHGATE LAKE was approved on the _____ day of _____, 20 ____, by Resolution No. _____, passed and adopted at the regular meeting of the Town Council of the Town of Severance, held on this _____ day of _____, 20 ____, and may be filed with the Clerk and Recorder of Weld County. All public dedications shown thereon are accepted by the town, subject to the provision that neither approval nor acceptance obligates the Town of Severance for the financing or construction of improvements on land or easements dedicated to the town except as specifically agreed to by the Town Council.

ATTEST: _____

Mayor

Town Clerk

BASIS OF BEARINGS:

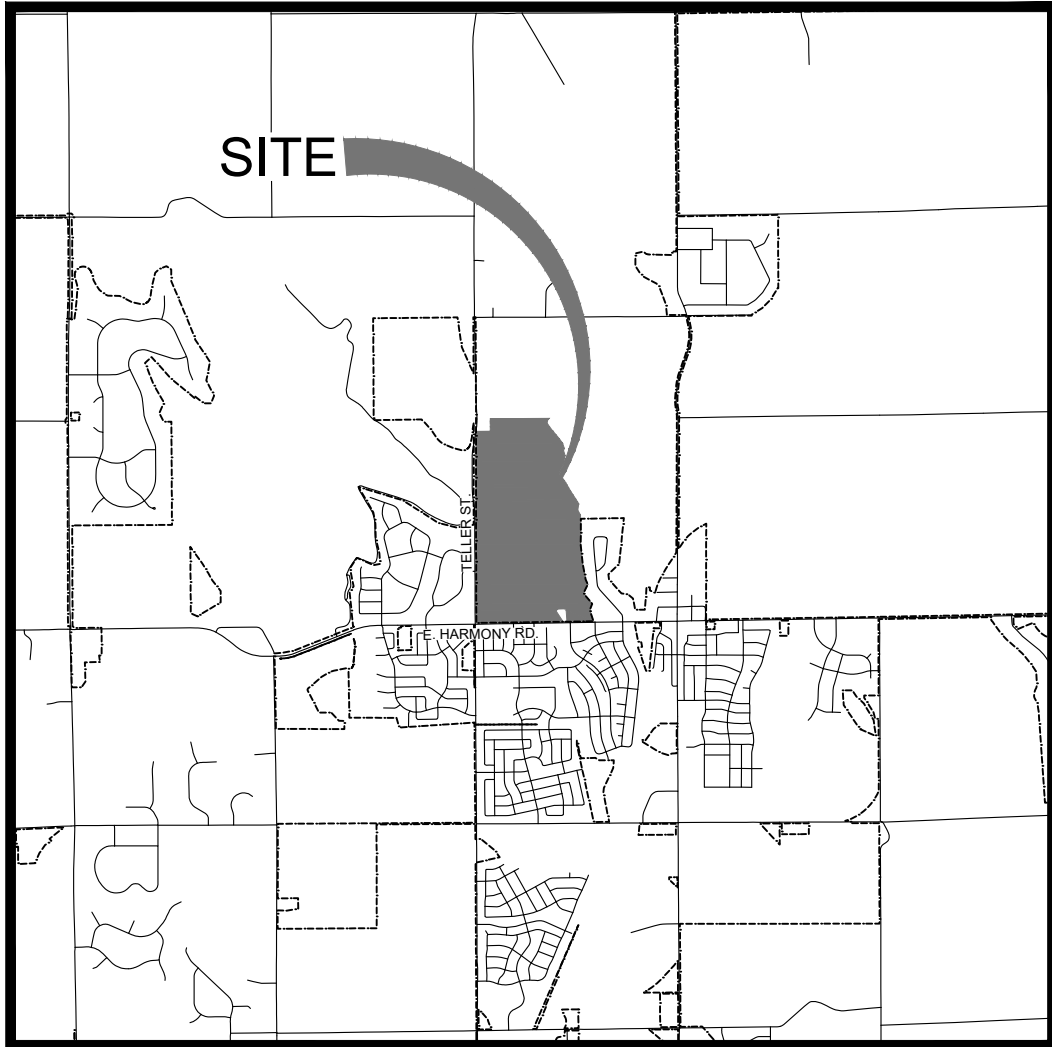
Basis of Bearings is the West line of the Southwest Quarter of Section 35 as bearing North 00° 15' 17" West for a distance of 2675.16 feet with the West Quarter corner of Section 35 being a 2.5" aluminum cap on #6 rebar in monument box with illegible stamp and the Southwest corner of Section 35 being a 2.5" aluminum cap on #6 rebar in monument box, stamped LS 12374 "1999".

SURVEYOR NOTES:

- The lineal unit of measurement for this plat is U. S. Survey Feet.
- For all information regarding easements, right-of-way or title of record, Northern Engineering relied upon Commitment No. 459-H0646933-820-GRO, Amendment No. 2, dated August 1, 2023, prepared by Heritage Title Company; Commitment No. 459-H06644301-820-GRO, Amendment No. 2, dated August 1, 2023, prepared by Heritage Title Company; and Commitment No. 459-H0587798-084-LL9, Amendment No. 3, dated August 1, 2023, prepared by Heritage Title Company.
- The word "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).
- Northern Engineering or the Professional Land Surveyor listed hereon, does not have the expertise to address mineral rights, and recommends the owner retain an expert to address these matters. Northern Engineering or the Professional Land Surveyor listed heron assumes no responsibility for the mineral rights upon the subject property.
- 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 and client listed hereon for their use and review.
- Not all documents listed in the title commitments are plottable or definable by their terms. All easements that are definable by their descriptions are shown hereon. Owner, Client, attorney 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.
- Easements and other record documents shown or noted hereon were examined as to location and purpose and were not examined as to restrictions, exclusions, conditions, obligations, terms, or as to the right to grant the same.
- Adjacent property owner information per the Weld County Property Portal.
- Oil and gas information shown on the table on Sheet 2 is per the Colorado Oil & Gas Conservation Commission.
- Per CRS 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.
- The subject property is in flood zone 'X', "areas determined to be outside the 0.2% annual chance of floodplain" per FEMA floodmap 08123C1213E effective January 20, 2016.
- Those Rights, Easements or Rights of way, granted to Poudre Valley Rural Electric Association, Inc (PVREA) as described in instruments recorded at Reception Number 4030343 are undefinable by their terms and cannot be plotted but, appear to affect the subject property. PVREA should provide documentation clarifying the locations of those Rights, Easements or Rights of way that they believe to be a part of the subject property. PVREA may also be required to be a signer of this plat.

TOWN OF SEVERANCE NOTES:

- All or portions of the property described hereon may be subject to the Development Agreement recorded contemporaneously herewith in the Office of the Clerk and Recorder of Weld County, Colorado.
- The owner(s) of each tract, outlot and lot will maintain any and all grading and approved private drainage improvements or facilities located within their respective tract, lot or outlot. The drainage easements dedicated to the Town across such areas are for access, use, operation and maintenance of any and all stormwater detention ponds, storm drains and concrete pans installed within such areas and for access, maintenance and repair services only in the event that the owner(s) of the tract(s), lot(s) or outlot(s) fail or refuse to perform any maintenance of private drainage improvements or facilities required to serve the subdivision or a particular lot. In the event that the owner(s) fail or refuse to perform any required maintenance, the Town shall have the right, but not the obligation, to enter said easement and perform any necessary work, and shall bill the owner(s) for the costs of any maintenance or repair work. In the event the Town is not fully reimbursed for all such costs incurred within 30 days after mailing of the bill, the Town shall have the right to place liens against the property to the full extent of all costs incurred. The Town's acceptance of the drainage easements as shown on this plat shall not obligate the Town to construct or maintain any drainage improvements, nor relieve the owner(s) of any tract(s), lot(s) or outlot(s) of its/their obligation and primary responsibility to construct or maintain any private drainage improvements or facilities required to serve the subdivision or each lot.
- Tracts A, B, C, D, E, F, G, H, I, J, K, P and Q are not intended for building or future development and no portion of any such tracts shall be divided or conveyed as developable lots.
- Tracts L, M, N and O are subject to restrictions that limit their use, as more particularly described on the Moody Annexation Agreement, as recorded as Reception No. 4877243 of the Records of Weld County.
- A perpetual easement over and across all open space areas and associated elements, including pedestrian trails, walkways, or paths, located or installed upon, across, over, through and within any tracts is hereby dedicated to the Town for the purpose of public access to and use of such open space areas and related improvements, at any time and from time to time, for active and passive recreational uses.
- A perpetual easement over and across all parks, park equipment, park facilities and associated park elements installed upon, across, over, through and within any tracts is hereby dedicated to the Town for the purpose of public access to and use of such park areas and related improvements, at any time and from time to time, for active and passive recreational uses.
- Sight distance easements shall be free from shrubs, ground covers, berms, fences, signs, structures, parked vehicles, or other materials. trees within the sight distance easement (whether in the public right-of-way or on private property) must not impair sight distance.



VICINITY MAP
1" = 5000'

DEVELOPER/APPLICANT

Journey Homes
Larry Buckendorf
7251 W. 20th Street, L-200
Timnath, CO 80547
(970) 674-1109
Larry@journeyhomes.com

SITE SURVEYOR

Northern Engineering Services, Inc.
Robert C. Tessely, PLS
301 North Howes Street, Suite 100
Fort Collins, Colorado 80521
(970) 221-4158
Bob.Tessely@epsgruoinc.com

SITE ENGINEER

Avant Civil Group, Inc.
Robbie Lauer
1337 Riverside Ave., Suite 2
Fort Collins, Colorado 80524
(970) 286-7995
rlauer@avantcivilgroup.com

TOWN ENGINEER'S REVIEW

Reviewed this the _____ day of _____, 20 ____.

Town Engineer

PLANNING COMMISSION REVIEW

Reviewed this the _____ day of _____, 20 ____.

Chairman
Severance Planning Commission

TOWN PLANNER'S REVIEW

Reviewed this the _____ day of _____, 20 ____.

Town Planner

WINDSOR-SEVERANCE FIRE

Reviewed this the _____ day of _____, 20 ____.

Fire Marshal

SURVEYOR'S STATEMENT

I certify that this plat accurately represents the results of a survey made by me or under my direct supervision.

DRAFT
7-1-24
PRELIMINARY - NOT FOR CONSTRUCTION,
RECORDING PURPOSES OR IMPLEMENTATION
Robert C. Tessely
Colorado Registered Professional Land Surveyor No. 38470
For and on Behalf of Northern Engineering

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 herein.

SECTION:
35

TOWNSHIP:
7N

RANGE:
67 W of the 6th PM

NORTHERN ENGINEERING
SURVEY | MUNICIPAL | LAND DEVELOPMENT
FORT COLLINS | GREELEY
970.221.4188
NORTHERNENGINEERING.COM

DATE:
7/1/24
SCALE:
As shown
REVIEWED BY:
R. Tessely
PROJECT:
1158-003
CLIENT:
L. Smith

NORTHGATE LAKE PRELIMINARY PLAT
TOWN OF SEVERANCE
WELD COUNTY, COLORADO

Sheet

1

Of 18 Sheets

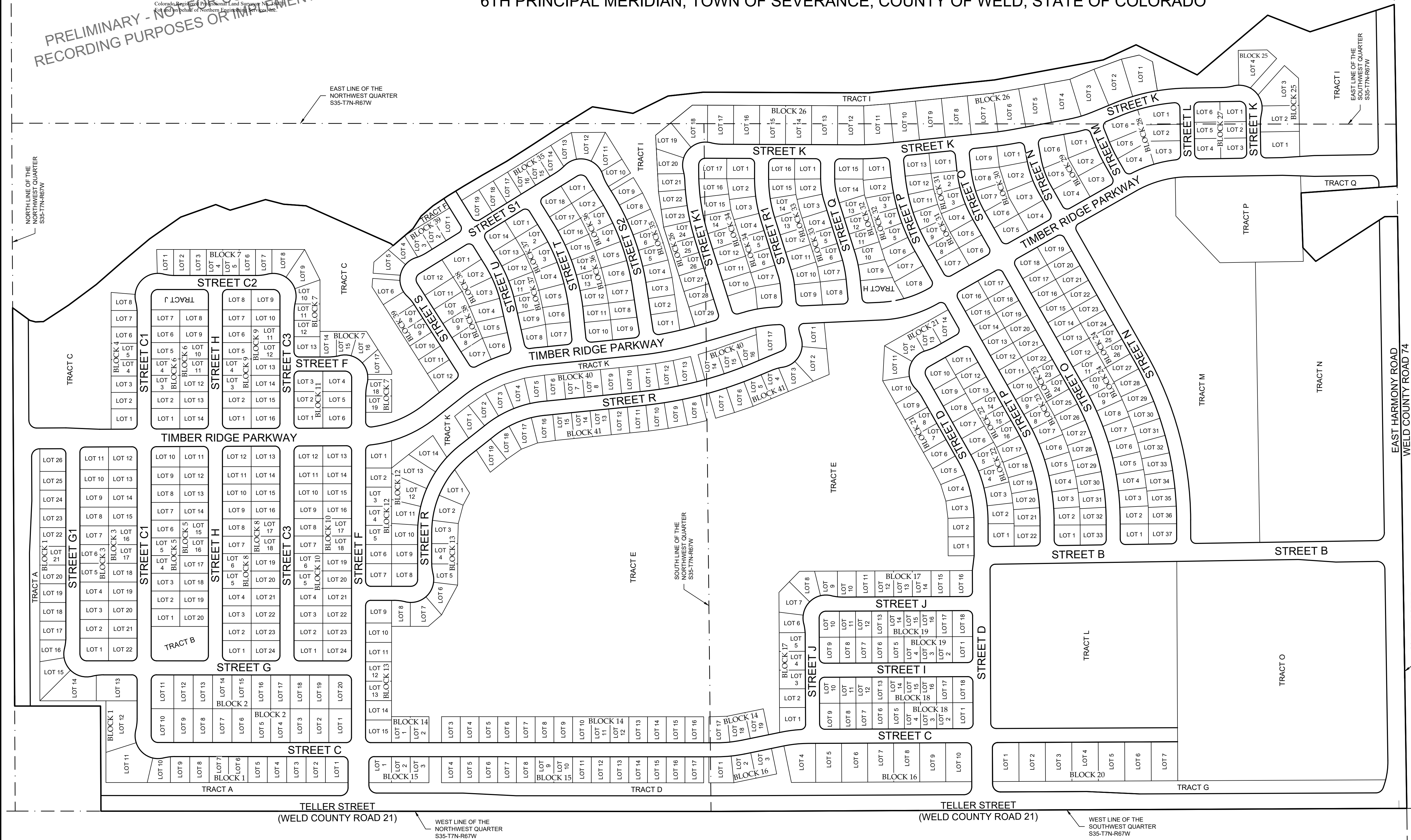
DRAFT

7-1-24
PRELIMINARY
PRELIMINARY - NOT FOR CONSTRUCTION,
RECORDING PURPOSES OR IMPLEMENTATION

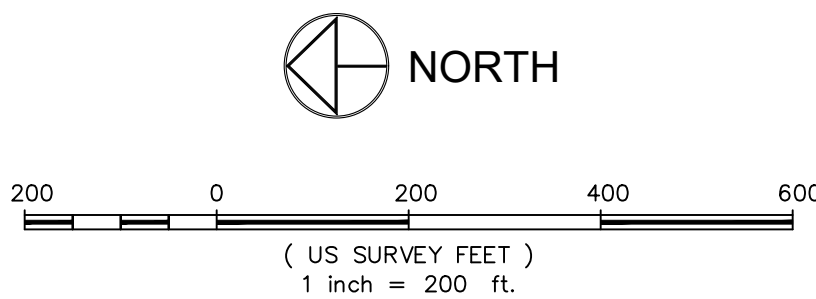
Robert C. Tossy
Colorado Registered Professional Land Surveyor No. 10001
Professional Seal of Northern Engineering, Inc.

PRELIMINARY PLAT OF NORTHGATE LAKE

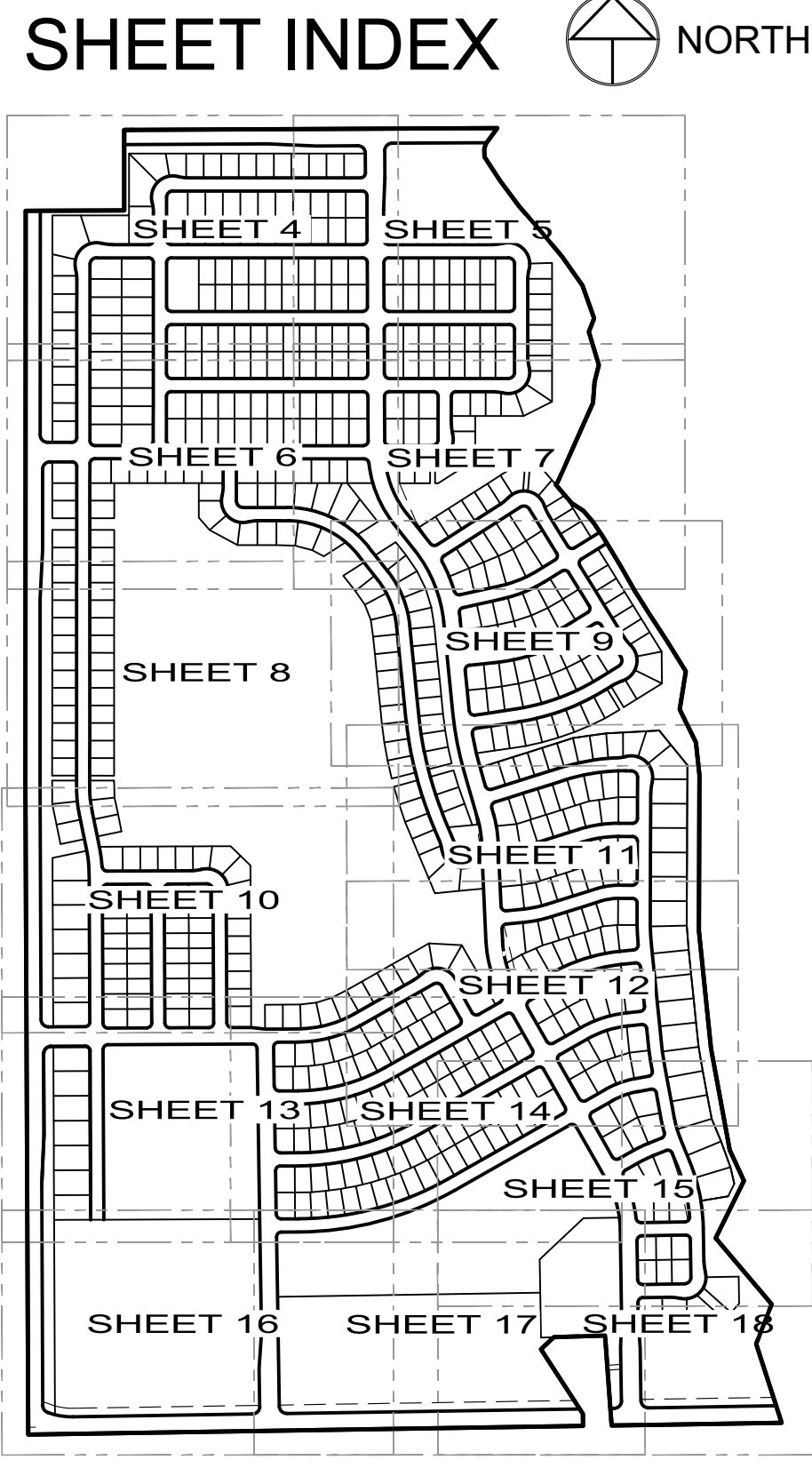
A TRACT OF LAND LOCATED IN SECTION 35, TOWNSHIP 7 NORTH, RANGE 67 WEST OF THE
6TH PRINCIPAL MERIDIAN, TOWN OF SEVERANCE, COUNTY OF WELD, STATE OF COLORADO



LAND USE SUMMARY TABLE/TRACT SUMMARY CHART					
PARCEL	AREA	PERCENT	USE	OWNED BY	MAINTAINED BY
TRACT A	94,075 S.F.	2.16 AC.	0.69%	Open Space, Utility, Drainage & Access Easement	Metro District
TRACT B	28,948 S.F.	0.66 AC.	0.21%	Open Space, Drainage & Access Easement	Metro District
TRACT C	427,703 S.F.	9.82 AC.	3.12%	Open Space, Utility, Drainage & Access Easement	Metro District
TRACT D	127,302 S.F.	2.92 AC.	0.93%	Open Space, Utility, Drainage & Access Easement	Metro District
TRACT E	1,937,007 S.F.	44.47 AC.	14.12%	Open Space, Utility, Drainage & Access Easement	Metro District
TRACT F	5,288 S.F.	0.12 AC.	0.04%	Open Space, Utility, Drainage & Access Easement	Metro District
TRACT G	70,261 S.F.	1.61 AC.	0.51%	Open Space, Utility, Drainage & Access Easement	Metro District
TRACT H	12,580 S.F.	0.29 AC.	0.09%	Open Space, Drainage & Access Easement	Metro District
TRACT I	417,678 S.F.	9.59 AC.	3.04%	Open Space, Drainage & Access Easement	Metro District
TRACT J	16,928 S.F.	0.39 AC.	0.12%	Open Space, Drainage & Access Easement	Metro District
TRACT K	75,000 S.F.	1.70 AC.	0.57%	Open Space, Drainage & Access Easement	Metro District
TRACT L	456,151 S.F.	10.47 AC.	3.32%	School Site	Property Owner
TRACT M	513,387 S.F.	11.79 AC.	3.74%	Multi-Family Residential	Property Owner
TRACT N	536,828 S.F.	12.32 AC.	3.91%	Commercial Site	Property Owner
TRACT O	678,472 S.F.	15.58 AC.	4.94%	Commercial Site	Property Owner
TRACT P	145,895 S.F.	3.34 AC.	1.06%	Drainage Easement	Metro District
TRACT Q	16,198 S.F.	0.37 AC.	0.12%	Open Space/Future Commercial	Metro District
ROW	2,804,267 S.F.	64.38 AC.	20.44%	Right of Way	Town of Severance
LOTS (671)	5,354,898 S.F.	122.93 AC.	39.03%	Single-Family Residential	Property Owner
TOTAL	13,721,667 S.F.	315.01 AC.	100.00%		



LAND DEDICATION REQUIREMENTS					
PARK LAND DEDICATION	CODE REQUIREMENT	TOTAL REQUIRED AREA (ACRES)	PROVIDED AREA (ACRES)	REMAINING AREA CASH-IN-LIEU (ACRES)	REMAINING AREA FOR FUTURE FILINGS
POCKET PARKS	0.5 ACRES/1000 RESIDENTS				
NEIGHBORHOOD PARK	3 ACRES/1000 RESIDENTS				
COMMUNITY PARK	5 ACRES/1000 RESIDENTS				
OPEN SPACE DEDICATION	14 ACRES/1000 RESIDENTS				



LOT & BLOCK TABLE		LOT & BLOCK TABLE	
BLOCK	# OF LOTS	BLOCK	# OF LOTS
1	26	22	22
2	20	23	33
3	22	24	37
4	8	25	4
5	20	26	29
6	14	27	6
7	19	28	6
8	24	29	6
9	16	30	9
10	24	31	13
11	6	32	15
12	14	33	16
13	15	34	17
14	19	35	19
15	17	36	18
16	10	37	14
17	16	38	12
18	18	39	12
19	18	40	17
20	7	41	19
21	14	TOTAL LOTS	671

WELL INFORMATION TABLE			
WELL NAME	API#	CLASSIFICATION	STATUS
GRESS #1	05-123-08549	DA	PA - 2/1/1989
BROWNELL #1	05-123-05300	ERIW	PA - 4/20/1989
EATON-LAW #1	05-123-05289	ERIW	PA - 1/20/1990
EATON-LAW #2	05-123-08237	DA	PA - 5/31/96

NORTHGATE LAKE PRELIMINARY PLAT
TOWN OF SEVERANCE
WELD COUNTY, COLORADO

Sheet
2
Of 18 Sheets

PROJECT:	DATE:	SCALE:	REVIEWED BY:
1159-003	7/1/24	As shown	R. Tossy
CLIENT:			
DRAWN BY:			
L. Smith			

NE NORTHERN
ENGINEERING
SURVEY | MUNICIPAL | LAND DEVELOPMENT
FORT COLLINS | GREELEY 970.221.4188 NORTHERNENGINEERING.COM

SECTION:	TOWNSHIP:	RANGE:
35	7N	67 W

NOTICE:
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DRAFT
17.24
PRELIMINARY
FOR CONSTRUCTION,
RECORDING PURPOSES ONLY

Robert C. Tossy
Colorado Registered Professional Land Surveyor No. 12456
Principal of Northern Engineering, Inc.

CURVE TABLE				
CURVE	DELTA	RADIUS	LENGTH	BEARING
C1	0°00'00"	530.00'	4.82'	N00°35'18"W
C2	37°24'16"	450.00'	293.77'	N19°35'50"W
C3	5°44'40"	600.00'	60.16'	N35°25'38"W
C4	19°56'42"	600.00'	208.86'	N22°34'57"W
C5	6°52'32"	600.00'	72.00'	N09°10'19"W
C6	1°59'44"	1309.00'	45.59'	N06°43'55"W
C7	8°16'33"	1309.00'	189.07'	N11°52'04"W
C8	13°25'31"	450.00'	105.44'	N09°17'35"W
C9	27°09'25"	447.76'	212.23'	N16°05'24"W
C10	26°42'22"	450.00'	225.46'	N15°14'47"W
C11	89°58'13"	53.00'	83.25'	S45°00'53"W
C12	89°58'13"	53.00'	83.22'	N45°00'53"E
C13	90°00'00"	53.00'	83.25'	S45°00'00"W
C14	90°00'00"	53.00'	83.25'	S45°00'00"W
C15	90°00'00"	53.00'	83.25'	S45°01'47"W
C16	89°58'13"	53.00'	83.22'	N44°59'07"W
C17	51°40'15"	400.00'	360.73'	N64°08'06"W
C18	32°33'55"	399.00'	226.78'	N22°01'01"W
C19	16°57'44"	1510.00'	447.03'	N14°12'55"W
C20	72°49'21"	53.00'	67.36'	N50°06'28"W
C21	11°57'00"	250.00'	52.14'	S78°30'22"W
C22	17°41'29"	529.00'	163.34'	S81°22'36"W
C23	90°48'48"	53.00'	84.00'	S77°08'54"W
C24	90°00'00"	53.00'	83.25'	S13°15'30"W
C25	23°08'11"	922.50'	372.51'	S69°49'36"W
C26	19°07'54"	520.00'	173.63'	N67°49'27"E
C27	26°00'27"	774.00'	351.33'	N71°15'43"E
C28	17°14'29"	860.00'	265.54'	N81°22'56"W
C29	90°00'00"	53.00'	83.25'	N44°46'39"W
C30	6°05'00"	1050.00'	111.48'	N49°49'09"W
C31	4°35'00"	1050.00'	83.95'	N08°09'09"W
C32	11°26'50"	445.00'	88.91'	N16°10'04"W
C33	0°25'04"	445.00'	3.25'	N22°06'01"W
C34	21°24'58"	730.00'	272.86'	N11°36'04"W
C35	90°00'00"	53.00'	83.25'	N44°06'25"E
C36	11°57'00"	504.00'	105.12'	S78°30'22"W
C37	17°41'29"	275.00'	84.91'	S81°22'36"W
C38	23°44'19"	704.00'	291.68'	N72°16'11"E
C39	23°44'19"	450.00'	186.44'	S72°16'11"W
C40	19°09'19"	365.00'	122.03'	S69°58'41"W
C41	7°42'29"	550.00'	73.99'	N64°15'16"E
C42	11°53'35"	500.00'	101.65'	N05°47'40"W
C43	11°21'49"	500.00'	99.17'	N05°56'11"W
C44	90°00'00"	53.00'	83.25'	N45°05'17"W
C45	29°20'41"	500.00'	256.08'	N75°04'23"E
C46	90°00'00"	53.00'	83.25'	S74°35'58"E
C47	29°20'41"	754.00'	386.17'	N75°04'23"E
C48	29°20'41"	1008.00'	516.28'	S75°04'23"W
C49	29°20'41"	1278.00'	655.06'	S75°04'23"W
C50	90°00'26"	30.00'	47.13'	S45°17'08"E
C51	90°16'55"	20.00'	31.51'	S44°51'33"W
C52	14°02'05"	180.00'	44.09'	N82°58'58"W
C53	118°02'23"	88.00'	181.30'	S45°00'53"W
C54	14°02'05"	180.00'	44.09'	S06°59'16"E
C55	89°58'13"	20.00'	31.41'	S45°00'53"W
C56	14°02'05"	180.00'	44.09'	N82°58'58"W
C57	118°02'23"	88.00'	181.30'	S45°00'53"W
C58	14°02'05"	180.00'	44.09'	S06°59'16"E
C59	90°00'00"	20.00'	31.42'	S45°01'47"W
C60	90°00'00"	30.00'	47.12'	N44°58'13"W
C61	89°58'13"	26.00'	40.83'	N45°00'53"E
C62	89°43'05"	20.00'	31.32'	S45°08'27"E
C63	90°16'55"	20.00'	31.51'	S44°51'33"W
C64	90°01'47"	20.00'	31.43'	N44°59'07"W
C65	89°58'13"	26.00'	40.83'	N45°00'53"E
C66	90°01'47"	20.00'	31.43'	S44°59'07"E
C67	90°00'00"	20.00'	31.42'	S45°01'47"W
C68	90°00'00"	20.00'	31.42'	N44°58'13"W
C73	89°58'13"	20.00'	31.41'	N45°00'53"E
C74	89°43'05"	20.00'	31.32'	S45°08'27"E
C75	90°16'55"	20.00'	31.51'	S44°51'33"W
C76	90°01'47"	20.00'	31.43'	N44°59'07"W
C77	89°58'13"	20.00'	31.41'	N45°00'53"E
C78	89°43'05"	20.00'	31.32'	S45°08'27"E
C79	90°18'42"	20.00'	31.52'	S44°52'26"W
C80	90°00'00"	20.00'	31.42'	N44°58'13"W
C81	89°59'34"	30.00'	47.12'	N44°42'52"E
C82	2°38'35"	20.00'	0.92'	N01°02'23"E
C83	2°38'35"	20.00'	0.92'	N01°02'23"E
C84	89°43'05"	20.00'	31.32'	N45°08'27"W

CURVE TABLE				
CURVE	DELTA	RADIUS	LENGTH	BEARING
C85	14°02'05"	180.00'	44.09'	S82°58'58"W
C86	118°04'09"	88.00'	181.34'	N45°00'00"W
C87	12°30'22"	180.00'	39.29'	N07°46'54"E
C88	14°02'05"	180.00'	44.09'	N07°01'02"W
C89	118°04'09"	88.00'	181.34'	N45°00'00"E
C90	14°02'05"	180.00'	44.09'	S82°58'58"E
C91	89°58'13"	20.00'	31.41'	N45°00'53"E
C92	14°02'05"	180.00'	44.09'	N06°59'16"W
C93	118°04'09"	88.00'	181.34'	N45°01'47"E
C94	14°02'05"	180.00'	44.09'	S82°57'11"E
C95	97°52'33"	20.00'	34.07'	N41°05'30"E
C96	30°27'12"	416.00'	221.11'	N23°04'22"W
C97	84°15'20"	20.00'	29.41'	N80°25'38"W
C98	14°02'05"	180.00'	44.09'	S50°25'40"W
C99	118°52'57"	88.00'	182.59'	N77°08'54"W
C100	14°02'05"	180.00'	44.09'	N24°43'27"W
C101	90°00'00"	20.00'	31.42'	N76°44'30"W
C102	90°16'55"	20.00'	31.51'	N44°51'33"E
C103	90°00'00"	26.00'	40.84'	S45°00'00"E
C104	90°00'00"	20.00'	31.42'	S45°00'00"W
C105	89°43'05"	20.00'	31.32'	N45°08'27"W
C106	90°16'55"	20.00'	31.51'	N44°51'33"E
C107	90°00'00"	20.00'	31.42'	S45°00'00"E
C108	90°00'00"	26.00'	40.84'	S45°00'00"W
C109	89°43'05"	20.00'	31.32'	N45°08'27"W
C110	90°16'55"	20.00'	31.51'	N44°51'33"E
C111	90°01'47"	20.00'	31.43'	S44°59'07"E
C112	90°00'00"	26.00'	40.84'	S45°01'47"W
C113	89°41'18"	20.00'	31.31'	N45°07'34"W
C114	73°19'23"	20.00'	25.59'	S85°53'58"E
C115	90°00'00"	30.00'	47.12'	N45°01'47"E
C116	90°00'00"	20.00'	31.42'	S44°58'13"E
C117	79°39'02"	20.00'	27.80'	S31°58'45"W
C118	89°58'13"	20.00'	31.41'	S44°59'07"E
C119	14°02'05"	180.00'	44.09'	S07°01'02"W
C120	12°31'22"	180.00'	39.34'	N82°15'23"E
C121	11°38'53"	527.00'	107.14'	S05°47'40"E
C122	51°40'15"	373.00'	336.38'	S64°08'06"E
C123	32°33'55"	372.00'	211.43'	S22°01'01"E
C124	16°57'44"	1537.00'	455.03'	S14°12'55"E
C125	14°02'05"	180.00'	44.09'	S15°40'45"E
C126	9°03'48"	180.00'	28.47'	N75°21'36"E
C127	97°32'36"	20.00'	34.05'	S51°21'36"E
C128	51°23'14"	20.00'	17.94'	S55°17'35"E
C129	27°29'13"	484.00'	232.19'	N16°19'11"E
C130	32°40'10"	20.00'	11.40'	S68°08'47"W
C131	90°00'00"	20.00'	31.42'	N44°35'58"W
C132	14°02'05"	180.00'	44.09'	N22°34'56"W
C133	14°02'05"	180.00'	44.09'	S53°23'00"W
C134	61°30'11"	20.00'	21.47'	S76°43'03"E
C135	29°20'41"	473.00'	242.25'	S75°04'23"W
C136	64°47'53"	20.00'	22.62'	S48°59'44"W
C137	90°00'00"	20.00'	31.42'	N45°15'17"W
C138	14°02'05"	180.00'	44.09'	N06°45'46"E
C139	118°04'09"	88.00'	181.34'	N45°15'17"W
C140	14°02'05"	180.00'	44.09'	S82°43'41"W
C141	86°54'38"	20.00'	30.34'	N46°47'58"W
C142	8°16'28"	527.00'	76.11'	N07°28'52"W
C143	11°38'53"	473.00'	96.16'	N05°47'40"W
C144	85°52'44"	20.00'	29.98'	N14°30'20"E
C145	90°48'48"	26.00'	41.21'	S77°08'54"E
C146	90°00'00"	20.00'	31.42'	S13°15'30"W
C147	19°07'54"	493.00'	164.62'	S67°49'27"W
C148	85°52'44"	20.00'	29.98'	N59°40'14"W
C149	11°42'10"	634.00'	129.50'	N22°34'57"W
C150	85°52'44"	20.00'	29.98'	N34°27'02"E
C151	19°07'54"	547.00'	182.65'	N67°49'27"E
C152	90°00'00"	20.00'	31.42'	S44°54'35"E
C153	90°00'00"	20.00'	31.42'	S13°15'30"W
C154	26°00'27"	747.00'	339.07'	S71°15'43"W
C155	90°00'00"	20.00'	31.42'	N50°44'03"W
C156	2°45'16"	634.00'	30.48'	N07°06'41"W
C157	90°00'00"	20.00'	31.42'	N39°15'57"E
C158	26°00'27"	801.00'	363.59'	N71°15'43"E
C159	90°00'00"	20.00'	31.42'	S76°44'30"E
C160	90°00'00"	26.00'	40.84'	S13°15'30"W
C161	23°08'11"	895.50'	361.61'	S69°49'36"W
C162	92°52'16"	20.00'	32.42'	N52°10'11"W
C163	23°38'35"	20.00'	31.42'	S73°08'05"W
C164	14°02'05"	180.00'	44.09'	N38°45'32"W

CURVE TABLE					
CURVE	DELTA	RADIUS	LENGTH	BEARING	CHORD
C165	83°14'55"	88.00'	127.86'	N30°40'08"E	116.91'
C166	14°02'05"	180.00'	44.09'	N65°16'33"E	43.98'
C167	23°08'11"	949.50'	383.41'	N69°49'36"E	380.81'
C168	91°13'58"	20.00'	31.85'	N35°46'42"E	26.59'
C169	6°10'03"	1275.00'	137.25'	N12°55'19"W	137.18'
C170	91°27'48"	20.00'	31.93'	N61°44'14"W	28.64'
C171	15°09'40"	887.00'	234.71'	S80°06'42"W	234.03'
C172	12°23'38"	180.00'	38.94'	S81°29'43"W	38.86'
C173	118°57'32"	88.00'	182.71'	N45°13'21"W	151.61'
C174	14°02'05"	180.00'	44.09'	N07°14'23"E	43.98'
C175	6°05'00"	1023.00'	108.62'	N02°49'09"W	108.56'
C176	4°35'00"	1023.00'	81.83'	N08°09'09"W	81.81'
C177	11°51'54"	418.00'	86.56'	N16°22'36"W	86.41'
C178	21°24'58"	757.00'	282.95'	N11°36'04"W	281.31'
C179	14°02'05"	180.00'	44.09'	N07°54'38"W	43.98'
C180	118°04'09"	88.00'	181.34'	N44°06'25"E	150.92'
C181	14°02'05"	180.00'	44.09'	S83°52'33"E	43.98'
C182	90°00'00"	20.00'	31.42'	N44°06'25"E	28.28'
C183	90°00'00"	30.00'	47.12'	N45°53'36"W	42.43'
C184	90°01'47"	20.00'	31.43'	N45°00'53"E	28.29'
C185	83°49'10"	20.00'	29.26'	S48°03'38"E	26.72'
C186	32°08'55"	484.00'	271.57'	S22°13'31"E	288.02'
C187	32°33'55"	566.00'	320.70'	S22°01'12"E	317.39'
C188	10°16'17"	1343.00'	240.76'	S10°52'12"E	240.44'
C189	13°25'31"	416.00'	97.47'	S09°17'35"E	97.25'
C190	87°03'41"	20.00'	30.39'	S40°57'01"W	27.55'
C191	72°49'21"	26.00'	33.05'	N59°06'28"W	30.87'
C192	16°57'44"	1483.00'	439.04'	N14°12'55"W	437.44'
C193	32°33'55"	426.00'	242.13'	N22°01'01"W	238.88'
C194	51°40'15"	427.00'	385.08'	N64°08'06"W	372.16'
C195	89°58'13"	20.00'	40.83'	N44°59'07"W	36.76'
C196	88°32'12"	20.00'	30.91'	N28°15'46"E	27.92'
C197	11°57'00"	223.00'	46.51'	S78°30'22"W	46.43'
C198	92°56'19"	20.00'	32.44'	N45°06'25"W	28.28'
C199	13°25'31"	484.00'	113.41'	N09°17'35"W	113.05'
C200	16°53'31"	833.00'	245.58'	N81°46'35"E	244.70'
C203	90°00'00"	26.00'	40.84'	S44°46'39"E	28.28'
C204	11°57'00"	277.00'	57.77'	N78°30'22"E	57.67'
C205	9°11'29"	502.00'	80.53'	N85°37'36"E	80.45'
C206	90°00'00"	20.00'	31.42'	S44°46'39"E	28.28'
C207	90°00'00"	20.00'	31.42'	S45°13'21"W	28.28'
C208	174°12'29"	302.00'	93.25'	S81°22'36"W	92.88'
C209	11°57'00"	477.00'	99.49'	S78°30'22"W	99.31'
C210	92°56'19"	20.00'	32.44'	N49°02'59"W	29.00'
C211	87°03'41"	20.00'	30.39'	N40°57'01"E	27.55'
C212	11°21'49"	473.00'	93.81'	S05°56'11"W	93.66'
C213	20°38'19"	282.00'	101.58'	N80°34'26"W	101.03'
C214	90°00'00"	20.00'	31.42'	S44°44'43"W	28.28'
C215	90°00'00"	30.00'	47.12'	N45°51'17"W	42.43'
C216	90°00'00"	30.00'	47.12'	N45°53'35"W	42.43'
C217	70°00'00"	30.00'	36.65'	N35°15'17"W	34.41'
C218	90°00'00"	20.00'	31.42'	N44°44'43"E	28.28'
C219	90°00'00"	20.00'	31.42'	S45°15'17"E	28.28'
C220	90°00'00"	20.00'	31.42'	S44°44'43"W	28.28'
C221	90°00'00"	20.00'	31.42'	N45°15'17"W	28.28'
C222	90°00'00"	20.00'	31.42'	N44°44'43"E	28.28'
C223	90°00'00"	26.00'	40.84'	S45°15'17"E	36.77'
C224	90°00'00"	20.00'	31.42'	S44°44'43"W	28.28'
C225	90°00'00"	20.00'	31.42'	N45°15'17"E	28.28'
C226	87°03'41"	20.00'	30.39'	N40°57'01"E	27.55'
C227	11°57'00"	531.00'	110.75'	N78°30'22"E	110.55'
C228	16°46'17"	248.00'	72.59'	N80°55'00"E	72.33'
C229	90°00'00"	20.00'	31.42'	S44°46'39"E	28.28'
C230	5°26'46"	1077.00'	102.37'	S02°30'03"E	102.34'
C231	89°21'41"	20.00'	31.19'	S39°27'27"W	28.13'
C232	23°44'19"	731.00'	302.86'	S72°16'11"W	300.70'
C233	90°00'00"	20.00'	31.42'	N74°35'58"W	28.28'
C234	27°33'49"	416.00'	200.11'	N16°21'24"W	198.20'
C235	90°00'00"	30.00'	47.12'	N44°44'43"E	42.43'
C236	90°00'00"	20.00'	31.42'	S45°15'17"E	28.28'
C237	90°00'00"	20.00'	31.42'	N44°44'43"E	28.28'
C238	89°21'41"	20.00'	31.19'	S45°34'26"E	28.13'
C239	90°00'00"	30.00'	47.12'	S44°06'25"W	42.43'
C240	26°16'23"	88.00'	40.35'	N41°54'49"E	40.40'
C241	90°38'19"	20.00'	31.64'	N44°23'34"E	28.44'
C242	29°20'41"	527.00'	269.81'	N75°04'23"E	266.97'
C243	90°00'00"	20.00'	31.42'	S47°35'58"E	36.77'
C244	90°00'00"	20.00'	31.42'	S15°24'02"W	28.28'
C245	25°28'06"	727.00'	323.16'	S73°08'05"W	320.59'
C246	89°21'41"	20.00'	31.19'	N45°34'26"W	28.13'

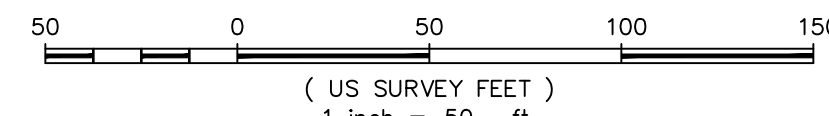
71.24
PRELIMINARY
Robert C. Tessey
Colorado Land Survey
10000 Highway 101, Suite 100, Fort Collins, CO 80504
970.221.1111
PRELIMINARY - NOT FOR CONSTRUCTION,
RECORDING PURPOSES OR ANY IMPLEMENTATION.
80.00' WITNESS CORNER
TO NW COR S35-T7N-R67W
FOUND 96 REBAR WITH
2.5" ALUMINUM CAP
1/2" DOWEL STUDS
1/2" DOWEL STUDS

PRELIMINARY

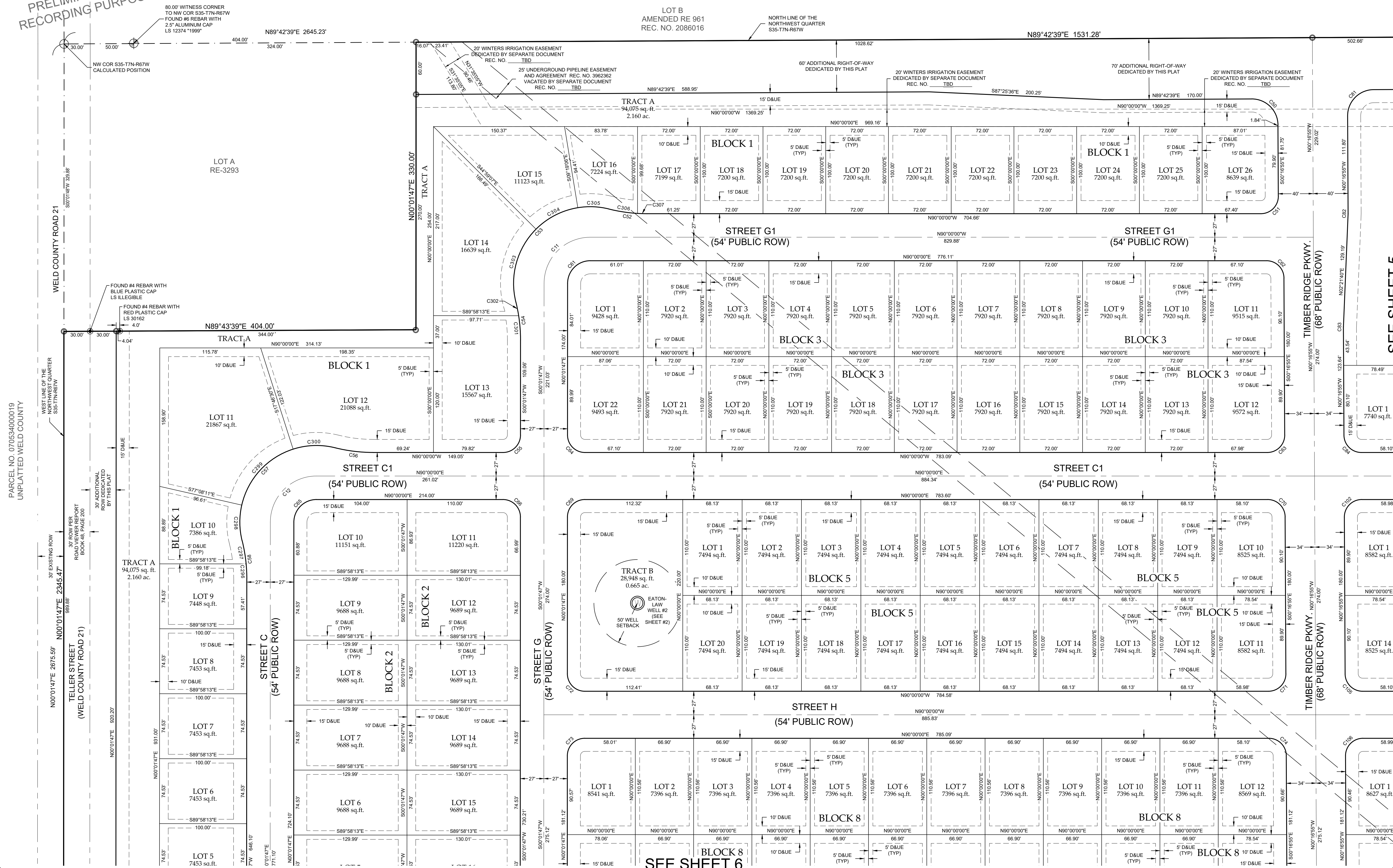
Robert C. Tessely
Colorado Registered Professional Land Surveyor No. 38820
For and on behalf of Northern Engineering Services, Inc.

PRELIMINARY PLAT OF NORTHGATE LAKE

A TRACT OF LAND LOCATED IN SECTION 35, TOWNSHIP 7 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SEVERANCE, COUNTY OF WELD, STATE OF COLORADO



**SEE LINE & CURVE TABLE & LEGEND ON SHEET 3 OF 17



NOTICE:

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SECTION: 75

33

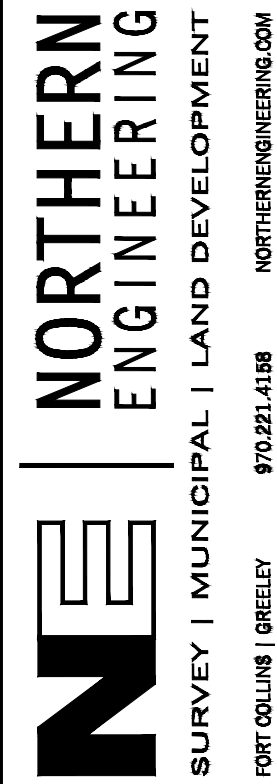
TOWNSHIP

N/

RANGE:

10 W of

100

PROJECT:
155-003

1100

CLIENT:

115

DRAWN BY
SmithREVIEWED BY:
R. Tossy

15. (cont.)

REVIEWED BY:
R. Tossy

15. (cont.)

REVIEWED BY:
R. Tossy

15. (cont.)

NORTHGATE LAKE PRELIMINARY PLAT

TOWN OF SEVERANCE
WELD COUNTY, COLORADO

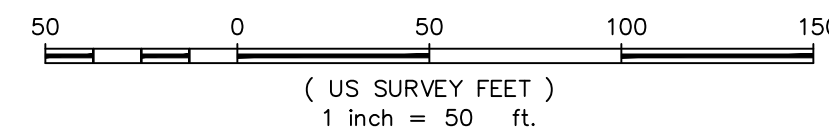
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Of 18 Sheets

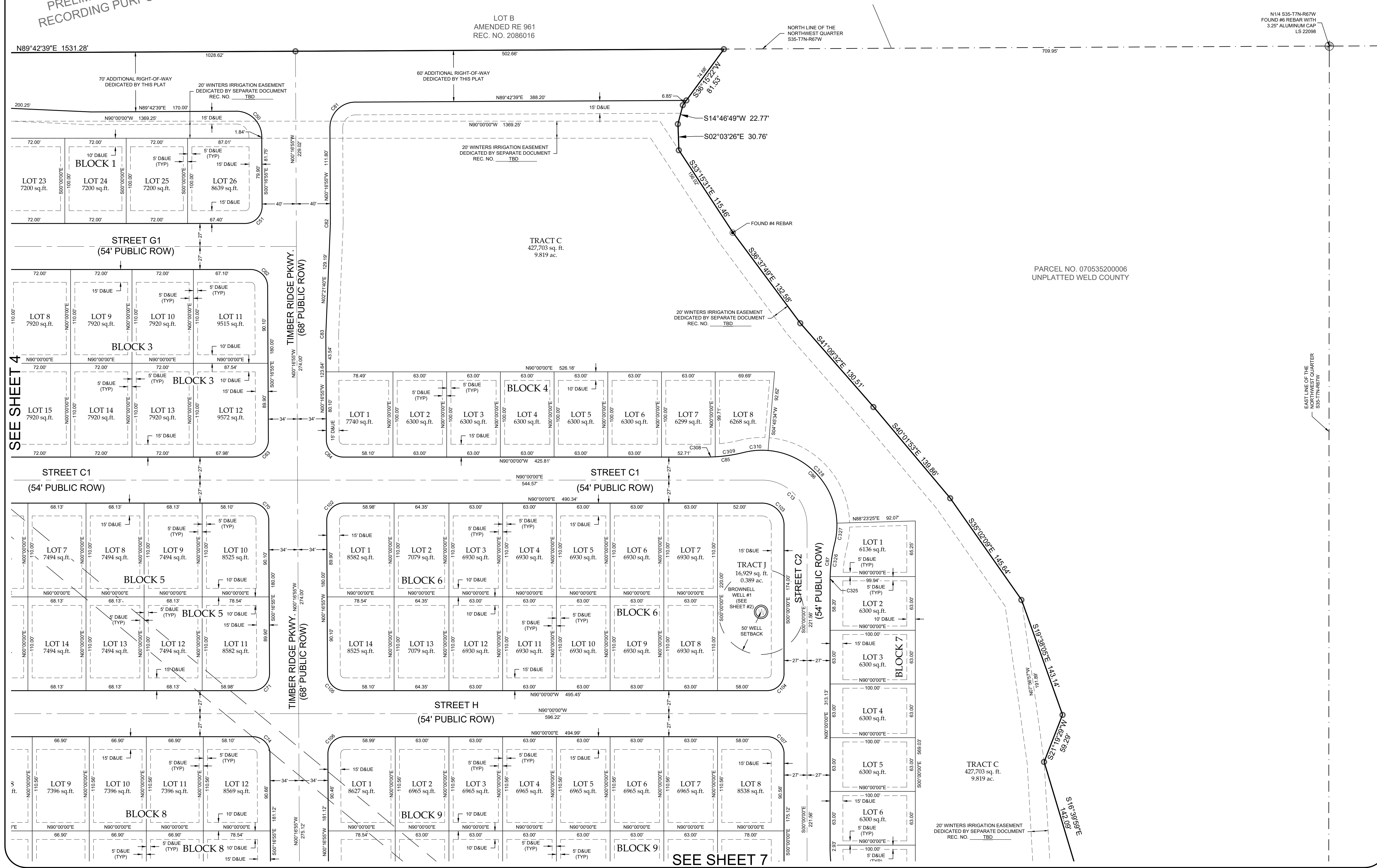
DRAFT
7-1-24
PRELIMINARY
PRELIMINARY CONSTRUCTION,
RECORDING PURPOSES OR IMPLEMENTATION

PRELIMINARY PLAT OF NORTHGATE LAKE

A TRACT OF LAND LOCATED IN SECTION 35, TOWNSHIP 7 NORTH, RANGE 67 WEST OF THE
6TH PRINCIPAL MERIDIAN, TOWN OF SEVERANCE, COUNTY OF WELD, STATE OF COLORADO



**SEE LINE & CURVE TABLE & LEGEND ON SHEET 3 OF 17



NOTICE:

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SECTION:
35

TOWNSHIP:
7N

RANGE:
67 W of the 6th PM



DATE:
7/1/24

SCALE:
1"=50'

REVIEWED BY:
R. ressey

PROJECT:
1155-003

CLIENT:

DRAWN BY:
L. Smith

NORTHGATE LAKE PRELIMINARY PLAT
TOWN OF SEVERANCE
WELD COUNTY, COLORADO

Sheet

5

Of 18 Sheets

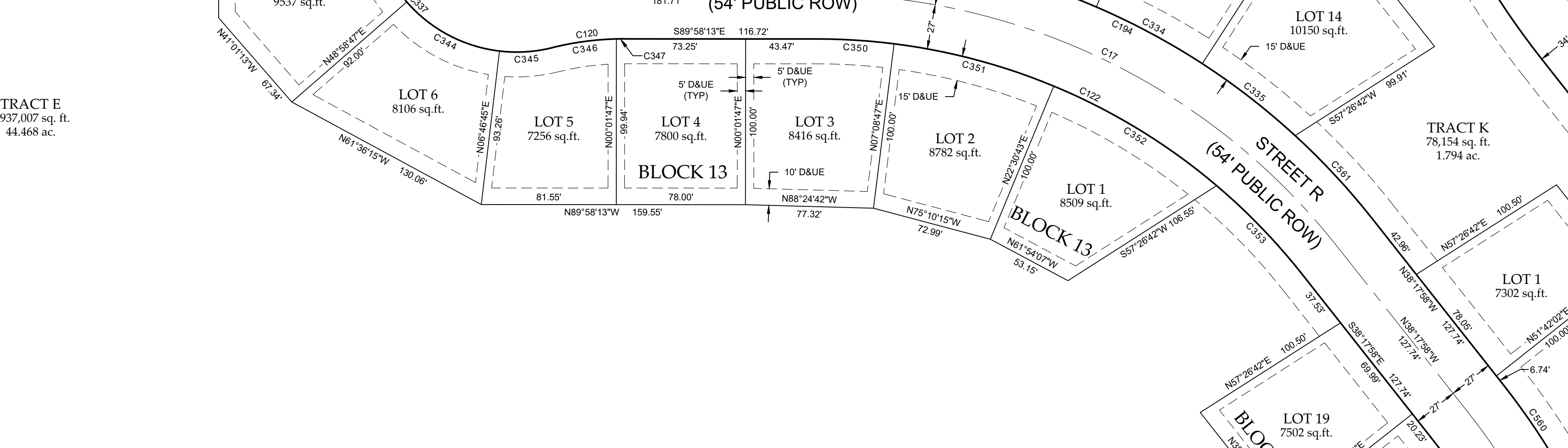
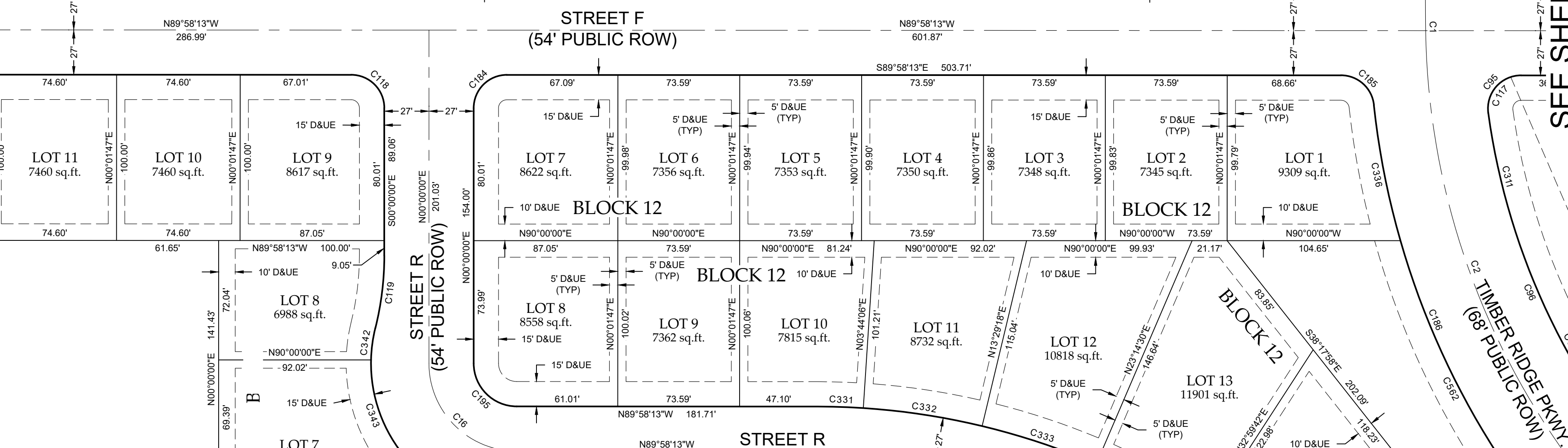
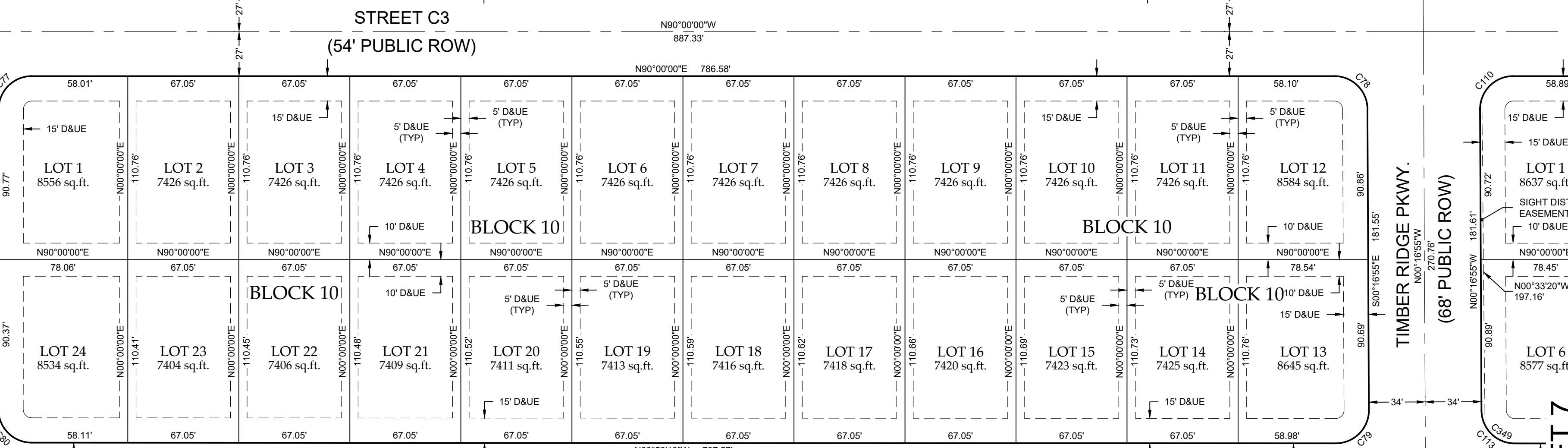
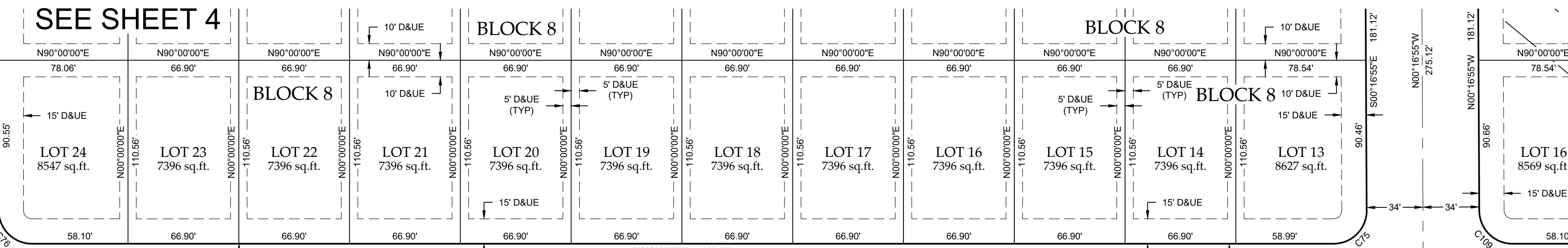
PRELIMINARY PLAT OF NORTHGATE LAKE

A TRACT OF LAND LOCATED IN SECTION 35, TOWNSHIP 7 NORTH, RANGE 67 WEST OF THE
6TH PRINCIPAL MERIDIAN, TOWN OF SEVERANCE, COUNTY OF WELD, STATE OF COLORADO



50 0 50 100 150
(U.S. SURVEY FEET)
1 inch = 50 ft.

**SEE LINE & CURVE TABLE & LEGEND ON SHEET 3 OF 17



PARCEL NO. 070534000019
UNPLATTED WELD COUNTY

PARCEL NO. 070534000020
UNPLATTED WELD COUNTY

NOTICE:

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SECTION:

35

TOWNSHIP:

7N

RANGE:

67 W of the 6th PM

NORTHERN ENGINEERING

SURVEY | MUNICIPAL | LAND DEVELOPMENT

FORT COLLINS | GREELEY 970.221.4188 NORTHERNENGINEERING.COM

DATE:

7/11/24

PROJECT:

1159-003

CLIENT:

DRAWN BY:

L. Smith

REVIEWED BY:

R. Resberry

SCALE:

1"=50'

DATE:

7/11/24

PROJECT:

1159-003

CLIENT:

DRAWN BY:

L. Smith

REVIEWED BY:

R. Resberry

SCALE:

1"=50'

DATE:

7/11/24

PROJECT:

1159-003

CLIENT:

DRAWN BY:

L. Smith

REVIEWED BY:

R. Resberry

SCALE:

1"=50'

DATE:

7/11/24

PROJECT:

1159-003

CLIENT:

DRAWN BY:

L. Smith

REVIEWED BY:

R. Resberry

SCALE:

1"=50'

DATE:

7/11/24

PROJECT:

1159-003

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R. Resberry

SCALE:

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7/11/24

PROJECT:

1159-003

CLIENT:

DRAWN BY:

L. Smith

REVIEWED BY:

R. Resberry

SCALE:

1"=50'

DATE:

7/11/24

PROJECT:

1159-003

CLIENT:

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L. Smith

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R. Resberry

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1"=50'

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7/11/24

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1159-003

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7/11/24

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1"=50'

DATE:

7/11/24

PROJECT:

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1"=50'

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7/11/24

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L. Smith

REVIEWED BY:

R. Resberry

SCALE:

1"=50'

DATE:

7/11/24

PROJECT:

1159-003

CLIENT:

DRAWN BY:

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R. Resberry

SCALE:

1"=50'

DATE:

7/11/24

PROJECT:

1159-003

CLIENT:

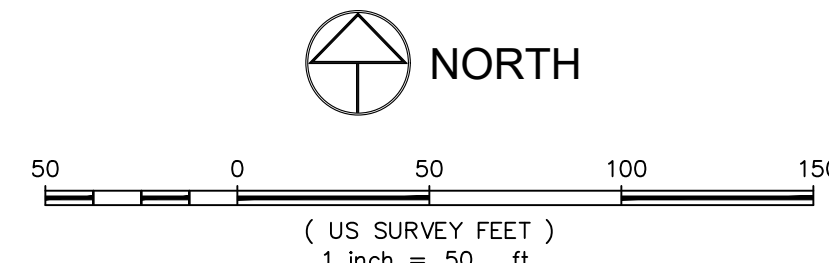
DRAWN BY:

Page 103 of 356

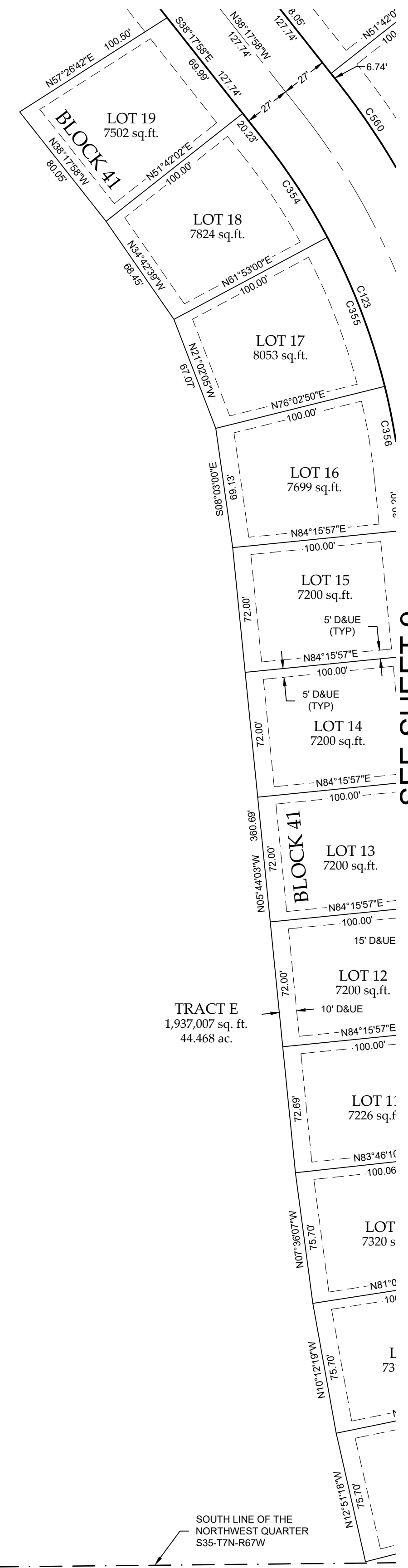
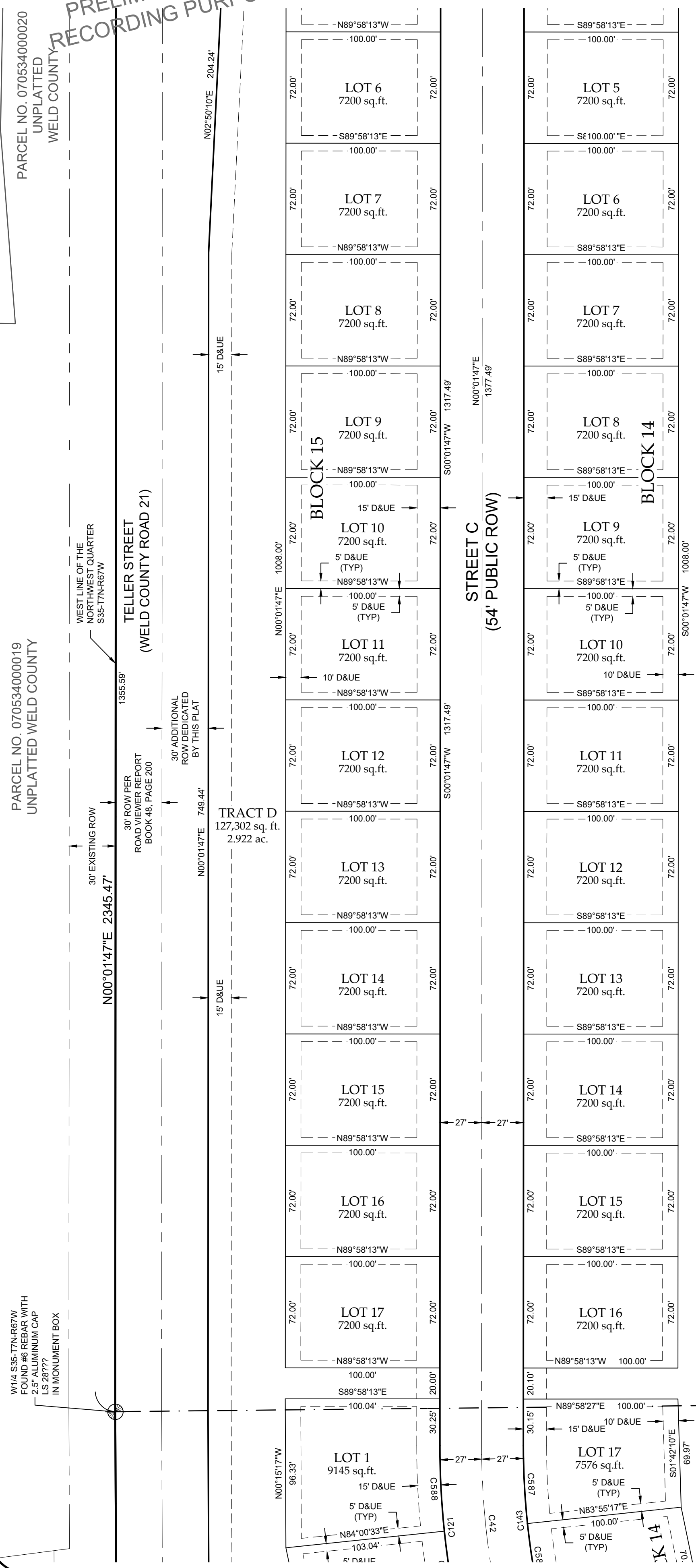
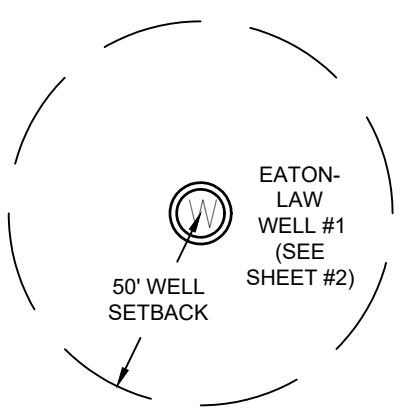
DRAFT
7-1-24
PRELIMINARY
RECORDING PURPOSES OR IMPLEMENTATION

PRELIMINARY PLAT OF
NORTHGATE LAKE

A TRACT OF LAND LOCATED IN SECTION 35, TOWNSHIP 7 NORTH, RANGE 67 WEST OF THE
6TH PRINCIPAL MERIDIAN, TOWN OF SEVERANCE, COUNTY OF WELD, STATE OF COLORADO
SEE SHEET 6



**SEE LINE & CURVE TABLE & LEGEND ON SHEET 3 OF 17



NOTICE:

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SECTION:
35

TOWNSHIP:
7N

RANGE:
67 W of the 6th PM

NORTHERN ENGINEERING
SURVEY | MUNICIPAL | LAND DEVELOPMENT
FORT COLLINS | GREELEY 970.221.4188
NORTHERNENGINEERING.COM

PROJECT: 1158-003	DATE: 7/1/24
CLIENT:	SCALE: 1"=50'
DRAWN BY: L. Smith	REVIEWED BY: R. Resberry

NORTHGATE LAKE PRELIMINARY PLAT
TOWN OF SEVERANCE
WELD COUNTY, COLORADO

SEE SHEET 10

DRAFT
7-1-24
PRELIMINARY
RECORDING PURPOSES OR IMPLEMENTATION

PRELIMINARY PLAT OF
NORTHGATE LAKE

A TRACT OF LAND LOCATED IN SECTION 35, TOWNSHIP 7 NORTH, RANGE 67 WEST OF THE
6TH PRINCIPAL MERIDIAN, TOWN OF SEVERANCE, COUNTY OF WELD, STATE OF COLORADO



50 0 50 100 150
(U.S. SURVEY FEET)
1 inch = 50 ft.

**SEE LINE & CURVE TABLE & LEGEND ON SHEET 3 OF 17



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SECTION:
35
TOWNSHIP:
7N
RANGE:
67 W of the 6th PM

**NORTHERN
ENGINEERING**
SURVEY | MUNICIPAL | LAND DEVELOPMENT
FORT COLLINS | GREELEY 970.221.4188
NORTHERNENGINEERING.COM

DATE:
7/1/24
SCALE:
1"=50'
REVIEWED BY:
R. ressey
PROJECT:
1158-003
CLIENT:
DRAWN BY:
L. Smith

NORTHGATE LAKE PRELIMINARY PLAT
TOWN OF SEVERANCE
WELD COUNTY, COLORADO

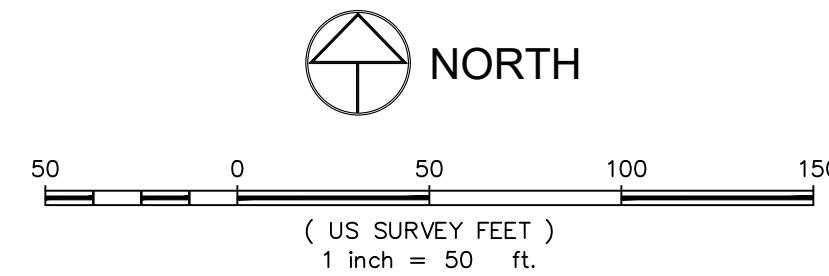
Sheet
9
Of 18 Sheets

DRAFT
7-1-24
PRELIMINARY
RECORDING PURPOSES OR IMPLEMENTATION

PRELIMINARY PLAT OF
NORTHGATE LAKE

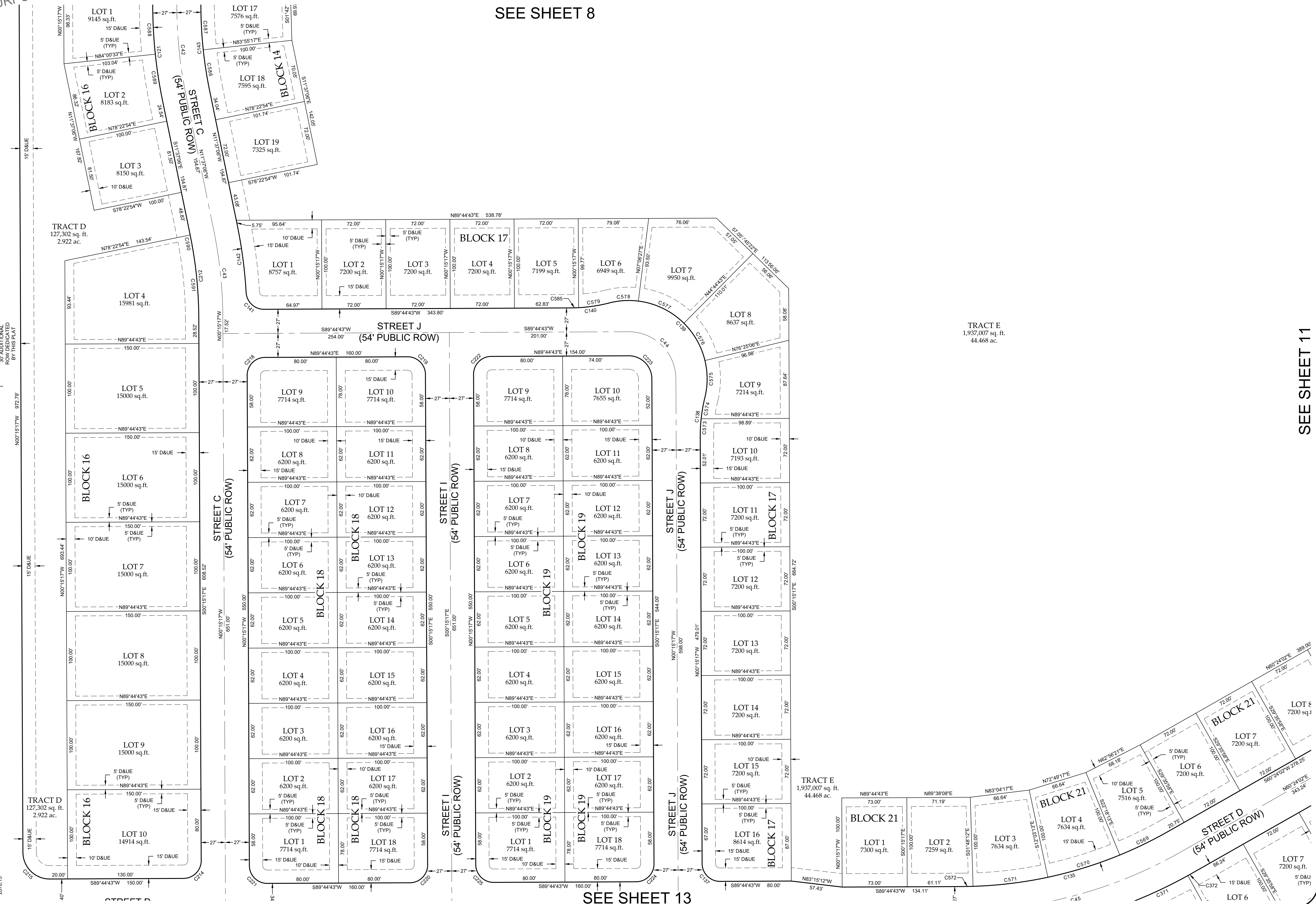
A TRACT OF LAND LOCATED IN SECTION 35, TOWNSHIP 7 NORTH, RANGE 67 WEST OF THE
6TH PRINCIPAL MERIDIAN, TOWN OF SEVERANCE, COUNTY OF WELD, STATE OF COLORADO

SEE SHEET 8



**SEE LINE & CURVE TABLE & LEGEND ON SHEET 3 OF 17

Colorado Registered Professional Land Surveyor No. 38470
Northern Engineering Services, Inc.



SEE SHEET 11

SEE SHEET 13

NORTHGATE LAKE PRELIMINARY PLAT
TOWN OF SEVERANCE
WELD COUNTY, COLORADO

Sheet
10
Of 18 Sheets

PROJECT: 1158-003
CLIENT:
DRAWN BY: L. Smith
REVIEWED BY: R. Resbey

DATE: 7/1/24
SCALE: 1"=50'
TOWNSHIP: 7N
RANGE: 67 W of the 6th PM

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SECTION: 35
TOWNSHIP: 7N
RANGE: 67 W of the 6th PM

DRAFT
7-1-24
PRELIMINARY
PRELIMINARY CONSTRUCTION,
RECORDING PURPOSES OR IMPLEMENTATION

PRELIMINARY PLAT OF
NORTHGATE LAKE

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(U.S. SURVEY FEET)
1 inch = 50 ft.

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NORTHGATE LAKE PRELIMINARY PLAT
TOWN OF SEVERANCE
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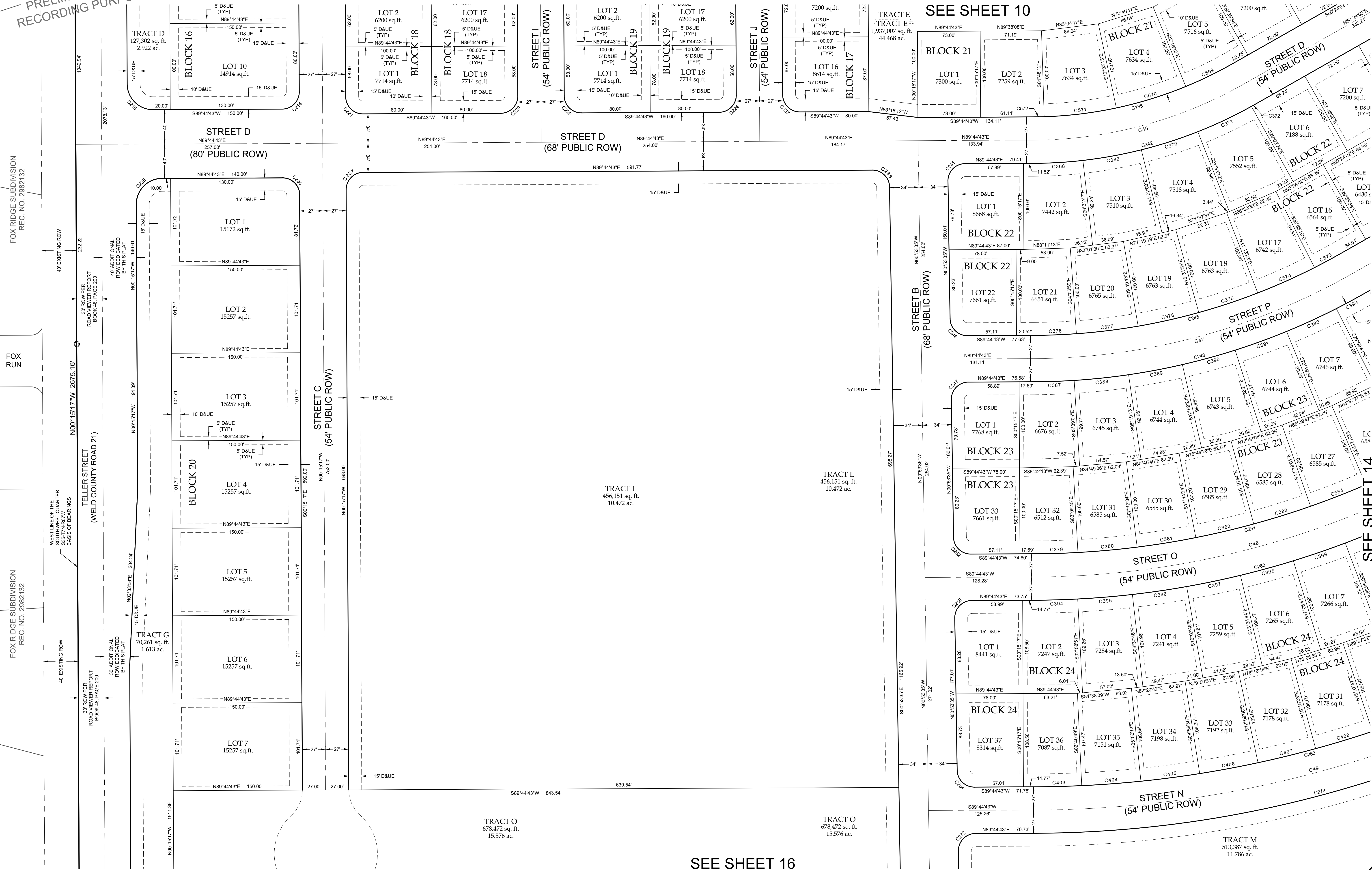
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DATE:

7/1/24

PROJECT:

1159-003

CLIENT:

DRAWN BY:

L. Smith

REVIEWED BY:

R. Resseby

SCALE:

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OF 18 SHEETS

NORTHGATE LAKE PRELIMINARY PLAT
TOWN OF SEVERANCE
WELD COUNTY, COLORADO

SEE SHEET 16

SEE SHEET 14

SEE SHEET 10

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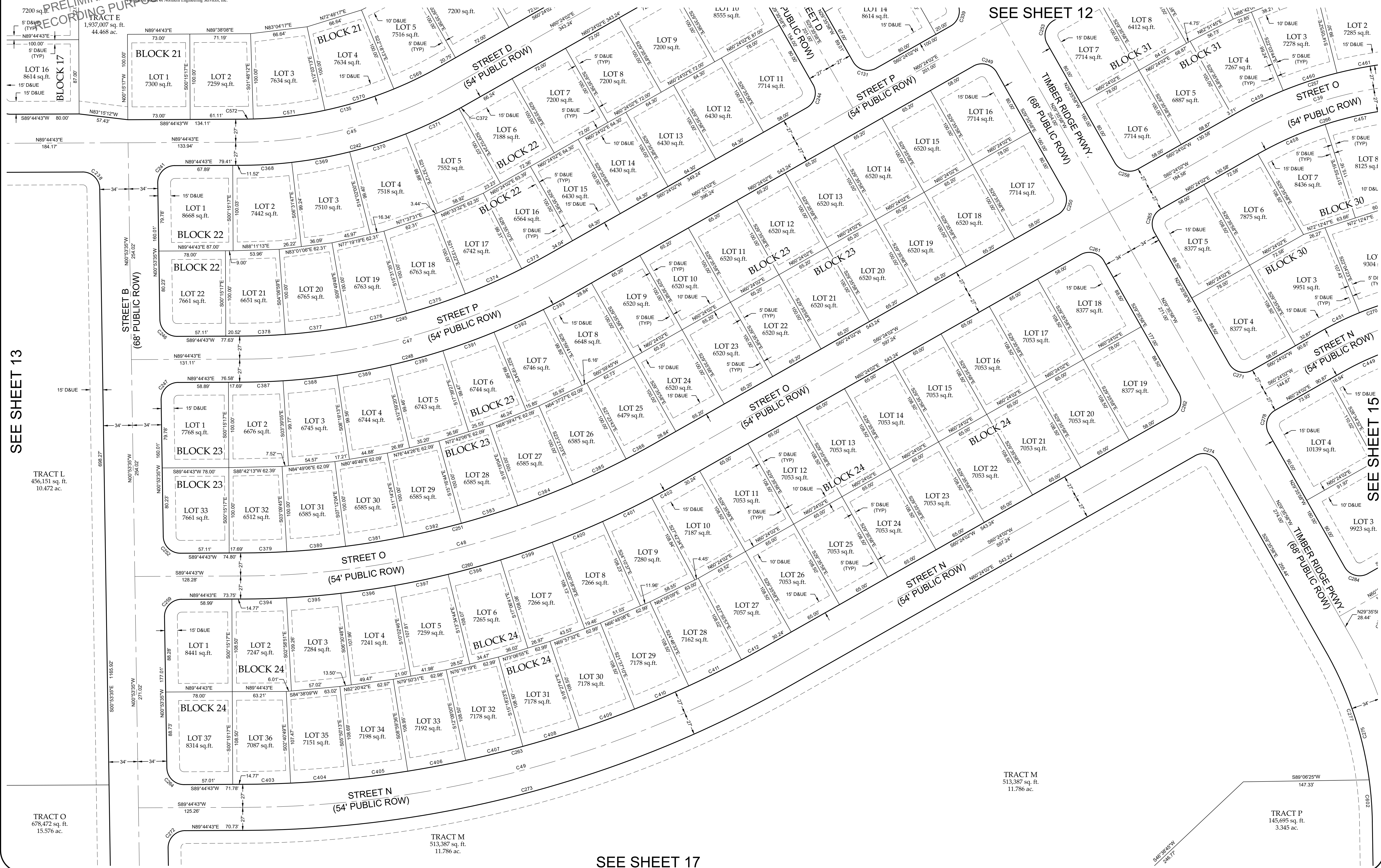
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A TRACT OF LAND LOCATED IN SECTION 35, TOWNSHIP 7 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF SEVERANCE, COUNTY OF WELD, STATE OF COLORADO



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TOWNSHIP:
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RANGE:
67 W of the 6th PM

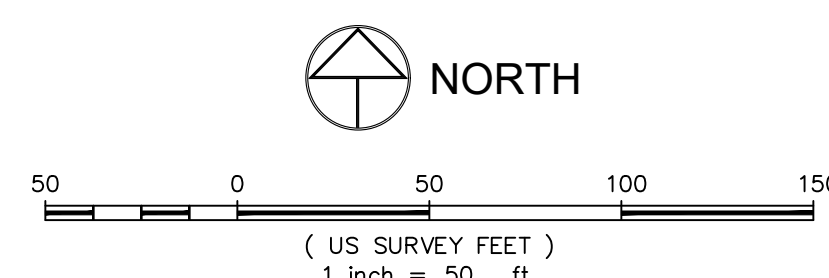
CLIENT:	SCALE: 1"=50'
DRAWN BY: L. Smith	REVIEWED BY: R. Tessaly

Sheet
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of 18 Sheets

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7-1-24
PRELIMINARY
RECORDING PURPOSES OR IMPLEMENTATION

PRELIMINARY PLAT OF
NORTHGATE LAKE

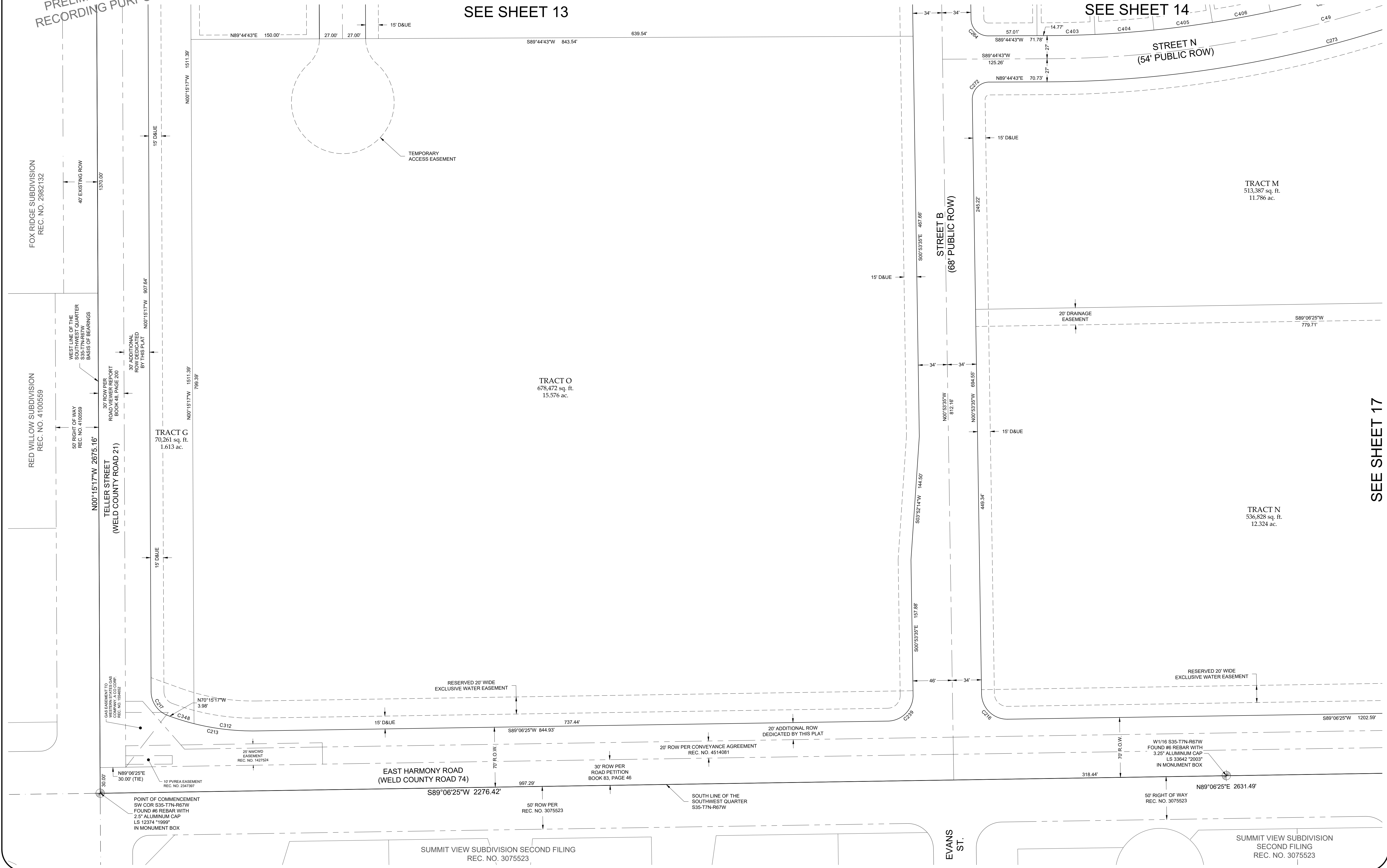
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**SEE LINE & CURVE TABLE & LEGEND ON SHEET 3 OF 17

SEE SHEET 13

SEE SHEET 14



SEE SHEET 17

PROJECT:	DATE:
1159-003	7/1/24
CLIENT:	SCALE:
	1"=50'
DRAWN BY:	REVIEWED BY:
L. Smith	R. Resbey

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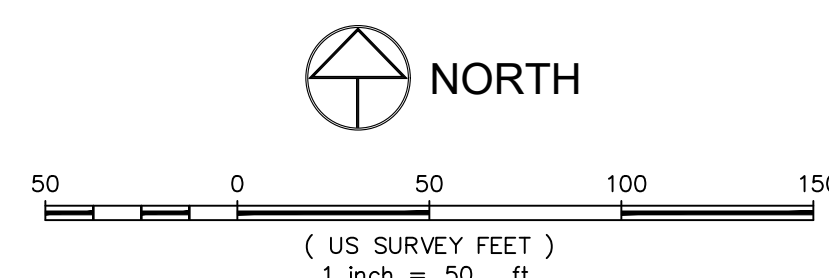
NORTHGATE LAKE PRELIMINARY PLAT
TOWN OF SEVERANCE
WELD COUNTY, COLORADO

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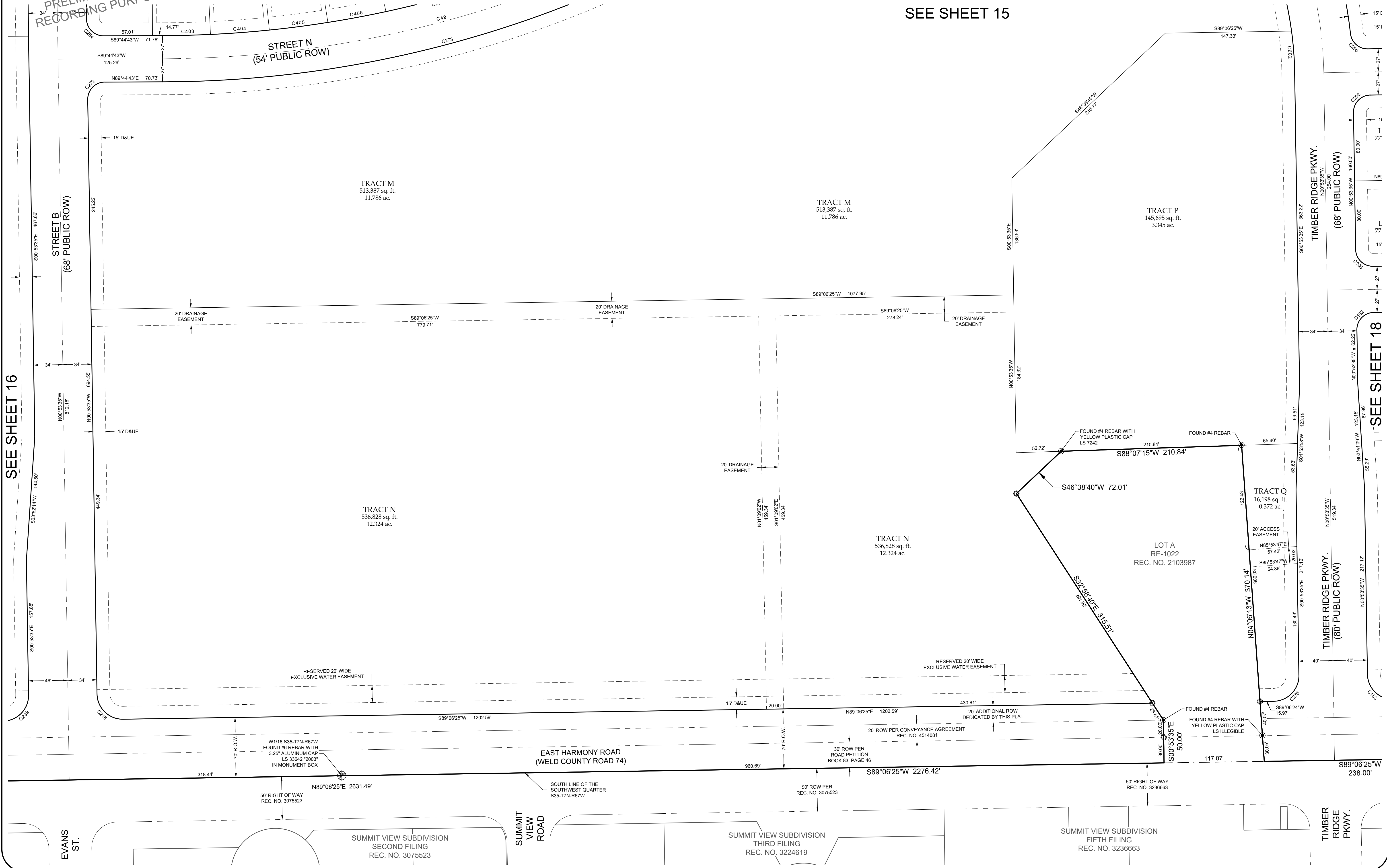
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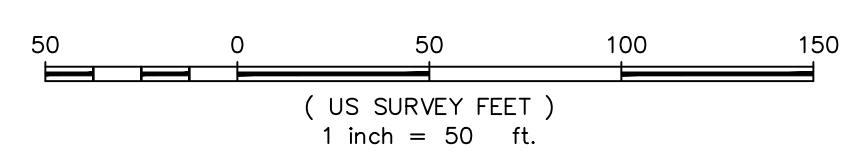
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REVIEWED BY:	R. Irsch

NORTHGATE LAKE PRELIMINARY PLAT
TOWN OF SEVERANCE
WELD COUNTY, COLORADO

DRAFT
7-1-24
PRELIMINARY
NOTES FOR CONSTRUCTION,
RECORDING PURPOSES OR IMPLEMENTATION

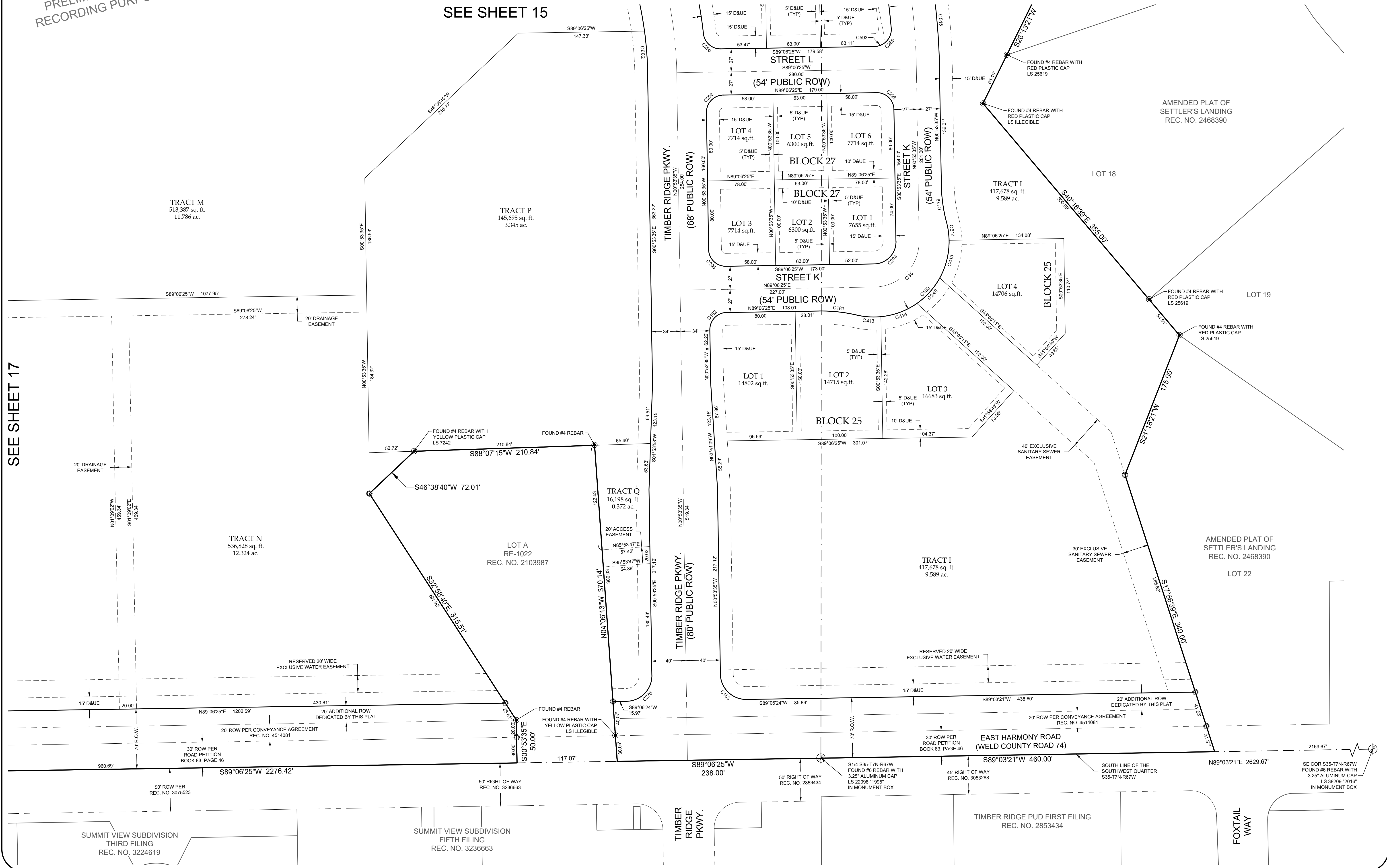
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SEE SHEET 15



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L. Smith	R. Jesselby

NORTHGATE LAKE PRELIMINARY PLAT
TOWN OF SEVERANCE
WELD COUNTY, COLORADO

Moody Property

Severance, Colorado



DRAFT MANAGEMENT PLAN

February 27, 2023



VICINITY MAP



SITE DATA

LAND USE STATISTICS*

SINGLE FAMILY LOT AREA	123.40 AC	47.0%
OPEN SPACE	72.65 AC	27.7%
SCHOOL SITE	10.69 AC	4.1%
DEDICATED RIGHT-OF-WAY	55.75 AC	21.2%
TOTAL SUBURBAN PERIMETER AREA	262.49 AC	100%

COMMERCIAL PARCEL	30.66 AC	65.2%
MULTIFAMILY PARCEL	13.79 AC	29.3%
DEDICATED RIGHT-OF-WAY	2.58 AC	5.5%
TOTAL TOWN CORE AREA	47.03 AC	100.0%

DENSITY

63' X 100'	423 UNITS	1.61 DU/AC
72' X 100'	207 UNITS	0.79 DU/AC
ESTATE LOTS	40 UNITS	0.15 DU/AC
SINGLE FAMILY	670 UNITS	2.55 DU/AC

SETBACKS**

FRONT YARD GARAGE	20 FT
FRONT YARD BUILDING	15 FT
SIDE YARD	5 FT
REAR YARD	15 FT

LOT DIMENSIONS*

SINGLE FAMILY HOME	
TYPICAL WIDTH	63 FT to 100 FT
TYPICAL DEPTH	100 FT to 150 FT
TYPICAL LOT AREA	6,300 SF to 21,000 SF

* Lot dimensions and land use statistics are approximate.
** Allowable encroachments include bay windows, window wells, and eave overhangs.

TOWN QUESTIONS

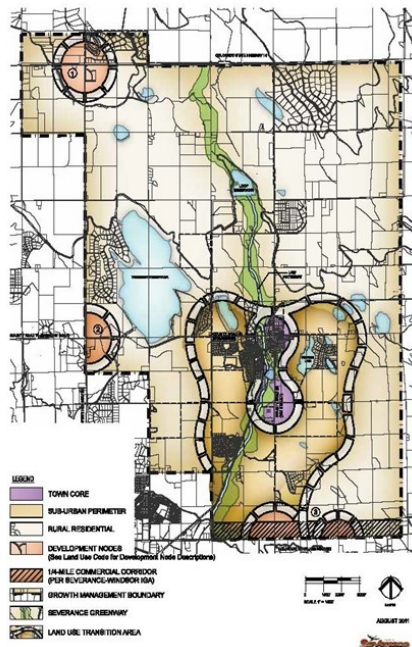
WHAT IS THE THEME OF THE DEVELOPMENT?

Moody Property is a single family detached residential neighborhood with commercial and multi-family developable parcels located east of WCR 21 and north of WCR 74. The development will provide additional housing and commerce within the Town of Severance, and provide easy, convenient access to most of the cities and towns across Northern Colorado. Moody Property will provide a welcoming, residential neighborhood that takes advantage of fantastic views and a family friendly walk and trail system. The development will be an asset to the Town of Severance and will attract new residents and businesses.

HOW DOES THE DEVELOPMENT THEME AND PATTERN SUPPORT THE COMPREHENSIVE PLAN AND ZONE DISTRICT?

The Moody Property is aligning with the Town’s Comprehensive Plan Physical Vision Statement of being a strong commercial and residential core surrounded by sub-urban residential neighborhoods. The site lies within the Suburban perimeter shown on the Comprehensive Plan’s Future Land Use Map, advancing, and enhancing the vision for the Town to continue to develop into a diverse, economically sustainable community. There are several subdivision layout standards that have been incorporated into the site plan:

- 1. Three-way intersections represent most street intersections within the neighborhood.
- 2. The layout incorporates a modified grid with looped and interrupted streets to discourage through traffic.
- 3. Views toward the distant mountain views are accommodated along trail corridors.
- 4. Direct driveway access onto connector streets has been eliminated.
- 5. Commercial and multifamily development pads are located along WCR 74.



HOW DOES THE DEVELOPMENT THEME AND PATTERN SUPPORT DIVERSITY, LAND USE, AND OPEN SPACE?

The development theme and pattern support Diversity, Land Use, and Open Space by providing quality homes at an affordable price- point in a visually appealing and user-friendly setting. The community plan outlines attractive home designs which honor the existing environment while incorporating buffers, easy access to existing parks, and walkways.

HOW DOES THE DEVELOPMENT THEME AND PATTERN SUPPORT THE ZONING DISTRICT AND DENSITY?

The Moody Property community has been rezoned to Town Core and Suburban Perimeter. The development will support the zoning district and density by providing a suburban residential development within the suburban perimeter (while not encroaching on the town-core perimeter) as shown on the Future Land Use Map. Commercial and multifamily will be provided along WCR 74 to transition into the town-core. The community fits perfectly between the town core and rural zones, allowing for patronage within the town core, involvement within the suburban community itself, and easy access to other municipalities or travel on Intersate-25 to the west. The minimum density required is 2.0 dwelling units per acre. The Moody Property site plan incorporates 2.55 dwelling units per acre and exceeds the minimum lot size by providing lots with a minimum size of 6,300 square feet and an average size of 6,300 square feet. Larger 15,000 square feet lots, along the southwest and southeast edges, will provide a more natural transition with Settler’s Landing and Fox Ridge Subdivisions.

WHAT IS THE ROADWAY NETWORK ASSOCIATED WITH THIS DEVELOPMENT?

Moody Property is bordered to the west by WCR 21, south by WCR 74 and by private property on all other sides. Timber Ridge Parkway, a collector street, will be continued to the north through the Moody Property Development. Evans Street is extended into the subdivision to provide an additional connection for the Moody Property Development. This will provide increased access for the surrounding property owners to WCR 74. The internal streets of the neighborhood will be classified as suburban local residential. Street sections and locations are shown in further details on page 4 of this Management Plan.

WHAT TREATMENTS ARE APPLIED TO THE PERIMETER AND INTERIOR ROADWAYS IN THE DEVELOPMENT?

The perimeter treatment along WCR 21 and WCR 74 will consist of a landscaped buffer zone between the lots and the roadway with some intermittent trees. The entrance to the neighborhood will be lined with trees, entry signage, and pedestrian walkways. The interior roadways will include detached sidewalks and trails promoting convenient and safe pedestrian movement.

WHAT IS THE LOT LAYOUT ASSOCIATED WITH THIS DEVELOPMENT AND HOW DOES IT INTERFACE WITH THE ROADWAY NETWORK?

The mid-ranged single-family homes slated for this neighborhood allow for a medium-density layout while preserving individual lots’ uniqueness. The interior roadways will be placed to effectively serve one row of houses on either side, allowing for smooth movement from the neighborhood streets to the main roadways. The simple roadway design will make it easy to navigate into and within the development.

HOW IS THE LOT SIZE AND DIVERSITY ACCOMPLISHED?

The lot sizes vary from 63 feet to 100 feet with a minimum of 63-feet wide. Most of the lots are between 63 feet to 75 feet, but the larger 100 feet wide lots are along the Settler’s Landing and Fox Ridge edges. The subdivision provides a modest diversity of small to medium sized single-family homes, but the lots in the surrounding subdivisions provide increased diversity.

WHAT ARE THE PROPOSED SETBACKS FOR EACH LOT?

The proposed setbacks are shown in the Site Data table on page 2 of this Management Plan and meet or exceed the Town’s standards.

HOW DO THE STREET DESIGNS, LOT SIZES AND SETBACK ENHANCE THE STREETScape?

The street layout was planned to provide for easy access, facilitate pedestrian movement, and aesthetic appeal of an existing irrigation reservoir on the property. The streetscape is enhanced through the local and connector cross sections that incorporate detached sidewalks. The short blocks allow for a variety of ways to reach connector roads, parks, and mail kiosk areas.

TOWN QUESTIONS

WHERE ARE THE COMMON AREAS IN THE SUBDIVISION AND WHAT IS THE PURPOSE OF THE COMMON AREAS?

The common areas in the subdivision include entries, buffers along roads and at the rear of lots, and the existing detention area. There are also many parks close-by in the surrounding neighborhoods including the existing The Overlook Subdivision and Hunters Crossing Subdivision.

HOW ARE COMMON AREAS FINISHED?

Common area finishing will be based on the usage of the individual areas. Entries will be finished with trees and other formal planting. Buffer zones will be finished with native plant species that are drought resistant and which require minimal maintenance. Also, in compliance with the Suburban Perimeter land use zone, open space areas will have landscape irrigation.

HOW ARE THE COMMON AREAS MANAGED?

Common areas will be maintained and managed by a new Metro District.

WHAT IS THE FENCING PLAN FOR THE DEVELOPMENT?

The fencing plan will include solid, cedar, privacy fencing throughout the neighborhood and between homes. Additionally, stone pillars will be incorporated at set distances along the outer perimeter of the development. Fencing will match existing Town of Severance communities.



WHAT AMENITIES ARE INCLUDED IN THE DEVELOPMENT AND WHAT AMENITIES WILL BE MANAGED?

Amenities provided through the community include entry features and signage, and buffer zones. These amenities will be managed by a new Metro District. A school parcel is provided in the southwest corner of the development.

HOW ARE THE ENTRIES TO THE DEVELOPMENT ENHANCED?

The entries off WCR 21 will be enhanced by signage depicting the name of the neighborhood and formal planting along the sides of the main roads. There will be pedestrian walkways along the entries that connect with neighborhood walkways. The entries will feature adequate lighting for visibility at night.

HOW IS CONNECTIVITY WITHIN AND OUTSIDE OF THE DEVELOPMENT ACHIEVED?

There are three entrances from WCR 21 and two entrances from WCR 74 provided for the development. The entrances from WCR 74 are continuing existing town streets (Evans Street and Timber Ridge Parkway). Most of the interior roadways lead to Timber Ridge Parkway, a proposed collector from WCR 21, for easy ingress and egress. Timber Ridge Parkway is extended through the site to provide a future connection north of the Moody Property Development. Evans Street will provide additional connectivity for the proposed school parcel and southwest corner of the site. Pedestrian walkways also follow this design, connecting internal streets with the main road and the parks in other subdivisions. Detached walks along the county roads will facilitate connections to regional trail systems.

HOW ARE THE ARCHITECTURAL AND LANDSCAPE DESIGNS ON INDIVIDUAL LOTS MANAGED?

A new Metro District will establish and control design guidelines for exterior architectural and landscape design elements. Conceptual representations of architectural styles of the neighborhood are included in this management plan and can be seen to the right.



WHAT IS THE IRRIGATION SYSTEM, INCLUDING SOURCES OF WATER?

Irrigation systems for both individual lots and the common areas will be provided by a new Metro District.

HOW IS POTABLE WATER SUPPLIES TO THE PROJECT AND IS THERE ADEQUATE POTABLE WATER AVAILABLE TO SERVE THE PROJECT?

The potable water system will be designed based on the lot layout and existing connection points to the Town’s water system outside of the development. The system will be looped internally to provide redundancy and fire flows. The internal potable water system will connect to the Town of Severance’s system in WCR 21 and WCR 74. Standard engineering practices will be utilized in the design of the potable water system. Utility plans will be completed for the Town to review and approve.

TOWN QUESTIONS

HOW IS STORM WATER BEING MANAGED?

Stormwater design will follow standard engineering practices, identifying grading and drainage patterns and conveying flows to the adjacent existing site detention pond by means of the internal street system and subterranean sewer. The detention ponds were designed to contain the site runoff and release at the historic rate. Drainage design will be submitted to the Town for review.

HOW WILL COMMON AREA LANDSCAPE BE MAINTAINED?

Common area landscaping will be maintained and managed by a new Metro District.

HOW WILL THE DEVELOPMENT HANDLE SANITARY SEWER?

The internal sanitary sewer system will drain via gravity to the southeast corner of the development. As requested by the Town of Severance, an offsite sanitary sewer interceptor will convey flows east along WCR74 and south along the Great Western Trail. The existing sanitary was designed to convey flows from the Moody Property Subdivision. All sanitary sewers will be designed following standard engineering practice and will be submitted to the Town for review and approval.

HOW IS EXTERIOR LIGHTING BEING ADDRESSED?

Each residence will have adequate, non-polluting exterior lighting that complements the neighborhood architecture. Street lighting will be spaced to minimize light pollution and maintain the suburban nature of the neighborhood while still providing adequate lighting of the interior streets.

WHAT IS THE POTENTIAL IMPACT ON ADJACENT NEIGHBORHOODS?

The Moody Property will provide commercial opportunity along WCR 74 near the Severance town core while maintaining the suburban perimeter. Local access for the residential areas of the Moody Property will be located on WCR 21. Pedestrian trails within the Subdivision and walks along the county and local roads will facilitate connections to regional trail systems.

IF NOISE OR SMELLS ARE ASSOCIATED WITH THE DEVELOPMENT,WHATARETHEPLANSFORMITIGATION?

Construction will take place only during normal working hours. All standard best management practices, including noise, dust, and erosion control, will be followed during development. Individual issues will be mitigated on a case-by-case basis.

OIL AND GAS DEVELOPMENT?

According to the Colorado Oil and Gas Conservation Commission, there are four plugged and abandoned wells on within the Moody Property Development. There are additional plugged and abandoned oil and gas wells on the adjacent properties.

HOW IS OFF-STREET PARKING BEING ADDRESSED?

Each residence will have an attached 2- car garage as well as a driveway adequate for parking while avoiding blocking pedestrian traffic on the detached walkways.

MOODY PROPERTY
TRANSPORTATION IMPACT STUDY
SEVERANCE, COLORADO
MAY 2023

Prepared for:

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Project #2313

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- A. Peak Hour Traffic Counts
- B. Current Peak Hour Operation/Level of Service Descriptions
- C. Short Range (2030) Background Peak Hour Operation
- D. Long Range (2045) Background Peak Hour Operation
- E. Short Range (2030) Total Peak Hour Operation
- F. Long Range (2045) Background Peak Hour Operation

I. INTRODUCTION

This Transportation Impact Study (TIS) addresses the capacity, geometric, and control requirements for the proposed Moody Property. The proposed Moody Property is located in the Northeast quadrant of the East Harmony/Teller intersection in Severance, Colorado.

During the course of the analysis, numerous contacts were made with the Project Engineer Consultant (Northern Engineering), project owner (Journey Homes LLC), and the Severance Engineering consultant. The study involved the collection of data, a review of previous developments and studies in the area, trip generation, trip distribution, trip assignment, and the operation analyses of the key intersections in the area. The operation analyses were performed for the existing conditions and the short range (2030) and long range (2045) futures.

The limits of the study were determined by reviewing traffic counts at nearby intersections, determining the relative impact of site generated traffic on these intersections, and discussions with Severance staff. It was determined that the key intersections should be the E Harmony/Teller, E. Harmony/Evans, E. Harmony/Timber Ridge, Teller/Fox Run, and the Site Access intersections. The scope of the traffic impact study for the Moody Property was discussed with the Severance Engineering consultant.

THE INITIAL SUBMITTAL OF THE TRANSPORTATION IMPACT STUDY IS NOT SIGNED/STAMPED. THE FINAL TRANSPORTATION IMPACT STUDY WILL BE SIGNED/STAMPED REFLECTING COMMENTS FROM SEVERANCE.

II. EXISTING CONDITIONS

The location of the Moody Property is shown in Figure 1. It is important that a thorough understanding of the existing conditions be presented.

Land Use

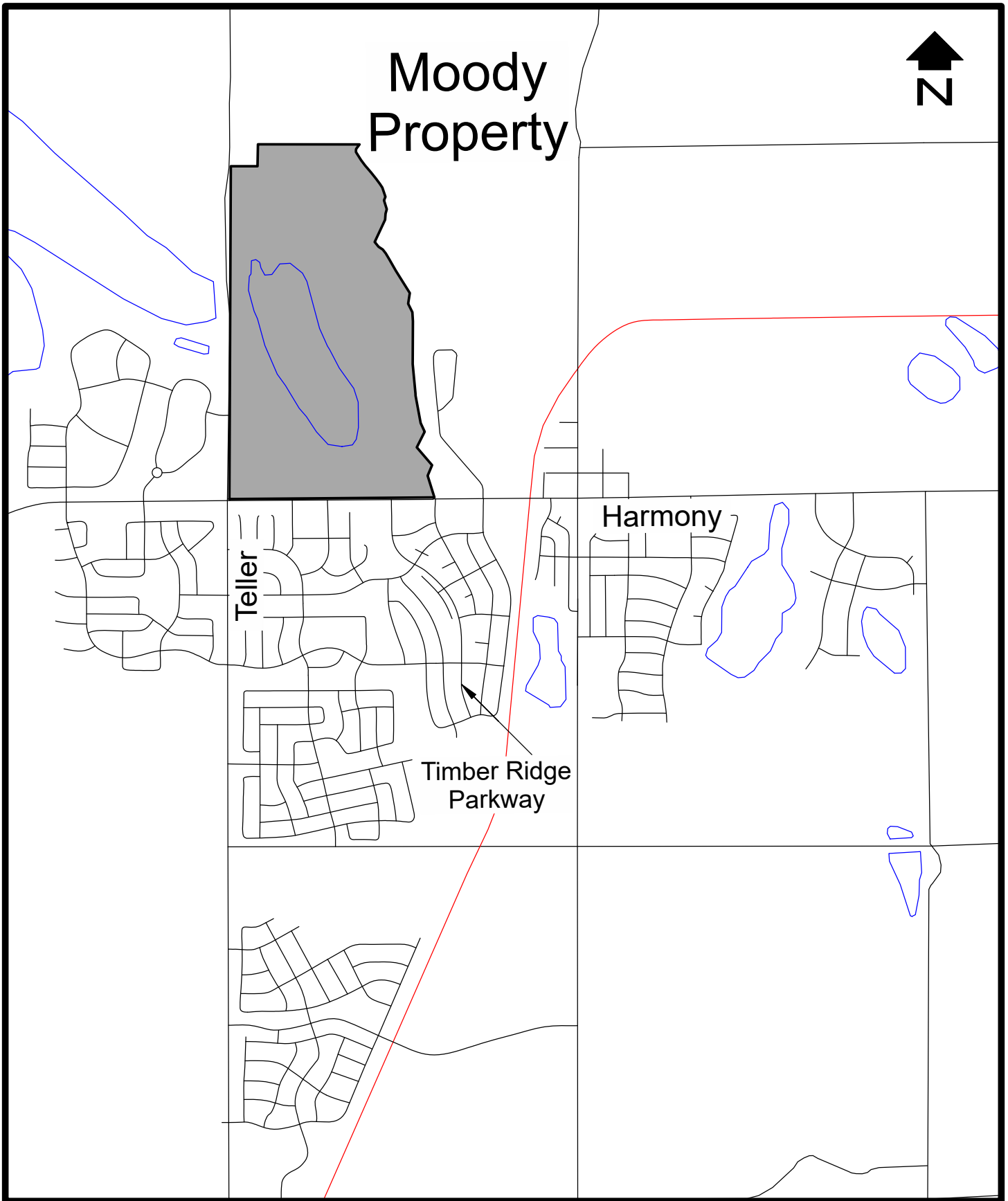
Land uses in the area are primarily residential or commercial. There are residential uses to the south, east, and west of the site. There are commercial uses in the northwest quadrant of the E. Harmony/Teller intersection. The proposed Moody Property is northwest of the central part of Severance.

Streets

The primary streets near the Moody Property are East Harmony Road, Teller Street, Evans Street, and Timber Ridge Parkway. Figure 2 shows a schematic of the existing geometry at the E Harmony/Teller, E. Harmony/Evans, E. Harmony/Timber Ridge, and Teller/Fox Run intersections.

East Harmony Road is to the south of (adjacent to) the proposed Moody Property. It is an east-west street classified as a Major Arterial street on the Severance Transportation Masterplan. Currently, East Harmony Road has a two-lane cross section with center median lane west of Teller Street. East of Teller Street, East Harmony Road has a two-lane (no center lane) cross section with auxiliary lanes at some intersections. At the E Harmony/Teller intersection, East Harmony Road has eastbound and westbound left-turn lanes, one through lane in each direction, and an eastbound right-turn lane. The E Harmony/Teller intersection has signal control. At the E Harmony/Evans intersection, East Harmony Road has a westbound left-turn lane, one through lane in each direction, and an eastbound right-turn lane. At the E Harmony/Timber Ridge intersection, East Harmony Road has one through lane in each direction and an eastbound right-turn lane. The E Harmony/Evans and E Harmony/Timber Ridge intersections have stop sign control on Evans Street and Timber Ridge Parkway, respectively. It is important to note that a westbound left-turn lane is required at the E Harmony/Timber Ridge intersection with the existing traffic volumes. The posted speed limit on East Harmony Road is 40 mph.

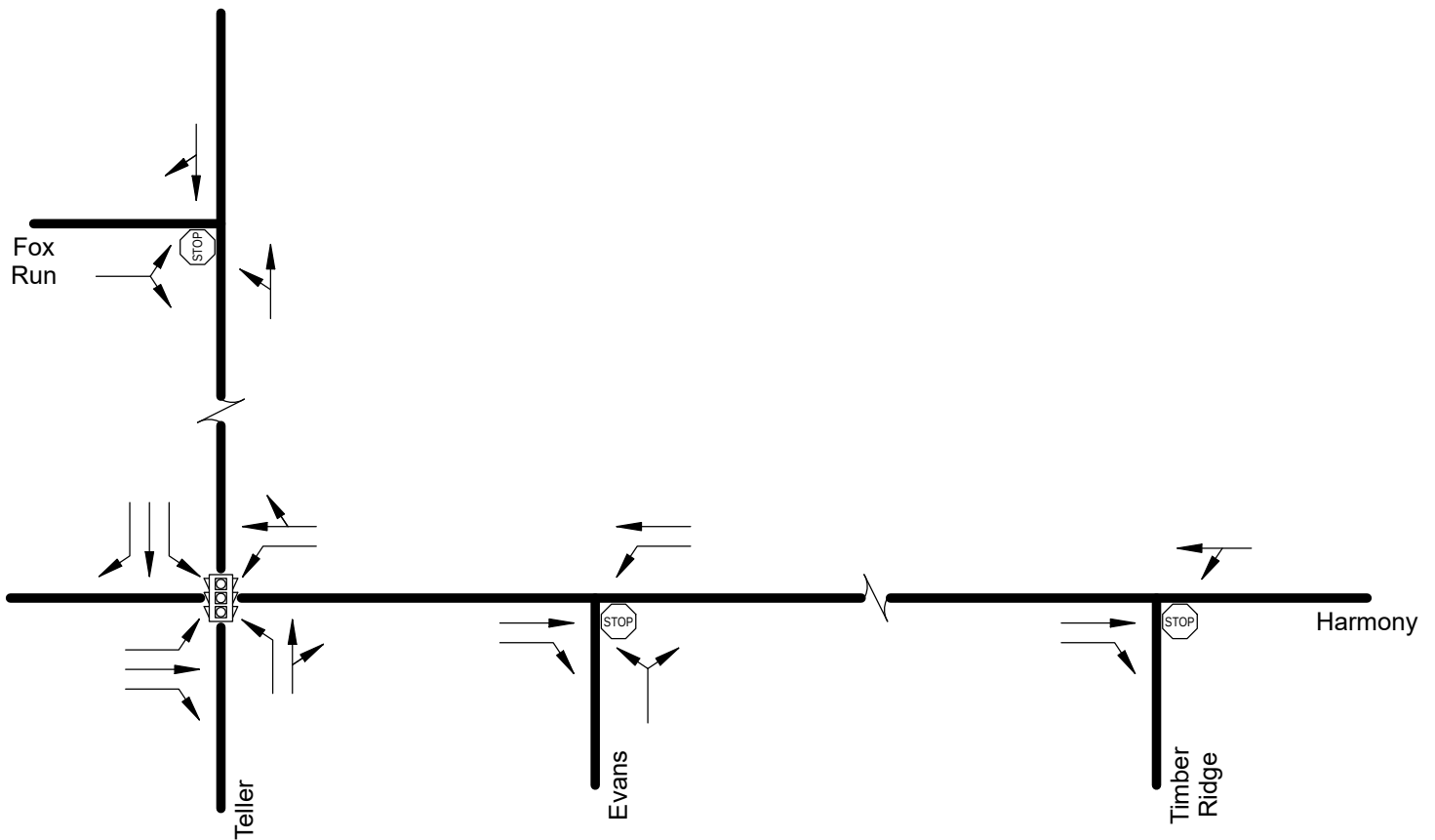
Teller Street is west of (adjacent to) the proposed Moody Property. It is a north-south street classified as a Minor Arterial street on the Severance Transportation Masterplan. Currently, Teller Street has a two-lane cross section with a center median lane south of East Harmony Road. North of East Harmony Road, Teller Street has a rural two-lane (no center lane) cross section with minimal shoulders. At the E Harmony/Teller intersection, Teller Street has northbound and southbound left-turn lanes, one through lane in each direction, and a southbound right-turn lane. At the



SCALE: 1"=2000'

SITE LOCATION

Figure 1



← - Denotes Lane

EXISTING INTERSECTION GEOMETRY

Figure 2

Teller/Fox Run intersection, Teller Street has all northbound and southbound movements combined into single lanes. The Teller/Fox Run intersection has stop sign control on Fox Run. The posted speed limit on Teller Street is 35 mph.

Evans Street is south of the proposed Moody Property. It is a north-south street classified as a Local street on the Severance Transportation Masterplan. Currently, Evans Street has a two-lane cross section with no center median lane. At the E Harmony/Evans intersection, Evans Street has all northbound movements combined into a single lane. There is no posted speed limit on Evans Street.

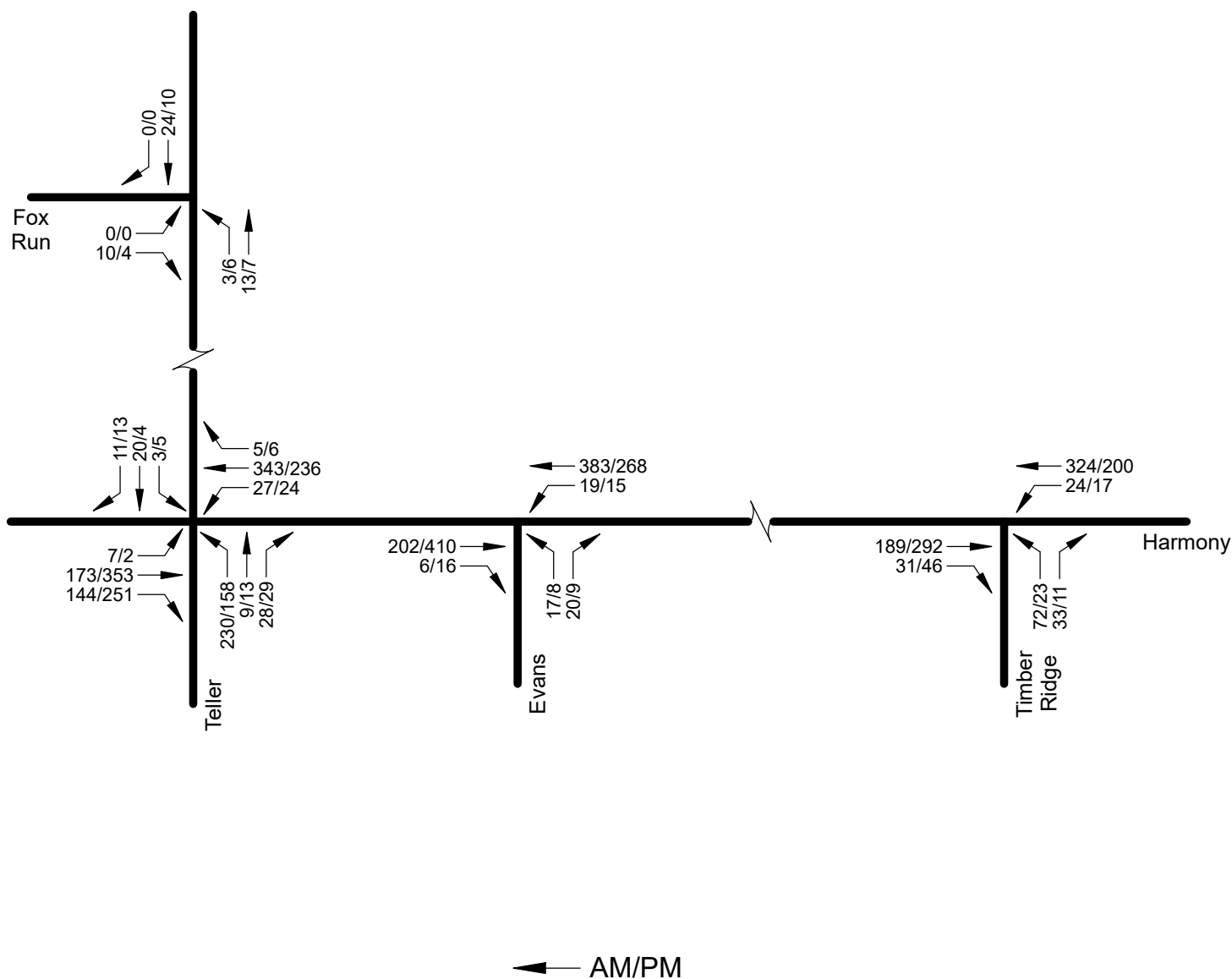
Timber Ridge Parkway is south of the proposed Moody Property. It is a north-south street classified as a Local street on the Severance Transportation Masterplan. Currently, Timber Ridge Parkway has a two-lane cross section with no center median lane. At the E Harmony/Timber Ridge intersection, Timber Ridge Parkway has a northbound left-turn lane and a northbound right-turn lane. The posted speed limit on Timber Ridge Parkway is 25 mph.

Existing Traffic

Recent peak hour traffic volumes at the E Harmony/Teller, E. Harmony/Evans, E. Harmony/Timber Ridge, and Teller/Fox Run intersections are shown in Figure 3. The counts at the key intersections were obtained in April 2023. Raw traffic count data is provided in Appendix A. Since the counts were collected on different days, the volumes were averaged/balanced and are shown in Figure 4.

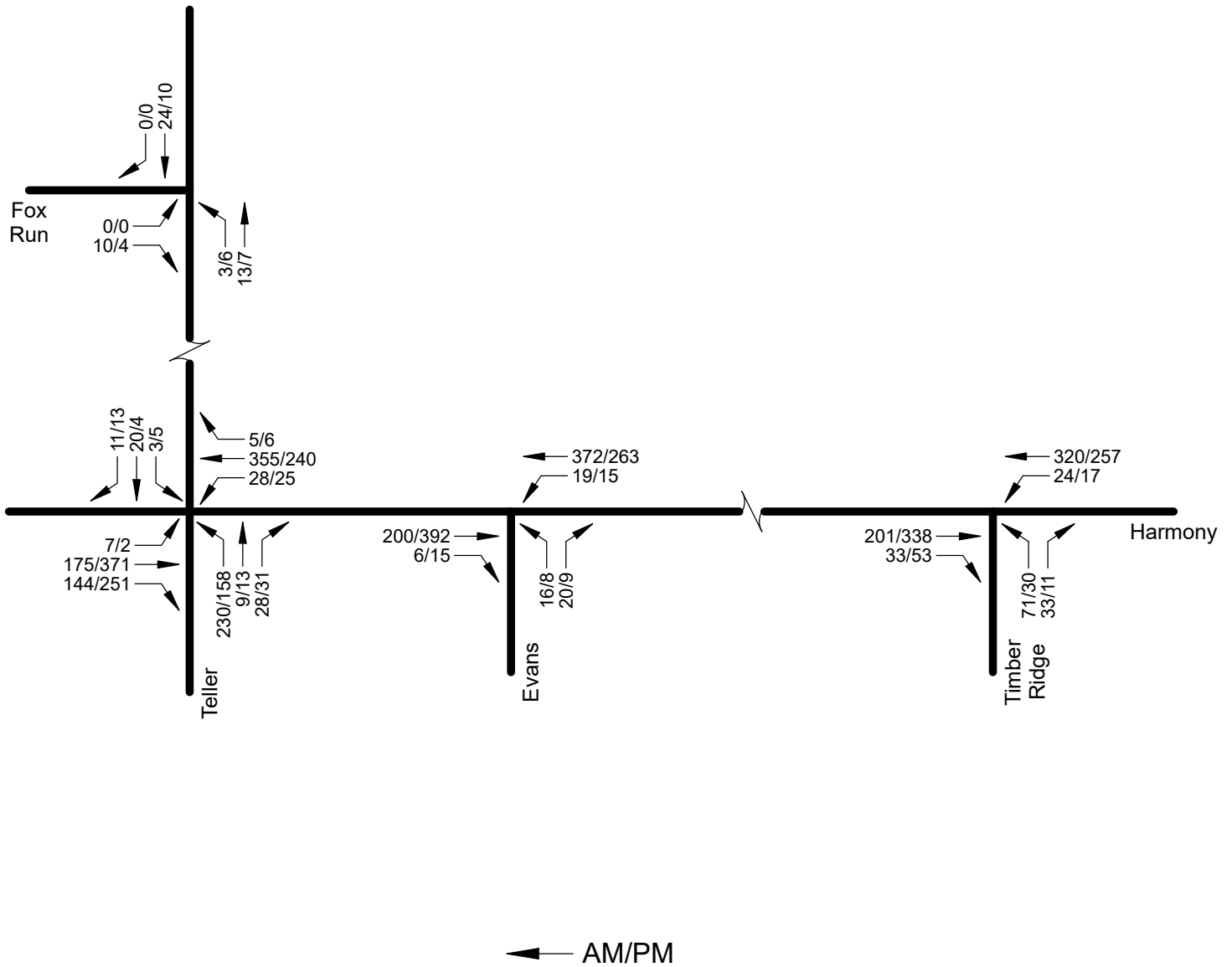
Existing Operation

The E Harmony/Teller, E. Harmony/Evans, E. Harmony/Timber Ridge, and Teller/Fox Run intersections were evaluated and the peak hour operation is displayed in Table 1. Calculation forms are provided in Appendix B. The key intersections currently meet the Severance level of service criteria with existing control and geometry during the peak hours. The intersections were evaluated using techniques provided in the Highway Capacity Manual, 6th Edition. A description of level of service for signalized and unsignalized intersections from the Highway Capacity Manual, 6th Edition is also provided in Appendix B. Acceptable operation is defined as level of service D or better, overall, during the peak hours. At stop sign controlled intersections, minor street left turns may operate at LOS E/F during the peak hours. This is considered to be normal in urban areas during the peak hours.



RECENT PEAK HOUR TRAFFIC

Figure 3



AVERAGED/BALANCED RECENT PEAK HOUR TRAFFIC

Figure 4

TABLE 1 Current Peak Hour Operation			
Intersection	Movement	Level of Service	
		AM	PM
E Harmony/Teller (signal)	EB LT	A	A
	EB T	A	A
	EB RT	A	A
	EB APPROACH	A	A
	WB LT	A	A
	WB T/RT	B	A
	WB APPROACH	B	A
	NB LT	C	C
	NB T/RT	C	C
	NB APPROACH	C	C
	SB LT	C	C
	SB T	C	C
	SB RT	C	C
	SB APPROACH	C	C
	OVERALL	B	B
E. Harmony/Evans (stop sign)	NB LT/RT	B	B
	WB LT	A	A
	OVERALL	A	A
E. Harmony/Timber Ridge (stop sign)	NB LT	C	B
	NB RT	A	B
	NB APPROACH	B	B
	WB LT/T	A	A
	OVERALL	A	A
Teller/Fox Run (stop sign)	EB LT/RT	A	A
	NB LT/T	A	A
	OVERALL	A	A

III. PROPOSED DEVELOPMENT

The Moody Property is a residential development with 670 single family detached dwelling units, 150 multifamily dwelling units, an elementary school site, and approximately 150,000 square feet of commercial. Figure 5 shows a site plan of the Moody Property. The Moody Property will be built in two phases. Phase 1 will include only the residential portion of the site. Phase 2 includes the elementary school and the commercial uses. The short range analysis (Year 2030) includes development of Phase 1 of the Moody Property and an appropriate increase in background traffic due to normal growth and other developments in the area. The site plan shows that the Moody Property will have access to/from East Harmony Road via one full-movement access that lines up with Evans Street and one full-movement access that lines up with Timber Ridge Parkway. The Moody Property will have access to/from Teller Street via three full-movement accesses (South Access, Middle Access, North Access). The long range future is considered to be the year 2045.

Trip Generation

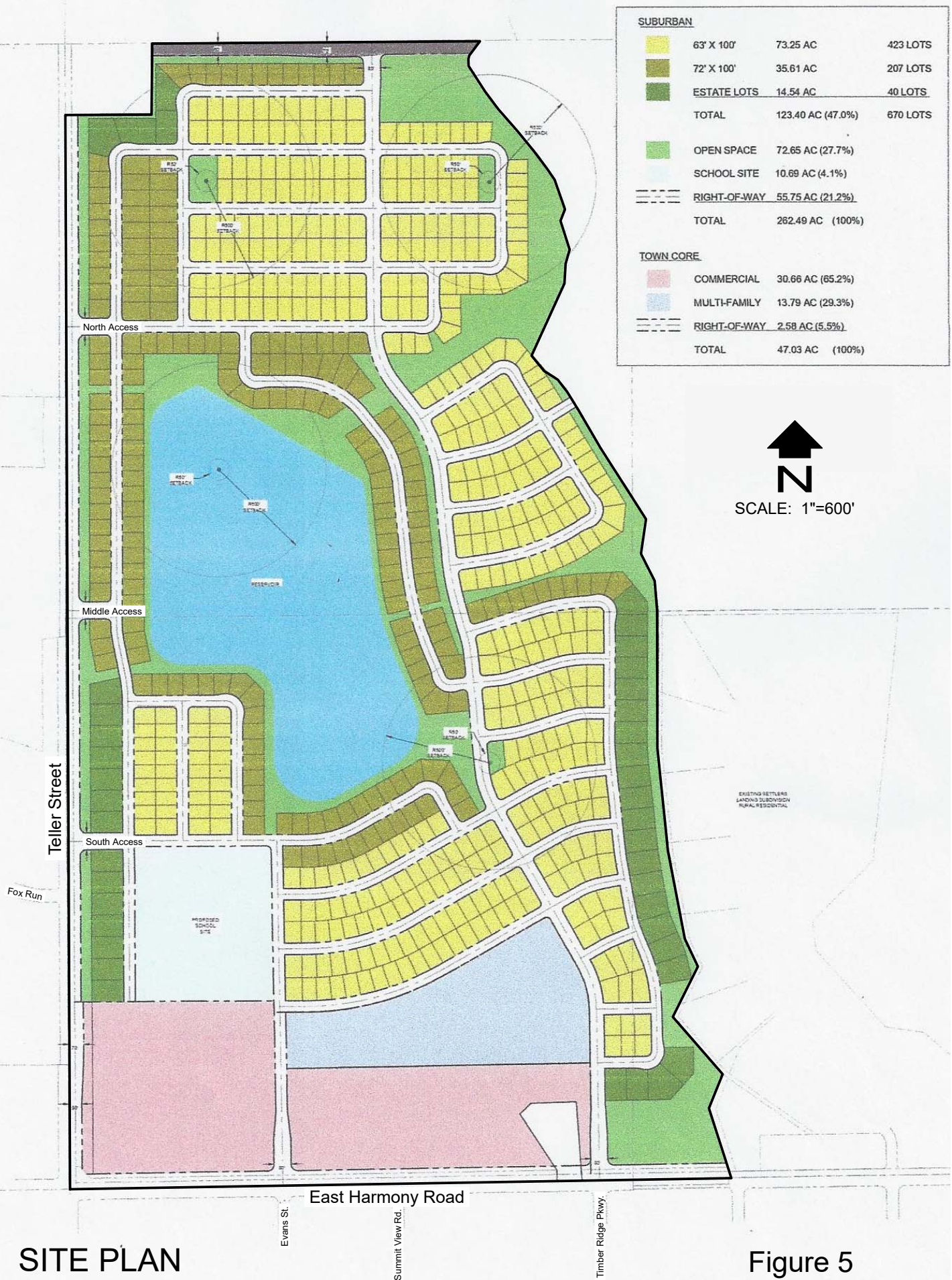
Trip generation is important in considering the impact of a development such as this upon the existing and proposed street system. A compilation of trip generation information contain in Trip Generation, 11th Edition, ITE is customarily used to estimate the trips that would be generated by the proposed/expected uses at a 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. The trip generation for Phase 1 of the Moody Property resulted in 6,842 daily trip ends, 490 morning peak hour trip ends, and 679 afternoon peak hour trip ends. The trip generation for full development of the Moody Property resulted in 19,624 daily trip ends, 997 morning peak hour trip ends, and 1,374 afternoon peak hour trip ends. The internal trip capture and passby trips were determined using the Trip Generation Handbook, 3rd Edition. The trip generation worksheets are provided in Appendix D.

Trip Distribution

Trip distribution for the Moody Property site was based on existing/future travel patterns, land uses in the area, consideration of trip attractions in Severance, and engineering judgment. Figure 6 shows the trip distribution for the Moody Property site.

Background Traffic Projections

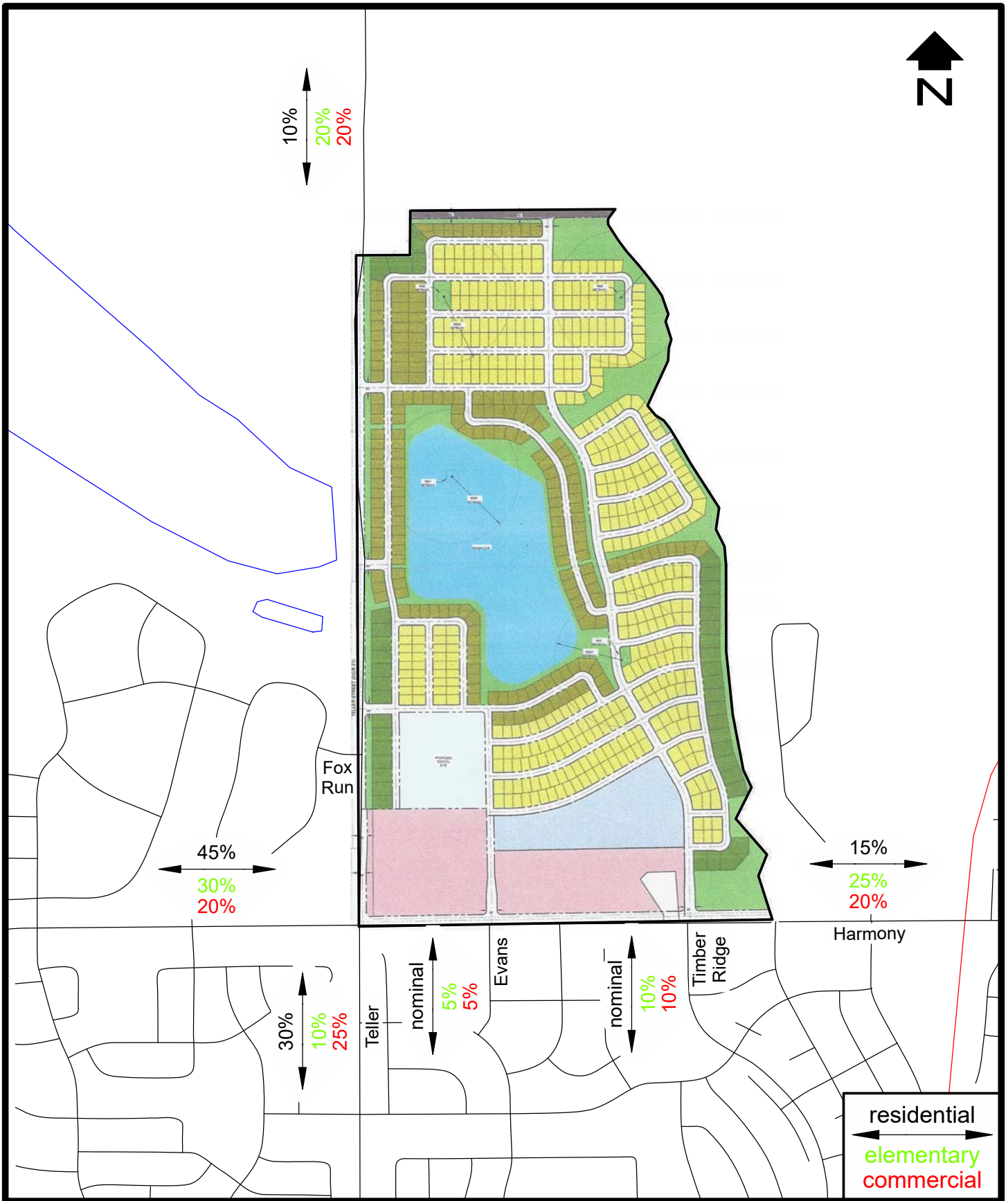
Figures 7 and 8 show the short range (2030) and long range (2045) background traffic projections. Background traffic projections for the short range (2030) future horizon were calculated by factoring the existing traffic at the E. Harmony/Teller intersection by three percent per year. In addition to this, site generated traffic from



SITE PLAN

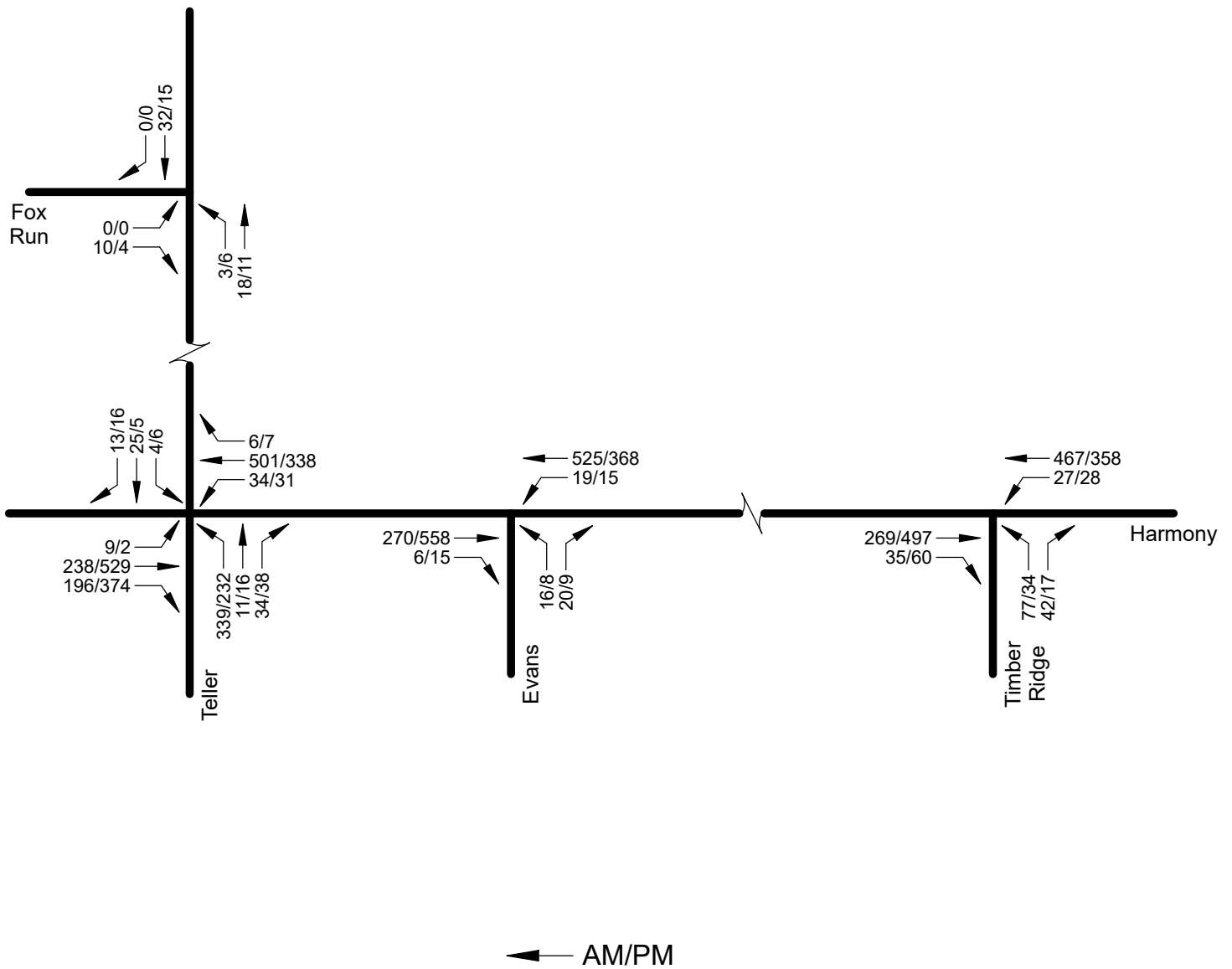
Figure 5

TABLE 2 Trip Generation												
Code	Use	Size	AWDTE		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	In	Rate	Out	Rate	In	Rate	Out
Phase 1 - 2030												
210	Single-Family Detached Housing	670 DU	EQ	5806	EQ	105	EQ	316	EQ	374	EQ	220
220	Multifamily Housing (Low-Rise)	150 DU	EQ	1036	EQ	17	EQ	52	EQ	54	EQ	31
Phase 1 Subtotal				6842		122		368		428		251
Phase 2 - 2045												
520	Elementary School	500 Students	2.27	1136	0.40	200	0.34	170	0.07	35	0.09	45
821	Shopping Plaza (40-150 KSF)	150.0 KSF	87.52	13,128	1.07	161	0.66	99	2.54	381	2.65	398
Phase 2 Subtotal				14,264		361		269		416		443
Subtotal				21,106		483		637		844		694
Elementary School Internal Residential			30%	340	30%	60	30%	51	30%	10	30%	14
Internal (Commercial/Residential)			5.7%	1142	2.1%	6	1.3%	6	8.7%	70	10.8%	70
Total Assigned Trips				19,624		417		580		764		610



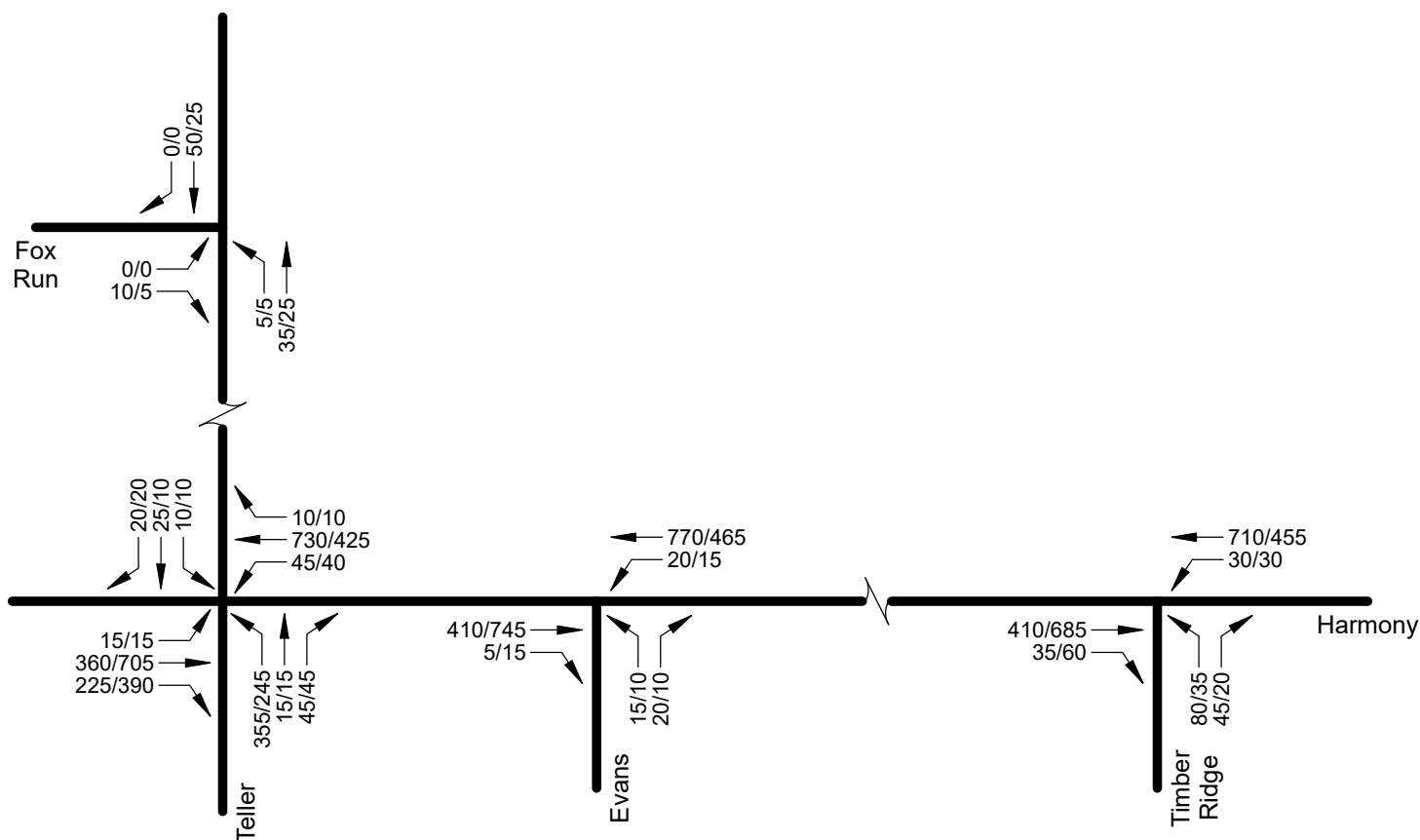
TRIP DISTRIBUTION

Figure 6



SHORT RANGE (2030) BACKGROUND PEAK HOUR TRAFFIC

Figure 7



← AM/PM
Rounded to Nearest
5 Vehicles

LONG RANGE (2045) BACKGROUND PEAK HOUR TRAFFIC

Figure 8

proposed Tailholt elementary school; the unbuilt portions of Tailholt 2nd Filing development; unbuilt portions of Tailholt 4th Filing; and unbuilt portions of the Hidden Park Subdivision were included in the background traffic forecasts. This results in a short range (2030) background traffic factor of 5.2 percent for E. Harmony Road (west of Teller Street), 4.3 percent for E. Harmony Road (east of Teller Street), and 5.1 percent for Teller Street (south of E. Harmony Road). The long range (2045) background forecast was calculated in accordance with the 2040 Daily Traffic Forecasts contained in the Severance Transportation Masterplan.

Trip Assignment/Total Traffic

Trip assignment is how the generated and distributed trips are expected to be loaded on the street system. The assigned trips are the resultant of the trip distribution process. Figure 9 shows the short range (2030) site generated peak hour traffic assignment for Phase 1 of the Moody Property. Figure 10 shows the long range (2045) site generated peak hour traffic for full development of the Moody Property. Figure 11 shows the short range (2030) total (site plus background) peak hour traffic. Figure 12 shows the long range (2045) total (site plus background) peak hour traffic.

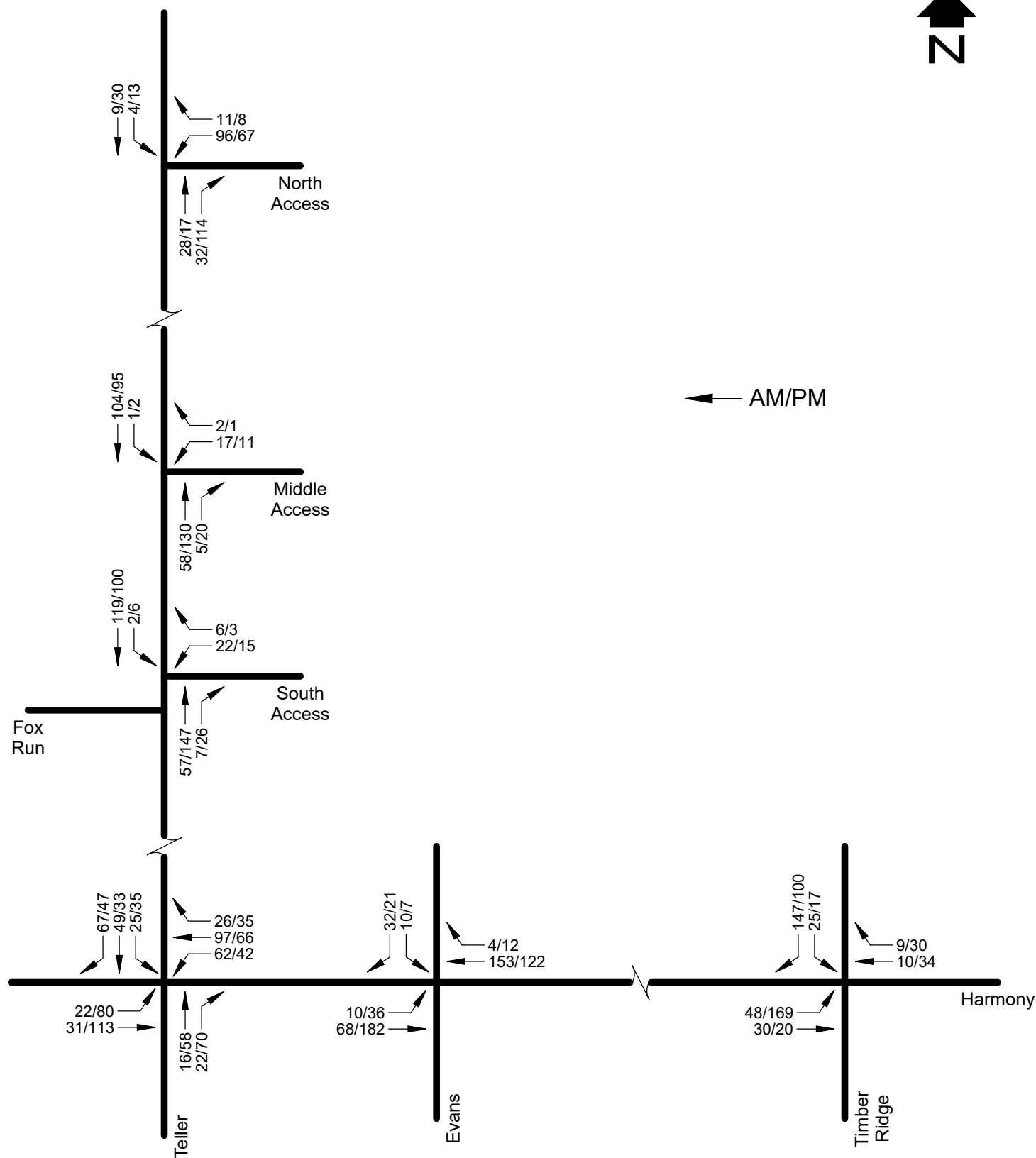
Signal Warrants

As a matter of policy, traffic signals are not installed at any location unless warrants are met according to the Manual on Uniform Traffic Control Devices. For the roads in the vicinity of the Moody Property development, four hour and/or eight hour signal warrants are applicable. These warrants require much data and are applied when the traffic is actually on the area road system. It is acknowledged that peak hour signal warrants should not be applied, but since the peak hour forecasts are readily available in a traffic impact study, it is reasonable to use them to estimate whether other signal warrants may be met. If peak hour signal warrants will not be met at a given intersection, it is reasonable to conclude that it is not likely that other signal warrants would be met. If peak hour signal warrants are met, it merely indicates that further evaluation should occur in the future as the development occurs. However, a judgment can be made that some intersections will likely meet other signal warrants.

Peak hour signal warrants will be met at the E. Harmony/Timber Ridge intersection during both peak hours using the short range (2030) total traffic (Figure 11). Using the long range (2045) total peak hour traffic (Figure 12), peak hour signal warrants will not be met at the E. Harmony/Timber Ridge and E. Harmony/Evans intersections. Peak hour signal warrants are provided in Appendix D.

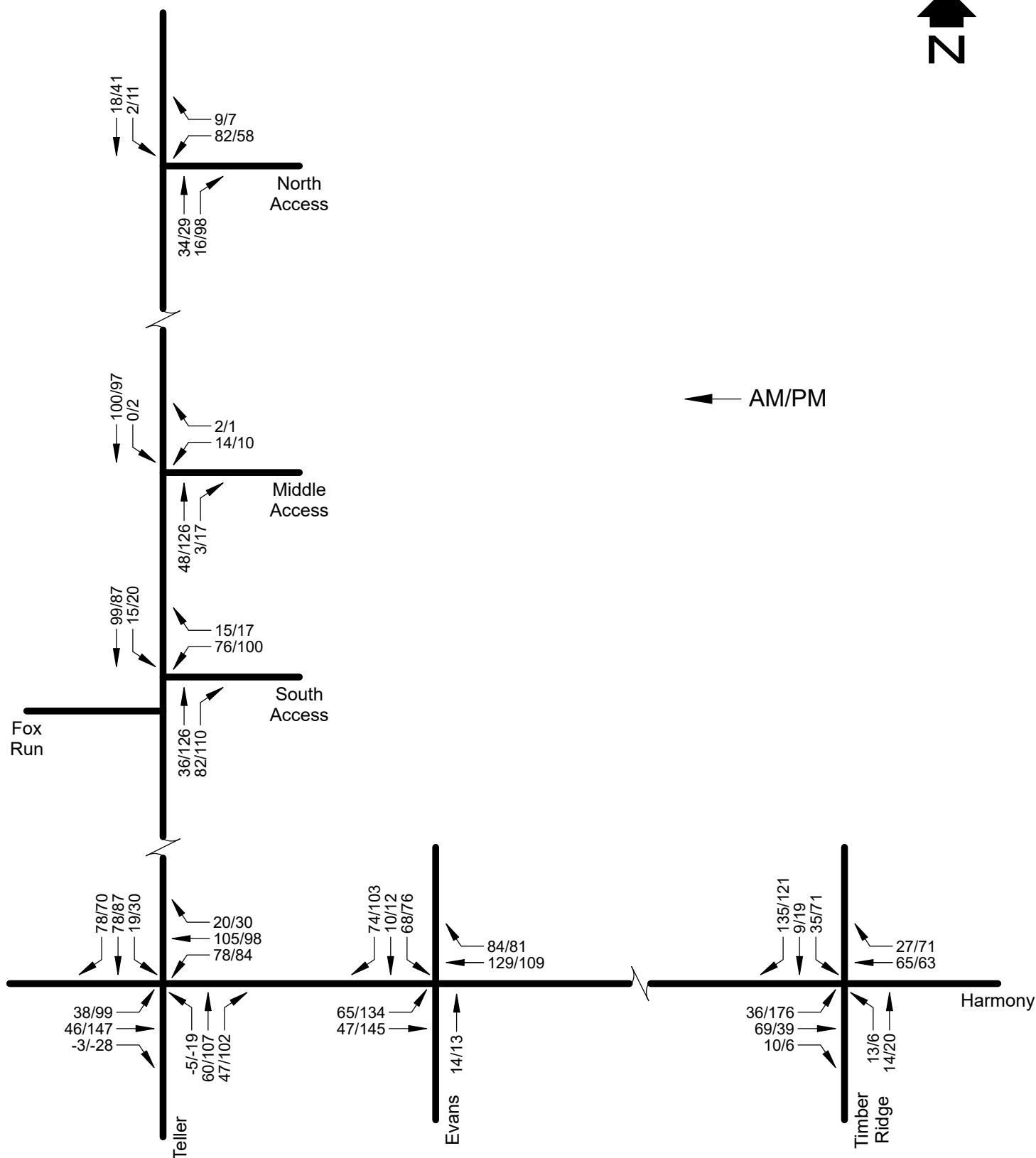
Geometry

Figures 13 and 14 show a schematic of the respective short range (2030) and long range (2045) geometry. The Town of Severance uses the State Highway Access Code (SHAC) for auxiliary lane evaluation. East Harmony Road and Teller Street are



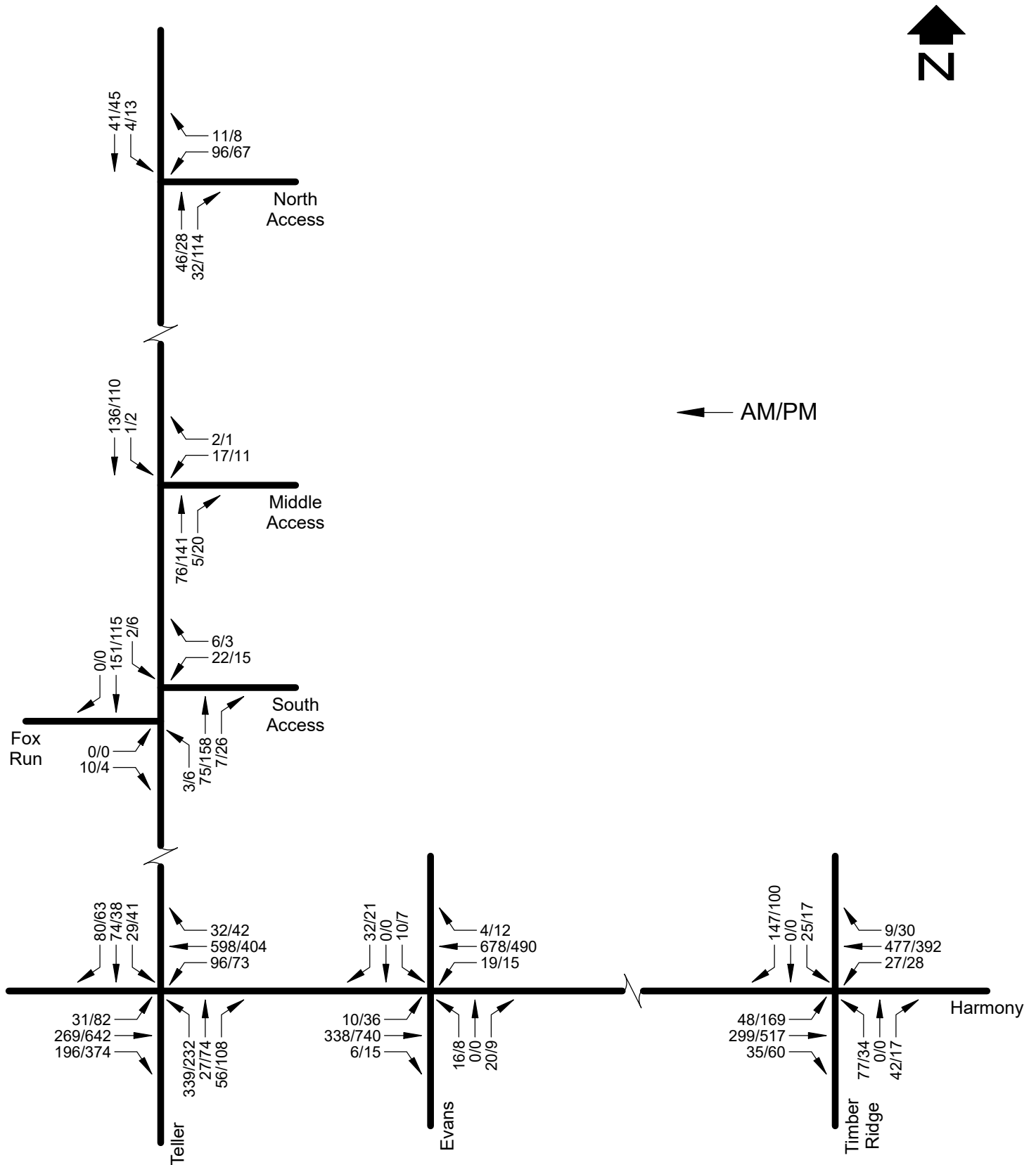
SHORT RANGE (2030) SITE GENERATED PEAK HOUR TRAFFIC

Figure 9



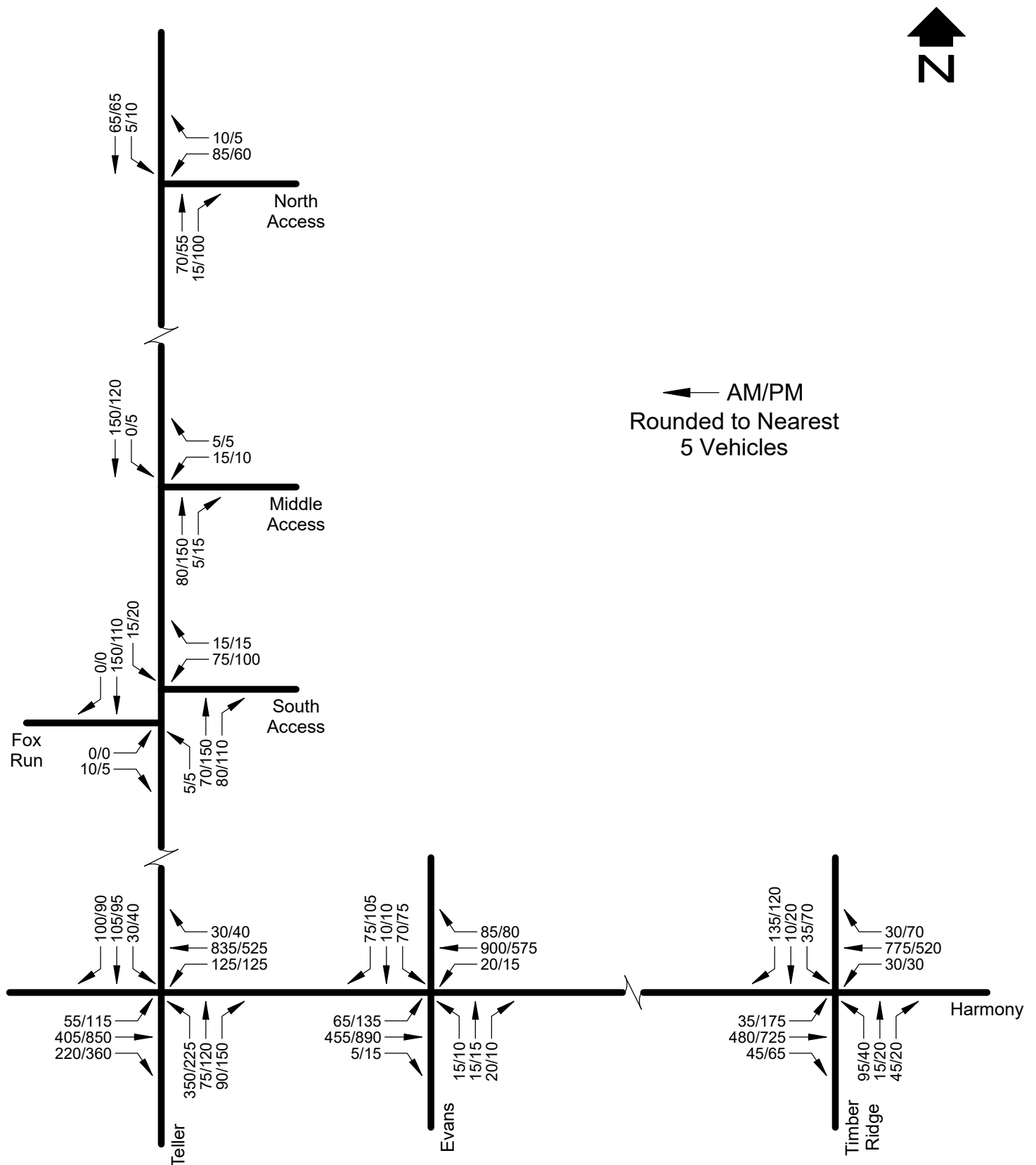
LONG RANGE (2045) SITE GENERATED PEAK HOUR TRAFFIC

Figure 10



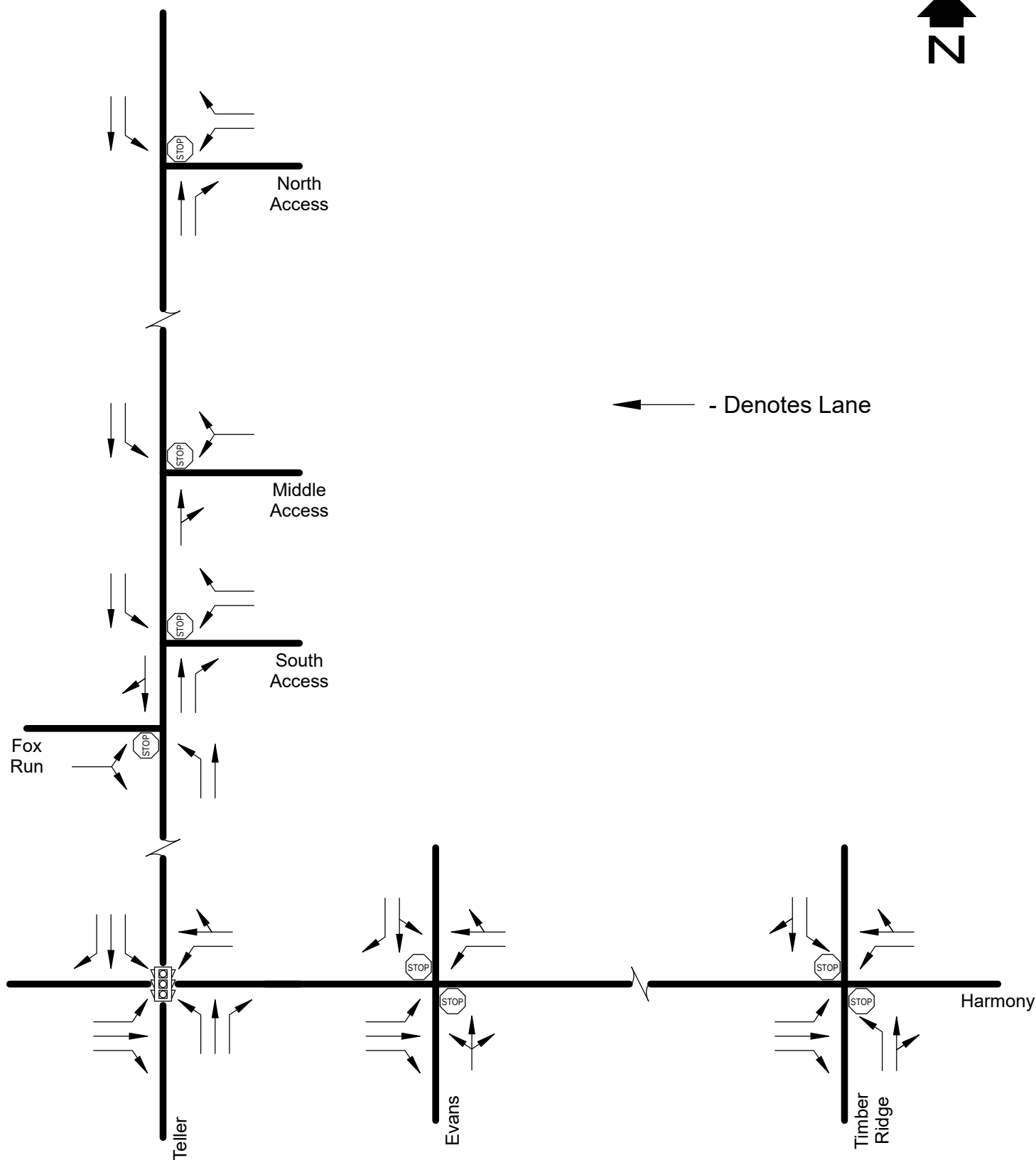
SHORT RANGE (2030) TOTAL PEAK HOUR TRAFFIC

Figure 11



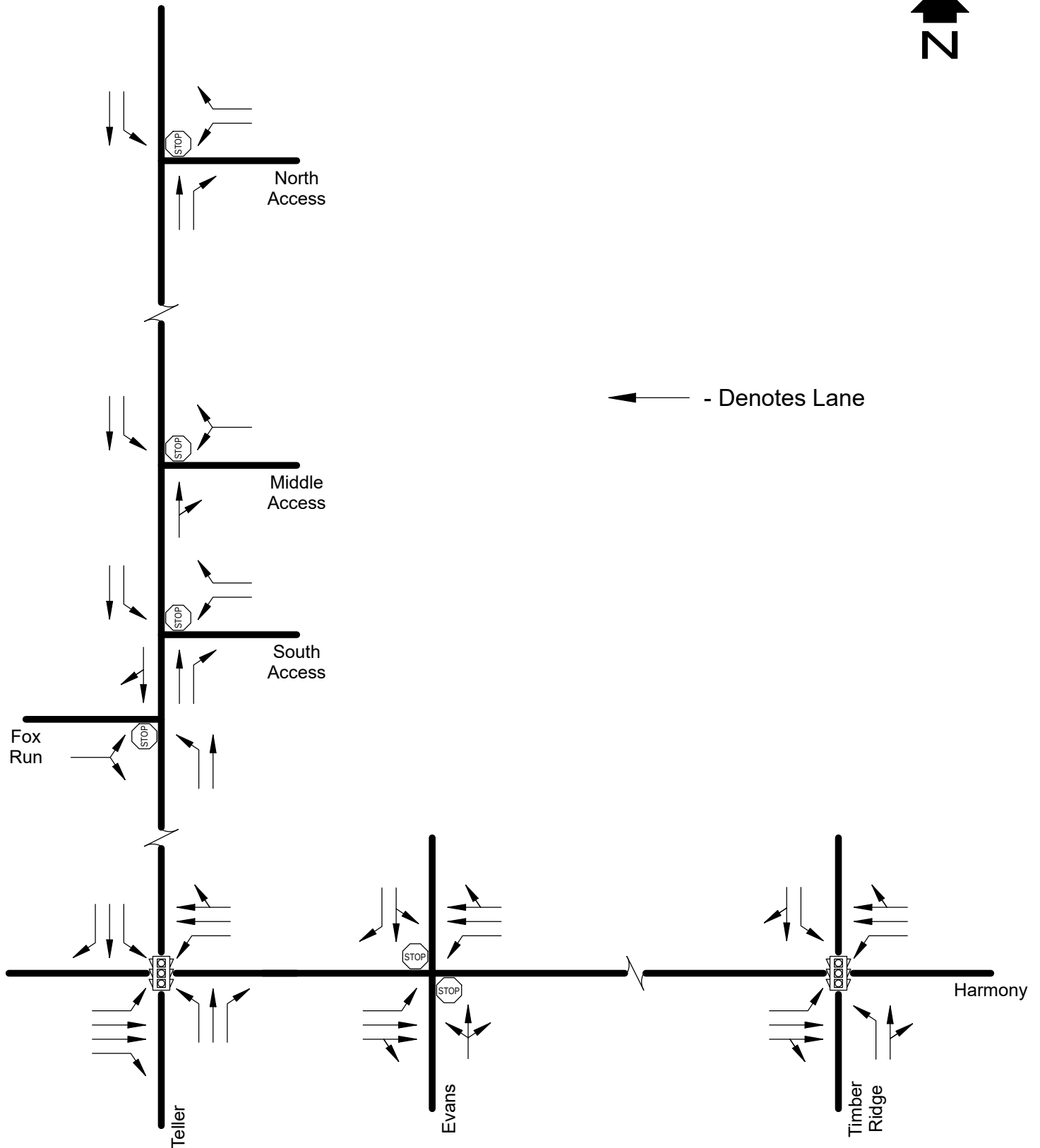
LONG RANGE (2045) TOTAL PEAK HOUR TRAFFIC

Figure 12



SHORT RANGE (2030) GEOMETRY

Figure 13



LONG RANGE (2045) GEOMETRY

Figure 14

categorized as NR-B roads in the SHAC. At the E Harmony/Teller intersection, a northbound right-turn lane is required. In the long range (2045) future, it is assumed that E. Harmony Road will have two through lanes in each direction.

Operation Analysis

Operation analyses were performed at the E Harmony/Teller, E. Harmony/Evans, E. Harmony/Timber Ridge, Teller/Fox Run, Teller/South Access, Teller/Middle Access, and Teller/North Access intersections. The operation analyses were conducted for the short range future, reflecting year 2030 conditions and long range future, reflecting year 2045 conditions.

Using the traffic volumes shown in Figure 7, the E Harmony/Teller, E. Harmony/Evans, E. Harmony/Timber Ridge, and Teller/Fox Run intersections operate in the short range (2030) background traffic future as indicated in Table 3. Calculation forms for these analyses are provided in Appendix E. The key intersections will meet the Severance level of service criteria during the peak hours.

Using the traffic volumes shown in Figure 8, the E Harmony/Teller, E. Harmony/Evans, E. Harmony/Timber Ridge, and Teller/Fox Run intersections operate in the long range (2045) background traffic future as indicated in Table 4. Calculation forms for these analyses are provided in Appendix F. The key intersections will meet the Severance level of service criteria during the peak hours.

Using the traffic volumes shown in Figure 11, the E Harmony/Teller, E. Harmony/Evans, E. Harmony/Timber Ridge, Teller/Fox Run, Teller/South Access, Teller/Middle Access, and Teller/North Access intersections operate in the short range (2030) total traffic future as indicated in Table 5. Calculation forms for these analyses are provided in Appendix G. The key intersections will meet the Severance level of service criteria during the peak hours with the required auxiliary lanes. At the E Harmony/Timber Ridge intersection, the calculated delay in the morning and afternoon peak hours for the northbound approach was commensurate with level of service F. This is considered to be normal in urban areas during the peak hours.

Using the traffic volumes shown in Figure 12, the E Harmony/Teller, E. Harmony/Evans, E. Harmony/Timber Ridge, Teller/Fox Run, Teller/South Access, Teller/Middle Access, and Teller/North Access intersections operate in the long range (2045) total traffic future as indicated in Table 6. Calculation forms for these analyses are provided in Appendix H. The key intersections will meet the Severance level of service criteria during the peak hours with the required auxiliary lanes, except for the E. Harmony/Timber Ridge intersection with stop sign control. With signal control, the E. Harmony/Timber Ridge intersection will operate acceptably.

TABLE 3 Short Range (2030) Background Peak Hour Operation			
Intersection	Movement	Level of Service	
		AM	PM
E Harmony/Teller (signal)	EB LT	A	A
	EB T	B	B
	EB RT	B	A
	EB APPROACH	B	B
	WB LT	A	A
	WB T/RT	B	A
	WB APPROACH	B	A
	NB LT	C	C
	NB T/RT	C	C
	NB APPROACH	C	C
	SB LT	C	C
	SB T	C	C
	SB RT	C	C
	SB APPROACH	C	C
	OVERALL	B	B
E. Harmony/Evans (stop sign)	NB LT/RT	B	C
	WB LT	A	A
	OVERALL	A	A
E. Harmony/Timber Ridge (stop sign)	NB LT	C	C
	NB RT	B	B
	NB APPROACH	C	C
	WB LT/T	A	A
	OVERALL	A	A
Teller/Fox Run (stop sign)	EB LT/RT	A	A
	NB LT/T	A	A
	OVERALL	A	A

TABLE 4 Long Range (2045) Background Peak Hour Operation			
Intersection	Movement	Level of Service	
		AM	PM
E Harmony/Teller (signal)	EB LT	B	A
	EB T	B	B
	EB RT	B	B
	EB APPROACH	B	B
	WB LT	A	A
	WB T/RT	B	B
	WB APPROACH	B	A
	NB LT	C	C
	NB T	B	C
	NB RT	B	C
	NB APPROACH	C	C
	SB LT	C	C
	SB T	C	C
	SB RT	C	C
	SB APPROACH	C	C
	OVERALL	B	B
E. Harmony/Evans (stop sign)	NB LT/RT	B	C
	WB LT	A	A
	OVERALL	A	A
E. Harmony/Timber Ridge (stop sign)	NB LT	C	D
	NB RT	B	B
	NB APPROACH	C	C
	WB LT/T	A	A
	OVERALL	A	A
Teller/Fox Run (stop sign)	EB LT/RT	A	A
	NB LT/T	A	A
	OVERALL	A	A

TABLE 5
Short Range (2030) Total Peak Hour Operation

Intersection	Movement	Level of Service	
		AM	PM
E Harmony/Teller (signal)	EB LT	B	A
	EB T	B	B
	EB RT	B	A
	EB APPROACH	B	B
	WB LT	A	A
	WB T/RT	B	B
	WB APPROACH	B	B
	NB LT	D	D
	NB T	C	C
	NB RT	C	C
	NB APPROACH	D	D
	SB LT	C	C
	SB T	D	C
	SB RT	C	C
	SB APPROACH	C	C
	OVERALL	C	B
E. Harmony/Evans (stop sign)	NB LT/T/RT	C	D
	SB LT/T	D	E
	SB RT	B	B
	SB APPROACH	C	C
	EB LT	A	A
	WB LT	A	A
	OVERALL	A	A
E. Harmony/Timber Ridge (stop sign)	NB LT	F	F
	NB T/RT	B	B
	NB APPROACH	F	F
	SB LT	D	F
	SB T/RT	B	B
	SB APPROACH	C	C
	EB LT	A	A
	WB LT	A	A
	OVERALL	A	A
Teller/Fox Run (stop sign)	EB LT/RT	A	A
	NB LT	A	A
	OVERALL	A	A
Teller/South Access (stop sign)	WB LT	B	B
	WB RT	A	A
	WB APPROACH	A	B
	SB LT	A	A
	OVERALL	A	A
Teller/Middle Access (stop sign)	WB LT/RT	A	B
	SB LT	A	A
	OVERALL	A	A
Teller/North Access (stop sign)	WB LT	A	A
	WB RT	A	A
	WB APPROACH	A	A
	SB LT	A	A
	OVERALL	A	A

TABLE 6 Long Range (2045) Total Peak Hour Operation			
Intersection	Movement	Level of Service	
		AM	PM
E Harmony/Teller (signal)	EB LT	B	A
	EB T	B	B
	EB RT	B	B
	EB APPROACH	B	B
	WB LT	B	A
	WB T/RT	C	B
	WB APPROACH	C	B
	NB LT	C	C
	NB T	C	C
	NB RT	C	C
	NB APPROACH	C	C
	SB LT	C	C
	SB T	D	D
	SB RT	C	C
	SB APPROACH	C	C
	OVERALL	C	B
E. Harmony/Evans (stop sign)	NB LT/T/RT	E	F
	SB LT/T	F	F
	SB RT	B	B
	SB APPROACH	F	F
	EB LT	B	A
	WB LT	A	B
	OVERALL	B	C
E. Harmony/Timber Ridge (stop sign)	NB LT	F	F
	NB T/RT	C	F
	NB APPROACH	F	F
	SB LT	F	F
	SB T/RT	C	D
	SB APPROACH	D	F
	EB LT	A	A
	WB LT	A	A
	OVERALL	B	C

Continued on next page

Continued from previous page

TABLE 6 Long Range (2045) Total Peak Hour Operation			
Intersection	Movement	Level of Service	
		AM	PM
E. Harmony/Timber Ridge (signal)	EB LT	B	B
	EB T/RT	B	B
	EB APPROACH	B	B
	WB LT	B	B
	WB T/RT	B	B
	WB APPROACH	B	B
	NB LT	C	C
	NB T/RT	C	C
	NB APPROACH	C	C
	SB LT	C	C
	SB T/RT	C	C
	SB APPROACH	C	C
	OVERALL	B	C
Teller/Fox Run (stop sign)	EB LT/RT	A	A
	NB LT	A	A
	OVERALL	A	A
Teller/South Access (stop sign)	WB LT	B	B
	WB RT	A	A
	WB APPROACH	B	B
	SB LT	A	A
	OVERALL	A	A
Teller/Middle Access (stop sign)	WB LT/RT	A	B
	SB LT	A	A
	OVERALL	A	A
Teller/North Access (stop sign)	WB LT	A	A
	WB RT	A	A
	WB APPROACH	A	A
	SB LT	A	A
	OVERALL	A	A

IV. CONCLUSIONS

This study assessed the impacts of the Moody Property on the street system in the vicinity of the proposed development in the short range (2030) and long range (2045) futures. As a result of this analysis, the following is concluded:

- The development of the Moody Property site is feasible from a traffic engineering standpoint. The trip generation for Phase 1 of the Moody Property resulted in 6,842 daily trip ends, 490 morning peak hour trip ends, and 679 afternoon peak hour trip ends. The trip generation for full development of the Moody Property resulted in 19,624 daily trip ends, 997 morning peak hour trip ends, and 1,374 afternoon peak hour trip ends.
- The E Harmony/Teller, E. Harmony/Evans, E. Harmony/Timber Ridge, and Teller/Fox Run intersections currently meet the Severance level of service criteria with the existing traffic and geometry. It is important to note that a westbound left-turn lane is required at the E Harmony/Timber Ridge intersection with the existing traffic volumes.
- Peak hour signal warrants will be met at the E. Harmony/Timber Ridge intersection during both peak hours using the short range (2030) total traffic (Figure 11). Using the long range (2045) total peak hour traffic (Figure 12), peak hour signal warrants will not be met at the E. Harmony/Timber Ridge and E. Harmony/Evans intersections.
- In the short range (2030) future, given development of Phase 1 of the Moody Property and an increase in background traffic, the key intersections will meet the Severance level of service criteria during the peak hours with the required auxiliary lanes. At the E Harmony/Timber Ridge intersection, the calculated delay in the morning and afternoon peak hours for the northbound approach was commensurate with level of service F. This is considered to be normal in urban areas during the peak hours.
- In the long range (2045) future, given full development of the Moody Property and an increase in background traffic, the key intersections will meet the Severance level of service criteria during the peak hours with the required auxiliary lanes, except for the E. Harmony/Timber Ridge intersection with stop sign control. With signal control, the E. Harmony/Timber Ridge intersection will operate acceptably.
- The short range (2030) and long range (2045) geometry is shown in Figures 13 and 14, respectively. At the E Harmony/Teller intersection, a northbound right-turn lane is required. In the long range (2045) future, it is assumed that E. Harmony Road will have two through lanes in each direction.

APPENDIX A

DELICH ASSOCIATES
2272 GLEN HAVEN DRIVE
LOVELAND, CO 80538
Phone: (970) 669-2061

TABULAR SUMMARY OF VEHICLE COUNTS

Date: 4/6/2023

Observer: Vickie

Day: Thursday

Jurisdiction: Severance

Intersection: Harmony/Evans

R = right turn
S = straight
L = left turn

Time Begins	Northbound: Evans				Southbound:				Total north/south	Eastbound: Harmony				Westbound: Harmony				Total east/west	Total All
	L	S	R	Total	L	S	R	Total		L	S	R	Total	L	S	R	Total		
7:00	2		2	4				0	4		39	2	41	2	54		56	97	101
7:15	10		3	13				0	13		36	2	38	1	103		104	142	155
7:30	6		5	11				0	11		39	3	42	4	111		115	157	168
7:45	7		10	17				0	17		52	2	54	11	100		111	165	182
8:00	0		4	4				0	4		49	1	50	4	83		87	137	141
8:15	4		1	5				0	5		62	0	62	0	89		89	151	156
8:30	1		1	2				0	2		39	2	41	0	87		87	128	130
8:45	2		1	3				0	3		46	5	51	2	60		62	113	116

7:30-8:30	17	0	20	37	0	0	0	0	37	0	202	6	208	19	383	0	402	610	647
PHF	0.61	n/a	0.5	0.54	n/a	n/a	n/a	n/a	0.54	n/a	0.81	0.5	0.84	0.43	0.86	n/a	0.87	0.92	0.89

4:00	1		2	3				0	3		112	4	116	1	68		69	185	188
4:15	3		5	8				0	8		83	6	89	3	66		69	158	166
4:30	4		6	10				0	10		94	3	97	1	66		67	164	174
4:45	4		3	7				0	7		79	5	84	0	60		60	144	151
5:00	2		1	3				0	3		99	4	103	5	67		72	175	178
5:15	1		1	2				0	2		115	6	121	6	73		79	200	202
5:30	3		5	8				0	8		104	2	106	0	65		65	171	179
5:45	2		2	4				0	4		92	4	96	4	63		67	163	167

5:00-6:00	8	0	9	17	0	0	0	0	17	0	410	16	426	15	268	0	283	709	726
PHF	0.67	n/a	0.45	0.53	n/a	n/a	n/a	n/a	0.53	n/a	0.89	0.67	0.88	0.63	0.92	n/a	0.9	0.89	0.9

DELICH ASSOCIATES
2272 GLEN HAVEN DRIVE
LOVELAND, CO 80538
Phone: (970) 669-2061

TABULAR SUMMARY OF VEHICLE COUNTS

Date: 4/5/2023

Observer: Vickie

Day: Wednesday

Jurisdiction: Severance

Intersection: Harmony/Teller

R = right turn
S = straight
L = left turn

Time Begins	Northbound: Teller				Southbound: Teller				Total north/south	Eastbound: Harmony				Westbound: Harmony				Total east/west	Total All
	L	S	R	Total	L	S	R	Total		L	S	R	Total	L	S	R	Total		
7:00	52	6	5	63	0	1	1	2	65	3	17	18	38	0	67	3	70	108	173
7:15	68	1	7	76	1	9	2	12	88	0	33	14	47	3	112	0	115	162	250
7:30	73	2	5	80	0	5	5	10	90	2	46	30	78	7	89	0	96	174	264
7:45	49	2	11	62	1	6	0	7	69	2	45	32	79	7	80	4	91	170	239
8:00	63	1	9	73	0	2	6	8	81	2	37	34	73	7	80	1	88	161	242
8:15	45	4	3	52	2	7	0	9	61	1	45	48	94	6	94	0	100	194	255
8:30	70	2	6	78	0	0	1	1	79	2	41	32	75	1	83	2	86	161	240
8:45	40	2	2	44	0	0	1	1	45	2	36	20	58	3	45	0	48	106	151

7:30-8:30	230	9	28	267	3	20	11	34	301	7	173	144	324	27	343	5	375	699	1000
PHF	0.79	0.56	0.64	0.83	0.38	0.71	0.46	0.85	0.84	0.88	0.94	0.75	0.86	0.96	0.91	0.31	0.94	0.9	0.95

4:00	69	3	10	82	1	0	2	3	85	2	94	48	144	5	57	0	62	206	291
4:15	41	0	8	49	1	1	3	5	54	2	76	51	129	6	72	0	78	207	261
4:30	34	3	3	40	0	1	4	5	45	0	84	59	143	6	68	1	75	218	263
4:45	37	3	4	44	2	2	3	7	51	1	86	61	148	6	58	0	64	212	263
5:00	31	3	13	47	2	0	1	3	50	0	84	61	145	8	67	1	76	221	271
5:15	43	1	8	52	1	1	7	9	61	0	97	56	153	7	58	0	65	218	279
5:30	40	3	3	46	2	2	2	6	52	1	79	66	146	4	41	4	49	195	247
5:45	44	6	5	55	0	1	3	4	59	1	93	68	162	5	70	1	76	238	297

5:00-6:00	158	13	29	200	5	4	13	22	222	2	353	251	606	24	236	6	266	872	1094
PHF	0.9	0.54	0.56	0.91	0.63	0.5	0.46	0.61	0.91	0.5	0.91	0.92	0.94	0.75	0.84	0.38	0.88	0.92	0.92

DELICH ASSOCIATES
2272 GLEN HAVEN DRIVE
LOVELAND, CO 80538
Phone: (970) 669-2061

TABULAR SUMMARY OF VEHICLE COUNTS

Date: 4/4/2023

Observer: Vickie

Day: Tuesday

Jurisdiction: Severance

Intersection: Harmony/Timber Ridge

R = right turn
S = straight
L = left turn

Time Begins	Northbound: Timber Ridge				Southbound:				Total north/south	Eastbound: Harmony				Westbound: Harmony				Total east/west	Total All
	L	S	R	Total	L	S	R	Total		L	S	R	Total	L	S	R	Total		
7:00	15		6	21				0	21		30	5	35	1	72		73	108	129
7:15	20		7	27				0	27		43	5	48	5	92		97	145	172
7:30	19		8	27				0	27		47	9	56	8	83		91	147	174
7:45	24		13	37				0	37		60	8	68	8	77		85	153	190
8:00	9		5	14				0	14		39	9	48	3	72		75	123	137
8:15	16		8	24				0	24		50	3	53	2	67		69	122	146
8:30	9		5	14				0	14		36	5	41	8	53		61	102	116
8:45	4		1	5				0	5		21	3	24	1	35		36	60	65

7:15-8:15	72	0	33	105	0	0	0	0	105	0	189	31	220	24	324	0	348	568	673
PHF	0.75	n/a	0.63	0.71	n/a	n/a	n/a	n/a	0.71	n/a	0.79	0.86	0.81	0.75	0.88	n/a	0.9	0.93	0.89

4:00	6		3	9				0	9		73	13	86	4	54		58	144	153
4:15	5		2	7				0	7		74	12	86	9	57		66	152	159
4:30	6		2	8				0	8		78	10	88	0	52		52	140	148
4:45	6		4	10				0	10		67	11	78	4	37		41	119	129
5:00	15		2	17				0	17		65	21	86	2	36		38	124	141
5:15	5		0	5				0	5		77	9	86	2	62		64	150	155
5:30	9		4	13				0	13		68	10	78	0	44		44	122	135
5:45	4		3	7				0	7		54	16	70	3	42		45	115	122

4:00-5:00	23	0	11	34	0	0	0	0	34	0	292	46	338	17	200	0	217	555	589
PHF	0.96	n/a	0.69	0.85	n/a	n/a	n/a	n/a	0.85	n/a	0.94	0.88	0.96	0.47	0.88	n/a	0.82	0.91	0.93

DELICH ASSOCIATES
2272 GLEN HAVEN DRIVE
LOVELAND, CO 80538
Phone: (970) 669-2061

TABULAR SUMMARY OF VEHICLE COUNTS

Date: 4/5/2023

Observer: Diane

Day: Wednesday

Jurisdiction: Severance

Intersection: Teller/Fox Run

R = right turn
S = straight
L = left turn

Time Begins	Northbound: Teller				Southbound: Teller				Total north/south	Eastbound: Fox Run				Westbound:				Total east/west	Total All
	L	S	R	Total	L	S	R	Total		L	S	R	Total	L	S	R	Total		
7:00	0	2		2		2	0	2	4	0		1	1				0	1	5
7:15	0	1		1		4	0	4	5	0		1	1				0	1	6
7:30	0	3		3		6	0	6	9	0		4	4				0	4	13
7:45	2	4		6		6	0	6	12	0		1	1				0	1	13
8:00	0	4		4		5	0	5	9	0		3	3				0	3	12
8:15	1	2		3		7	0	7	10	0		2	2				0	2	12
8:30	1	5		6		1	0	1	7	0		0	0				0	0	7
8:45	0	3		3		0	0	0	3	0		0	0				0	0	3

7:30-8:30	3	13	0	16	0	24	0	24	40	0	0	10	10	0	0	0	0	10	50
PHF	0.38	0.81	n/a	0.67	n/a	0.86	n/a	0.86	0.83	n/a	n/a	0.63	0.63	n/a	n/a	n/a	n/a	0.63	0.96

4:00	3	2		5		2	1	3	8	0		1	1				0	1	9
4:15	0	2		2		3	1	4	6	0		0	0				0	0	6
4:30	1	3		4		5	0	5	9	0		1	1				0	1	10
4:45	0	4		4		4	0	4	8	0		2	2				0	2	10
5:00	1	4		5		3	0	3	8	0		0	0				0	0	8
5:15	1	0		1		4	0	4	5	0		3	3				0	3	8
5:30	4	2		6		2	0	2	8	0		1	1				0	1	9
5:45	0	1		1		1	0	1	2	0		0	0				0	0	2

5:00-6:00	6	7	0	13	0	10	0	10	23	0	0	4	4	0	0	0	0	4	27
PHF	0.38	0.44	n/a	0.54	n/a	0.63	n/a	0.63	0.72	n/a	n/a	0.33	0.33	n/a	n/a	n/a	n/a	0.33	0.75

APPENDIX B

HCM 6th Signalized Intersection Summary 3: Teller Street & Harmony Road

Recent AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	175	144	28	355	5	230	9	28	3	20	11
Future Volume (veh/h)	7	175	144	28	355	5	230	9	28	3	20	11
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	184	68	29	374	5	242	9	5	3	21	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	552	937	794	692	963	13	457	224	124	214	99	84
Arrive On Green	0.02	0.50	0.50	0.05	0.52	0.51	0.16	0.20	0.18	0.02	0.05	0.05
Sat Flow, veh/h	1781	1870	1585	1781	1841	25	1781	1130	628	1781	1870	1585
Grp Volume(v), veh/h	7	184	68	29	0	379	242	0	14	3	21	1
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1866	1781	0	1757	1781	1870	1585
Q Serve(g_s), s	0.1	3.7	1.5	0.5	0.0	8.2	8.0	0.0	0.4	0.1	0.7	0.0
Cycle Q Clear(g_c), s	0.1	3.7	1.5	0.5	0.0	8.2	8.0	0.0	0.4	0.1	0.7	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.36	1.00		1.00
Lane Grp Cap(c), veh/h	552	937	794	692	0	976	457	0	349	214	99	84
V/C Ratio(X)	0.01	0.20	0.09	0.04	0.00	0.39	0.53	0.00	0.04	0.01	0.21	0.01
Avail Cap(c_a), veh/h	693	937	794	794	0	976	533	0	674	364	524	444
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	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.0	9.4	8.8	7.0	0.0	9.7	22.3	0.0	22.1	29.3	30.8	30.4
Incr Delay (d2), s/veh	0.0	0.5	0.2	0.0	0.0	1.2	1.0	0.0	0.0	0.0	1.0	0.1
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	0.0	1.4	0.5	0.2	0.0	3.0	3.2	0.0	0.2	0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.0	9.8	9.0	7.0	0.0	10.8	23.3	0.0	22.2	29.3	31.8	30.5
LnGrp LOS	A	A	A	A	A	B	C	A	C	C	C	C
Approach Vol, veh/h		259			408			256			25	
Approach Delay, s/veh		9.6			10.6			23.2			31.4	
Approach LOS		A			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.1	39.0	14.1	8.6	4.6	40.5	4.3	18.5				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	6.0	33.0	13.0	18.0	6.0	33.0	6.0	25.0				
Max Q Clear Time (g_c+I1), s	2.5	5.7	10.0	2.7	2.1	10.2	2.1	2.4				
Green Ext Time (p_c), s	0.0	1.2	0.2	0.0	0.0	2.1	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			14.3									
HCM 6th LOS			B									

Timing Report, Sorted By Phase

3: Teller Street & Harmony Road

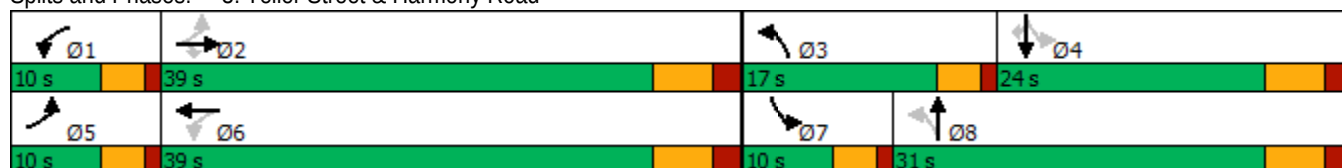
Recent AM

								
Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBTL	NBL	SBTL	EBL	WBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	10	39	17	24	10	39	10	31
Maximum Split (%)	11.1%	43.3%	18.9%	26.7%	11.1%	43.3%	11.1%	34.4%
Minimum Split (s)	10	24	10	24	10	24	10	24
Yellow Time (s)	3	4	3	4	3	4	3	4
All-Red Time (s)	1	2	1	2	1	2	1	2
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	10	49	66	0	10	49	59
End Time (s)	10	49	66	0	10	49	59	0
Yield/Force Off (s)	6	43	62	84	6	43	55	84
Yield/Force Off 170(s)	6	32	62	73	6	32	55	73
Local Start Time (s)	80	0	39	56	80	0	39	49
Local Yield (s)	86	33	52	74	86	33	45	74
Local Yield 170(s)	86	22	52	63	86	22	45	63

Intersection Summary

Cycle Length	90
Control Type	Semi Act-Uncoord
Natural Cycle	70

Splits and Phases: 3: Teller Street & Harmony Road



Queues

Recent AM

3: Teller Street & Harmony Road

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	7	184	152	29	379	242	38	3	21	12
v/c Ratio	0.01	0.17	0.16	0.04	0.35	0.58	0.11	0.01	0.10	0.04
Control Delay	6.7	11.0	2.0	6.5	10.7	26.1	12.6	18.3	31.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.7	11.0	2.0	6.5	10.7	26.1	12.6	18.3	31.4	0.2
Queue Length 50th (ft)	1	22	0	3	50	70	2	1	6	0
Queue Length 95th (ft)	6	99	22	16	207	151	28	6	30	0
Internal Link Dist (ft)		831			885		820		1208	
Turn Bay Length (ft)	250		300	270		125		210		210
Base Capacity (vph)	673	1052	973	810	1098	466	689	291	554	599
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	0.01	0.17	0.16	0.04	0.35	0.52	0.06	0.01	0.04	0.02
Intersection Summary										

HCM 6th Signalized Intersection Summary

3: Teller Street & Harmony Road

Recent PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	371	251	25	240	6	158	13	31	5	4	13
Future Volume (veh/h)	2	371	251	25	240	6	158	13	31	5	4	13
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	403	158	27	261	6	172	14	2	5	4	1
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	699	1026	869	546	1047	24	391	238	34	206	81	69
Arrive On Green	0.02	0.55	0.55	0.04	0.58	0.56	0.13	0.15	0.13	0.02	0.04	0.04
Sat Flow, veh/h	1781	1870	1585	1781	1821	42	1781	1601	229	1781	1870	1585
Grp Volume(v), veh/h	2	403	158	27	0	267	172	0	16	5	4	1
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1863	1781	0	1829	1781	1870	1585
Q Serve(g_s), s	0.0	8.4	3.4	0.4	0.0	4.8	5.8	0.0	0.5	0.2	0.1	0.0
Cycle Q Clear(g_c), s	0.0	8.4	3.4	0.4	0.0	4.8	5.8	0.0	0.5	0.2	0.1	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	699	1026	869	546	0	1071	391	0	272	206	81	69
V/C Ratio(X)	0.00	0.39	0.18	0.05	0.00	0.25	0.44	0.00	0.06	0.02	0.05	0.01
Avail Cap(c_a), veh/h	852	1026	869	652	0	1071	456	0	624	352	527	446
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	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.4	8.8	7.6	6.0	0.0	7.1	23.9	0.0	24.7	29.6	30.9	30.9
Incr Delay (d2), s/veh	0.0	1.1	0.5	0.0	0.0	0.6	0.8	0.0	0.1	0.0	0.2	0.1
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	0.0	2.9	1.1	0.1	0.0	1.6	2.3	0.0	0.2	0.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.4	9.9	8.1	6.0	0.0	7.7	24.7	0.0	24.8	29.6	31.2	31.0
LnGrp LOS	A	A	A	A	A	A	C	A	C	C	C	C
Approach Vol, veh/h		563			294			188			10	
Approach Delay, s/veh		9.4			7.5			24.7			30.4	
Approach LOS		A			A			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.0	42.0	11.6	7.9	4.2	43.8	4.4	15.0				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	6.0	36.0	10.0	18.0	6.0	36.0	6.0	22.0				
Max Q Clear Time (g_c+I1), s	2.4	10.4	7.8	2.1	2.0	6.8	2.2	2.5				
Green Ext Time (p_c), s	0.0	2.9	0.1	0.0	0.0	1.5	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			11.8									
HCM 6th LOS			B									

Timing Report, Sorted By Phase

3: Teller Street & Harmony Road

Recent PM

								
Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBTL	NBL	SBTL	EBL	WBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	10	42	14	24	10	42	10	28
Maximum Split (%)	11.1%	46.7%	15.6%	26.7%	11.1%	46.7%	11.1%	31.1%
Minimum Split (s)	10	24	10	24	10	24	10	24
Yellow Time (s)	3	4	3	4	3	4	3	4
All-Red Time (s)	1	2	1	2	1	2	1	2
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	10	52	66	0	10	52	62
End Time (s)	10	52	66	0	10	52	62	0
Yield/Force Off (s)	6	46	62	84	6	46	58	84
Yield/Force Off 170(s)	6	35	62	73	6	35	58	73
Local Start Time (s)	80	0	42	56	80	0	42	52
Local Yield (s)	86	36	52	74	86	36	48	74
Local Yield 170(s)	86	25	52	63	86	25	48	63

Intersection Summary

Cycle Length	90
Control Type	Semi Act-Uncoord
Natural Cycle	70

Splits and Phases: 3: Teller Street & Harmony Road

 Ø1	 Ø2	 Ø3	 Ø4
10 s	42 s	14 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
10 s	42 s	10 s	28 s

Queues

Recent PM

3: Teller Street & Harmony Road

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	2	403	273	27	268	172	48	5	4	14
v/c Ratio	0.00	0.35	0.25	0.04	0.23	0.49	0.16	0.02	0.02	0.05
Control Delay	5.5	10.5	2.4	5.1	7.9	27.1	14.6	20.2	31.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.5	10.5	2.4	5.1	7.9	27.1	14.6	20.2	31.5	0.3
Queue Length 50th (ft)	0	47	0	2	28	52	4	2	1	0
Queue Length 95th (ft)	3	198	37	13	126	116	35	9	11	0
Internal Link Dist (ft)		831			885		820		1208	
Turn Bay Length (ft)	250		300	270		125		210		210
Base Capacity (vph)	819	1139	1074	681	1184	368	598	273	532	547
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	0.00	0.35	0.25	0.04	0.23	0.47	0.08	0.02	0.01	0.03
Intersection Summary										

HCM 6th TWSC
8: Evans Street & Harmony Road

Recent AM

Intersection

Int Delay, s/veh 0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	200	6	19	372	16	20
Future Vol, veh/h	200	6	19	372	16	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	240	205	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	225	7	21	418	18	22

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	232
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1336
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1336
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	564	-	-	1336	-
HCM Lane V/C Ratio	0.072	-	-	0.016	-
HCM Control Delay (s)	11.9	-	-	7.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th TWSC
8: Evans Street & Harmony Road

Recent PM

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	392	15	15	263	8	9
Future Vol, veh/h	392	15	15	263	8	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	240	205	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	436	17	17	292	9	10

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	453
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1108
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1108
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	468	-	-	1108	-
HCM Lane V/C Ratio	0.04	-	-	0.015	-
HCM Control Delay (s)	13	-	-	8.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC

10: Timber Ridge Parkway & Harmony Road

Recent AM

Intersection

Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Traffic Vol, veh/h	201	33	24	320	71	33
Future Vol, veh/h	201	33	24	320	71	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	130	-	-	60	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	226	37	27	360	80	37

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	263
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1301
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1301
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	429	813	-	-	1301	-
HCM Lane V/C Ratio	0.186	0.046	-	-	0.021	-
HCM Control Delay (s)	15.3	9.6	-	-	7.8	0
HCM Lane LOS	C	A	-	-	A	A
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.1	-

HCM 6th TWSC
10: Timber Ridge Parkway & Harmony Road

Recent PM

Intersection

Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Traffic Vol, veh/h	338	53	17	257	30	11
Future Vol, veh/h	338	53	17	257	30	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	130	-	-	60	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	363	57	18	276	32	12

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	420	0	675	363
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	312	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1139	-	419	682
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	742	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1139	-	411	682
Mov Cap-2 Maneuver	-	-	-	-	411	-
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	728	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	411	682	-	-	1139	-
HCM Lane V/C Ratio	0.078	0.017	-	-	0.016	-
HCM Control Delay (s)	14.5	10.4	-	-	8.2	0
HCM Lane LOS	B	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-

HCM 6th TWSC
6: Teller Street & Fox Run

Recent AM

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
Traffic Vol, veh/h	0	10	3	13	24	0
Future Vol, veh/h	0	10	3	13	24	0
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	3	14	25	0

Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	45	25	25	0	-	0
Stage 1	25	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	965	1051	1589	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	963	1051	1589	-	-	-
Mov Cap-2 Maneuver	963	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

Approach	EB	NB	SB
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HCM Control Delay, s	8.5	1.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	1589	-	1051	-	-
HCM Lane V/C Ratio	0.002	-	0.01	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
6: Teller Street & Fox Run

Recent PM

Intersection

Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	6	7	10	0
Future Vol, veh/h	0	4	6	7	10	0
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, %	2	2	2	2	2	2
Mvmt Flow	0	5	7	8	12	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	34	12	12	0	0
Stage 1	12	-	-	-	-
Stage 2	22	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	979	1069	1607	-	-
Stage 1	1011	-	-	-	-
Stage 2	1001	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	975	1069	1607	-	-
Mov Cap-2 Maneuver	975	-	-	-	-
Stage 1	1007	-	-	-	-
Stage 2	1001	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	3.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	1069	-	-
HCM Lane V/C Ratio	0.004	-	0.004	-	-
HCM Control Delay (s)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

APPENDIX C

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:			Organization:
Project Location:			Performed By:
Scenario Description:			Date:
Analysis Year:			Checked By:
Analysis Period:	AM Street Peak Hour		Date:

Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				260	161	99
Restaurant				0		
Cinema/Entertainment				0		
Residential				490	122	368
Hotel				0		
All Other Land Uses ²				0		
				750	283	467

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						

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	2	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	4	0	0		0
Hotel	0	0	0	0	0	

	Total	Entering	Exiting
All Person-Trips	750	283	467
Internal Capture Percentage	2%	2%	1%
External Vehicle-Trips ⁵	738	277	461
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	2%	2%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-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

Project Name:	0
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	161	161	1.00	99	99
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	122	122	1.00	368	368
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	29		13	0	14	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	7	4	74	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		52	0	0	0	0
Retail	0		0	0	2	0
Restaurant	0	13		0	6	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	27	0	0		0
Hotel	0	6	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	4	157	161	157	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	120	122	120	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	2	97	99	97	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	4	364	368	364	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:		Organization:	
Project Location:		Performed By:	
Scenario Description:		Date:	
Analysis Year:		Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				779	381	398
Restaurant				0		
Cinema/Entertainment				0		
Residential				679	428	251
Hotel				0		
All Other Land Uses ²				0		
				1,458	809	649

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						

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	103	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	38	0	0		0
Hotel	0	0	0	0	0	

	Total	Entering	Exiting
All Person-Trips	1,458	809	649
Internal Capture Percentage	19%	17%	22%
External Vehicle-Trips ⁵	1,176	668	508
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	10%	26%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	24%	15%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-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

Project Name:	0
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	381	381	1.00	398	398
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	428	428	1.00	251	251
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	8		115	16	103	20
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	10	105	53	0		8
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		30	0	0	17	0
Retail	0		0	0	197	0
Restaurant	0	191		0	68	0
Cinema/Entertainment	0	15	0		17	0
Residential	0	38	0	0		0
Hotel	0	8	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	38	343	381	343	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	103	325	428	325	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	103	295	398	295	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	38	213	251	213	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

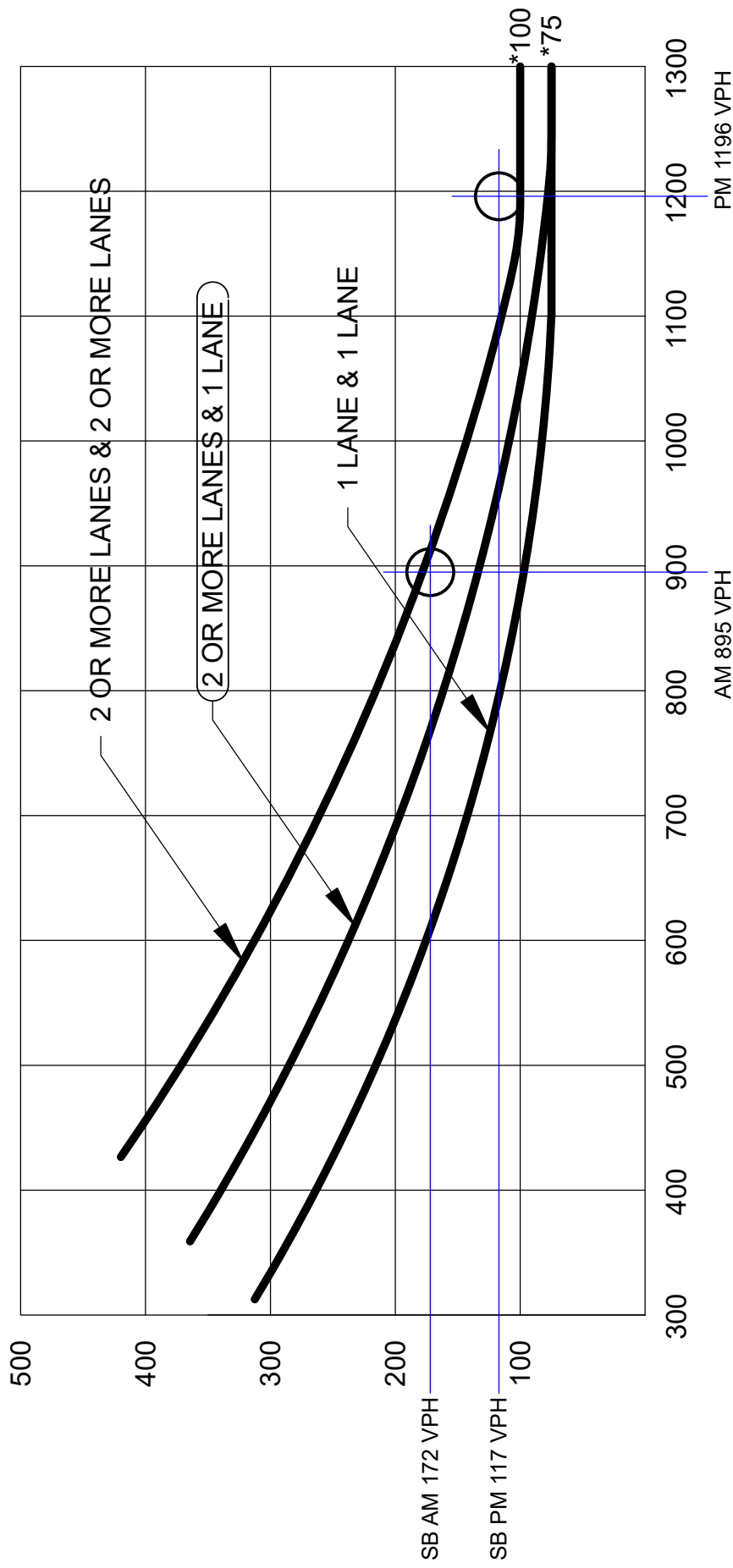
³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

APPENDIX D

FIGURE 4C-4. WARRANT 3, PEAK HOUR (70% FACTOR)
 (COMMUNITY LESS THAN 10,000 POPULATION OR
 ABOVE 70 KM/H (40 MPH) ON MAJOR STREET)

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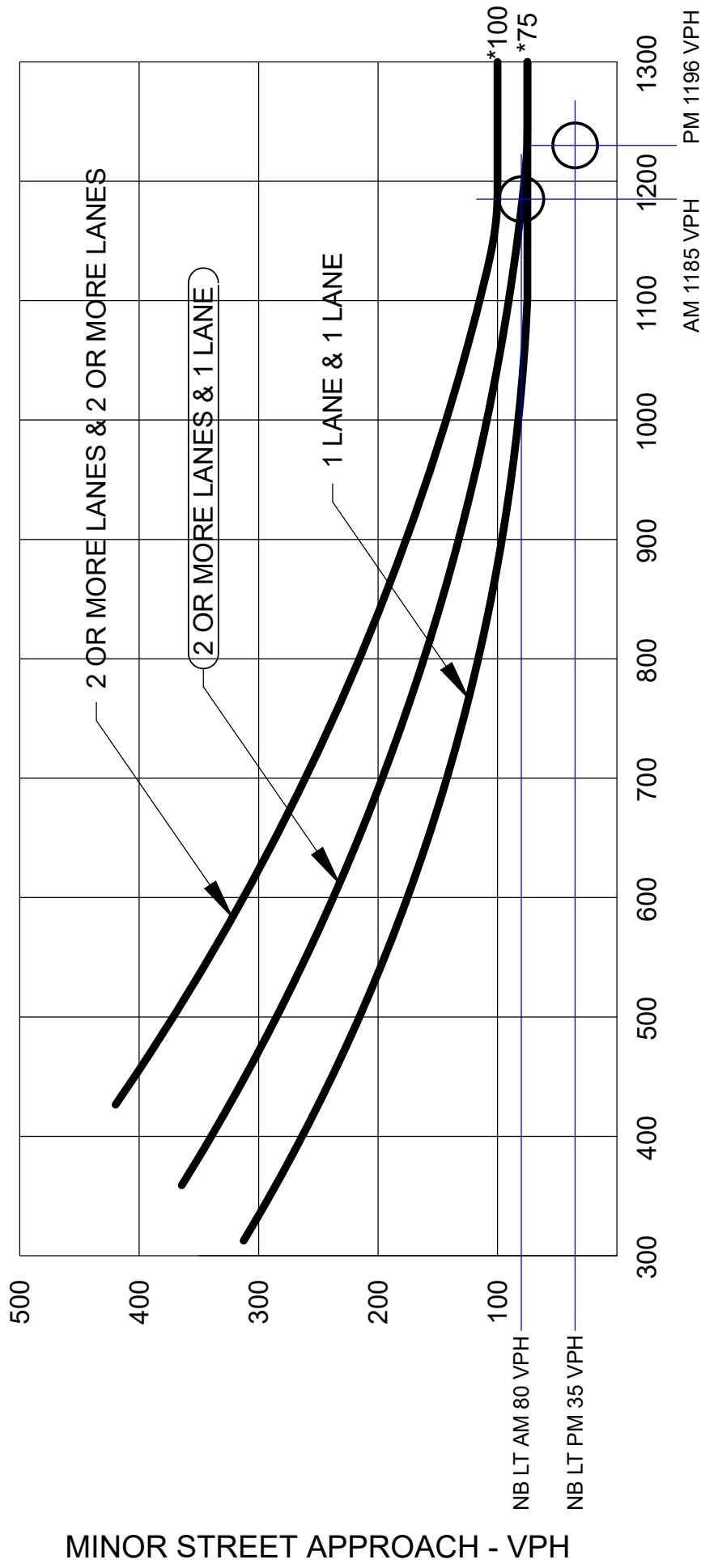
**MAJOR STREET - TOTAL OF BOTH APPROACH -
 VEHICLES PER HOUR (VPH)**

*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.

**SHORT RANGE (2030) TOTAL PEAK HOUR
 WARRANT AT E. HARMONY/TIMBER RIDGE INTERSECTION**

FIGURE 4C-4. WARRANT 3, PEAK HOUR (70% FACTOR)
 (COMMUNITY LESS THAN 10,000 POPULATION OR
 ABOVE 70 KM/H (40 MPH) ON MAJOR STREET)

MUTCD, 2003 EDITION, PAGE 4C-7



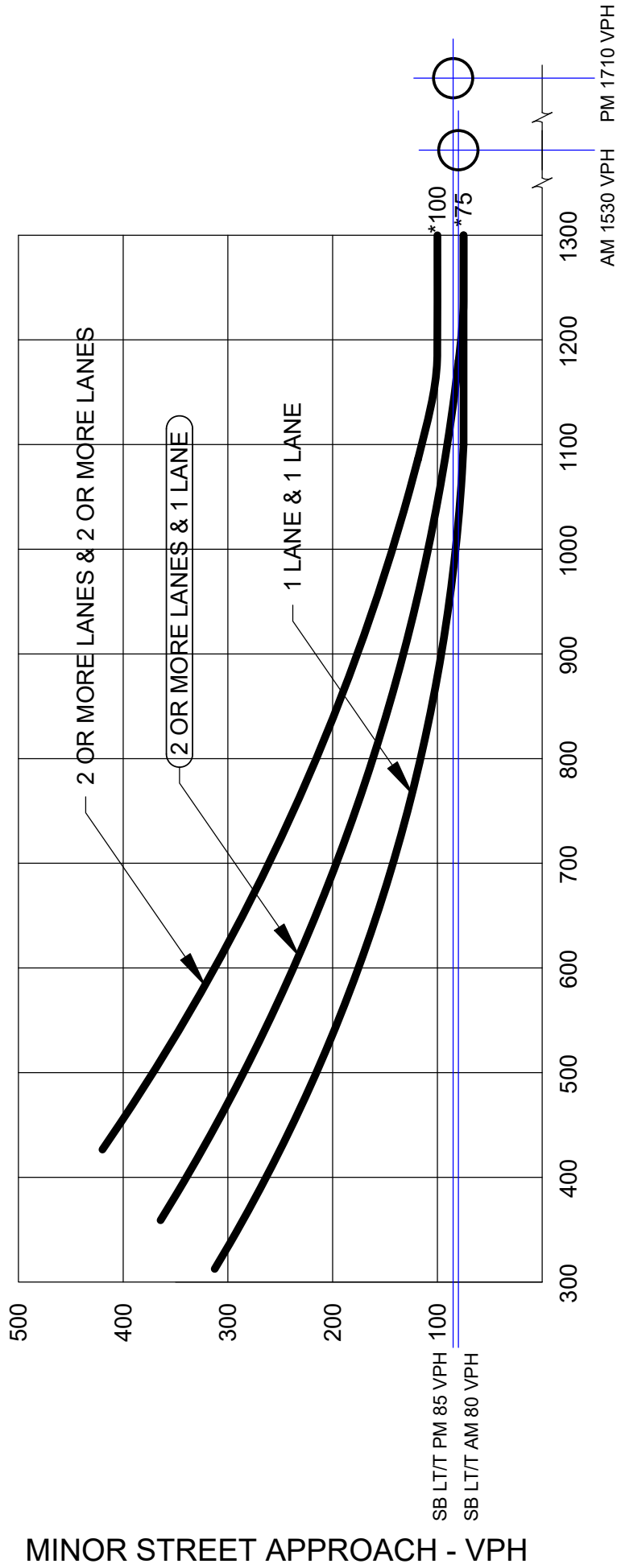
**MAJOR STREET - TOTAL OF BOTH APPROACH -
 VEHICLES PER HOUR (VPH)**

*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.

**LONG RANGE (2045) BACKGROUND PEAK HOUR
 WARRANT AT E. HARMONY/TIMBER RIDGE INTERSECTION**

FIGURE 4C-4. WARRANT 3, PEAK HOUR (70% FACTOR)
 (COMMUNITY LESS THAN 10,000 POPULATION OR
 ABOVE 70 KM/H (40 MPH) ON MAJOR STREET)

MUTCD, 2003 EDITION, PAGE 4C-7



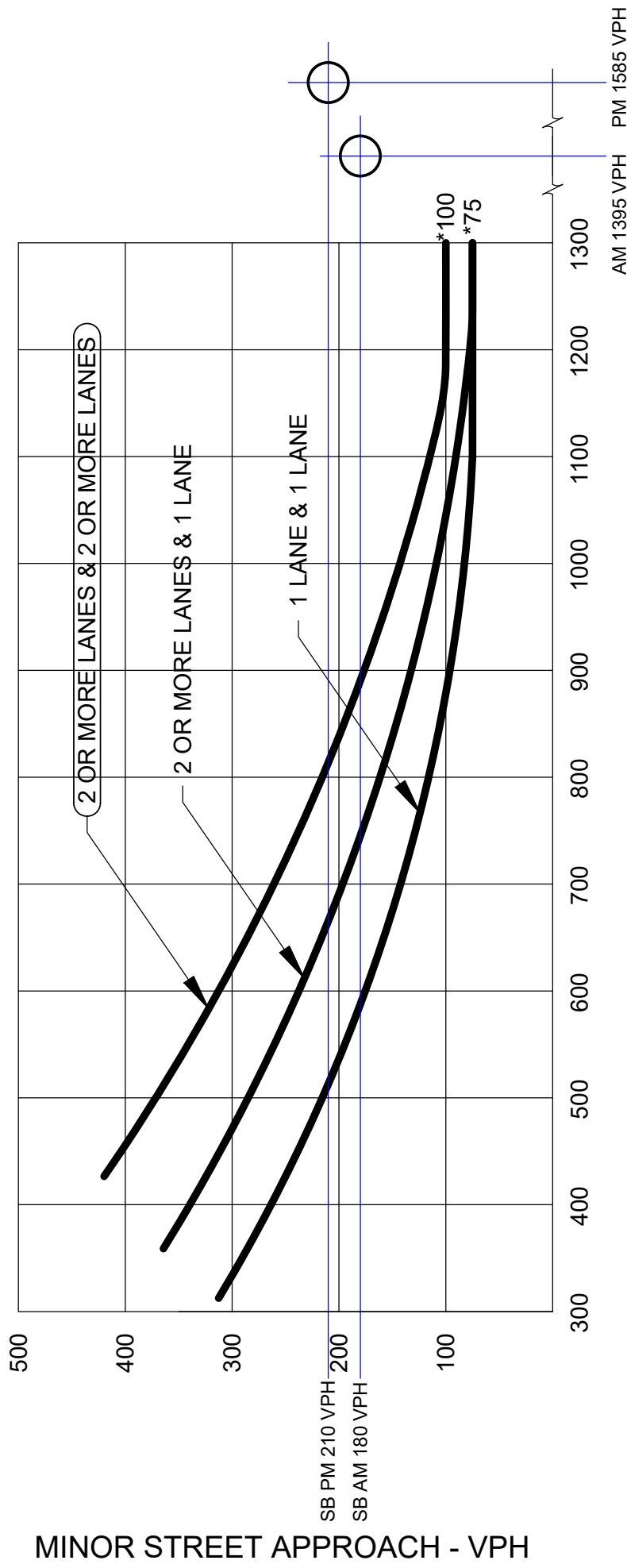
**MAJOR STREET - TOTAL OF BOTH APPROACH -
 VEHICLES PER HOUR (VPH)**

*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.

**LONG RANGE (2045) TOTAL PEAK HOUR
 WARRANT AT E. HARMONY/EVANS INTERSECTION**

FIGURE 4C-4. WARRANT 3, PEAK HOUR (70% FACTOR)
 (COMMUNITY LESS THAN 10,000 POPULATION OR
 ABOVE 70 KM/H (40 MPH) ON MAJOR STREET)

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**MAJOR STREET - TOTAL OF BOTH APPROACH -
 VEHICLES PER HOUR (VPH)**

*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.

**LONG RANGE (2045) TOTAL PEAK HOUR
 WARRANT AT E. HARMONY/TIMBER RIDGE INTERSECTION**

APPENDIX E

HCM 6th Signalized Intersection Summary

3: Teller Street & Harmony Road

Short Bkgrd AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	238	196	34	501	6	339	11	34	4	25	13
Future Volume (veh/h)	9	238	196	34	501	6	339	11	34	4	25	13
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	251	102	36	527	6	357	12	7	4	26	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	422	913	774	609	945	11	485	244	142	215	108	92
Arrive On Green	0.03	0.49	0.49	0.05	0.51	0.50	0.18	0.22	0.21	0.02	0.06	0.06
Sat Flow, veh/h	1781	1870	1585	1781	1846	21	1781	1108	646	1781	1870	1585
Grp Volume(v), veh/h	9	251	102	36	0	533	357	0	19	4	26	1
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1867	1781	0	1754	1781	1870	1585
Q Serve(g_s), s	0.2	5.7	2.5	0.7	0.0	14.0	13.0	0.0	0.6	0.1	1.0	0.0
Cycle Q Clear(g_c), s	0.2	5.7	2.5	0.7	0.0	14.0	13.0	0.0	0.6	0.1	1.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.37	1.00		1.00
Lane Grp Cap(c), veh/h	422	913	774	609	0	956	485	0	386	215	108	92
V/C Ratio(X)	0.02	0.27	0.13	0.06	0.00	0.56	0.74	0.00	0.05	0.02	0.24	0.01
Avail Cap(c_a), veh/h	551	913	774	694	0	956	485	0	611	355	496	420
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(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.6	10.9	10.0	7.8	0.0	11.9	24.2	0.0	22.2	30.6	32.3	31.8
Incr Delay (d2), s/veh	0.0	0.7	0.4	0.0	0.0	2.3	5.8	0.0	0.1	0.0	1.1	0.0
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	0.1	2.2	0.8	0.2	0.0	5.4	5.9	0.0	0.2	0.1	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	11.6	10.4	7.8	0.0	14.3	30.0	0.0	22.3	30.6	33.4	31.9
LnGrp LOS	A	B	B	A	A	B	C	A	C	C	C	C
Approach Vol, veh/h		362			569			376			31	
Approach Delay, s/veh		11.2			13.9			29.6			33.0	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.6	40.0	16.0	9.2	4.8	41.7	4.4	20.8				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	6.0	34.0	12.0	18.0	6.0	34.0	6.0	24.0				
Max Q Clear Time (g_c+I1), s	2.7	7.7	15.0	3.0	2.2	16.0	2.1	2.6				
Green Ext Time (p_c), s	0.0	1.7	0.0	0.0	0.0	3.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			18.0									
HCM 6th LOS			B									

Timing Report, Sorted By Phase

3: Teller Street & Harmony Road

Short Bkgrd AM

								
Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBTL	NBL	SBTL	EBL	WBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	10	40	16	24	10	40	10	30
Maximum Split (%)	11.1%	44.4%	17.8%	26.7%	11.1%	44.4%	11.1%	33.3%
Minimum Split (s)	10	24	10	24	10	24	10	24
Yellow Time (s)	3	4	3	4	3	4	3	4
All-Red Time (s)	1	2	1	2	1	2	1	2
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	10	50	66	0	10	50	60
End Time (s)	10	50	66	0	10	50	60	0
Yield/Force Off (s)	6	44	62	84	6	44	56	84
Yield/Force Off 170(s)	6	33	62	73	6	33	56	73
Local Start Time (s)	80	0	40	56	80	0	40	50
Local Yield (s)	86	34	52	74	86	34	46	74
Local Yield 170(s)	86	23	52	63	86	23	46	63

Intersection Summary

Cycle Length	90
Control Type	Semi Act-Uncoord
Natural Cycle	70

Splits and Phases: 3: Teller Street & Harmony Road



Queues

Short Bkgrd AM

3: Teller Street & Harmony Road

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	9	251	206	36	533	357	48	4	26	14
v/c Ratio	0.02	0.26	0.22	0.05	0.50	0.84	0.12	0.01	0.13	0.04
Control Delay	6.9	13.3	2.9	6.9	13.6	42.3	12.4	18.5	33.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.9	13.3	2.9	6.9	13.6	42.3	12.4	18.5	33.5	0.2
Queue Length 50th (ft)	2	76	0	7	142	146	4	1	12	0
Queue Length 95th (ft)	7	131	36	18	311	#277	33	8	35	0
Internal Link Dist (ft)		831			885		820		1208	
Turn Bay Length (ft)	250		300	270		125		210		210
Base Capacity (vph)	520	964	918	707	1057	429	630	291	521	574
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	0.02	0.26	0.22	0.05	0.50	0.83	0.08	0.01	0.05	0.02

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary 3: Teller Street & Harmony Road

Short Bkgrd PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	529	374	31	338	7	232	16	38	6	5	16
Future Volume (veh/h)	2	529	374	31	338	7	232	16	38	6	5	16
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	575	239	34	367	7	252	17	3	7	5	1
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	613	1030	873	424	1065	20	392	235	41	210	89	76
Arrive On Green	0.02	0.55	0.55	0.05	0.58	0.57	0.13	0.15	0.14	0.02	0.05	0.05
Sat Flow, veh/h	1781	1870	1585	1781	1829	35	1781	1548	273	1781	1870	1585
Grp Volume(v), veh/h	2	575	239	34	0	374	252	0	20	7	5	1
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1864	1781	0	1821	1781	1870	1585
Q Serve(g_s), s	0.0	14.1	5.7	0.5	0.0	7.4	9.0	0.0	0.7	0.3	0.2	0.0
Cycle Q Clear(g_c), s	0.0	14.1	5.7	0.5	0.0	7.4	9.0	0.0	0.7	0.3	0.2	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	613	1030	873	424	0	1086	392	0	276	210	89	76
V/C Ratio(X)	0.00	0.56	0.27	0.08	0.00	0.34	0.64	0.00	0.07	0.03	0.06	0.01
Avail Cap(c_a), veh/h	759	1030	873	513	0	1086	392	0	540	344	502	425
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(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.8	10.3	8.4	7.1	0.0	7.7	26.3	0.0	25.8	30.7	32.2	32.1
Incr Delay (d2), s/veh	0.0	2.2	0.8	0.1	0.0	0.9	3.6	0.0	0.1	0.1	0.3	0.1
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	0.0	5.2	1.8	0.2	0.0	2.5	4.1	0.0	0.3	0.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.8	12.5	9.2	7.1	0.0	8.6	29.9	0.0	25.9	30.7	32.4	32.2
LnGrp LOS	A	B	A	A	A	A	C	A	C	C	C	C
Approach Vol, veh/h		816			408			272			13	
Approach Delay, s/veh		11.5			8.5			29.6			31.5	
Approach LOS		B			A			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.4	44.0	12.0	8.4	4.2	46.2	4.6	15.7				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	6.0	38.0	8.0	18.0	6.0	38.0	6.0	20.0				
Max Q Clear Time (g_c+I1), s	2.5	16.1	11.0	2.2	2.0	9.4	2.3	2.7				
Green Ext Time (p_c), s	0.0	4.4	0.0	0.0	0.0	2.2	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			14.1									
HCM 6th LOS			B									

Timing Report, Sorted By Phase

3: Teller Street & Harmony Road

Short Bkgrd PM

								
Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBTL	NBL	SBTL	EBL	WBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	10	44	12	24	10	44	10	26
Maximum Split (%)	11.1%	48.9%	13.3%	26.7%	11.1%	48.9%	11.1%	28.9%
Minimum Split (s)	10	24	10	24	10	24	10	24
Yellow Time (s)	3	4	3	4	3	4	3	4
All-Red Time (s)	1	2	1	2	1	2	1	2
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	10	54	66	0	10	54	64
End Time (s)	10	54	66	0	10	54	64	0
Yield/Force Off (s)	6	48	62	84	6	48	60	84
Yield/Force Off 170(s)	6	37	62	73	6	37	60	73
Local Start Time (s)	80	0	44	56	80	0	44	54
Local Yield (s)	86	38	52	74	86	38	50	74
Local Yield 170(s)	86	27	52	63	86	27	50	63

Intersection Summary

Cycle Length	90
Control Type	Semi Act-Uncoord
Natural Cycle	75

Splits and Phases: 3: Teller Street & Harmony Road

 Ø1	 Ø2	 Ø3	 Ø4
10 s	44 s	12 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
10 s	44 s	10 s	26 s

Queues

Short Bkgrd PM

3: Teller Street & Harmony Road

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	2	575	407	34	375	252	58	7	5	17
v/c Ratio	0.00	0.49	0.36	0.06	0.31	0.79	0.21	0.03	0.03	0.06
Control Delay	4.5	11.5	2.3	4.6	7.9	43.2	15.4	21.3	31.4	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.5	11.5	2.3	4.6	7.9	43.2	15.4	21.3	31.4	0.4
Queue Length 50th (ft)	0	65	0	2	36	84	5	2	2	0
Queue Length 95th (ft)	3	303	43	14	174	174	40	12	12	0
Internal Link Dist (ft)		831			885		820		1208	
Turn Bay Length (ft)	250		300	270		125		210		210
Base Capacity (vph)	747	1163	1141	561	1209	318	563	280	542	554
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	0.00	0.49	0.36	0.06	0.31	0.79	0.10	0.03	0.01	0.03
Intersection Summary										

HCM 6th TWSC
8: Evans Street & Harmony Road

Short Bkgrd AM

Intersection

Int Delay, s/veh 0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	270	6	19	525	16	20
Future Vol, veh/h	270	6	19	525	16	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	240	205	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	303	7	21	590	18	22

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	310
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.12	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.218	-
Pot Cap-1 Maneuver	-	1250	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1250	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	14.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	437	-	-	1250	-
HCM Lane V/C Ratio	0.093	-	-	0.017	-
HCM Control Delay (s)	14.1	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM 6th TWSC
8: Evans Street & Harmony Road

Short Bkgrd PM

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	558	15	15	368	8	9
Future Vol, veh/h	558	15	15	368	8	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	240	205	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	620	17	17	409	9	10

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	637
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	947
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	947
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	331	-	-	947	-
HCM Lane V/C Ratio	0.057	-	-	0.018	-
HCM Control Delay (s)	16.5	-	-	8.9	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

HCM 6th TWSC
10: Timber Ridge Parkway & Harmony Road

Short Bkgrd AM

Intersection

Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Traffic Vol, veh/h	269	35	27	467	77	42
Future Vol, veh/h	269	35	27	467	77	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	130	-	-	60	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	302	39	30	525	87	47

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	341
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1218
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1218
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	17.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	304	738	-	-	1218	-
HCM Lane V/C Ratio	0.285	0.064	-	-	0.025	-
HCM Control Delay (s)	21.5	10.2	-	-	8	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	1.1	0.2	-	-	0.1	-

HCM 6th TWSC
10: Timber Ridge Parkway & Harmony Road

Short Bkgrd PM

Intersection

Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Traffic Vol, veh/h	497	60	28	358	34	17
Future Vol, veh/h	497	60	28	358	34	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	130	-	-	60	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	534	65	30	385	37	18

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	599
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	978
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	978
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	17.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	266	546	-	-	978	-
HCM Lane V/C Ratio	0.137	0.033	-	-	0.031	-
HCM Control Delay (s)	20.7	11.8	-	-	8.8	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.1	-

HCM 6th TWSC
6: Teller Street & Fox Run

Short Bkgrd AM

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
Traffic Vol, veh/h	0	10	3	18	32	0
Future Vol, veh/h	0	10	3	18	32	0
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	3	19	33	0

Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	58	33	33	0	-	0
Stage 1	33	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	949	1041	1579	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	947	1041	1579	-	-	-
Mov Cap-2 Maneuver	947	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	998	-	-	-	-	-

Approach	EB	NB	SB
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HCM Control Delay, s	8.5	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	1579	-	1041	-	-
HCM Lane V/C Ratio	0.002	-	0.01	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
6: Teller Street & Fox Run

Short Bkgrd PM

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
Traffic Vol, veh/h	0	4	6	11	15	0
Future Vol, veh/h	0	4	6	11	15	0
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, %	2	2	2	2	2	2
Mvmt Flow	0	5	7	13	18	0

Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	45	18	18	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	965	1061	1599	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	961	1061	1599	-	-	-
Mov Cap-2 Maneuver	961	-	-	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	996	-	-	-	-	-

Approach	EB	NB	SB
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HCM Control Delay, s	8.4	2.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	1599	-	1061	-	-
HCM Lane V/C Ratio	0.004	-	0.004	-	-
HCM Control Delay (s)	7.3	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

APPENDIX F

HCM 6th Signalized Intersection Summary

3: Teller Street & Harmony Road

Long Bkgrd AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	360	225	45	730	10	355	15	45	10	25	20
Future Volume (veh/h)	15	360	225	45	730	10	355	15	45	10	25	20
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	379	102	47	768	10	374	16	1	11	26	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	370	1516	676	531	1617	21	575	488	391	237	114	97
Arrive On Green	0.03	0.43	0.43	0.06	0.45	0.44	0.23	0.26	0.25	0.03	0.06	0.06
Sat Flow, veh/h	1781	3554	1585	1781	3592	47	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	16	379	102	47	380	398	374	16	1	11	26	1
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1862	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.3	4.8	2.8	1.0	10.5	10.5	12.8	0.4	0.0	0.4	0.9	0.0
Cycle Q Clear(g_c), s	0.3	4.8	2.8	1.0	10.5	10.5	12.8	0.4	0.0	0.4	0.9	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	370	1516	676	531	800	838	575	488	391	237	114	97
V/C Ratio(X)	0.04	0.25	0.15	0.09	0.47	0.48	0.65	0.03	0.00	0.05	0.23	0.01
Avail Cap(c_a), veh/h	488	1516	676	607	800	838	624	798	654	365	505	428
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	12.9	12.4	9.5	13.5	13.5	20.8	19.4	20.0	29.4	31.4	31.0
Incr Delay (d2), s/veh	0.0	0.4	0.5	0.1	2.0	1.9	2.1	0.0	0.0	0.1	1.0	0.0
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	0.1	1.7	1.0	0.3	4.0	4.2	5.2	0.2	0.0	0.2	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.0	13.3	12.8	9.6	15.5	15.5	23.0	19.4	20.0	29.4	32.4	31.1
LnGrp LOS	B	B	B	A	B	B	C	B	B	C	C	C
Approach Vol, veh/h		497			825			391			38	
Approach Delay, s/veh		13.2			15.2			22.8			31.5	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	35.0	19.0	9.3	5.3	36.7	5.0	23.4				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	6.0	29.0	17.0	18.0	6.0	29.0	6.0	29.0				
Max Q Clear Time (g_c+I1), s	3.0	6.8	14.8	2.9	2.3	12.5	2.4	2.4				
Green Ext Time (p_c), s	0.0	2.6	0.3	0.0	0.0	4.1	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			16.7									
HCM 6th LOS			B									

Timing Report, Sorted By Phase

3: Teller Street & Harmony Road

Long Bkgrd AM

								
Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBTL	NBL	SBTL	EBL	WBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	10	35	21	24	10	35	10	35
Maximum Split (%)	11.1%	38.9%	23.3%	26.7%	11.1%	38.9%	11.1%	38.9%
Minimum Split (s)	10	24	10	24	10	24	10	24
Yellow Time (s)	3	4	3	4	3	4	3	4
All-Red Time (s)	1	2	1	2	1	2	1	2
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	10	45	66	0	10	45	55
End Time (s)	10	45	66	0	10	45	55	0
Yield/Force Off (s)	6	39	62	84	6	39	51	84
Yield/Force Off 170(s)	6	28	62	73	6	28	51	73
Local Start Time (s)	80	0	35	56	80	0	35	45
Local Yield (s)	86	29	52	74	86	29	41	74
Local Yield 170(s)	86	18	52	63	86	18	41	63

Intersection Summary

Cycle Length	90
Control Type	Semi Act-Uncoord
Natural Cycle	70

Splits and Phases: 3: Teller Street & Harmony Road

 Ø1	 Ø2	 Ø3	 Ø4
10 s	35 s	21 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
10 s	35 s	10 s	35 s

Queues

Long Bkgrd AM

3: Teller Street & Harmony Road

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	16	379	237	47	779	374	16	47	11	26	21
v/c Ratio	0.04	0.23	0.28	0.08	0.43	0.73	0.03	0.09	0.04	0.12	0.06
Control Delay	9.3	14.8	3.6	9.2	13.7	27.6	19.8	0.3	16.2	33.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.3	14.8	3.6	9.2	13.7	27.6	19.8	0.3	16.2	33.4	0.3
Queue Length 50th (ft)	3	65	0	10	118	138	5	0	3	12	0
Queue Length 95th (ft)	12	101	43	27	217	220	21	0	13	35	0
Internal Link Dist (ft)		831			885		820			1208	
Turn Bay Length (ft)	250		300	270		125		250	210		210
Base Capacity (vph)	441	1634	858	606	1811	582	860	780	304	544	591
Starvation Cap Reductn	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
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.23	0.28	0.08	0.43	0.64	0.02	0.06	0.04	0.05	0.04
Intersection Summary											

HCM 6th Signalized Intersection Summary 3: Teller Street & Harmony Road

Long Bkgrd PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	705	390	40	425	10	245	15	45	10	10	20
Future Volume (veh/h)	15	705	390	40	425	10	245	15	45	10	10	20
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	742	212	42	447	10	258	16	1	11	11	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	576	1743	777	410	1817	41	475	367	288	228	99	84
Arrive On Green	0.03	0.49	0.49	0.05	0.51	0.50	0.17	0.20	0.18	0.03	0.05	0.05
Sat Flow, veh/h	1781	3554	1585	1781	3553	79	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	16	742	212	42	223	234	258	16	1	11	11	1
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1856	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.3	9.3	5.5	0.8	4.9	4.9	8.8	0.5	0.0	0.4	0.4	0.0
Cycle Q Clear(g_c), s	0.3	9.3	5.5	0.8	4.9	4.9	8.8	0.5	0.0	0.4	0.4	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	576	1743	777	410	909	949	475	367	288	228	99	84
V/C Ratio(X)	0.03	0.43	0.27	0.10	0.25	0.25	0.54	0.04	0.00	0.05	0.11	0.01
Avail Cap(c_a), veh/h	696	1743	777	493	909	949	530	701	572	358	513	434
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.0	11.4	10.4	7.9	9.5	9.5	22.7	22.6	23.2	29.4	31.3	31.1
Incr Delay (d2), s/veh	0.0	0.8	0.9	0.1	0.6	0.6	1.0	0.0	0.0	0.1	0.5	0.1
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	0.1	3.2	1.8	0.2	1.7	1.8	3.5	0.2	0.0	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.0	12.1	11.3	8.0	10.1	10.1	23.6	22.6	23.2	29.5	31.7	31.1
LnGrp LOS	A	B	B	A	B	B	C	C	C	C	C	C
Approach Vol, veh/h		970			499			275			23	
Approach Delay, s/veh		11.9			9.9			23.6			30.7	
Approach LOS		B			A			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.8	39.0	14.9	8.7	5.3	40.4	5.0	18.6				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	6.0	33.0	13.0	18.0	6.0	33.0	6.0	25.0				
Max Q Clear Time (g_c+I1), s	2.8	11.3	10.8	2.4	2.3	6.9	2.4	2.5				
Green Ext Time (p_c), s	0.0	5.7	0.2	0.0	0.0	2.5	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			13.4									
HCM 6th LOS			B									

Timing Report, Sorted By Phase

3: Teller Street & Harmony Road

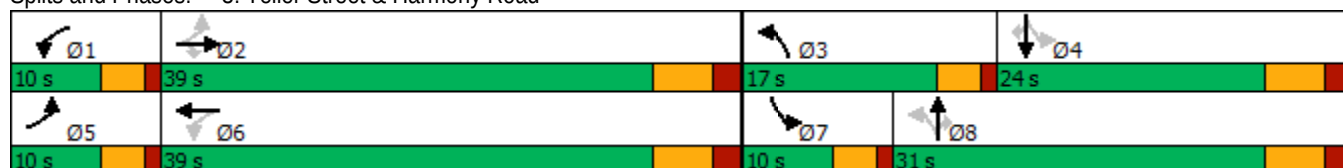
Long Bkgrd PM

								
Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBTL	NBL	SBTL	EBL	WBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	10	39	17	24	10	39	10	31
Maximum Split (%)	11.1%	43.3%	18.9%	26.7%	11.1%	43.3%	11.1%	34.4%
Minimum Split (s)	10	24	10	24	10	24	10	24
Yellow Time (s)	3	4	3	4	3	4	3	4
All-Red Time (s)	1	2	1	2	1	2	1	2
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	10	49	66	0	10	49	59
End Time (s)	10	49	66	0	10	49	59	0
Yield/Force Off (s)	6	43	62	84	6	43	55	84
Yield/Force Off 170(s)	6	32	62	73	6	32	55	73
Local Start Time (s)	80	0	39	56	80	0	39	49
Local Yield (s)	86	33	52	74	86	33	45	74
Local Yield 170(s)	86	22	52	63	86	22	45	63

Intersection Summary

Cycle Length	90
Control Type	Semi Act-Uncoord
Natural Cycle	70

Splits and Phases: 3: Teller Street & Harmony Road



Queues

Long Bkgrd PM

3: Teller Street & Harmony Road

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	16	742	411	42	458	258	16	47	11	11	21
v/c Ratio	0.02	0.39	0.39	0.09	0.22	0.62	0.04	0.12	0.04	0.06	0.06
Control Delay	6.5	12.2	2.9	6.5	8.6	28.6	23.7	0.6	19.7	32.2	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.5	12.2	2.9	6.5	8.6	28.6	23.7	0.6	19.7	32.2	0.3
Queue Length 50th (ft)	2	88	0	4	30	96	5	0	4	4	0
Queue Length 95th (ft)	10	182	49	21	107	161	22	0	14	20	0
Internal Link Dist (ft)		831			885		820			1208	
Turn Bay Length (ft)	250		300	270		125		250	210		210
Base Capacity (vph)	664	1920	1046	492	2110	452	735	683	279	537	585
Starvation Cap Reductn	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
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.39	0.39	0.09	0.22	0.57	0.02	0.07	0.04	0.02	0.04
Intersection Summary											

HCM 6th TWSC
8: Evans Street & Harmony Road

Long Bkgrd AM

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	410	5	20	770	15	20
Future Vol, veh/h	410	5	20	770	15	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	205	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	432	5	21	811	16	21

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	437
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	1119
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1119
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	443	-	-	1119	-
HCM Lane V/C Ratio	0.083	-	-	0.019	-
HCM Control Delay (s)	13.9	-	-	8.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM 6th TWSC
8: Evans Street & Harmony Road

Long Bkgrd PM

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	745	15	15	465	10	10
Future Vol, veh/h	745	15	15	465	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	205	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	784	16	16	489	11	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	800
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	819
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	819
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	17.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	313	-	-	819	-
HCM Lane V/C Ratio	0.067	-	-	0.019	-
HCM Control Delay (s)	17.3	-	-	9.5	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

HCM 6th TWSC
10: Timber Ridge Parkway & Harmony Road

Long Bkgrd AM

Intersection

Int Delay, s/veh 2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↘
Traffic Vol, veh/h	410	35	30	710	80	45
Future Vol, veh/h	410	35	30	710	80	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	432	37	32	747	84	47

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	469
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	1089
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1089
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	18.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	275	767	-	-	1089	-
HCM Lane V/C Ratio	0.306	0.062	-	-	0.029	-
HCM Control Delay (s)	23.8	10	-	-	8.4	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	1.3	0.2	-	-	0.1	-

HCM 6th TWSC
10: Timber Ridge Parkway & Harmony Road

Long Bkgrd PM

Intersection

Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↘
Traffic Vol, veh/h	685	60	30	455	35	20
Future Vol, veh/h	685	60	30	455	35	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	721	63	32	479	37	21

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	784
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	830
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	830
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	20.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	211	607	-	-	830	-
HCM Lane V/C Ratio	0.175	0.035	-	-	0.038	-
HCM Control Delay (s)	25.6	11.1	-	-	9.5	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
Traffic Vol, veh/h	0	10	5	35	50	0
Future Vol, veh/h	0	10	5	35	50	0
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	5	37	53	0

Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	100	53	53	0	-	0
Stage 1	53	-	-	-	-	-
Stage 2	47	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	899	1014	1553	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	896	1014	1553	-	-	-
Mov Cap-2 Maneuver	896	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	975	-	-	-	-	-

Approach	EB	NB	SB
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HCM Control Delay, s	8.6	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
-----------------------	-----	-----	-------	-----	-----

Capacity (veh/h)	1553	-	1014	-	-
HCM Lane V/C Ratio	0.003	-	0.01	-	-
HCM Control Delay (s)	7.3	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
6: Teller Street & Fox Run

Long Bkgrd PM

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
Traffic Vol, veh/h	0	5	5	25	25	0
Future Vol, veh/h	0	5	5	25	25	0
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	5	26	26	0

Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	62	26	26	0	-	0
Stage 1	26	-	-	-	-	-
Stage 2	36	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	944	1050	1588	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	941	1050	1588	-	-	-
Mov Cap-2 Maneuver	941	-	-	-	-	-
Stage 1	994	-	-	-	-	-
Stage 2	986	-	-	-	-	-

Approach	EB	NB	SB
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HCM Control Delay, s	8.4	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
-----------------------	-----	-----	-------	-----	-----

Capacity (veh/h)	1588	-	1050	-	-
HCM Lane V/C Ratio	0.003	-	0.005	-	-
HCM Control Delay (s)	7.3	-	8.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

APPENDIX G

HCM 6th Signalized Intersection Summary 3: Teller Street & Harmony Road

Short Total AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	269	196	96	598	32	339	27	56	29	74	80
Future Volume (veh/h)	31	269	196	96	598	32	339	27	56	29	74	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	283	95	101	629	32	357	28	1	31	78	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	370	918	778	625	911	46	407	337	264	285	148	125
Arrive On Green	0.05	0.49	0.49	0.07	0.52	0.50	0.15	0.18	0.17	0.04	0.08	0.08
Sat Flow, veh/h	1781	1870	1585	1781	1764	90	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	33	283	95	101	0	661	357	28	1	31	78	1
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1854	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.7	6.8	2.4	1.9	0.0	20.2	11.0	0.9	0.0	1.2	3.0	0.0
Cycle Q Clear(g_c), s	0.7	6.8	2.4	1.9	0.0	20.2	11.0	0.9	0.0	1.2	3.0	0.0
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	370	918	778	625	0	957	407	337	264	285	148	125
V/C Ratio(X)	0.09	0.31	0.12	0.16	0.00	0.69	0.88	0.08	0.00	0.11	0.53	0.01
Avail Cap(c_a), veh/h	453	918	778	663	0	957	407	571	463	370	472	400
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.5	11.5	10.4	7.7	0.0	13.7	27.7	25.7	26.2	29.4	33.3	32.0
Incr Delay (d2), s/veh	0.1	0.9	0.3	0.1	0.0	4.1	19.0	0.1	0.0	0.2	2.9	0.0
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	0.2	2.7	0.8	0.6	0.0	8.1	3.0	0.4	0.0	0.5	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.6	12.4	10.7	7.8	0.0	17.8	46.6	25.8	26.2	29.6	36.2	32.0
LnGrp LOS	B	B	B	A	A	B	D	C	C	C	D	C
Approach Vol, veh/h		411			762			386			110	
Approach Delay, s/veh		11.8			16.5			45.1			34.3	
Approach LOS		B			B			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	42.0	14.0	11.0	6.5	43.9	6.4	18.6				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	6.0	36.0	10.0	18.0	6.0	36.0	6.0	22.0				
Max Q Clear Time (g_c+I1), s	3.9	8.8	13.0	5.0	2.7	22.2	3.2	2.9				
Green Ext Time (p_c), s	0.0	1.9	0.0	0.2	0.0	3.6	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			23.1									
HCM 6th LOS			C									

Timing Report, Sorted By Phase

3: Teller Street & Harmony Road

Short Total AM

								
Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBTL	NBL	SBTL	EBL	WBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	10	42	14	24	10	42	10	28
Maximum Split (%)	11.1%	46.7%	15.6%	26.7%	11.1%	46.7%	11.1%	31.1%
Minimum Split (s)	10	24	10	24	10	24	10	24
Yellow Time (s)	3	4	3	4	3	4	3	4
All-Red Time (s)	1	2	1	2	1	2	1	2
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	10	52	66	0	10	52	62
End Time (s)	10	52	66	0	10	52	62	0
Yield/Force Off (s)	6	46	62	84	6	46	58	84
Yield/Force Off 170(s)	6	35	62	73	6	35	58	73
Local Start Time (s)	80	0	42	56	80	0	42	52
Local Yield (s)	86	36	52	74	86	36	48	74
Local Yield 170(s)	86	25	52	63	86	25	48	63

Intersection Summary

Cycle Length	90
Control Type	Semi Act-Uncoord
Natural Cycle	80

Splits and Phases: 3: Teller Street & Harmony Road

 Ø1	 Ø2	 Ø3	 Ø4
10 s	42 s	14 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
10 s	42 s	10 s	28 s

Queues

Short Total AM

3: Teller Street & Harmony Road

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	33	283	206	101	663	357	28	59	31	78	84
v/c Ratio	0.08	0.31	0.23	0.15	0.66	0.87	0.07	0.13	0.09	0.33	0.27
Control Delay	7.5	15.0	3.0	7.8	19.5	46.9	26.4	0.6	19.8	36.4	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.5	15.0	3.0	7.8	19.5	46.9	26.4	0.6	19.8	36.4	4.1
Queue Length 50th (ft)	6	87	0	19	198	152	10	0	11	37	0
Queue Length 95th (ft)	18	153	37	42	#486	#284	34	0	29	77	15
Internal Link Dist (ft)		831			885		820			1208	
Turn Bay Length (ft)	250		300	270		125		250	210		210
Base Capacity (vph)	395	922	887	655	1009	411	576	562	335	473	501
Starvation Cap Reductn	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
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.31	0.23	0.15	0.66	0.87	0.05	0.10	0.09	0.16	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary 3: Teller Street & Harmony Road

Short Total PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	642	374	73	404	42	232	74	108	41	38	63
Future Volume (veh/h)	82	642	374	73	404	42	232	74	108	41	38	63
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	698	208	79	439	42	252	80	1	45	41	1
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	572	1026	870	388	918	88	340	219	165	294	146	124
Arrive On Green	0.07	0.55	0.55	0.07	0.55	0.53	0.09	0.12	0.10	0.05	0.08	0.08
Sat Flow, veh/h	1781	1870	1585	1781	1681	161	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	89	698	208	79	0	481	252	80	1	45	41	1
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1841	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.5	20.2	5.1	1.3	0.0	12.1	7.0	3.0	0.0	1.7	1.6	0.0
Cycle Q Clear(g_c), s	1.5	20.2	5.1	1.3	0.0	12.1	7.0	3.0	0.0	1.7	1.6	0.0
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	572	1026	870	388	0	1006	340	219	165	294	146	124
V/C Ratio(X)	0.16	0.68	0.24	0.20	0.00	0.48	0.74	0.36	0.01	0.15	0.28	0.01
Avail Cap(c_a), veh/h	614	1026	870	434	0	1006	340	473	380	365	473	401
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(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.9	12.2	8.8	8.9	0.0	10.5	29.4	30.6	30.2	29.0	32.6	31.9
Incr Delay (d2), s/veh	0.1	3.6	0.6	0.3	0.0	1.6	8.4	1.0	0.0	0.2	1.0	0.0
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	0.5	7.8	1.7	0.4	0.0	4.5	1.7	1.3	0.0	0.7	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	15.8	9.5	9.2	0.0	12.1	37.8	31.6	30.2	29.3	33.7	32.0
LnGrp LOS	A	B	A	A	A	B	D	C	C	C	C	C
Approach Vol, veh/h		995			560			333			87	
Approach Delay, s/veh		13.7			11.7			36.3			31.4	
Approach LOS		B			B			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	46.2	10.0	10.8	8.2	46.0	7.0	13.8				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	6.0	40.0	6.0	18.0	6.0	40.0	6.0	18.0				
Max Q Clear Time (g_c+l1), s	3.3	22.2	9.0	3.6	3.5	14.1	3.7	5.0				
Green Ext Time (p_c), s	0.0	5.0	0.0	0.1	0.0	3.0	0.0	0.2				

Intersection Summary

HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Timing Report, Sorted By Phase

3: Teller Street & Harmony Road

Short Total PM

								
Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBTL	NBL	SBTL	EBL	WBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	10	46	10	24	10	46	10	24
Maximum Split (%)	11.1%	51.1%	11.1%	26.7%	11.1%	51.1%	11.1%	26.7%
Minimum Split (s)	10	24	10	24	10	24	10	24
Yellow Time (s)	3	4	3	4	3	4	3	4
All-Red Time (s)	1	2	1	2	1	2	1	2
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	10	56	66	0	10	56	66
End Time (s)	10	56	66	0	10	56	66	0
Yield/Force Off (s)	6	50	62	84	6	50	62	84
Yield/Force Off 170(s)	6	39	62	73	6	39	62	73
Local Start Time (s)	80	0	46	56	80	0	46	56
Local Yield (s)	86	40	52	74	86	40	52	74
Local Yield 170(s)	86	29	52	63	86	29	52	63

Intersection Summary

Cycle Length	90
Control Type	Semi Act-Uncoord
Natural Cycle	80

Splits and Phases: 3: Teller Street & Harmony Road

 Ø1	 Ø2	 Ø3	 Ø4
10 s	46 s	10 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
10 s	46 s	10 s	24 s

Queues

Short Total PM

3: Teller Street & Harmony Road

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	89	698	407	79	485	252	80	117	45	41	68
v/c Ratio	0.16	0.68	0.39	0.20	0.48	0.84	0.29	0.36	0.14	0.18	0.22
Control Delay	6.3	19.5	2.5	6.8	14.7	51.5	34.2	8.5	23.0	33.5	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.3	19.5	2.5	6.8	14.7	51.5	34.2	8.5	23.0	33.5	2.0
Queue Length 50th (ft)	14	263	0	12	152	108	38	0	17	19	0
Queue Length 95th (ft)	33	434	44	30	256	#215	78	37	41	47	4
Internal Link Dist (ft)		831			885		820			1208	
Turn Bay Length (ft)	250		300	270		125		250	210		210
Base Capacity (vph)	558	1021	1051	391	1010	301	466	476	322	466	495
Starvation Cap Reductn	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
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.68	0.39	0.20	0.48	0.84	0.17	0.25	0.14	0.09	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th TWSC
8: Evans Street & Harmony Road

Short Total AM

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	338	6	19	678	4	16	0	20	10	0	32
Future Vol, veh/h	10	338	6	19	678	4	16	0	20	10	0	32
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	250	-	240	205	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	89	89	89	89	92	89	92	89	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	380	7	21	762	4	18	0	22	11	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	766	0	0	387	0	0	1226	1210	380	1223	1215	764
Stage 1	-	-	-	-	-	-	402	402	-	806	806	-
Stage 2	-	-	-	-	-	-	824	808	-	417	409	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	847	-	-	1171	-	-	155	183	667	156	181	404
Stage 1	-	-	-	-	-	-	625	600	-	376	395	-
Stage 2	-	-	-	-	-	-	367	394	-	613	596	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	847	-	-	1171	-	-	138	177	667	147	175	404
Mov Cap-2 Maneuver	-	-	-	-	-	-	138	177	-	147	175	-
Stage 1	-	-	-	-	-	-	617	592	-	371	388	-
Stage 2	-	-	-	-	-	-	329	387	-	585	588	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	22.4	18.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	247	847	-	-	1171	-	-	147	404
HCM Lane V/C Ratio	0.164	0.013	-	-	0.018	-	-	0.074	0.086
HCM Control Delay (s)	22.4	9.3	-	-	8.1	-	-	31.4	14.7
HCM Lane LOS	C	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0.2	0.3

HCM 6th TWSC
8: Evans Street & Harmony Road

Short Total PM

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	740	15	15	490	12	8	0	9	7	0	21
Future Vol, veh/h	36	740	15	15	490	12	8	0	9	7	0	21
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	250	-	240	205	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	822	17	17	544	13	9	0	10	8	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	557	0	0	839	0	0	1498	1493	822	1501	1504	551
Stage 1	-	-	-	-	-	-	902	902	-	585	585	-
Stage 2	-	-	-	-	-	-	596	591	-	916	919	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1014	-	-	796	-	-	101	123	374	100	121	534
Stage 1	-	-	-	-	-	-	332	356	-	497	498	-
Stage 2	-	-	-	-	-	-	490	494	-	326	350	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1014	-	-	796	-	-	92	116	374	93	114	534
Mov Cap-2 Maneuver	-	-	-	-	-	-	92	116	-	93	114	-
Stage 1	-	-	-	-	-	-	319	342	-	478	488	-
Stage 2	-	-	-	-	-	-	459	484	-	305	336	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.3			31.8			20.8		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	153	1014	-	-	796	-	-	93	534
HCM Lane V/C Ratio	0.123	0.039	-	-	0.021	-	-	0.084	0.044
HCM Control Delay (s)	31.8	8.7	-	-	9.6	-	-	47.2	12
HCM Lane LOS	D	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	0.3	0.1

HCM 6th TWSC
10: Timber Ridge Parkway & Harmony Road

Short Total AM

Intersection

Int Delay, s/veh	8.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	299	35	27	477	9	77	0	42	25	0	147
Future Vol, veh/h	48	299	35	27	477	9	77	0	42	25	0	147
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	250	-	130	250	-	-	60	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	89	89	89	89	92	89	92	89	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	336	39	30	536	10	87	0	47	27	0	160

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	546	0	0	375	0	0	1121	1046	336	1084	1080	541
Stage 1	-	-	-	-	-	-	440	440	-	601	601	-
Stage 2	-	-	-	-	-	-	681	606	-	483	479	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1023	-	-	1183	-	-	183	228	706	194	218	541
Stage 1	-	-	-	-	-	-	596	578	-	487	489	-
Stage 2	-	-	-	-	-	-	440	487	-	565	555	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1023	-	-	1183	-	-	122	211	706	171	202	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	122	211	-	171	202	-
Stage 1	-	-	-	-	-	-	566	549	-	462	477	-
Stage 2	-	-	-	-	-	-	302	475	-	500	527	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.4			59.4			16.7		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	122	706	1023	-	-	1183	-	-	171	541
HCM Lane V/C Ratio	0.709	0.067	0.051	-	-	0.026	-	-	0.159	0.295
HCM Control Delay (s)	86.1	10.5	8.7	-	-	8.1	-	-	30	14.4
HCM Lane LOS	F	B	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	3.9	0.2	0.2	-	-	0.1	-	-	0.6	1.2

HCM 6th TWSC
10: Timber Ridge Parkway & Harmony Road

Short Total PM

Intersection

Int Delay, s/veh 5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	169	517	60	28	392	30	34	0	17	17	0	100
Future Vol, veh/h	169	517	60	28	392	30	34	0	17	17	0	100
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	250	-	130	250	-	-	60	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	182	556	65	30	422	32	37	0	18	18	0	108

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	454	0	0	621	0	0	1472	1434	556	1460	1483	438
Stage 1	-	-	-	-	-	-	920	920	-	498	498	-
Stage 2	-	-	-	-	-	-	552	514	-	962	985	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1107	-	-	960	-	-	105	134	531	107	125	619
Stage 1	-	-	-	-	-	-	325	350	-	554	544	-
Stage 2	-	-	-	-	-	-	518	535	-	308	326	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1107	-	-	960	-	-	74	109	531	88	101	619
Mov Cap-2 Maneuver	-	-	-	-	-	-	74	109	-	88	101	-
Stage 1	-	-	-	-	-	-	272	293	-	463	527	-
Stage 2	-	-	-	-	-	-	415	518	-	249	273	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	0.6	66.7	18.4
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	74	531	1107	-	-	960	-	-	88	619
HCM Lane V/C Ratio	0.494	0.034	0.164	-	-	0.031	-	-	0.208	0.174
HCM Control Delay (s)	94	12	8.9	-	-	8.9	-	-	56.3	12
HCM Lane LOS	F	B	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	2	0.1	0.6	-	-	0.1	-	-	0.7	0.6

HCM 6th TWSC
6: Teller Street & Fox Run

Short Total AM

Intersection

Int Delay, s/veh 0.4

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	0	10	3	82	173	0
Future Vol, veh/h	0	10	3	82	173	0
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	3	85	180	0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	271	180	180	0	-	0
Stage 1	180	-	-	-	-	-
Stage 2	91	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	718	863	1396	-	-	-
Stage 1	851	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	717	863	1396	-	-	-
Mov Cap-2 Maneuver	717	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	933	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	9.2	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1396	-	863	-	-
HCM Lane V/C Ratio	0.002	-	0.012	-	-
HCM Control Delay (s)	7.6	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
6: Teller Street & Fox Run

Short Total PM

Intersection

Int Delay, s/veh 0.2

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	0	4	6	184	130	0
Future Vol, veh/h	0	4	6	184	130	0
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, %	2	2	2	2	2	2
Mvmt Flow	0	5	7	216	153	0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	383	153	153	0	-	0
Stage 1	153	-	-	-	-	-
Stage 2	230	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	620	893	1428	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	616	893	1428	-	-	-
Mov Cap-2 Maneuver	616	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	808	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	9.1	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1428	-	893	-	-
HCM Lane V/C Ratio	0.005	-	0.005	-	-
HCM Control Delay (s)	7.5	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
14: Teller Street & South Access

Short Total AM

Intersection

Int Delay, s/veh 1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	5	75	7	2	151
Future Vol, veh/h	22	5	75	7	2	151
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	250	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	5	82	8	2	164

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	250	82	0
Stage 1	82	-	-
Stage 2	168	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	739	978	-
Stage 1	941	-	-
Stage 2	862	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	738	978	-
Mov Cap-2 Maneuver	738	-	-
Stage 1	941	-	-
Stage 2	861	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	738	978	1505	-
HCM Lane V/C Ratio	-	-	0.032	0.006	0.001	-
HCM Control Delay (s)	-	-	10	8.7	7.4	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-

HCM 6th TWSC
14: Teller Street & South Access

Short Total PM

Intersection

Int Delay, s/veh 0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	3	158	26	6	115
Future Vol, veh/h	15	3	158	26	6	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	250	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	3	172	28	7	125

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	311	172	0
Stage 1	172	-	-
Stage 2	139	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	681	872	-
Stage 1	858	-	-
Stage 2	888	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	678	872	-
Mov Cap-2 Maneuver	678	-	-
Stage 1	858	-	-
Stage 2	884	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	678	872	1372	-
HCM Lane V/C Ratio	-	-	0.024	0.004	0.005	-
HCM Control Delay (s)	-	-	10.4	9.1	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-

HCM 6th TWSC
16: Teller Street & Middle Access

Short Total AM

Intersection

Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	2	76	5	1	136
Future Vol, veh/h	17	2	76	5	1	136
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	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	2	83	5	1	148

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	236	86	0
Stage 1	86	-	-
Stage 2	150	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	752	973	-
Stage 1	937	-	-
Stage 2	878	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	751	973	-
Mov Cap-2 Maneuver	751	-	-
Stage 1	937	-	-
Stage 2	877	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	769	1508
HCM Lane V/C Ratio	-	-	0.027	0.001
HCM Control Delay (s)	-	-	9.8	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
16: Teller Street & Middle Access

Short Total PM

Intersection

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	1	141	20	2	110
Future Vol, veh/h	11	1	141	20	2	110
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	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	1	153	22	2	120

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	288	164	0
Stage 1	164	-	-
Stage 2	124	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	702	881	-
Stage 1	865	-	-
Stage 2	902	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	701	881	-
Mov Cap-2 Maneuver	701	-	-
Stage 1	865	-	-
Stage 2	901	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	713	1401
HCM Lane V/C Ratio	-	-	0.018	0.002
HCM Control Delay (s)	-	-	10.1	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
18: Teller Street & North Access

Short Total AM

Intersection

Int Delay, s/veh 4.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	96	11	46	32	4	41
Future Vol, veh/h	96	11	46	32	4	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	250	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	104	12	50	35	4	45

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	103	50	0
Stage 1	50	-	-
Stage 2	53	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	895	1018	-
Stage 1	972	-	-
Stage 2	970	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	892	1018	-
Mov Cap-2 Maneuver	892	-	-
Stage 1	972	-	-
Stage 2	967	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	892	1018	1512	-
HCM Lane V/C Ratio	-	-	0.117	0.012	0.003	-
HCM Control Delay (s)	-	-	9.6	8.6	7.4	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	0	-

HCM 6th TWSC
18: Teller Street & North Access

Short Total PM

Intersection

Int Delay, s/veh 2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	67	8	28	114	13	45
Future Vol, veh/h	67	8	28	114	13	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	250	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	9	30	124	14	49

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	107	30	0
Stage 1	30	-	-
Stage 2	77	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	891	1044	-
Stage 1	993	-	-
Stage 2	946	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	882	1044	-
Mov Cap-2 Maneuver	882	-	-
Stage 1	993	-	-
Stage 2	937	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	1.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	882	1044
HCM Lane V/C Ratio	-	-	0.083	0.008
HCM Control Delay (s)	-	-	9.4	8.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0

APPENDIX H

HCM 6th Signalized Intersection Summary 3: Teller Street & Harmony Road

Long Total AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	55	405	220	125	835	30	350	75	90	30	105	100
Future Volume (veh/h)	55	405	220	125	835	30	350	75	90	30	105	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	426	80	132	879	30	368	79	1	32	111	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	338	1433	639	518	1475	50	527	499	402	305	186	158
Arrive On Green	0.06	0.40	0.40	0.08	0.42	0.41	0.21	0.27	0.25	0.05	0.10	0.10
Sat Flow, veh/h	1781	3554	1585	1781	3506	120	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	58	426	80	132	445	464	368	79	1	32	111	1
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1849	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.4	6.3	2.4	3.2	14.9	14.9	13.3	2.5	0.0	1.2	4.4	0.0
Cycle Q Clear(g_c), s	1.4	6.3	2.4	3.2	14.9	14.9	13.3	2.5	0.0	1.2	4.4	0.0
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	338	1433	639	518	747	778	527	499	402	305	186	158
V/C Ratio(X)	0.17	0.30	0.13	0.26	0.60	0.60	0.70	0.16	0.00	0.10	0.60	0.01
Avail Cap(c_a), veh/h	395	1433	639	543	747	778	542	705	577	387	462	392
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	15.6	14.4	11.4	17.2	17.3	21.6	21.6	21.4	28.6	33.1	31.2
Incr Delay (d2), s/veh	0.2	0.5	0.4	0.3	3.5	3.4	3.8	0.1	0.0	0.1	3.0	0.0
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	0.5	2.4	0.9	1.1	6.1	6.3	5.7	1.1	0.0	0.5	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	16.1	14.8	11.6	20.7	20.6	25.4	21.7	21.4	28.8	36.2	31.2
LnGrp LOS	B	B	B	B	C	C	C	C	C	C	D	C
Approach Vol, veh/h		564			1041			448			144	
Approach Delay, s/veh		15.6			19.5			24.7			34.5	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	36.0	19.3	12.7	7.6	37.3	6.5	25.5				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	6.0	30.0	16.0	18.0	6.0	30.0	6.0	28.0				
Max Q Clear Time (g_c+I1), s	5.2	8.3	15.3	6.4	3.4	16.9	3.2	4.5				
Green Ext Time (p_c), s	0.0	2.8	0.1	0.3	0.0	4.5	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			20.6									
HCM 6th LOS			C									

Timing Report, Sorted By Phase

3: Teller Street & Harmony Road

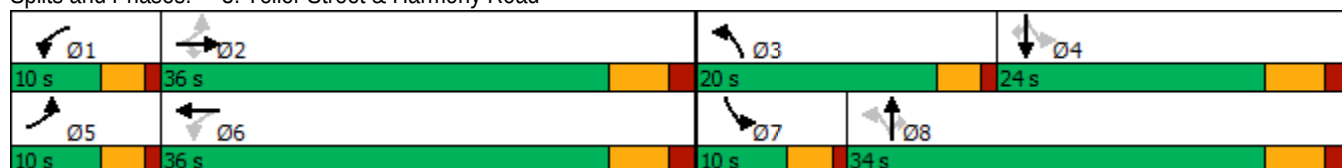
Long Total AM

								
Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBTL	NBL	SBTL	EBL	WBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	10	36	20	24	10	36	10	34
Maximum Split (%)	11.1%	40.0%	22.2%	26.7%	11.1%	40.0%	11.1%	37.8%
Minimum Split (s)	10	24	10	24	10	24	10	24
Yellow Time (s)	3	4	3	4	3	4	3	4
All-Red Time (s)	1	2	1	2	1	2	1	2
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	10	46	66	0	10	46	56
End Time (s)	10	46	66	0	10	46	56	0
Yield/Force Off (s)	6	40	62	84	6	40	52	84
Yield/Force Off 170(s)	6	29	62	73	6	29	52	73
Local Start Time (s)	80	0	36	56	80	0	36	46
Local Yield (s)	86	30	52	74	86	30	42	74
Local Yield 170(s)	86	19	52	63	86	19	42	63

Intersection Summary

Cycle Length	90
Control Type	Semi Act-Uncoord
Natural Cycle	70

Splits and Phases: 3: Teller Street & Harmony Road



Queues

Long Total AM

3: Teller Street & Harmony Road

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	58	426	232	132	911	368	79	95	32	111	105
v/c Ratio	0.19	0.32	0.31	0.27	0.60	0.66	0.13	0.16	0.09	0.44	0.28
Control Delay	12.0	19.2	4.0	12.2	21.4	25.0	21.7	2.7	16.2	37.9	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	19.2	4.0	12.2	21.4	25.0	21.7	2.7	16.2	37.9	2.3
Queue Length 50th (ft)	14	80	0	33	202	139	26	0	10	53	0
Queue Length 95th (ft)	35	124	46	68	290	217	65	18	26	102	5
Internal Link Dist (ft)		831			885		820			1208	
Turn Bay Length (ft)	250		300	270		125		250	210		210
Base Capacity (vph)	312	1351	747	492	1529	566	676	641	365	436	509
Starvation Cap Reductn	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
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.32	0.31	0.27	0.60	0.65	0.12	0.15	0.09	0.25	0.21
Intersection Summary											

HCM 6th Signalized Intersection Summary 3: Teller Street & Harmony Road

Long Total PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	115	850	360	125	525	40	225	120	150	40	95	90
Future Volume (veh/h)	115	850	360	125	525	40	225	120	150	40	95	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	895	160	132	553	36	237	126	26	42	100	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	551	1754	782	399	1675	109	381	323	253	302	176	149
Arrive On Green	0.07	0.49	0.49	0.07	0.49	0.48	0.13	0.17	0.16	0.05	0.09	0.09
Sat Flow, veh/h	1781	3554	1585	1781	3387	220	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	121	895	160	132	290	299	237	126	26	42	100	1
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1831	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.4	13.1	4.4	2.7	7.6	7.6	8.8	4.6	1.1	1.6	3.9	0.0
Cycle Q Clear(g_c), s	2.4	13.1	4.4	2.7	7.6	7.6	8.8	4.6	1.1	1.6	3.9	0.0
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	551	1754	782	399	879	905	381	323	253	302	176	149
V/C Ratio(X)	0.22	0.51	0.20	0.33	0.33	0.33	0.62	0.39	0.10	0.14	0.57	0.01
Avail Cap(c_a), veh/h	583	1754	782	452	879	905	381	535	433	372	462	392
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.2	13.2	11.0	9.2	11.7	11.8	25.2	28.2	27.6	28.7	33.3	31.6
Incr Delay (d2), s/veh	0.2	1.1	0.6	0.5	1.0	1.0	3.1	0.8	0.2	0.2	2.9	0.0
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	0.8	4.7	1.5	0.9	2.8	2.9	3.8	2.0	0.4	0.7	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.4	14.2	11.6	9.7	12.7	12.8	28.3	29.0	27.8	28.9	36.2	31.6
LnGrp LOS	A	B	B	A	B	B	C	C	C	C	D	C
Approach Vol, veh/h		1176			721			389			143	
Approach Delay, s/veh		13.3			12.2			28.5			34.0	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	42.9	13.0	12.2	8.6	43.0	7.0	18.3				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	7.0	36.0	9.0	18.0	6.0	37.0	6.0	21.0				
Max Q Clear Time (g_c+I1), s	4.7	15.1	10.8	5.9	4.4	9.6	3.6	6.6				
Green Ext Time (p_c), s	0.1	6.6	0.0	0.3	0.0	3.5	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			16.6									
HCM 6th LOS			B									

Timing Report, Sorted By Phase

3: Teller Street & Harmony Road

Long Total PM

								
Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBTL	NBL	SBTL	EBL	WBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	11	42	13	24	10	43	10	27
Maximum Split (%)	12.2%	46.7%	14.4%	26.7%	11.1%	47.8%	11.1%	30.0%
Minimum Split (s)	10	24	10	24	10	24	10	24
Yellow Time (s)	3	4	3	4	3	4	3	4
All-Red Time (s)	1	2	1	2	1	2	1	2
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	11	53	66	0	10	53	63
End Time (s)	11	53	66	0	10	53	63	0
Yield/Force Off (s)	7	47	62	84	6	47	59	84
Yield/Force Off 170(s)	7	36	62	73	6	36	59	73
Local Start Time (s)	79	0	42	55	79	89	42	52
Local Yield (s)	86	36	51	73	85	36	48	73
Local Yield 170(s)	86	25	51	62	85	25	48	62

Intersection Summary

Cycle Length	90
Control Type	Semi Act-Uncoord
Natural Cycle	70

Splits and Phases: 3: Teller Street & Harmony Road

 Ø1	 Ø2	 Ø3	 Ø4
11 s	42 s	13 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
10 s	43 s	10 s	27 s

Queues

Long Total PM

3: Teller Street & Harmony Road

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	121	895	379	132	595	237	126	158	42	100	95
v/c Ratio	0.24	0.56	0.41	0.36	0.35	0.57	0.31	0.35	0.12	0.41	0.30
Control Delay	8.5	18.4	3.2	10.1	14.3	28.1	30.9	7.8	20.5	37.7	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.5	18.4	3.2	10.1	14.3	28.1	30.9	7.8	20.5	37.7	5.1
Queue Length 50th (ft)	23	169	0	25	96	95	58	0	15	48	0
Queue Length 95th (ft)	50	245	49	54	147	158	108	49	37	93	21
Internal Link Dist (ft)		831			885		820			1208	
Turn Bay Length (ft)	250		300	270		125		250	210		210
Base Capacity (vph)	511	1606	925	367	1720	416	503	526	347	434	471
Starvation Cap Reductn	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
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.56	0.41	0.36	0.35	0.57	0.25	0.30	0.12	0.23	0.20
Intersection Summary											

HCM 6th TWSC
8: Evans Street & Harmony Road

Long Total AM

Intersection

Int Delay, s/veh 12

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	455	5	20	900	85	15	15	20	70	10	75
Future Vol, veh/h	65	455	5	20	900	85	15	15	20	70	10	75
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	250	-	-	205	-	250	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	479	5	21	947	89	16	16	21	74	11	79

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1036	0	0	484	0	0	1139	1696	242	1373	1609	474
Stage 1	-	-	-	-	-	-	618	618	-	989	989	-
Stage 2	-	-	-	-	-	-	521	1078	-	384	620	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	667	-	-	1075	-	-	156	92	759	105	104	537
Stage 1	-	-	-	-	-	-	443	479	-	265	323	-
Stage 2	-	-	-	-	-	-	507	293	-	611	478	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	667	-	-	1075	-	-	110	81	759	79	92	537
Mov Cap-2 Maneuver	-	-	-	-	-	-	110	81	-	79	92	-
Stage 1	-	-	-	-	-	-	398	430	-	238	317	-
Stage 2	-	-	-	-	-	-	410	287	-	514	429	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0.2			43.7			113.8		
HCM LOS							E			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	144	667	-	-	1075	-	-	80	537
HCM Lane V/C Ratio	0.365	0.103	-	-	0.02	-	-	1.053	0.147
HCM Control Delay (s)	43.7	11	-	-	8.4	-	-	208.3	12.9
HCM Lane LOS	E	B	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	1.5	0.3	-	-	0.1	-	-	5.9	0.5

HCM 6th TWSC
8: Evans Street & Harmony Road

Long Total PM

Intersection

Int Delay, s/veh 18.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	135	890	15	15	575	80	10	15	10	75	10	105
Future Vol, veh/h	135	890	15	15	575	80	10	15	10	75	10	105
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	250	-	-	205	-	250	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	142	937	16	16	605	84	11	16	11	79	11	111

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	689	0	0	953	0	0	1569	1950	477	1398	1874	303
Stage 1	-	-	-	-	-	-	1229	1229	-	637	637	-
Stage 2	-	-	-	-	-	-	340	721	-	761	1237	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	901	-	-	717	-	-	75	64	534	100	71	693
Stage 1	-	-	-	-	-	-	188	248	-	432	470	-
Stage 2	-	-	-	-	-	-	648	430	-	364	246	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	901	-	-	717	-	-	47	53	534	~ 66	58	693
Mov Cap-2 Maneuver	-	-	-	-	-	-	47	53	-	~ 66	58	-
Stage 1	-	-	-	-	-	-	158	209	-	364	460	-
Stage 2	-	-	-	-	-	-	520	421	-	278	207	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.2	108.3	162.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	68	901	-	-	717	-	-	65	693
HCM Lane V/C Ratio	0.542	0.158	-	-	0.022	-	-	1.377	0.159
HCM Control Delay (s)	108.3	9.7	-	-	10.1	-	-	\$ 348.8	11.2
HCM Lane LOS	F	A	-	-	B	-	-	F	B
HCM 95th %tile Q(veh)	2.2	0.6	-	-	0.1	-	-	7.5	0.6

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
10: Timber Ridge Parkway & Harmony Road

Long Total AM

Intersection

Int Delay, s/veh 10.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	480	45	30	775	30	95	15	45	35	10	135
Future Vol, veh/h	35	480	45	30	775	30	95	15	45	35	10	135
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	250	-	-	250	-	-	60	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	505	47	32	816	32	100	16	47	37	11	142

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	848	0	0	552	0	0	1081	1515	276	1231	1522	424
Stage 1	-	-	-	-	-	-	603	603	-	896	896	-
Stage 2	-	-	-	-	-	-	478	912	-	335	626	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	785	-	-	1014	-	-	172	118	721	134	117	579
Stage 1	-	-	-	-	-	-	453	487	-	301	357	-
Stage 2	-	-	-	-	-	-	537	351	-	653	475	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	785	-	-	1014	-	-	113	109	721	105	108	579
Mov Cap-2 Maneuver	-	-	-	-	-	-	113	109	-	105	108	-
Stage 1	-	-	-	-	-	-	432	464	-	287	346	-
Stage 2	-	-	-	-	-	-	380	340	-	562	453	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.3	85.4	25
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	113	300	785	-	-	1014	-	-	105	445
HCM Lane V/C Ratio	0.885	0.211	0.047	-	-	0.031	-	-	0.351	0.343
HCM Control Delay (s)	126.5	20.2	9.8	-	-	8.7	-	-	56.8	17.3
HCM Lane LOS	F	C	A	-	-	A	-	-	F	C
HCM 95th %tile Q(veh)	5.4	0.8	0.1	-	-	0.1	-	-	1.4	1.5

HCM 6th TWSC
10: Timber Ridge Parkway & Harmony Road

Long Total PM

Intersection

Int Delay, s/veh 24.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	175	725	65	30	520	70	40	20	20	70	20	120
Future Vol, veh/h	175	725	65	30	520	70	40	20	20	70	20	120
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	250	-	-	250	-	-	60	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	184	763	68	32	547	74	42	21	21	74	21	126

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	621	0	0	831	0	0	1513	1850	416	1408	1847	311
Stage 1	-	-	-	-	-	-	1165	1165	-	648	648	-
Stage 2	-	-	-	-	-	-	348	685	-	760	1199	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	956	-	-	797	-	-	82	74	585	99	74	685
Stage 1	-	-	-	-	-	-	206	267	-	425	464	-
Stage 2	-	-	-	-	-	-	641	447	-	364	257	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	956	-	-	797	-	-	~ 40	57	585	~ 57	57	685
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 40	57	-	~ 57	57	-
Stage 1	-	-	-	-	-	-	166	216	-	343	445	-
Stage 2	-	-	-	-	-	-	478	429	-	256	208	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0.5	187.6	135
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	40	104	956	-	-	797	-	-	57	266
HCM Lane V/C Ratio	1.053	0.405	0.193	-	-	0.04	-	-	1.293	0.554
HCM Control Delay (s)	\$ 313.7	61.4	9.7	-	-	9.7	-	-	\$ 336.7	34.1
HCM Lane LOS	F	F	A	-	-	A	-	-	F	D
HCM 95th %tile Q(veh)	4.1	1.7	0.7	-	-	0.1	-	-	6.4	3.1

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
6: Teller Street & Fox Run

Long Total AM

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	0	10	5	150	225	0
Future Vol, veh/h	0	10	5	150	225	0
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	5	158	237	0

Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	405	237	237	0	-	0
Stage 1	237	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	602	802	1330	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	600	802	1330	-	-	-
Mov Cap-2 Maneuver	600	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	862	-	-	-	-	-

Approach	EB	NB	SB
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HCM Control Delay, s	9.5	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	1330	-	802	-	-
HCM Lane V/C Ratio	0.004	-	0.013	-	-
HCM Control Delay (s)	7.7	-	9.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
6: Teller Street & Fox Run

Long Total PM

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
Traffic Vol, veh/h	0	5	5	260	210	0
Future Vol, veh/h	0	5	5	260	210	0
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	5	274	221	0

Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	505	221	221	0	-	0
Stage 1	221	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	527	819	1348	-	-	-
Stage 1	816	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	525	819	1348	-	-	-
Mov Cap-2 Maneuver	525	-	-	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	764	-	-	-	-	-

Approach	EB	NB	SB
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HCM Control Delay, s	9.4	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	1348	-	819	-	-
HCM Lane V/C Ratio	0.004	-	0.006	-	-
HCM Control Delay (s)	7.7	-	9.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
14: Teller Street & South Access

Long Total AM

Intersection

Int Delay, s/veh 2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	75	15	70	80	15	150
Future Vol, veh/h	75	15	70	80	15	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	250	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	16	74	84	16	158

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	264	74	0
Stage 1	74	-	-
Stage 2	190	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	725	988	-
Stage 1	949	-	-
Stage 2	842	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	717	988	-
Mov Cap-2 Maneuver	717	-	-
Stage 1	949	-	-
Stage 2	833	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	717	988	1422	-
HCM Lane V/C Ratio	-	-	0.11	0.016	0.011	-
HCM Control Delay (s)	-	-	10.6	8.7	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	0	-

HCM 6th TWSC
14: Teller Street & South Access

Long Total PM

Intersection

Int Delay, s/veh 2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	100	15	150	110	20	110
Future Vol, veh/h	100	15	150	110	20	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	250	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	16	158	116	21	116

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	316	158	0
Stage 1	158	-	-
Stage 2	158	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	677	887	-
Stage 1	871	-	-
Stage 2	871	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	666	887	-
Mov Cap-2 Maneuver	666	-	-
Stage 1	871	-	-
Stage 2	857	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	666	887	1289	-
HCM Lane V/C Ratio	-	-	0.158	0.018	0.016	-
HCM Control Delay (s)	-	-	11.4	9.1	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.1	0.1	-

HCM 6th TWSC
16: Teller Street & Middle Access

Long Total AM

Intersection

Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	5	80	5	0	150
Future Vol, veh/h	15	5	80	5	0	150
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	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	5	84	5	0	158

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	245	87	0	0	89
Stage 1	87	-	-	-	-
Stage 2	158	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	743	971	-	-	1506
Stage 1	936	-	-	-	-
Stage 2	871	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	743	971	-	-	1506
Mov Cap-2 Maneuver	743	-	-	-	-
Stage 1	936	-	-	-	-
Stage 2	871	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	789	1506
HCM Lane V/C Ratio	-	-	0.027	-
HCM Control Delay (s)	-	-	9.7	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
16: Teller Street & Middle Access

Long Total PM

Intersection

Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	5	150	15	5	120
Future Vol, veh/h	10	5	150	15	5	120
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	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	5	158	16	5	126

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	302	166	0	0	174
Stage 1	166	-	-	-	-
Stage 2	136	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	690	878	-	-	1403
Stage 1	863	-	-	-	-
Stage 2	890	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	687	878	-	-	1403
Mov Cap-2 Maneuver	687	-	-	-	-
Stage 1	863	-	-	-	-
Stage 2	886	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	741	1403
HCM Lane V/C Ratio	-	-	0.021	0.004
HCM Control Delay (s)	-	-	10	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
18: Teller Street & North Access

Long Total AM

Intersection

Int Delay, s/veh 3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	85	10	70	15	5	65
Future Vol, veh/h	85	10	70	15	5	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	250	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	11	74	16	5	68

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	152	74	0
Stage 1	74	-	-
Stage 2	78	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	840	988	-
Stage 1	949	-	-
Stage 2	945	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	837	988	-
Mov Cap-2 Maneuver	837	-	-
Stage 1	949	-	-
Stage 2	942	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	837	988
HCM Lane V/C Ratio	-	-	0.107	0.011
HCM Control Delay (s)	-	-	9.8	8.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0

HCM 6th TWSC
18: Teller Street & North Access

Long Total PM

Intersection

Int Delay, s/veh 2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	5	55	100	10	65
Future Vol, veh/h	60	5	55	100	10	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	250	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	5	58	105	11	68

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	148	58	0
Stage 1	58	-	-
Stage 2	90	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	844	1008	-
Stage 1	965	-	-
Stage 2	934	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	837	1008	-
Mov Cap-2 Maneuver	837	-	-
Stage 1	965	-	-
Stage 2	927	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	837	1008
HCM Lane V/C Ratio	-	-	0.075	0.005
HCM Control Delay (s)	-	-	9.7	8.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

APPENDIX I



Weld RE-4 School District

**1020 Main Street
Windsor, Colorado 80550
970-686-8000
weldre4.org**

February 06, 2025

Town of Severance Planning Department
3 South Timber Ridge Parkway
Severance, CO 80546

RE: Moody Development

Dear Planning Department Staff:

The above referenced major subdivision application is now proposed for a total of 670 single family homes and an undisclosed number of multi-family units. This letter summarizes the implications for school sites and facilities, solely based on the planned single family units.

The Town of Severance and Weld County School District RE-4 entered into an initial Intergovernmental Agreement Concerning Fair Contribution For Public School Sites on April 11, 2001. Since that time the exhibits of the agreement have been updated with both parties to include current land values, and will once again be updated very shortly.

Weld RE-4 School District has three schools within the Town of Severance, RangeView Elementary School, Severance Middle School, and Severance High School. All three of these schools have exceeded their capacity. There are subdivisions within the Town of Severance that are within 1.5 miles of the elementary school, however, due to space and capacity limitations students are bussed approximately 6 miles to Windsor to attend school and unable to attend their local school within the Town of Severance.

The proposed Moody Development is estimated to bring approximately 221 elementary students to the boundaries of RangeView Elementary, with a core capacity of 600 students and enrollment currently at 710. The proposed development will also bring an estimated 148 secondary students to Severance Middle (107) and Severance High Schools (141) respectively. All three schools are already beyond their capacity limits due to accelerated residential growth within the Town of Severance.

With the proposed development numbers and estimated growth and calculations, Weld RE-4 School District is requesting a 10 acre parcel dedicated to the district for a future elementary school to meet the needs of the Town of Severance. The developer and the District have agreed upon a location for a future school which is 10.69 acres.

The calculations call for a 12.5 acre site based on a buildout of 670 single family homes. By providing this 10.69 acres, this meets the site dedication requirements for 572 of the single family homes. For the remaining 98 single family homes, a cash-in-lieu in the amount that is



Weld RE-4 School District

**1020 Main Street
Windsor, Colorado 80550
970-686-8000
weldre4.org**

agreed upon with the Town of Severance at time of permitting is provided. In regards to the cash in lieu portion of fees, the District is willing to explore/negotiate site development costs not already included in the agreement as payment towards the fee. None of these calculations include any future multi-family housing in the development.

Recommendations

The District requests that the developer continue to work with the District to address the student growth caused by additional homes within this development through site dedication, cash in lieu as well as continued support of local schools.

Your continuing cooperation is sincerely appreciated, as is the opportunity to comment upon issues of interest to the County, the School District and our mutual constituents. The School District requests to be notified of any proposed land use changes. Should you have questions or desire further information, please contact me at your convenience.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael McCullar", with a long, sweeping horizontal line extending to the right.

Michael McCullar
Chief Operating Officer

TO: Ms. Shani Porter, Severance Planning Director
Ms. Regina Olson, Severance Town Planner
Mr. Nick Wharton, Severance Town Manager

FROM: Chris Messersmith, Colorado Civil Group, Inc.
Amber Messersmith, Colorado Civil Group, Inc.
Ed Jansury, Colorado Civil Group, Inc.

DATE: January 3, 2025

SUBJECT: Northgate Lake (Moody) Preliminary Plat

CCG PROJECT NO: 0042.0014.03

TOWN CUSTOMER ID: 233

We have completed our engineering review of the Northgate Lake (Moody) Preliminary Plat 5th submittal package received on October 22, 2024 and on December 2, 2024. The following items were included with the submittal package:

- Preliminary Plat
- Preliminary Drainage Report & Plan
- Preliminary Utility Plans (Construction Drawings)
- Preliminary Utility Report
- Variance Letter Request – Traffic
- Variance Letter Request - Drainage
- Draft Management Plan
- Preliminary Landscape & Open Space Plan
- Title Commitment (1)
- Soils (Non-Hazardous Manifest documents)
- Response to Comments (CCG Memo, Redlines (7))
- Traffic Calming Memo (received 12/2/2024)

We offer the following engineering comments:

General:

1. Road names acceptable to the Town of Severance and emergency services will need to be selected during the Final Plat process. Coordinate road names and where road names change with Planning and Emergency Services.
2. Potable Water – The water service for this project will be provided by the Town of Severance. To provide service to this development, the Town needs to purchase Additional Standard Plant Investment Taps (ASPITs) from the North Weld County Water District (NWCWD). Additional ASPITs are not available for purchase at this time. The Town is working with the NWCWD on a new Water Service Agreement to resolve this issue. There is no estimate on when this



Agreement will be executed. Engineering will address the utility capacity issue(s) per Severance Municipal Code (SMC) Sec. 16.19.100.(d).(3).h-i.

3. Sanitary Sewer – The sanitary sewer service for this project will be provided by the Town of Severance, however the Town does not have infrastructure in place to serve this development. The project will need to install a sanitary sewer main from the project to the existing 18" interceptor pipe south of the existing Severance Wastewater Treatment Facility (WWTF). The wastewater will be treated at the Town of Windsor WWTF. The Town of Windsor has indicated that they are limited on treatment capacity at their WWTF and cannot accommodate the agreed amount of wastewater. Both municipalities are working on this item and both Town Managers have met multiple times. Engineering will address the utility capacity issue(s) per Severance Municipal Code (SMC) Sec. 16.19.100.(d).(3).h-i.
4. The Off-Site Sanitary Sewer CD's were re-submitted on July 30, 2024 as a separate application. The applicant is evaluating alternative route(s) for the off-site sanitary sewer and this review is on hold.
5. Teller St (CR 21) existing ROW – The Applicant's surveyor has researched and updated the existing ROW for CR 21 based on Reception No. 34222 aka Book 48 Page 200 the Road Viewers' Report and a phone call with a Weld County Surveyor, with this submittal. Town staff will meet with Weld County to confirm if they are in agreement with the exiting road ROW on CR 21 as shown with this preliminary plat submittal (i.e. more specially that both the ROW adjacent to the section line exists in addition to the 60' of ROW along the centerline of the existing gravel road which veers to the west of the section line). As shown, there is a small gap between the existing ROW's west of the section line where roadway grading is shown. The Town will provide additional comments after the exiting CR 21 ROW meeting with Weld County is held. This item can be resolved at the time of Final Plat. Refer to COA #22.i.
6. The Applicant shall obtain and submit to the Town Will Serve Letters for all dry utility companies.
7. A Variance Letter titled Northgate Lake – A Traffic Variance Letter dated September 23, 2024 prepared by Avant Civil Group, Inc. was reviewed. The dimensions in the variance request Item 4.b. need to match the Preliminary Construction Drawings and Traffic Impact Study (*repeat*). Refer to redlines.
8. Early/Preliminary Grading is no longer allowed after the Preliminary Plat approval per SMC 16.19.100.d.7.a. This does not apply to the Eaton-Law Reservoir improvements.

Land Use Application

9. The land use application from the 1st submittal stated the following:
 - a. Proposed Use: Single Family, Multi-Family, and Commercial
 - b. Proposed Zoning: Suburban Perimeter, Town Core
 - c. Proposed Residential Lots: 670
 - d. Proposed Commercial Lots: varies
 - e. Total Development Area: 305 ± acres
 - f. Total Residential Area: 286 ± acres
 - g. Total Non-Residential Area: 19 ± acres
 - h. Total Open Space Area: 78 ± acres
10. Several of these values have changed as the project has progressed through the Preliminary Plat process.

Letter of Intent

11. The Letter of Intent included with the 1st submittal, indicated the size of the 670 residential lots ranging in size from 6,300 square feet to 1/3 acres, the Commercial space is 30.66 acres, the future multi-family space is 13.79 acres and a school site for Weld RE-4 School District of 10.69 acres.
12. Several of these values have changed as the project has progressed through the Preliminary Plat process.

Title Commitment:

13. The Title Commitment prepared by Heritage Title Company, Issuing Office File Number 459-H0646933-820-GRO, Amendment No. 3 with Commitment Date of June 11, 2024 lists the vested owner as:
Hidden Lake Investments, LLC, a Colorado limited liability company

The aliquot legal descriptions are for Lot B, Recorded Exemption No. 0705-35-3 RECS18-0146 (Parcel #070535300004) and for Lot B, Amended Recorded Exemption No. 0705-35-2 1AMRECX18-02-3293 (Parcel #070535200008).

14. The Title Commitment prepared by Heritage Title Company, Issuing Office File Number 459-H0587798-084-LL9, Amendment No. 2 with Commitment Date of May 1, 2023 lists the vested owner as:
The Eaton-Law Reservoir Company (incorporated March 17, 1980)

The legal description appears to be for Parcel #70535300002 per Sale Deed Rec. No. 3934637.

15. The Title Commitment prepared by Heritage Title Company, Issuing Office File Number 459-H0664301-820-GRO, Amendment No. 3 with Commitment Date of October 3, 2024 lists the vested owner as:

Journey Homes, LLC, a Colorado limited liability company

The aliquot legal description is for Lot A, Recorded Exemption No. 0705-35-3 RECX18-0146 (Parcel #70535300003).

Legal Description:

16. The separately provided 8.5"x11" metes and bounds outer boundary legal description for the Plat was checked and closes. The legal description can be used for publication of hearings.

Oil & Gas:

17. According to the COGCC website, there are 4 existing Plugged and Abandoned (PA'ed) Wells on the property. The Applicant needs to confirm that Severances Municipal Code Section 16.11.80.b.5 has been met:

(5) Plugged and abandoned wells that are not visible shall be exposed, with the facility owner's permission, and their exact location shall be surveyed by a Professional Land Surveyor. The plugged and abandoned well shall be backfilled and compacted. The

location of the plugged and abandoned wells shall be permanently marked with a visible post indicating the COGCC well API number.

The Applicant confirmed in a meeting on October 31, 2023 that the wells have been surveyed and will be marked after agricultural activities have been completed. The Applicant shall confirm that the proposed cut or fill over these PA'ed wells is acceptable. *(repeat) We understand from the response to comments that the Developer is working with the oil and gas operators on this item.* The Town requests a statement from the oil/gas companies regarding this item, which may or may not be provided.

Draft Management Plan (DMP):

18. Planning to confirm allowable encroachments.

19. Roadway, Trail, and Fence Exhibit were removed from DMP with this submittal.

Subdivision Improvements Agreement (SIA) and Conditions of Approval (COA) for Final Plat:

20. The Applicant will be required to install the traffic signal at E Harmony Rd/Timber Ridge Pkwy when it is warranted. *Per the Applicant's response, they will bore the entire cost of the traffic signal for installation when warranted if the Town will agree to reimbursement or waiver of transportation fees on single family or multi-family permits.* The applicant can discuss the details of this item with the Town Manager.

21. We recommend that the lot building setbacks be added to the SIA.

22. The following items can be addressed during the Final Plat application process and will be conditions of approval of the Final Plat. *The Applicant has acknowledged the majority of these conditions, unless otherwise noted.*

- a. The existing Xcel Energy pressure regulating station in the northeast quadrant of the E Harmony Road – Teller Street intersection shall be removed from the Town's ROW and relocated with this development.
- b. The Applicant needs to obtain 40' of property in fee for Town ROW and a 15' drainage and utility easement along E Harmony Road from the Weld County property owner at 10435 WCR 74 for this project's required arterial road improvements and for pedestrian connectivity per Town Management.
- c. The existing irrigation ditches throughout the property shall be accommodated as required by the ditch company(s).
- d. The existing Winters Farm 25' Pipeline Irrigation easement shall be vacated by separate document and referenced on the Final Plat as it is located over proposed public ROW. The relocation of the pipeline and dedication of the easement shall be done by separate document and referenced on the Final Plat. The relocation of the pipeline on the property may require Crossing Agreements with the Town when crossing public ROW.
- e. Town Management may add conditions of approval related to the retaining walls proposed with this project. *Per the Applicant's response, they have committed to installing safety railings.*
- f. The Town requires the Applicant to provide a 20' wide (estimated) exclusive Potable Water Easement behind the proposed 15' dry utility easement along E Harmony Rd per COG VIII

Section 2.06.A.1 for a future line. The Cobb Lake Regional Water Treatment Authority will be contacting the Town of Severance to discuss this requirement in greater detail.

- g. Groundwater encountered and noted in the Geotechnical Report may be lowered with the proposed improvements and will no longer impact the proposed structures. The applicant will need to install piezometer(s) to check groundwater levels to confirm this. **This can possibly be deferred until after the earthwork and grading activities are completed and the Eaton-Law Reservoir is reconstructed but prior to any utility installations.** If groundwater is present, then an underdrain system with a gravity outfall will be required to mitigate this issue where needed. If groundwater is not present, then this comment will be addressed.
- h. Prior to earthwork and grading activities, the applicant shall submit a procedural plan to the Town of Severance for review and approval, indicating fill and compaction material testing procedures including lift thickness, testing frequency, testing locations, etc. The Geotechnical Report provides some general procedural parameters and additional details will be required. At the end of the earthwork and grading activities, a report shall be submitted to the Town of Severance for review and approval. The report shall be prepared by, and the earthwork and grading activities shall be observed by a licensed engineer. *The applicant has responded that a procedural plan will not be provided as requested.* This item has been discussed with Town Management and the Public Works Department and is a condition of approval for Final Plat. This project includes a substantial amount of earthwork and Town staff is requesting a procedural plan (excluding the reservoir improvements) for review and approval prior to the earthwork activities commencing.
- i. Teller St (CR 21) existing ROW – This development requires improvements to Teller St. (CR 21) which include relocating the Finley Ditch in a pipeline and re-aligning the roadway on the section line. Additional public Right-of-Way (ROW) dedication for CR 21 and possibly partial ROW vacation may be required outside the project limits for the project improvements. We will clarify this COA after meeting with Weld County to discuss the existing CR 21 ROW, refer to Comment #5.
- j. An off-site sanitary sewer main will need to be installed and accepted from the project to the existing 18" interceptor pipe south of the existing Severance Wastewater Treatment Facility (WWTF).
- k. The applicant shall obtain drainage easements from downstream property owners and complete off-site drainage improvements as necessary per the following references:
 - a. Severance Municipal Code Section 16.19.100.d.3.f.4.
 - b. City of Greeley Design Criteria and Construction Specifications Volume II Storm Drainage Section 1.01.C.
 - c. Mile High Flood District Urban Storm Drainage Criteria Manual Volume 1, Chapter 2, Section 1.2.

This applies to the detention pond outlet structure(s) and is due to anticipated changes in discharge location, increase in discharge frequency, and the increase in volume of stormwater runoff. *Per the Applicant's response, offsite drainage will enter historic drainage patterns, no off-site drainage easements or improvements will be built.* The proposed development will change the historic drainage patterns from sheet flow to concentrated flow at the proposed discharge locations. These requirements will remain for Final Plat approval. Off-site drainage easements are not being requested where historic drainage patterns are generally being maintained.
- l. Potable Water – refer to general comment #2.

m. Sanitary Sewer – refer to general comment #3.

Preliminary Plat:

- 23. Sheet 3 (Curve Table) – Curve Data is missing for Curves C1-C60 with this submittal.
- 24. Sheets 4, 6, 8 (Teller St (CR 21) ROW) – Refer to General Comment #5.
- 25. See Plat Redlines for any additional comments.

Preliminary Construction Drawings (PCD):

- 26. Sheets 8, 11, 14, 17, 20, 24, 28 (Grading Plan, Teller St) – A drainage swale along the west side of Teller Street will likely be required to accommodate existing drainage patterns. These details can be addressed with the Final Plat submittal.
- 27. Sheet 30 (Grading) – Proposed grading is shown across Weld County property (10435 WCR 74). Modify grading to exclude this “off-site” property. *(repeat, not addressed)*
- 28. Sheet 60-124 (Street P&P) – The profile grid lines need to be fixed on all Street sheets with this submittal.
- 29. Sheet 124 (E Harmony Rd, P&P) – Label turn lanes per redlines.
- 30. See Construction Redlines for any additional comments.

Preliminary Landscape Plan:

- 31. We have no further comments on the Preliminary Landscape Plans. All previous comments have been addressed.

Preliminary Drainage Report (PDR) & Plan:

- 32. The preliminary drainage report titled Northgate Lake Severance, Colorado prepared by Avant Civil Group, LLC and dated September 20, 2024 was submitted and reviewed.
- 33. The Northgate Lake – Drainage Design Criteria Variance Request prepared by Avant Civil Group was dated September 20, 2024 was reviewed. Approval of this variance request is recommended by Engineering and shall be stamped/sealed. The variance request shall be documented in the PDR Waivers/Variance/Modifications from Criteria section and included in the PDR for reference.
- 34. Refer to Drainage Report for minor redlines. These can be addressed with Final Plat.

Preliminary Utility Report (PUR):

- 35. The preliminary utility report titled Northgate Lake Severance, CO prepared by Avant Civil Group and dated September 23, 2024 was submitted and reviewed.
- 36. The estimated Average Day Demand (ADD) is approximately 193,698 gallons per day (GPD) and the Peak Hour Demand (PHD) is 480 gallons per minute (GPM) for the entire development based on information provided by the applicant. The expectation is that the ADD and the Max Day Demand (MDD) are similar, since there is no potable water irrigation used by the development. This entire development will use approximately 18% of the remaining 1.09 MG

(million gallons) of water storage available. Refer to General Comment #2, related to potable water system capacity issues.

37. This entire development will contribute approximately 204,698 gallons per day to the 18" interceptor pipe south of the existing Severance Wastewater Treatment Facility. The 18" interceptor has an anticipated maximum wastewater flowrate of 639,138± gallons per day (572,000 GPD existing/67,138 GPD for approved developments), providing 360,862± gallons per day remaining capacity. The Town of Windsor has indicated that they are limited on treatment capacity at their WWTF and cannot accommodate the agreed amount of wastewater. Both municipalities are working on this item and both Town Managers have attended multiple meetings. Refer to General Comment #3, related to sanitary sewer system capacity issues.
38. The extents of the 16" PVC water line in Timber Ridge Parkway will be confirmed during the Final Plat submittal review.
39. Refer to minor redlines in the Preliminary Utility Report; which can be addressed at time of Final Plat.

Geotechnical Report:

40. The geotechnical report titled "2nd Revised Preliminary Subsurface Exploration Report Moody Property – Approximately 315 Acres North of Weld County Road (WCR) 74 and East of WCR 21 Severance, Colorado EEC Project No. 1202001" prepared by Earth Engineering Consultants, LLC and dated May 17, 2024 revised from February 22, 2024 and revised from April 15, 2020 was submitted and previously reviewed.
41. Contaminated clay was encountered at a depth of approximately 4-feet in Boring B-5 and the drilling was terminated. With this submittal, the applicant has provided Non-Hazardous Manifest documents.
42. An additional geotechnical report will be required after the Eaton-Law Reservoir is reconstructed to address the single family and multi-family lots that are planned to be constructed over the existing Eaton-Law Reservoir.
43. Groundwater was encountered at approximate depths of 7.5-25-feet below existing site grades. The soil borings were completed in January of 2020. The Geotechnical Report states, "If lower-level construction or full-depth basements are being considered for the site, we would suggest that the lower level subgrade(s) be placed a minimum of 3 feet above the maximum anticipated rise in groundwater levels and a combination exterior and interior perimeter drainage system(s) be installed. Foundations for slab-on-grade buildings should also be placed at least 3 feet above maximum groundwater levels..." An underdrain system is recommended. There are multiple lots adjacent to the Eaton-Law Reservoir with basements that would be below the NORMAL POOL ELEVATION of 4925. The applicant shall indicate how groundwater will be mitigated with the development. (*repeat*) The groundwater approximate elevations were compared to the cut-fill map. Based on the information provided, shallow groundwater may exist near Borings B-8, B-9, B-12, B-13, and B-19. Groundwater level determinations need to be completed between May 1st and October 1st (COG VI 2.01.B.1). Refer to COA #22.g.

Traffic Impact Study (TIS):

44. The Traffic Impact Study (TIS) titled Northgate Lake prepared by Delich Associates with Project #2313 and dated May 2023 and revised February 2024 was previously reviewed. A Memorandum dated May 31, 2024 was previously reviewed.

45. In lieu of addressing the Town Traffic Engineer's comments from August 19, 2024 on Street F, a traffic calming memo for Street F prepared by Delich Associates was submitted on December 2, 2024 and reviewed by the Town's Traffic Engineer (Eli Farney with JR Engineering, LLC).

- a. The Town will not allow the following traffic calming measures given in the memo: "raised or change of pavement/color crosswalks" or "speed humps for a length of ~8 feet".
- b. Eli Farney's comments (below in black) and [CCG's comments \(below in blue\)](#) on the memo are as follows:

Neck Downs and Chokers

- These may not be feasible in front of single-family homes with driveways and on-street parking. I don't understand the developer's intent for these.

Striping

- Narrowed travel lanes are a good option ([for Street F](#)). If narrowed travel lanes are used, the striping shall be included in the construction plans/ documents [for final design](#).
- [All Collector roadways sections should include striping \(Timber Ridge Parkway, etc.\) and shall be included in the construction plans/documents for final design.](#)

All-Way Stop Control (AWSC) at [Street F/Street G](#)

- AWSC is a good option, but the developer should provide an AWSC warrant analysis or justification per the MUTCD. AWSC is not supposed to be utilized for traffic calming alone.
- If warranted/justified, the AWSC shall be included in the [final](#) construction plans/documents along with supplemental "All-Way" plaques and advanced warning signage.

Phase I Environmental Site Assessment (ESA):

46. The Phase I Environmental Site Assessment (ESA) Report titled Moody Property 10201 County Road 74 Severance, Colorado 80550 prepared by National Inspection Services with NIS Project No. 2302-023. and dated February 23, 2023 and updated with the 4th submittal (still dated February 23, 2023) was previously reviewed.
47. The assessment revealed no evidence of recognized environmental conditions (RECs), historical REC's, controlled REC's, business environmental risks.

Additional comments can be found on the document redlines, which are listed below and included in the dropbox link below:

https://www.dropbox.com/scl/fo/cli4dhw3umi99q38a5ige/AOm_iR1MeJ1qtau6V564rpA?rlkey=gsowokna3y267n9ke9cjo5r3b&st=fle1ve3x&dl=0

- 0042.0014.03 PP 5thRedlines_(2025.01.03).pdf
- 0042.0014.03 PCD 5thRedlines_(2025.01.03).pdf
- 0042.0014.03 PDR 5thRedlines_(2025.01.03).pdf
- 0042.0014.03 PUR 5thRedlines_(2025.01.03).pdf
- 0042.0014.03 TRAFFIC LTR-Variance Redlines_(2025.01.03).pdf
- 0042.0014.03 DRAINAGE LTR-Variance Redlines_(2025.01.03).pdf

Please let us know if you have any questions regarding this memo. We request that the Applicant provide written responses to our comments with the next submittal. We are willing to meet with the Applicant to review these comments. **These comments can be addressed with the Final Plat process.**

September 23, 2024

Nick Wharton, Town Administrator
Shani Porter, Town Planner
Chris Messersmith, Colorado Civil Group, Inc.

3 South Timber Ridge Parkway
Town of Severance, Colorado, 80546

RE: NORTHGATE LAKE – TRAFFIC DESIGN CRITERIA VARIANCE REQUESTS

Dear Staff,

The purpose of this letter is to request a variance from several design criteria for the traffic and streets design of the Northgate Lake development project. The criteria, reason(s) the criteria cannot be met, and proposed alternative to the criteria and location, are presented below:

1. Horizontal centerline criteria for minimum tangent at an intersection or between curves is 150' for Suburban Collector streets and 100' for Local streets – Severance Transportation Master Plan (TMP) Table 3 and City of Greeley (COG) VI Table 1.04.2.
 - a. A variance from this criterion is requested at the following locations below. Intersection Stopping Sight Distance (SSD) Easements were calculated and shown at each intersection. The intersections highlighted/italicized met SSD criteria and no easement was required outside the road ROW. *SSD Easements located outside the road ROW have been shown on the Plat and CD's.
 - *Timber Ridge Pkwy/Street L*
 - *Timber Ridge Pkwy/Street M*
 - Timber Ridge Pkwy/Street P (east)*
 - Timber Ridge Pkwy/Street Q*
 - Timber Ridge Pkwy/Street R (west)*
 - *Timber Ridge Pkwy/Street R (east)*
 - Timber Ridge Pkwy/Street K1*
 - Timber Ridge Pkwy/Street S2*
 - *Timber Ridge Pkwy/Street U*
 - Timber Ridge Pkwy/Street S*
 - Timber Ridge Pkwy/Street F*
 - Street K/Street L*
 - Street K/Street M*
 - *Street K/Street N*
 - *Street K/Street P*
 - b. In order to avoid a "grid-style" site plan (as per the Town's directive), the major road(s) were designed to feature curves and bends, and to conform to the overall shape of the site. Because of this, the minimum tangent lengths listed above cannot be met at the intersections listed above; however SSD that meets code requirements is provided at all of these intersections.
2. Criteria for Minimum distance between intersections for an Arterial Road is 1320' (Table 3 in TMP).
 - a. A variance from this criterion is requested at the locations listed below:
 - i. Harmony Road (WCR 74): Teller Street/Street B: (996.85')

- ii. Teller Street (WCR 21): Fox Run /Street D: (254')
 - b. The criteria cannot not be met for these intersections because of existing roads. Fox Run is an existing roadway that intersects Teller St. 254' south of Street D. Street B was set to align with the existing Evan St. to the south.
3. The criteria for the minimum intersection distance between centerlines for intersections between local streets (135') and for intersections with a Suburban Collector Streets (330') per TMP Table 3 and Greeley Street Manual, VI Table 1.04.2: Technical Desing Criteria.
 - a. A variance from this criterion is requested at the locations listed below. This criterion cannot be met due to the size of standard residential lots abutting back-to-back adjacent to Collector Roadways. All lot sizes comply with the Town of Severance minimum lot size of 6,000 SF.

Timber Ridge Parkway

- Street K / Street L (254')
- Street L / Street M (254')
- Street M / Street N (274')
- Streert N / Street O (271')
- Street O / Street P (254')
- Street Q / Street R1 (254')
- Street R1 / Street K1 (238')
- Street K1 / Street S2 (321')
- Street S2 / Street T (262')
- Street T / Street U (231')
- Street U / Street S (208')
- Street F / Street C3 (275')
- Street C3 / Street H (275')
- Street H / Street C1 (274')
- Street C1 / Street G1 (274')
- Street G1 / WCR 76 (230')

Street B

- Street N / Street O (271')
- Street O / Street P (254')
- Street P / Street D (254')

Street D

- Teller Street / Street C (287')
- Street C / Street I (254')
- Street I / Street J (254')
- Street J / Street B (184')

4. The criteria for auxiliary right turns lanes for Arterial roadways with a design speed of 55mph (E Harmony Rd) is 680' deceleration length including the 230' bay taper plus storage length based on vehicles per hour or 95th queue lengths when there is no free right per TMP Tables 6-8 and TIS. The criteria for auxiliary left turn lanes for Arterial roadways with a design speed of 55mph (E Harmony Rd) is 680' deceleration length including the 230' bay taper plus storage length based on vehicles per hour or 95th queue lengths per TMP Tables 6-8 and TIS.

- a. A variance from this criterion is requested for all of the left turn lanes on E Harmony Rd between Teller St and Timber Ridge Pkwy as well as the right turn lane at E Harmony Rd/Timber Ridge Pkwy (see list below).
 - b. The current design incorporates the maximum taper and storage distances allowable by the current existing geometry on the south side of the road and the project limits to the east.
 - WB Left E Harmony Rd/Teller (230' Taper, 394' Storage)
 - EB Left E Harmony Rd/Street B (231' Taper, 262' Storage)
 - WB Left E Harmony Rd/Evans St (229' Taper, 220' Storage)
 - WB Left E Harmony Rd/Summit View St (240' Taper, 220' Storage)
 - EB Left E Harmony Rd/Timber Ridge Pkwy (239' Taper, 398' Storage)
 - WB Left E Harmony Rd/Timber Ridge Pkwy (230' Taper, 330' Decel, 50' Storage)
 - WB Right E Harmony Rd/Timber Ridge Pkwy (230' Taper, 680' Decel, 25' Storage)
5. At the E. Harmony/Timber Ridge intersection (with stop sign control), the calculated delay in the morning and afternoon peak hours for the northbound approach was commensurate with level of service F. The calculated delay in the afternoon peak hour for the southbound left turns was also commensurate with level of service F. This is considered to be normal in urban areas during the peak hours. However, these movements do not meet the Severance level of service criteria. During most hours of the day (22-23 hours), the southbound left turns will meet the Severance level of service criteria.

Peak hour signal warrants are not met in the short range (2030) future at this intersection. As a matter of policy, traffic signals are not installed at any location unless warrants are met according to the Manual on Uniform Traffic Control Devices. For the roads in the vicinity of the Northgate Lake development, four hour and/or eight hour signal warrants are applicable. These warrants require much data and are applied when the traffic is actually on the area road system. It is acknowledged that peak hour signal warrants should not be applied, but since the peak hour forecasts are readily available in a traffic impact study, it is reasonable to use them to estimate whether other signal warrants may be met. If peak hour signal warrants will not be met at a given intersection, it is reasonable to conclude that it is not likely that other signal warrants would be met. If peak hour signal warrants are met, it merely indicates that further evaluation should occur in the future as the development occurs. However, a judgment can be made that some intersections will likely meet other signal warrants. It is recommended that traffic and other conditions be monitored as Northgate Lake, Phase 1 is built and occupied. Should conditions (traffic, delay, safety, etc.) change, the Town of Severance may desire to signalize the E. Harmony/Timber Ridge intersection.

Please reach out to me with any comments/questions pertaining to these requests.

Sincerely,

AVANT CIVIL GROUP, LLC



Austin Snow, P.E.

Project Engineer



State of Colorado P.E. License No. 53340

March 12, 2025

Town of Severance
3 South Timber Ridge Parkway
Severance Colorado 80546

RE: NORTHGATE LAKE – DRAINAGE DESIGN CRITERIA VARIANCE REQUEST

Dear Staff,

The purpose of this letter is to request a variance from drainage criteria used in the design process of the Northgate Lake development. The process used to determine the allowable release rate has been discussed in previous submittal comments, meetings, and other communications; a general agreement is believed to have been reached, the details of which are outlined below, along with the criteria, rationale, and alternative proposed for the design.

Specifically, the City of Greeley (COG) Storm Drainage Design Criteria (SDDC) Volume II, Section 11.3.1 states: "In basins where a master drainage plan has not been approved, the City may require detention storage in accordance with this section to protect irrigation structures or downstream development. Stormwater runoff shall not be released from developments at a rate greater than the 5-year historical runoff. The amount of runoff detained on-site shall be the difference between the 100-year developed runoff and the 5-year historical runoff. In all cases, detention is required unless proven otherwise." The SDDC goes on to stipulate that any area within the development that is not captured and releases off-site must be accounted for by subtracting the 100-year developed flows from these basins from the 5-year historical runoff rate.

In the case of this development, undetained basins/flows off-site have been minimized, but due to grading and other site constraints, are not able to be eliminated completely. Normally, as described above, the design process would entail subtracting the 100-year event flow rates (Q_{100}) of these undetained basins from the overall historic 5-year flow rate (Q_5). However, when the proposed Q_{100} (12.99 cfs, calculated using rational method) for these undetained basins is subtracted from the overall historical Q_5 for the property (19.61 cfs, calculated from historical SWMM model), the resultant release rate (6.62 cfs) becomes a constraint that would cause the project to become non-feasible due to the detention volume/footprint that would be required to release flows from 310 acres of contributing area at that rate. Therefore, the calculation of allowable release rate should be adjusted to provide a realistic rate to design to. The proposed approach is as follows:

- Analyze the area of the *proposed* undetained basins in the *historic* condition;
- Determine the Q_{100} for the historic condition of these areas;
- Compare the Q_{100} historic to the Q_{100} proposed for these basin areas;
- Subtract the difference between those two flows from the overall historic Q_5 to determine the allowable release rate.

This method considers the difference in flows coming off the undetained basins in the historic and proposed conditions and accounts for that difference in the allowable release rate while still ensuring the overall undetained off-site release rate has been drastically reduced from the historic condition.

Calculations are described in greater detail in the Drainage Report, but in general, the difference in flow rates between the historic (12.58 cfs) and proposed conditions (12.99 cfs) for the undetained basin areas is 0.41 cfs; subtracted from 19.61 cfs historic Q_5 for the entire site gives a proposed allowable release rate from the detention ponds of 19.2 cfs.

Another reason this approach is viable is the dramatic reduction in total runoff flowing off-site to the adjacent property in developed vs. historic conditions. Historically, approximately 115.641 acres of land flow off-site to the east, producing 63.85 cfs of runoff during the major storm event (calculated by historical SWMM model). In the developed condition, that number is reduced to 12.99 cfs (calculated using rational method), a reduction of 47.5 cfs, or 74.4%. The rest of the flows are directed to the detention ponds which will release concentrated flows at the allowable release rate(s).

See the table below for the calculated flow differences, and the attached exhibits showing the historic vs. developed sub-basins:

UNDETAINED BASINS				
	NORTH	MIDDLE	SOUTH	TOTAL
	UD1	UD2	UD3	--
Area (ac)	1.63	0.77	0.40	2.8
Soil Type	D	B	B	--
C ₁₀₀	0.5	0.45	0.45	--
Q ₁₀₀ HISTORIC	7.68	3.29	1.61	12.58
Q ₁₀₀ PROPOSED	7.86	3.4	1.73	12.99
Ground Slope (%) HISTORIC	5	4.4	3.4	--
Ground Slope (%) PROPOSED	18.3	25.0	25.0	--
Basins		Area (ac)	Flow (Q ₁₀₀) (cfs)	
OVERALL HISTORIC OFF-SITE FLOWS				
h-a1, -a2, -a3, -a4, -b1, -b2, -b3, -b4		115.64 ac		63.85 cfs
PROPOSED FLOWS				
UD1, UD2, UD3		2.8 ac		12.99 cfs
DIFFERENCE:		(112.91) ac		(50.86) cfs

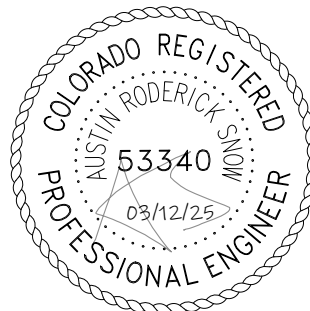
As such, we request a variance from the criteria dictating the allowable release rate calculation and request the calculation be performed as described above.

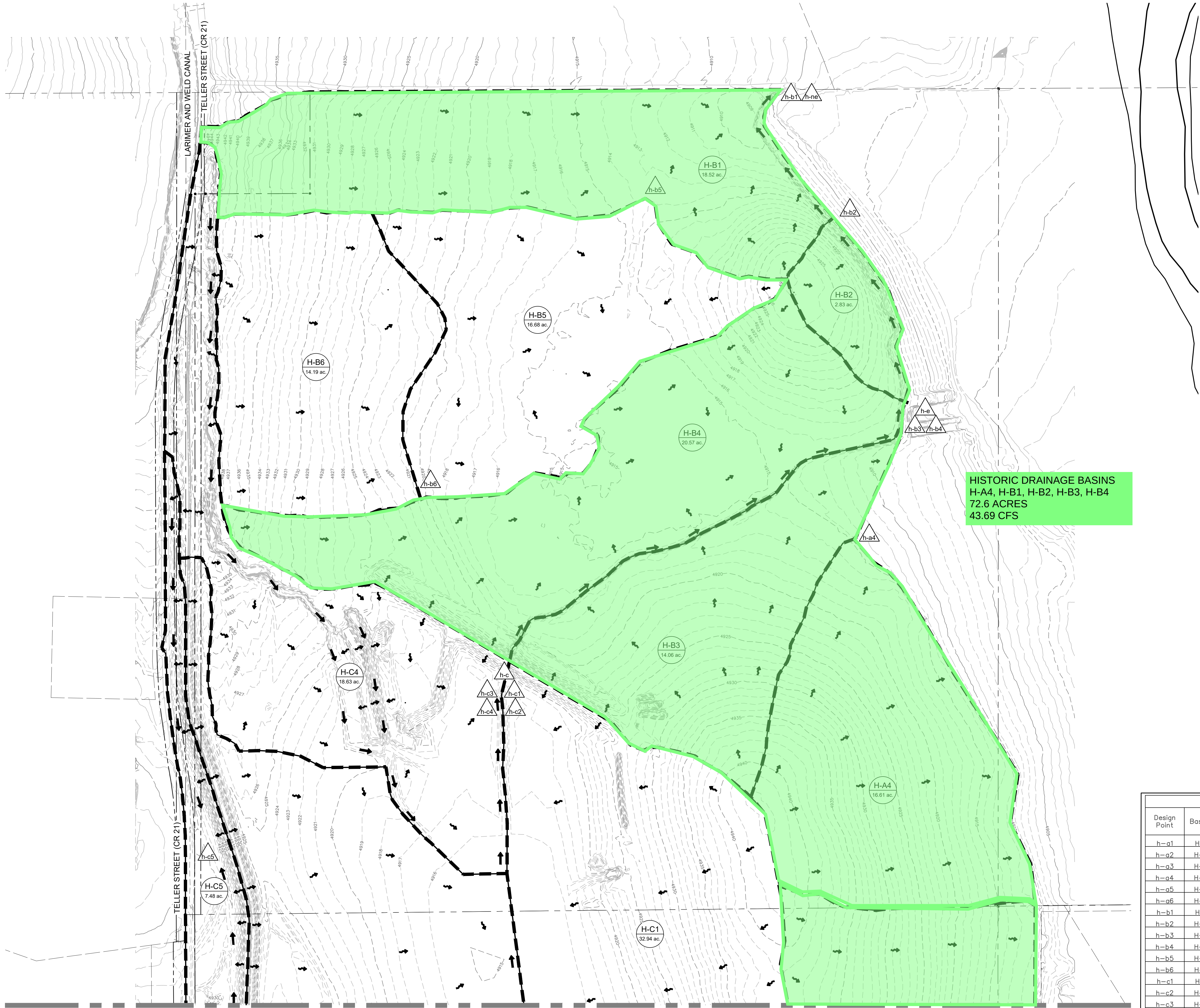
Please reach out to me with any comments/questions pertaining to this request.

Sincerely,
AVANT CIVIL GROUP, LLC

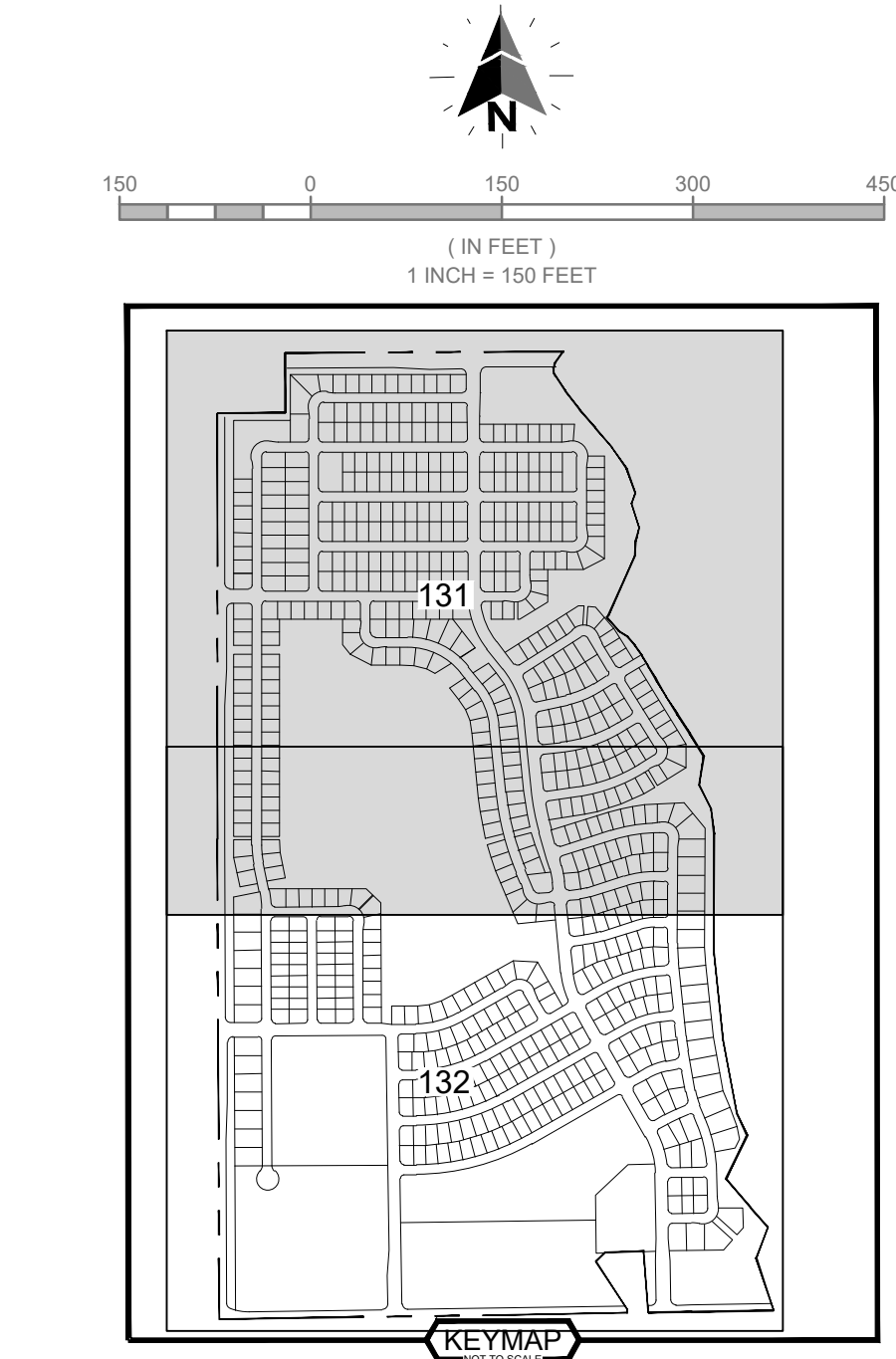


Austin Snow, P.E.
 Project Engineer

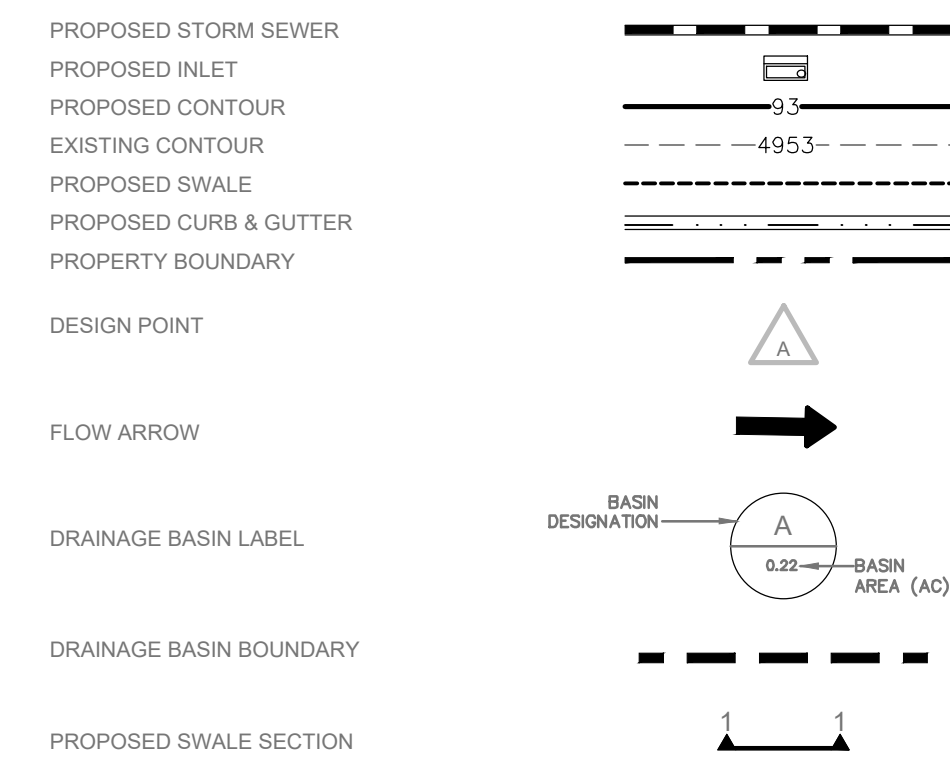




MATCH LINE - SEE SHEET 132



LEGEND:



NOTES:

- REFER TO THE PRELIMINARY DRAINAGE REPORT FOR ADDITIONAL INFORMATION.
- CUT/FILL: THE CALCULATED TOTAL "CUT" EARTHWORK VOLUME IS 1,753,654 CU. YD.; THE CALCULATED TOTAL "FILL" EARTHWORK VOLUME (USING A 1.15 FILL FACTOR) IS 2,384,868 CU. YD.; THE NET EARTHWORK VOLUME IS APPROXIMATELY 631,214 CU. YD. OF FILL.

FOR DRAINAGE REVIEW ONLY
NOT FOR CONSTRUCTION

EXISTING DRAINAGE BASINS							
Design Point	Basin ID	Total Area (acres)	Tc (min)	C2	C100	Q2 (cfs)	Q100 (cfs)
h-a1	H-A1	20.017	46.12	0.02	0.14	0.41	9.46
h-a2	H-A2	8.738	37.70	0.01	0.13	0.12	4.31
h-a3	H-A3	14.286	43.48	0.01	0.13	0.18	6.39
h-a4	H-A4	16.606	43.74	0.01	0.13	0.21	7.38
h-a5	H-A5	10.320	82.61	0.05	0.47	0.44	10.16
h-a6	H-A6	27.324	66.20	0.05	0.46	1.27	32.75
h-b1	H-B1	18.521	64.66	0.01	0.14	0.24	6.68
h-b2	H-B2	2.835	35.56	0.01	0.49	0.04	5.49
h-b3	H-B3	14.063	59.67	0.01	0.14	0.20	5.37
h-b4	H-B4	20.575	85.79	0.02	0.44	0.26	18.77
h-b5	H-B5	16.683	83.06	0.02	0.49	0.21	17.32
h-b6	H-B6	14.189	31.48	0.02	0.44	0.38	27.11
h-c1	H-C1	32.943	105.56	0.02	0.44	0.35	24.98
h-c2	H-C2	11.408	148.36	0.02	0.44	0.11	7.59
h-c3	H-C3	66.516	141.79	0.02	0.45	0.90	44.57
h-c4	H-C4	18.633	56.61	0.03	0.45	0.60	24.25
h-c5	H-C5	7.479	18.54	0.06	0.47	0.95	19.83

PROJECT NO. 1155-003

131 OF 134

SHEET:

SCALE:
HORIZ: 1" = 150'
VERT: N/A

REVIEW SET
NOT FOR
CONSTRUCTION
The engineer preparing these plans will not be responsible for, or liable for, unauthorized changes to or uses of these plans. All changes must be approved by the Professional Engineer of these plans.

PROJECT MANAGER: R. LAUER

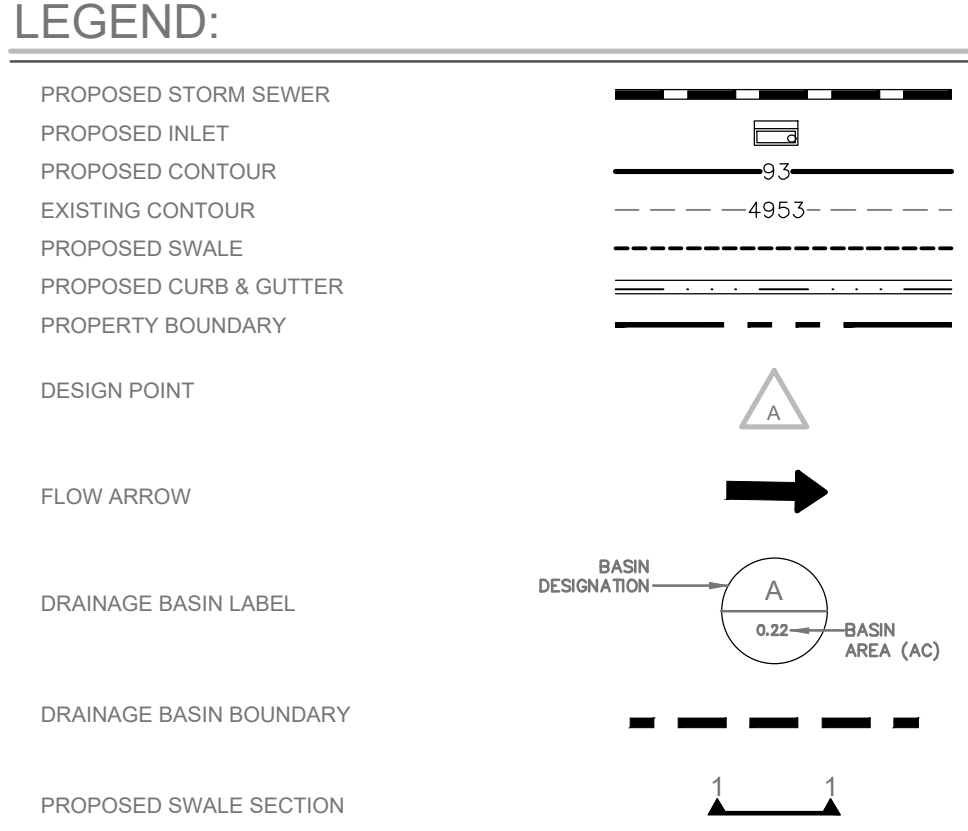
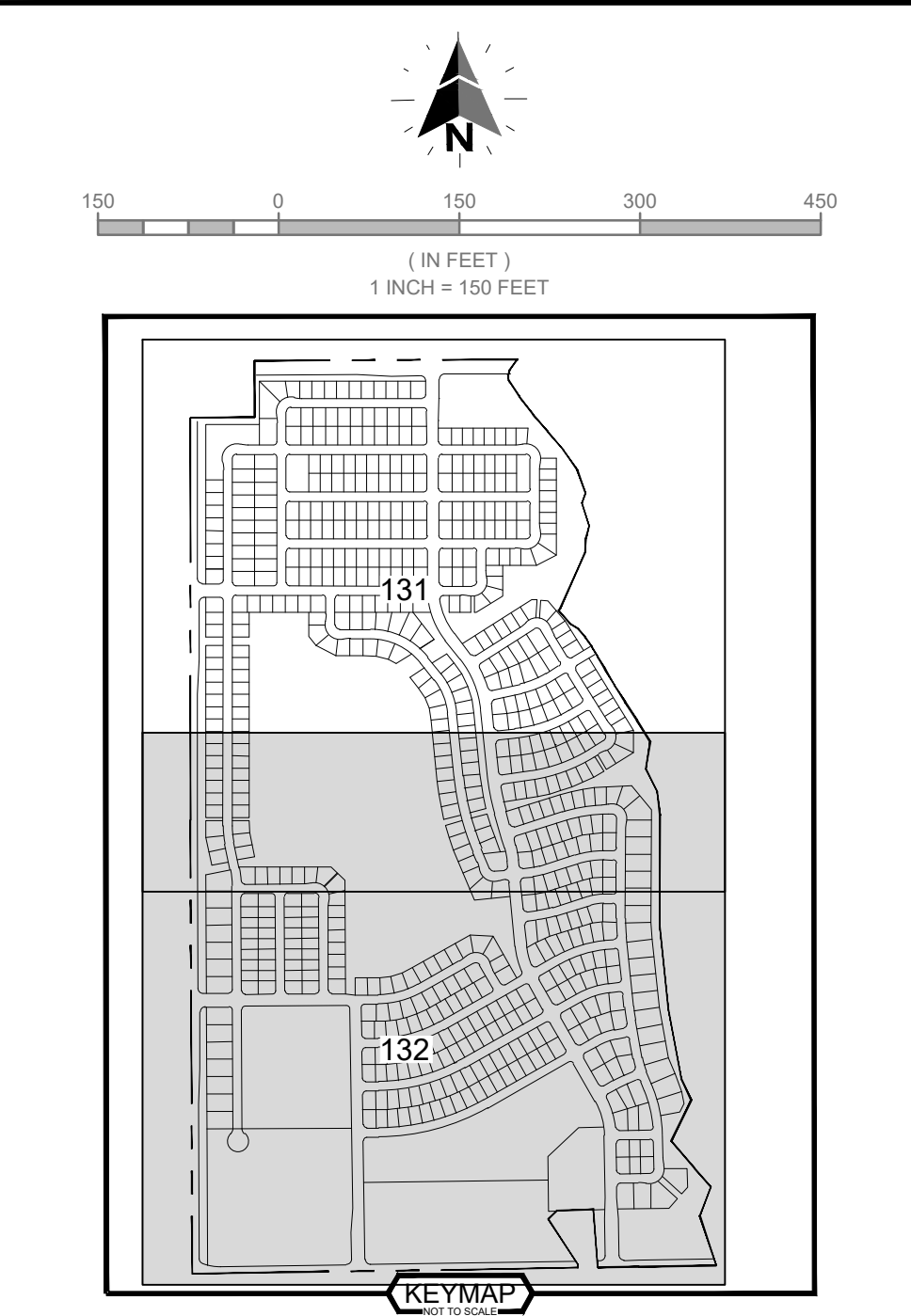
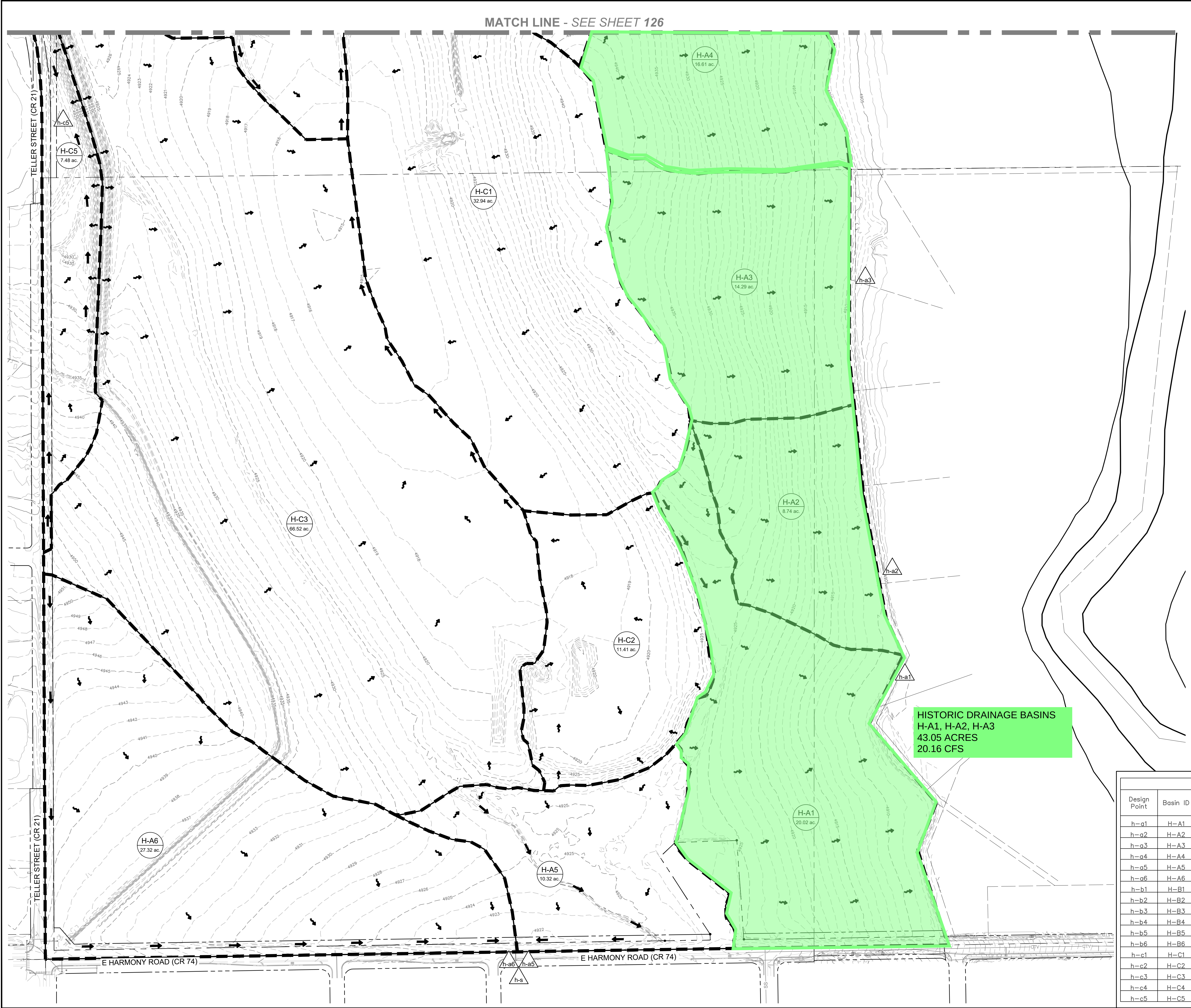
HISTORIC DRAINAGE EXHIBIT

NORTHGATE LAKE
SEVERANCE, COLORADO

AVANT
CIVIL GROUP
1337 RIVERSIDE AVE #9
FORT COLLINS, CO 80524
970.286.7995
AVANTCIVILGROUP.COM

BY: _____
NO. _____
REVISIONS _____
SUBMITTAL DATE: 10/22/2024

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EXISTING DRAINAGE BASINS							
Design Point	Basin ID	Total Area (acres)	Tc (min)	C2	C100	Q2 (cfs)	Q100 (cfs)
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h-a4	H-A4	16.606	43.74	0.01	0.13	0.21	7.38
h-a5	H-A5	10.320	82.61	0.05	0.47	0.44	10.16
h-a6	H-A6	27.324	66.20	0.05	0.46	1.27	32.75
h-b1	H-B1	18.521	64.66	0.01	0.14	0.24	6.68
h-b2	H-B2	2.835	35.56	0.01	0.49	0.04	5.49
h-b3	H-B3	14.063	59.67	0.01	0.14	0.20	5.37
h-b4	H-B4	20.575	85.79	0.02	0.44	0.26	18.77
h-b5	H-B5	16.683	83.06	0.02	0.49	0.21	17.32
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h-c2	H-C2	11.408	148.36	0.02	0.44	0.11	7.59
h-c3	H-C3	66.516	141.79	0.02	0.45	0.90	44.57
h-c4	H-C4	18.633	56.61	0.03	0.45	0.60	24.25
h-c5	H-C5	7.479	18.54	0.06	0.47	0.95	19.83

PROJECT NO. 1155-003

132 OF 134

SHEET:

SCALE:
HORIZ: 1" = 150'
VERT: N/A

REVIEW SET
NOT FOR CONSTRUCTION
The engineer preparing these plans will not be responsible for, or liable for, unauthorized changes to or uses of these plans. All changes must be approved by the Professional Engineer of these plans.

PROJECT MANAGER: R. LAUER

SUBMITTAL DATE: 10/22/2024

NORTHGATE LAKE
SEVERANCE, COLORADO

HISTORIC DRAINAGE EXHIBIT

AVANT
CIVIL GROUP

1337 RIVERSIDE AVE #9
FORT COLLINS, CO 80524
970.285.7985
AVANTCIVILGROUP.COM

NO.

REVISIONS

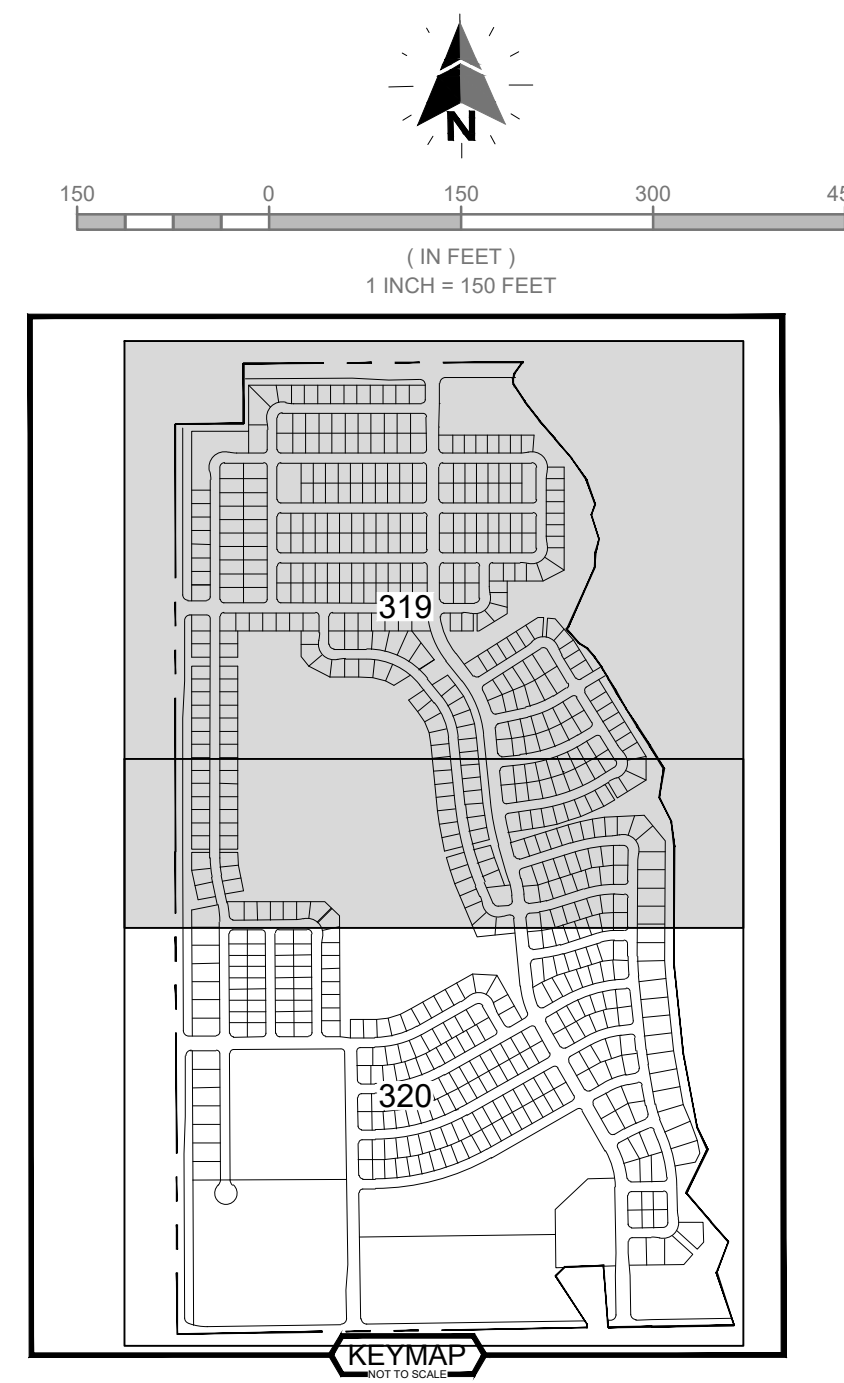
BY:

DATE:

UNDETAINED DRAINAGE BASIN
UD1
1.63 ACRES
7.68 CFS HISTORIC
7.86 CFS PROPOSED

DEVELOPED DRAINAGE BASINS							
Design Point	Basin ID	Total Area (acres)	Tc (min)	C2	C100	Q2 (cfs)	Q100 (cfs)
a1	A1	4.248	22.00	0.11	0.51	0.87	11.13
a2	A2	0.905	17.99	0.42	0.68	0.83	3.59
a3	A3	0.988	20.27	0.42	0.68	0.83	3.59
a4	A4	2.767	26.59	0.39	0.54	1.56	5.78
a5	A5	0.941	17.04	0.42	0.68	0.88	3.80
a6	A6	1.302	10.54	0.37	0.66	1.33	6.35
a7	A7	6.209	24.64	0.50	0.73	5.57	21.76
a8	A8	22.356	26.67	0.50	0.73	19.35	75.64
a9	A9	1.767	14.51	0.39	0.54	1.66	6.16
a10	A10	7.242	39.28	0.42	0.68	4.17	18.07
a11	A11	2.878	20.94	0.39	0.54	2.22	8.21
a12	A12	10.019	33.07	0.42	0.68	6.52	28.27
a13	A13	8.220	29.91	0.42	0.68	5.71	24.73
a14	A14	4.875	24.21	0.42	0.68	3.72	16.11
a15	A15	0.196	6.56	0.39	0.54	0.26	0.96
a16	A16	2.040	20.67	0.39	0.54	1.57	5.82
a17	A17	6.150	16.75	0.42	0.68	5.84	25.26
a18	A18	31.246	20.89	0.48	0.72	29.40	118.46
a19	A19	1.854	18.08	0.39	0.54	1.55	5.75
a20	A20	3.191	43.71	0.39	0.54	1.59	5.89
a21	A21	5.689	21.43	0.39	0.54	4.34	16.04
a22	A22	3.217	16.47	0.39	0.54	2.88	10.67
a23	A23	7.658	31.18	0.39	0.54	4.81	17.82
a24	A24	0.154	5.00	0.39	0.54	0.22	0.80
a25	A25	1.565	11.82	0.39	0.54	1.63	6.05
a26	A26	2.145	10.99	0.59	0.77	3.50	12.27
a27	A27	5.373	19.17	0.39	0.54	4.35	16.07
a28	A28	4.446	19.99	0.42	0.68	3.80	16.45
a29	A29	4.757	18.56	0.42	0.68	4.22	18.24
a30	A30	0.550	8.39	0.42	0.68	0.72	3.13
a31	A31	0.781	10.79	0.42	0.68	0.91	3.92
b1	B1	4.485	11.69	0.39	0.54	4.68	17.34
b2	B2	1.135	10.40	0.43	0.71	1.37	6.05
b3	B3	6.505	20.01	0.39	0.54	4.61	17.07
b4	B4	1.999	14.78	0.43	0.71	2.08	9.16
b5	B5	3.109	15.88	0.43	0.71	3.12	13.77
b6	B6	4.032	15.76	0.43	0.71	4.05	17.86
b7	B7	6.581	24.98	0.43	0.71	5.07	22.43
b8	B8	1.265	9.35	0.43	0.71	1.62	7.13
b9	B9	6.305	30.90	0.43	0.71	4.41	19.47
b10	B10	4.772	9.77	0.42	0.68	0.64	2.76
b11	B11	9.553	24.61	0.43	0.71	7.36	32.56
b12	B12	3.097	14.54	0.43	0.71	3.22	14.20
b13	B13	0.746	8.01	0.39	0.54	0.91	3.37
b14	B14	2.814	18.05	0.43	0.71	2.60	11.47
b15	B15	8.799	26.71	0.43	0.71	6.55	28.96
b16	B16	13.462	30.84	0.42	0.68	9.19	39.82
b17	B17	1.220	11.69	0.43	0.71	1.40	6.20
b18	B18	0.316	8.55	0.43	0.71	0.42	1.83
c1	C1	49.397	65.69	0.48	0.72	23.29	93.07
c2	C2	2.513	14.47	0.42	0.68	2.59	11.23
c3	C3	3.688	20.14	0.42	0.68	4.78	20.66
c4	C4	10.288	30.33	0.43	0.71	7.26	32.07
c5	C5	4.215	22.25	0.42	0.68	3.38	14.62
c6	C6	5.607	13.87	0.31	0.63	4.40	23.56
c7	C7	3.932	24.36	0.42	0.68	3.00	13.00
c8	C8	1.997	21.04	0.42	0.68	1.64	7.09
UNDETAINED BASINS							
ud1	UD1	1.626	5.00	0.03	0.50	0.17	7.86
ud2	UD2	0.774	5.00	0.04	0.45	0.10	3.40
ud3	UD3	0.397	5.00	0.03	0.45	0.04	1.73

UNDETAINED BASINS				
	NORTH	SOUTH	MID-SOUTH	TOTAL
	UD1	UD2	UD3	--
Area (ac)	1.63	0.77	0.4	2.8
Soil Type	D	B	B	--
C100	0.5	0.45	0.45	--
Q100 HISTORIC (cfs)	7.68	3.29	1.61	12.58
Q100 PROPOSED (cfs)	7.86	3.4	1.73	12.99
Ground Slope (%) HISTORIC	5	4.4	3.4	--
Ground Slope (%) PROPOSED	12.0	25.0	25.0	--



-
- PROPOSED STORM SEWER
- PROPOSED INLET
- PROPOSED CONTOUR
- EXISTING CONTOUR
- PROPOSED SWALE
- PROPOSED CURB & GUTTER
- PROPERTY BOUNDARY
- DESIGN POINT
- FLOW ARROW
- DRAINAGE BASIN LABEL
- DRAINAGE BASIN BOUNDARY
- PROPOSED SWALE SECTION

- ## NOTES
- REFER TO THE PRELIMINARY DRAINAGE REPORT FOR ADDITIONAL INFORMATION.
- CUT/FILL: THE CALCULATED TOTAL "CUT" EARTHWORK VOLUME IS 1,753,654 CU. YD.; THE CALCULATED TOTAL "FILL" EARTHWORK VOLUME (USING A 1.15 FILL FACTOR) IS 2,384,868 CU. YD.; THE NET EARTHWORK VOLUME IS APPROXIMATELY 631,214 CU. YD. OF FILL.

FOR DRAINAGE REVIEW ONLY
NOT FOR CONSTRUCTION

NORTHGATE LAKE
SEVERANCE, COLORADO
DEVELOPED DRAINAGE EXHIBIT

**REVIEW SET
NOT FOR
CONSTRUCTION**

The engineer preparing these plans will not be responsible for, or liable for, unauthorized changes to or uses of these plans. All changes must be approved by the Professional Engineer of these plans.

SCALE:

HORIZ:	1" = 150'
VERT:	N/A

SHEET:

319 OF 320

PROJECT NO. 1155-003

Page 261 of 261

From: [Shani Porter](#)
To: ["Abigail Riley"](#)
Subject: RE: New home development
Date: Thursday, February 6, 2025 1:22:00 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[Northgate Lake PP SPO Public Hearing letter.pdf](#)

Hello Abigail and thank you for your email.

Attached, please find the public notice for Northgate Lake Preliminary Plat which details the Planning Commission and Town Council meetings, which will be your opportunity to hear about the development and speak to the decision-makers who vote on the project. The Planning Commission is a volunteer board, and the Town Council is your elected officials

Please let me know if you have additional questions or comments.



Shani Porter
Planning Director
Office: 970-686-1218
Web: www.townofseverance.org
3 S. Timber Ridge Parkway, Severance, CO 80550

TOWN PRIDE through Leadership, Service and Collaboration.



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From: Abigail Riley <abigailhriley@gmail.com>
Sent: Wednesday, February 5, 2025 8:33 PM
To: Shani Porter <sporter@townofseverance.org>
Subject: New home development



IRONSCALES couldn't recognize this email as this is the first time you received an email from this sender abigailhriley@gmail.com

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Hello,

Regarding the building of the new 671 home development in Severance - will there be a vote on this? Does one need to attend the meeting to vote? If not, how can one vote or can this be done virtually? Our town does not have the infrastructure nor schools to support this.

Thank you,
Abigail Riley

From: [Shani Porter](#)
To: [Hoss Johnson](#); [Hoss](#)
Subject: RE: Northgate Lake Project
Date: Tuesday, February 4, 2025 4:38:00 PM
Attachments: [Traffic Impact Study.pdf](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Mr. Johnson – thank you for your email. My responses are in red below. If you have additional questions, please feel free to reach back out.

Thank you -



Shani Porter
Planning Director
Office: 970-686-1218
Web: www.townofseverance.org
3 S. Timber Ridge Parkway, Severance, CO 80550

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From: Hoss Johnson <Hoss.Johnson@nutrien.com>
Sent: Tuesday, February 4, 2025 6:55 AM
To: Shani Porter <sporter@townofseverance.org>; Hoss Johnson <Hoss.Johnson@nutrien.com>; Hoss <bulletorhook@gmail.com>
Subject: Northgate Lake Project



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Can you provide additional info for the proposed housing project?

- Traffic report/impact **see attached**

- Number of roof tops **671 single family homes are planned.**
- Number of housing units in the Multi Family units **the future multi-family area will be required to go through a site plan for further review. The zoning allows for 15 units to the acre.**
- Timing of project from start to finish by phase **the phasing of the project will be determined/outlined during the Final Plat as part of the subdivision improvement agreement**
- Any additional info that may be of interest. **After the completion of the Preliminary Plat a Final Plat will still need to be submitted and reviewed and approved by Town Council prior to any development. The commercial and multi family area will need to have site plans submitted, reviewed, and approved by Town Council prior to any development.**

Pls send via email to:

Hoss.Johnson@nutrien.com

bulletorhook@gmail.com

or

mail

1425 Red Fox Circle

Severance, CO 80550

Thank you in advance for you cooperation.

Hoss

Sent from [Mail](#) for Windows

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From: [Shani Porter](#)
To: [Jackie Middleton](#)
Subject: RE: Northgate Lake Preliminary Plat
Date: Monday, February 3, 2025 9:11:00 AM
Attachments: [Submittal 5 Preliminary Plat.pdf](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Good morning, Jackie – I have attached the Preliminary Plat for your review. As you will note on sheet 13, the west entrance to Northgate Lake from Teller Street has been moved north of the east entrance of Fox Run.

Please let me know if you have additional questions.



Shani Porter
Planning Director
Office: 970-686-1218
Web: www.townofseverance.org
3 S. Timber Ridge Parkway, Severance, CO 80550

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From: Jackie Middleton <jacmid762@aol.com>
Sent: Sunday, February 2, 2025 10:06 AM
To: Shani Porter <sporter@townofseverance.org>
Subject: Northgate Lake Preliminary Plat



IRONSCALES couldn't recognize this email as this is the first time you received an email from this sender jacmid762@aol.com

Caution: This is an external email and may have a suspicious subject or content. Please take care when clicking links or opening attachments. When in doubt, contact your OnixIT at support@onixit.com or (970) 223-0300.

Dear Shani Porter,

With reference to your letter dated 1.27.2025 regarding the Preliminary Plat of Northgate Lake, I am hoping you can answer the following question.

On a previous Plat of Northgate Lake the Fox Ridge sub division was shown with the east entrance to Fox Ridge directly opposite the west entrance to the school site at Northgate.

Please could you tell me if that is still the case, or if the east school entrance has been moved either north or south of the Fox Ridge entrance?

Sincerely,
Jackie Middleton
1415 Red Fox

**TOWN OF SEVERANCE PLANNING COMMISSION
RESOLUTION NO. PC-2025-04R**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE TOWN OF
SEVERANCE, COLORADO, MAKING A RECOMMENDATION TO THE
TOWN COUNCIL TO APPROVE A PRELIMINARY SUBDIVISION PLAT
FOR THE NORTHGATE LAKE SUBDIVISION**

WHEREAS, Hidden Lake Investments, LLC (“Applicant”), as owner of certain real property located within the Moody Annexation generally located in the northeast corner of Teller Street and East Harmony Road and as more particularly described in **Exhibit A** attached hereto (the “Property”), has submitted a proposed preliminary subdivision plat (“Preliminary Plat”) for the Property; and

WHEREAS, the Town of Severance Planning Commission (“Planning Commission”), after conducting a public hearing on February 19, 2025,¹ and after considering the testimony, evidence, and argument presented at the public hearing, finds and determines that the proposed Preliminary Plat is in substantial conformance with the technical requirements of the Severance Municipal Code, and that the proposed subdivision meets the applicable requirements and standards set forth in the Severance Municipal Code; and

WHEREAS, the Planning Commission desires to make a recommendation to the Town Council for approval of the Preliminary Plat.

**NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION
OF THE TOWN OF SEVERANCE, COLORADO, AS FOLLOWS:**

Section 1. The Planning Commission recommends approval of the Preliminary Plat of Northgate Lake, attached hereto as **Exhibit A** and incorporated herein by this reference, with the following conditions:

- (a) All landscaping and other irrigable areas within all lots and common areas of the subdivision shall be irrigated with non-potable water;
- (b) Applicant shall design, construct and install an on-site non-potable water system that is adequate to fully meet all of the irrigation demands and requirements for all end uses of the proposed subdivision and which is in compliance with the Severance Municipal Code;
- (c) The Applicant shall obtain and submit to the Town will-serve letters for all dry utility companies.
- (d) The Applicant must provide proof that that the Town’s or other utility service providers’ potable and non-potable water supply and distribution systems are or will be adequate to deliver the projected treated and non-potable water needs of the

¹ Notice of the Planning Commission’s public hearing on the Preliminary Plat was published on February 1st, 2025, on the Town of Severance’s website, <https://www.townofseverance.org/256/Public-Notices>, in accordance with Section 16.19.40(b)(4) and Tables 19.10 and 19.40 in Article 19 of the Land Use Code.

proposed development, including pressure and flow for normal operation of plumbing fixtures, water using appliances, requirements set by the responsible fire protection agency, and irrigation;

- (e) The Applicant must provide proof that the Town's or other utility service providers' sanitary sewage collection system is or will be adequate to accommodate the sewage disposal needs of the proposed development,
- (f) The Applicant must provide proof that the Town's or other utility service provider's storm drainage collection system is or will be adequate to accommodate the projected flows of the proposed development;
- (g) The Applicant must revise the Preliminary Construction Drawings and Traffic Impact Study to match the dimensions in variance request Item 4.b. in the Traffic Variance Letter dated September 23, 2024 prepared by Avant Civil Group, Inc.
- (h) The Applicant shall acquire and dedicate additional public right-of-way for CR 21 if required by Weld County or the Town;
- (i) The Applicant shall obtain drainage easements from downstream property owners and complete off-site drainage improvements as necessary per the requirements of the Severance Municipal Code, Mile High Flood District Urban Storm Drainage Criteria Manual, and other applicable standards and specifications;
- (j) All remaining technical corrections to the Northgate Lake Preliminary Plat, preliminary construction plans, preliminary drainage report, and preliminary utility report requested by Town staff shall be made to the Town staff's satisfaction;
- (k) All final water plan and reports, final sanitary sewer plan and reports, and final grading and drainage plans and reports shall conform to the preliminary plat report content requirements set forth in the Severance Municipal Code, as amended; and
- (l) The Applicant shall address all of the Town's outstanding engineering and planning comments on the Preliminary Plat; and
- (m) At the Final Plat stage, the Town and the Applicant shall execute a subdivision agreement, in a form to be approved by the Town Attorney;

RESOLVED AND APPROVED this 19th day of February, 2025.

PLANNING COMMISSION OF THE
TOWN OF SEVERANCE, COLORADO

Julie Stout, Chair

ATTEST:

Town Clerk

APPROVED AS TO FORM:

Town Attorney

Exhibit A
Legal Description of Property

A parcel of land being the Eaton-Law Reservoir as described in a Bargain and Sale Deed recorded May 23, 2013 as Reception No. 3934637 of the Records of Weld County, Lot B, Amended Recorded Exemption No. 0705-35-2 1AMRECX18-02-3293 recorded June 6, 2019 as Reception No. 4495105 of the Records of Weld County, and Lot A and Lot B, Recorded Exemption No. 0705-35-3 RECX18-0146 recorded June 6, 2019 as Reception No. 4495106 of the Records of Weld County, all situate within Section Thirty-five (35), Township Seven North (T.7N.), Range Sixty-seven West (R.67W.) of the Sixth Principal Meridian (6th P.M.), Town of Severance, County of Weld, State of Colorado being more particularly described as follows;

BEGINNING at the Southwest Corner of said Section 35 and assuming the West line of the Southwest Quarter of Section 35 as bearing North 00° 15' 17" West a distance of 2675.16 feet, and being monumented on the South by a #6 Rebar with a 2.5" Aluminum Cap stamped LS 12374 and on the North by a #6 Rebar with a 2.5" Aluminum Cap stamped LS 28??? (last three numbers illegible) with all other bearings contained herein relative thereto:

THENCE North 00° 15' 17" West a distance of 2675.16 feet to the West Quarter Corner of said Section 35;

THENCE North 00° 01' 47" East continuing along the West line of the Northwest Quarter of said Section 35 a distance of 2345.47 feet to the intersection of the said West line and a Northerly line of said Lot B, Amended Recorded Exemption No. 0705-35-2 1AMRECX18-02-3293;

The following Forty (40) courses are along the Northerly, Westerly and Easterly lines of Lot B, Amended Recorded Exemption No. 0705-35-2 1AMRECX18-02-3293.

THENCE North 89° 43' 41" East a distance of 404.00 feet; THENCE North 00° 01' 47" East a distance of 330.00 feet to the North line of the Northwest Quarter of said Section 35; THENCE North 89° 42' 39" East along said North line of the Northwest Quarter of Section 35 a distance of 1531.28 feet; THENCE South 36° 15' 22" West a distance of 81.53 feet; THENCE South 14° 46' 49" West a distance of 22.77 feet; THENCE South 02° 03' 26" East a distance of 30.76 feet; THENCE South 33° 15' 31" East a distance of 115.46 feet; THENCE South 36° 37' 49" East a distance of 132.58 feet; THENCE South 41° 09' 32" East a distance of 130.51 feet; THENCE South 40° 01' 53" East a distance of 139.86 feet; THENCE South 35° 02' 09" East a distance of 145.64 feet; THENCE South 19° 38' 05" East a distance of 143.14 feet; THENCE South 21° 19' 29" West a distance of 59.29 feet; THENCE South 16° 39' 59" East a distance of 142.09 feet; THENCE South 14° 24' 46" West a distance of 71.95 feet; THENCE South 04° 06' 29" West a distance of 86.34 feet; THENCE South 24° 00' 55" West a distance of 356.21 feet; THENCE South 40° 10' 05" West a distance of 12.24 feet; THENCE South 40° 31' 16" East a distance of 100.34 feet; THENCE South 56° 50' 15" East a distance of 57.98 feet; THENCE South 40° 59' 20" East a distance of 59.88 feet; THENCE South 33° 40' 24" East a distance of 67.70 feet; THENCE South 31° 37' 54" East a distance of 70.95 feet; THENCE South 30° 37' 57" East a distance of 85.04 feet; THENCE South 29° 34' 41" East a distance of 107.35 feet; THENCE South 32° 35' 12" East a distance of 115.72 feet; THENCE South 33° 05' 56" East a distance of 128.81 feet; THENCE South 31° 44' 30" East a distance of 146.49 feet; THENCE South 09° 09' 37" West a distance of 158.11 feet; THENCE South 26° 21' 47" East a distance of 150.21 feet; THENCE South 06° 10' 17" East a distance of 136.36 feet; THENCE South 00° 13' 21" West a distance of 637.13 feet; THENCE South 05° 51' 39" East a distance of 485.00 feet; THENCE South 10° 26' 39" East a distance of 425.00 feet; THENCE South 24° 41' 39" East a distance of 139.00 feet; THENCE South 26° 13' 21" West a distance of 262.00 feet; THENCE South 40° 16' 39" East a distance of 209.41 feet; THENCE South 40° 16' 39" East a distance of 145.59 feet; THENCE South 21° 18' 21" West a distance of 175.00 feet;

THENCE South 17° 56' 39" East a distance of 340.00 feet to the South line of the Southeast Quarter of said Section 35; THENCE South 89° 03' 21" West along said South line of the Southeast Quarter of Section 35 a distance of 460.00 feet to the South Quarter corner of said Section 35; THENCE South 89° 06' 25" West along the South line of the Southwest Quarter of Section 35 a distance of 238.00 feet to the Easterly line of Lot A, Recorded Exemption No. 0705-35-3-RE1022;

The following Five (5) courses are along the Easterly, Northerly and Westerly lines of said Lot A. THENCE North 04° 06' 13" West a distance of 370.14 feet; THENCE South 88° 07' 15" West a distance of 210.84 feet; THENCE South 46° 38' 40" West a distance of 72.01 feet; THENCE South 32° 58' 40" East a distance of 315.51 feet; THENCE South 00° 53' 35" East a distance of 50.00 feet to the South line of the Southwest Quarter of said Section 35; THENCE South 89° 06' 25" West along said South line of the Southwest Quarter of Section 35 a distance of 2276.42 feet to the **POINT OF BEGINNING**.

Said described tract of land contains 13,721,668 square feet or 315.01 acres, more or less and may be subject to rights-of-way or other easements as granted or reserved by instruments of record or as now existing on said described parcel of land.



PLANNING COMMISSION REGULAR MEETING
Zoom Webinar and/or Town Council Chamber
3 S. Timber Ridge Parkway, Severance, CO 80550

REGULAR MEETING MINUTES

Wednesday, February 19, 2025, at 6:00 PM

Present:

Chair: Kris Quandt
Vice-Chair: Joe Pirrone
Commissioners: Derek Grimes
David Rau
Dan Spykstra
Julie Stout
Kevin Udy

Absent:

Audience: Josh Olhave, Ayres, Morgan Kidder, Journey Homes, Rob Lauer, Avant Civil Group;
Residents: Dave Schlosser, Christine McDaniels, Randy Nicholson, Greg Bowdish, Alex Scott, Jennifer Nethery, Jennifer Gallegos, Joel Liesman, Kaitlyn Christensen, Mike Harris, Bonnie Adams, Silvia Standke, Travis Stieben, Walter Eskridge, Garret Votruba, Kathy Spiegel, Marcilla Johnson, Mike Young

Staff:

Shani Porter, Planning Director
Sarah Jacobsen, Town Clerk
Nicholas Wharton, Town Manager
Lindsay Radcliff-Coombes, Deputy Town Manager
Mary Lynn Macsalka, Town Attorney (virtual attendance)
Erica Romberg, Interim Town Attorney
Eli Farney, Town Transportation Engineer
Chris Messersmith, Town Engineer

A. CALL TO ORDER

- 1. Roll Call**
- 2. Pledge of Allegiance**
- 3. Approval of Agenda**

MOTION WAS MADE BY Commissioner Pirrone, seconded by Commissioner Quandt to approve the Agenda. All Commissioners present voting yes.

MOTION PASSED

4. Public Comment

The purpose of the Public Comment is for members of the public to speak to the Planning Commission on any subject not scheduled on the agenda. To accomplish scheduled agenda items, comments should be limited to three minute for those attending in person or an appropriate time as deemed by the Chair. The Planning Commission shall make no decisions or take action on comments, but may choose to schedule the matter for a decision later. Those addressing the Planning Commission, please state your name and address. and sign-in.

Public comment opened at 6:03 p.m., and no one in attendance wished to speak. Public comment closed at 6:03 p.m.

5. Approval of Minutes

MOTION WAS MADE BY Commissioner Pirrone, seconded by Commissioner Quandt to approve the January 15, 2025 Minutes. All Commissioners present voting yes.

MOTION PASSED

B. REGULAR MEETING

1. Appointment of Chair and Vice-Chair

- Legislative
- Staff Presentation: Shani Porter, Planning Director

The Planning Commission voted to appoint Commissioner Kris Quandt as Chair, replacing Julie Stout, and Commissioner Joe Pirrone as Vice-Chair, replacing Derek Grimes. All Commissioners present voted yes to appoint Chair Quandt and Vice-Chair Pirrone. Past Chair Stout turned the meeting over to newly appointed Chair Quandt to lead the meeting.

2. PUBLIC HEARING

Resolution No. PC 2025-04R: Preliminary Plat for Northgate Lake

- Quasi-Judicial
- Staff Presentation: Shani Porter, Planning Director

Commissioner Rau recused himself. The public hearing opened at 6:08 p.m., several residents were present for public comment:

- Dave Schlosser spoke about traffic flow concerns
- Christine McDaniels spoke in opposition and concerns about the need for more schools for all the residents this development will bring.
- Randy Nicholson spoke in opposition, mentioning the buffer between Settlers Landing and other buildings, fencing, and drainage concerns, and agreed with previous comments.
- Greg Bowdish spoke about buffer and drainage concerns.
- Alex Scott spoke in opposition to the Metro District and spoke of his concerns for the future homeowners.
- Jennifer Nethery spoke about her concerns with increased traffic, not enough outdoor recreation for older kids, the need for community pools, and spoke about commercial plot concerns.
- Jennifer Gallegos, concerns with small lot sizes and wants the school built first.
- Joel Liesman spoke about public safety concerns with multifamily units.
- Kaitlyn Christensen, concerned with the quality of homes being built and their longevity.

- Mike Harris agreed with previous comments, and believes the reservoir is 50-60% of the plat footprint. Mr. Harris spoke about seepage concerns and asked who is responsible; also mentioned flooding concerns.
- Bonnie Adams spoke about the existing traffic issues/congestion in that area and is concerned about the increase this development will bring. Ms. Adams spoke about the need for more schools.
- Silvia Standke spoke about the need for more and bigger parks, concerns about the high number of homes and concerns about Police Department support, asked if PD operations will increase.
- Travis Stieben spoke of concerns about the increase in population and water pricing increases.
- Walter Eskridge asked if the development has to be a Metro District, is the School District on board, and spoke about the increase of traffic.
- Garret Votruba agreed with everyone who has commented and spoke about building the school first and traffic concerns.
- Kathy Spiegel said live in Severance for 25 years and is concerned with the builder and their reputation. Wants building to stop.
- Marcilla Johnson spoke about comminute needs, traffic and taxing concerns.
- Mike Young spoke about water safety and the buffering concerns.

The public hearing closed at 7:32 p.m.

MOTION WAS MADE BY Commissioner Stout, seconded by Commissioner Spykstra to Approve Resolution No. PC 2025-04R: Preliminary Plat for Northgate Lake. Six Commissioners present voted yes, and Commissioner Rau recused himself.

MOTION PASSED

3. PUBLIC HEARING

Resolution No. PC 2025-05R: Text Amendments to the Land Use Code - Chapter 16 of the Severance Municipal Code for purposes of reorganizing Article 3

- Legislative
- Staff Presentation: Shani Porter, Planning Director

The public hearing opened at 7:44 p.m., no members of the public commented and the public hearing closed at 8:17 p.m.

MOTION WAS MADE BY Vice Chair Pirrone, seconded by Commissioner Stout to Approve Resolution No. PC 2025-05R: Text Amendments to the Land Use Code - Chapter 16 of the Severance Municipal Code for purposes of reorganizing Article 3. All Commissioners present voting Yes.

MOTION PASSED

C. COMMUNICATIONS

Commission approval may be sought for administrative actions in association with staff reports.

1. Town Attorney

Town Attorney Mary Lynn Macsalk introduced Interim Town Attorney Erica Romberg and informed the Commission she will no longer be representing the Town after March. Ms. Macsalk thanked the Commission and staff.

2. Town Staff

Planning Director Shani Porter announced the March 19th Planning Commission meeting is canceled and we will see everyone at the April 16th meeting.

3. Town Management

Town Manager Nicholas Wharton reminded attendees of the Town Council State of the Town Meeting on February 25, 2025, at 6:00 p.m. where the public can ask questions to the Council and staff.

4. Council Members

5. Chair

D. ADJOURN

The meeting adjourned at 8:32 p.m.



AGENDA ITEM SUMMARY

AGENDA ITEM	SUBMITTED BY	PRESENTED BY
PUBLIC HEARING - SECOND READING Pg. 278 - Ordinance 2025-05: Repealing and Reenacting Article I of Chapter 8 of the Severance Municipal Code Regarding Adoption of the 2024 Model Traffic Code for Colorado - With Recommended Amendments	Mary Lynn Macsalka, Town Attorney	Mary Lynn Macsalka
ACTION REQUESTED		
Town Staff requests that the Town Council review, discuss, and take action on Ordinance 2025-05 to adopt, by reference, the 2024 Colorado Model Traffic Code, with certain amendments specific to traffic enforcement and regulations in the Town of Severance. Actions that may be taken: • Move to Approve Ordinance 2025-05 on Second Reading • Move to Approve Ordinance 2025-05 with Amendments Recommended by the Town Attorney on Second Reading • Take No Action		<u>Ordinance</u> <u>Action Requested</u> <u>Attorney Approved</u>
BRIEF HISTORY OF ITEM		
Every two to three years, the Colorado Department of Transportation (“CDOT”) regularly updates and publishes a Model Traffic Code for Colorado, which is modeled after the applicable state statutes and adopted by municipalities to ensure the uniformity and standardization of traffic regulations throughout the state. CDOT published the latest edition of the Colorado Model Traffic Code in 2024, which the Town Attorney, Severance Police Department, and Town Prosecutor have reviewed and recommend for adoption by the Town Council with certain amendments to tailor specific sections of the Model Traffic Code for the Town of Severance. The amendments include adding references to the Town where necessary, designating the Town Manager or his designer as the Town's traffic engineer (so the Town Manager can retain traffic engineering services by contract as needed), establishing a lien in favor of the Town to recover costs when a person fails to remove a traffic hazard, authorizing the Town to issue overweight vehicle/oversize vehicle permits, and doubling fines for speeding in school zones and construction zones within the Town. Adoption of the Colorado Model Traffic Code is by reference to the CDOT published 2024 Model Traffic Code, as amended in the attached ordinance. Per Colorado law, adoption of the Model Traffic Code by reference requires a public hearing.		
BRIEF SUMMARY		

This is a public hearing and second reading of an ordinance adopting the 2024 Colorado Model Traffic Code by reference, with certain amendments specific to the Town of Severance. Per state law, an ordinance adopting a code by reference requires two readings, a public hearing noticed in a newspaper of general circulation in the Town, and publication of the ordinance in full in a newspaper following adoption by the Town Council.

The Colorado Department of Transportation (CDOT) reviewed the ordinance as required by state law. A representative of CDOT met with the Town Attorney to request the ordinance be revised on second reading to clarify that the Town-specific amendments to the Model Traffic Code do not apply to any street that is a state highway within the Town. This is because local governments cannot alter the "rules of the road" for state highways by local ordinance. To address CDOT's request and ensure the ordinance complies with state law, the Town Attorney has provided a red-lined ordinance in tonight's packet, which shows revisions necessary to implement CDOT's request, for Council's consideration on second reading.

Motion language to approve the ordinance on second reading with the revisions requested by CDOT and the Town Attorney is provided for Council's benefit under "Analysis and Recommendation."

PUBLIC SUPPORT/CONCERN

None at this time.

ANALYSIS AND RECOMMENDATION

Staff recommends approval of Ord. No. 2025-05 with the amendments requested by CDOT and recommended by the Town Attorney.

Recommended Motions and Adoption Process:

Step 1. Main Motion: "I move to approve Ordinance No. 2025-05 on second reading." Requires a second.

Step 2. Secondary Motion: "I move to amend Section 1 of Ordinance No. 2025-05 as shown in the red-lined version of the ordinance provided by the Town Attorney in pages ____ to ____ of tonight's Town Council meeting packet." Requires a second and majority vote to pass.

Step 3. Mayor calls the vote on the Main Motion: "We will now vote on the main motion to approve Ordinance No. 2025-05 on second reading, with the amendments to Section 1 just approved by Council." Requires a majority vote to pass.

MATERIALS SUBMITTED

The following materials were submitted and included in this packet:

1. Ord No 2025-05 Model Traffic Code Second Reading - with Recommended Amendments (Redline)

**TOWN OF SEVERANCE
ORDINANCE NO. 2025-05**

**AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF SEVERANCE,
COLORADO, REPEALING AND REENACTING IN ITS ENTIRETY ARTICLE I
MODEL TRAFFIC CODE OF CHAPTER 8 OF THE SEVERANCE MUNICIPAL CODE
REGARDING ADOPTION OF THE 2024 MODEL TRAFFIC CODE FOR COLORADO,
AS AMENDED ON SECOND READING**

WHEREAS, since 1952, the Colorado Department of Transportation (“CDOT”) has published and regularly updated a Model Traffic Code for Colorado, which is modeled after the applicable state statutes and adopted by municipalities to ensure the uniformity and standardization of traffic regulations throughout the state; and

WHEREAS, the Town of Severance (“Town”), by Ordinance No. 2021-10, adopted the 2020 Model Traffic Code for Colorado, which was the last edition; and

WHEREAS, CDOT has now published 2024 Model Traffic Code for Colorado, which the Town desires to adopt by reference with local amendments.

**NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE
TOWN OF SEVERANCE COLORADO, AS FOLLOWS:**

Section 1. Article I Model Traffic Code of Chapter 8 of the Severance Municipal Code is repealed in its entirety and reenacted to provide as follows:

Sec. 8-1-10. - Adoption.

The 2024 Model Traffic Code for Colorado, promulgated and published by the Colorado Department of Transportation, Traffic Safety and Engineering ~~Branch and Safety Services~~, 2829 West Howard Place, Denver, Colorado, 80204, including ~~Appendices~~ the Definitions in the Appendices, but excluding ~~Appendix~~ Appendices A, B, C, D, E, F, & G, and H, Part 17 ~~-~~ ; Penalties and Procedure, and Part 18 ~~-~~ Vehicles Abandoned on Public Property in their entirety, is hereby adopted by reference as the Model Traffic Code for the Town of Severance as if fully set out herein, with in this codification with, however, the amendments set forth in this article; provided, however, that such amendments shall not apply to any street which is a state highway within the Town.

Sec. 8-1-20. - Scope and effect of Model Traffic Code —Exceptions to provisions.

Section 103(2) and 103(2)(b) of the Model Traffic Code are repealed in their entirety and reenacted to provide:

- (2) The provisions of this code relating to the operation of vehicles and the movement of pedestrians shall apply to every street, alley, sidewalk, driveway, park and to every other public way or public place or public parking area within or outside the corporate limits of the town, the use of which the town has jurisdiction and authority to regulate except:
 - (b) Sections 1401, 1402 and 1413 of this code pertaining to reckless driving, careless driving and eluding a police officer shall apply to all land, areas, and property

(including private) within or outside the corporate limits of the town, the use of which the town has jurisdiction and the authority to regulate.

Sec. 8-1-30. - Section 103, Scope and effect of Model Traffic Code—Exceptions to provisions.

Sections 103(3) and (4) of the Model Traffic Code are enacted to provide:

- (3) All references in this code to "official sign(s)," "official signal(s)," "official traffic control device(s)," "official device(s)," or "official marking(s)," shall be construed to refer to any and all signs, signals, devices or markings that have been placed on or about roadways, highways and other public property within the town by authority of the town, or other proper governmental official or agency, whether or not the town or such other proper governmental official or agency exercised such authority by resolution or ordinance. It is the intent of this section that the "official" nature of any sign, signal, device or marking not be construed to be an element of any traffic offense or other provision or violation of this code. Any and all references in this code to acts of a municipality "by resolution," "by ordinance," or "by local ordinance," and any requirement within this code that a municipality act "by resolution," "by ordinance," or "by local ordinance," shall be repealed and to have been construed only to guide administrative action and not as an element of any traffic offense, penalty or violation of this code.
- (4) All provisions in this code establishing offenses as a Class A or B traffic infraction or Class 1 or 2 misdemeanor offense and establishing fines and other sentencing conditions in relation to such offenses, shall be repealed in their entirety, it being the intent that any violation of this code be subject to the town's general penalty provision as set forth in Article 4 of Chapter 1 the Severance Municipal Code. To the extent any notice or other procedures set forth in the Model Traffic Code conflict with the requirements or procedures set forth in the Town's Home Rule Charter or the Severance Municipal Code, the Charter and Code shall prevail.

Sec. 8-1-40. - Section 104, Adoption of Traffic control manual of the Model Traffic Code

Section 104 of the Model Traffic Code is repealed in its entirety, reenacted and re-titled Authority of police department personnel to provide:

- (a) It shall be the duty of the officers of the police department, or such officers as are assigned by the chief of police, to enforce all traffic regulations of the town and all state laws applicable to the town.
- (b) Officers of the police department, or such special officers as are assigned by the chief of police, are hereby authorized to direct all traffic by voice, hand or signal in conformance with state traffic laws and this code; provided that, in the event of fire or emergency, or to expedite traffic or protect pedestrians, officers of the department, and other special officers as are assigned by the chief of police, may direct traffic as conditions may require notwithstanding the provisions of the state traffic laws or this code.

Sec. 8-1-50. - Section 106. Who may restrict right of way to highways

Section 106(1) of the Model Traffic Code is amended by deleting the phrases "by ordinance or resolution" and "for a total period not to exceed ninety days in any one calendar year" in their entirety.

Section 106(2) of the Model Traffic Code is amended to provide: Signs designating the permissible weights shall be erected and maintained.

Section 106(4.5)(b)(I) and (II) of the Model Traffic Code are repealed in their entirety.

Section 106(6)(a) of the Model Traffic Code is amended by deleting the phrase “as evidenced by resolution or ordinance”.

Sec. 8-1-60. - Section 114, Removal of traffic hazards.

Section 114(4) of the Model Traffic Code is enacted to provide:

If the town is not reimbursed within forty-five days after the property owner has been provided a demand for payment, the amount due shall become a lien against the property and certified by the town's finance director and recorded with the office of the Weld County Treasurer. Such lien shall have priority over all other liens except general taxes. The Weld County Treasurer shall collect and pay over to the town such charges in the same manner as the Treasurer is authorized to collect delinquent general property taxes.

Sec. 8-1-70. - Section 115, Traffic engineer.

Section 115 of the Model Traffic Code is enacted to provide:

- (a) The office of the traffic engineer is hereby established. The traffic engineer shall be the town manager or the manager's authorized representative and shall exercise the power and duties provided in this code. The authorized representative shall be directly responsible to the town manager for the performance of the duties and responsibilities of the traffic engineer.
 - (1) In the absence of such appointment or at such times as the traffic engineer may be absent from the municipality or unable to perform their duties, said duties shall be vested in the chief of police or other municipal employee as may be designated by the town manager.
- (b) It shall be the duty of the traffic engineer or the official vested with the responsibility for traffic as provided herein to determine the installation and proper timing and maintenance of official traffic control devices, to conduct analyses of traffic accidents and to devise remedial or corrective measures, to conduct investigation of traffic conditions, to plan the operation of traffic on the streets and highways of the town, and to cooperate with other town offices in the development of ways and means to improve traffic conditions, and to carry out such additional powers and duties as are imposed by this code.
 - (1) By way of example, but not of limitation, the traffic engineer or the official vested with the office as provided herein is hereby empowered and authorized, consistent with the provisions of this code, to act as follows:
 - (i) Install, maintain, and remove traffic control devices.
 - (ii) Designate and mark medians and traffic islands.
 - (iii) Conduct speed limit surveys and investigations.

- (iv) Designate maximum speed limits throughout the town and post said limits as provided in this code.
- (v) Designate minimum speed limits as provided by this code.
- (vi) Regulate speed and traffic movement by traffic signals and provide for the synchronization of such signals as provided by this code.
- (vii) Designate one-way streets or roadways.
- (viii) Designate through streets or roadways and control entrances thereto.
- (ix) Designate stop or yield intersections and erect stop or yield signs thereto.
- (x) Establish restrictions, prohibitions and regulations for the parking, standing, or stopping of vehicles.
- (xi) Designate special parking zones for transit providers, press, television, radio cars, and the like.
- (xii) Designate parking meter zones and establish time limitations thereon based on an engineering and traffic investigation.
- (xiii) Establish tow-away zones.
- (xiv) Designate upon what streets, if any, angle parking shall be permitted.
- (xv) Designate and sign intersections at which drivers shall not make a right or left turn, a U turn, or any turn at all times or during certain times.
- (xvi) Designate and sign intersections where multiple turns shall be allowed:
- (xvii) Mark centerlines and lane lines and place other pavement markings necessary for the regulation and control of traffic.
- (xviii) Install and maintain crosswalks at intersections or other places where there is particular danger to pedestrians crossing the roadway.
- (xix) Establish safety zones at such places where necessary for pedestrian protection.
- (xx) Install pedestrian-control signals and designate those crossings where angle crossing by pedestrians shall be permitted.
- (xxi) Establish truck routes and truck loading zones; establish bus stops and taxicab stands.
- (xxii) Designate and sign those streets and roadways where pedestrians, bicyclists or other non-motorized vehicles, or persons operating a motor-driven cycle shall be excluded as provided by law.
- (xxiii) Designate and sign those streets upon which vehicles or loads of a certain weight shall be prohibited.
- (xxiv) Provide for temporary street or alley closures by the erection of barricades.
- (xxv) Issue special permits for curb loading operations, for the movement of vehicles having excess size or width, for parades or processions, and
- (xxvi) Perform such other duties as may be assigned to the traffic engineer by the town manager consistent with the provisions of this code.

Sec. 8-1-80. - Section 119, Driving under restraint.

Section 119 of the Model Traffic Code is enacted to provide:

- (1) It is unlawful for any person to drive a motor vehicle or off-highway vehicle upon any roadway or highway with knowledge that the person's license or privilege to drive, either as a resident or a non-resident, is under restraint for any reason.
- (2) For the purposes of this section "knowledge" means actual knowledge of any restraint from whatever source or knowledge of circumstances sufficient to cause a reasonable person to be aware that such person's license or privilege to drive was under restraint. "Knowledge" does not mean knowledge of a particular restraint or knowledge of the duration of the restraint.
- (3) "Restraint" or "restrained" means any denial, revocation, or suspension of a person's license or privilege to drive a motor vehicle in this state or another state.

Sec. 8-1-90. - Section 203, Unsafe vehicles—Spot inspections.

Section 203(3) and (4) of the Model Traffic Code are repealed in their entirety.

Sec. 8-1-100. - Section 225, Mufflers—Prevention of noise.

Section 225(3) of the Model Traffic Code is repealed in its entirety.

Sec. 8-1-110. - Section 235, Minimum standards for commercial vehicles—Spot inspections.

Section 235, Minimum standards for commercial vehicles – spot inspections, of the Model Traffic Code, is repealed in its entirety and reenacted to provide:

- (1) A police officer may, at any time, require the driver of any commercial vehicle, as defined in section 42-4-235, C.R.S., to stop so that the officer may inspect the vehicle and all required documents for compliance with the current rules and regulations promulgated by the Colorado Department of Public Safety, Colorado Code of Regulations Volume 8, 1507-1 "Minimum Standards for the Operation of Commercial Vehicles."
- (2) A police officer may immobilize, impound, or otherwise direct the disposition of a commercial vehicle when it is determined that the motor vehicle or operation thereof is unsafe and when such immobilization, impoundment, or disposition is appropriate under the current rules and regulations promulgated by the Colorado Department of Public Safety, Colorado Code of Regulations Volume 8, 1507-1 "Minimum Standards for the Operation of Commercial Vehicles."

Sec. 8-1-120. - Section 237, Safety belt systems—Mandatory use—Exemptions penalty.

Section 237(4) (a) of the Model Traffic Code is repealed in its entirety.

Sec. 8-1-130. - Section 239, Misuse of wireless telephone—Definitions—Penalty preemption.

Section 239(2), (5) and (5.5) of the Model Traffic Code are amended and or deleted to provide:

- (2) A person under eighteen years of age shall not use a wireless telephone while operating a motor vehicle. This subsection (2) does not apply to acts specified in subsection (4) of this section.
- (5) (Deleted)

(5.5) (Deleted)

Sec. 8-1-140. - Section 243, Nuisance exhibition of motor vehicle exhaust prohibited.

Section 243 of the Model Traffic Code is enacted to provide:

- (1) (a) It shall be unlawful for any person to engage in a nuisance exhibition of motor vehicle exhaust, which is the knowing release of soot, smoke, or other particulate emissions from a motor vehicle with a gross vehicle weight rating of fourteen thousand pounds or less into the air and onto roadways, other motor vehicles, bicyclists, or pedestrians, in a manner that obstructs or obscures another person's view of the roadway, other users of the roadway, or a traffic control device or otherwise creates a hazard to a driver, bicyclist, or pedestrian.
- (b) The prohibition set forth in subsection (1)(a) of this section does not apply to:
 1. A commercial vehicle, as defined in Appendices Definitions (17.5).
 2. A common carrier, as defined in C.R.S. Section 40-1-102(3)(a)(I).
 3. A motor carrier, as defined in C.R.S. Section 40-10.1-101(10).
 4. A motor carrier of passengers permitted pursuant to C.R.S. Section 40-10.1-302.
 5. A motor carrier of towed motor vehicles permitted pursuant to C.R.S. Section 40-10.1-401.
 6. A motor carrier of household goods, permitted pursuant to C.R.S. Section 40-10.1-502.
 7. A motor vehicle used for agricultural purposes; or
 8. Any other vehicle used for commercial activities.

Sec. 8-1-150. - Section 244, License plates.

Section 244 of the Model Traffic Code is enacted to provide:

- (1) License plate required. It shall be unlawful for any person to drive, stop or park or for the owner or person in charge of any vehicle to cause or knowingly permit such vehicle to be driven, stopped or parked on any street or highway within the town or any property owned by the town, any vehicle that has been issued a license plate or plates pursuant to Colorado law, unless the vehicle's license plate or plates for the current registration year are properly attached to and displayed on the vehicle in accordance with Colorado law.
- (2) For the purposes of this section "license plate" includes standardized plates, personalized plates, special plates, military plates and all other plates both permanent and temporary issued pursuant to Colorado law.

Sec. 8-1-160. - Section 501, Size and weight violations-penalty.

Section 501 of the Model Traffic Code is amended by addition of the following:

Notwithstanding any provision of this code to the contrary, when official signs are erected giving notice thereof, no person shall operate any vehicle with a weight limit in excess of the amounts specified on such signs at any time upon any of the streets or parts thereof or upon any of the bridges or viaducts posted as heretofore provided.

Sec. 8-1-170. - Section 510, Permits for excess size and weight and for manufactured homes—Rules.

Section 510(b)(1) of the Model Traffic Code is amended by deleting the phrase, "All local permits shall be issued in the discretion of the local authority pursuant to ordinances or resolutions. Any ordinances or resolutions of local authorities shall not conflict with this section."

Section 510(11), (12) of the Model Traffic Code are repealed in their entirety and (12) reenacted to provide:

(12) Local authorities may by resolution impose annual permit, single trip permits and overlength, over width and over height permit fees.

Sec.8-1-180. - Section 511, Permit standards -state and local of the Model Traffic Code is repealed in its entirety.

Sec. 8-1-190- Section 614, Designation of highway maintenance, repair, or construction zones-signs-increase in penalties for speeding violations of the Model Traffic Code is amended by deleting the second sentence of (1)(b) in its entirety and reenacting it to read:

(b) Penalties for any person who commits a violation of Sec. 1101 Speed limits in a construction zone shall be doubled.

Sec. 8-1-200-Section 615, School zones, increase in penalties for moving traffic violations of the Model Traffic Code is amended by deleting section (1) in its entirety and reenacting it to read:

(1) Penalties for any person who commits a violation of Sec 1101 Speed limits in a school zone shall be doubled.

Sec. 8-1-210. - Section 617, Steep downhill grade zones -increase and penalties and surcharges for speeding violations -definitions of the Model Traffic Code is repealed in its entirety.

Sec. 8-1-220. - Section 714, Bicyclist or other authorized user in the bicycle lane

Section 714(2)(b)(I) and (II) of the Model Traffic Code are amended by deleting the phrase "and shall be punished as described in section 42-1-1402(2)(b)"and adding sub-section (3) to provide

(3) For the purposes of this section "bicycle lane" means a portion of the roadway that has been designated by striping, signage, or other pavement markings for the exclusive use of bicyclists or other authorized users of bicycle lanes. Bicycle lane includes an intersection if the bicycle lane is marked on opposite sides of the intersection.

Sec. 8-1-230. - Section 805, Pedestrians walking or traveling in a wheelchair on highways.

Section 805(5) of the Model Traffic Code is repealed in its entirety and reenacted to provide:

Local authorities may regulate the use by pedestrians of streets and highways under its jurisdiction to the extent authorized under subsection (6) of this section and sections 110 and 111 but no regulation differing from this section shall be effective until official signs or devices giving notice thereof have been placed at such location.

Sec. 8-1-240. - Section 901, Required position and method of turning.

Section 901(a) of the Model Traffic Code are repealed in their entirety and reenacted to provide:

- (a) *Right turns.* Both the approach for a right turn and the right turn shall be made as close as practicable to the right-hand curb or edge of the roadway. Unless double turn lanes are clearly marked by official signs, it shall be unlawful for the driver of a vehicle to make a right turn into any traffic lane other than the right-most lane of traffic of the road onto which the turn is made.
- (b) *Left turns.* The driver of a vehicle intending to turn left shall approach the turn in the extreme left-hand lane lawfully available to traffic moving in the direction of travel of such vehicle. Unless double turn lanes are clearly marked by official signs, it shall be unlawful for the driver of a vehicle to make a left turn into any traffic lane other than the left-most lane of traffic lawfully available to traffic moving in the direction of travel of such vehicle.

Sec. 8-1-250. - Section 1101, Speed limits.

Section 1101(1) of the Model Traffic Code is amended by deleting the phrase "is reasonable and prudent under the conditions then existing" and replacing it with the phrase "the maximum lawful speed limit."

Section 1101(2)(b) and (c) of the Model Traffic Code are repealed in their entirety.

Section 1101(4) of the Model Traffic Code is repealed in its entirety.

Section 1101(5) of the Model Traffic Code is amended by deleting the phrase "alleged reasonable and prudent speed" and replacing it with the phrase "maximum lawful speed limit."

Sec. 8-1-260. - Section 1102, Altering of speed limits—when.

Section 1102(1) and (2) and (3) of the Model Traffic Code are amended by deleting the phrases "is reasonable or safe" and replacing it with the phrase "the maximum lawful speed limit" and deleting the phrases "a reasonable and safe" and replacing it with the phrase "the maximum lawful."

Section 1102(6) of the Model Traffic Code is amended by deleting the phrase "by ordinance, or a county by resolution of the board of county commissioners" and adding the phrase "apartment complex, condominium complex or townhouse complex" after the phrase "in mobile home parks" in the section's first sentence.

Sec. 8-1-270. - Section 1203 Ski areas to install signs

Section 1203 of the Model Traffic Code is repealed in its entirety and reenacted and retitled Parking Regulations to provide:

- (a) Definitions. For the purposes of this section, the following words shall have the following meanings except as otherwise specified.
1. "Commercial trailer" means any wheeled vehicle, without motive power, which is designed to be drawn by a motor vehicle and to carry its cargo load wholly upon its own structure and that is generally and commonly used to carry and transport property over the public highways in furtherance of any commercial activity or used "for hire."
 2. "Commercial vehicle" means any truck tractor, dump truck, semi-trailer, commercial trailer, low truck or vehicle equipped to provide towing services, or bus, that is used, or normally associated with, the transportation of materials, products, freight, other vehicles, or equipment in furtherance of any commercial activity or is used "for hire" except that any passenger vehicle designed to transport no more than nine persons or any pickup truck or van not exceeding twenty-five feet in length shall not be considered a commercial vehicle.
 3. "Food truck" means a motorized or towed, self-contained, readily movable vehicle, that is designed and equipped to prepare and sell beverages and/or food to the general public while parked in a fixed location.
 4. "Recreational vehicle" means a motor vehicle designed or used as a conveyance upon streets and highways and constructed so as to provide temporary occupancy as a dwelling or sleeping place for one or more persons. Recreational vehicles do not include a pick-up truck with an attached camper shell.
 5. "Trailer" means any wheeled vehicle, without motive power which is designed to be drawn by a motor vehicle and carry its load wholly upon its own structure and that is generally and commonly used to carry and transport property over highways.
 6. "Travel trailer" means a portable structure, mounted on wheels, designed to be towed by a motorized vehicle and containing cooking or sleeping facilities to provide temporary living quarters for recreational camping or travel use. Such structures may be constructed with rigid sides or may have collapsible side walls of fabric, plastic or other pliable material.
- (b) Vehicle parking prohibitions.
1. It shall be unlawful for any person to park any of the following vehicles on either side of the public street, alley, or other public right-of-way within the town adjacent to any property, except for a period of not more than forty-eight (48) hours when such vehicle is being used to render services, including but not limited to loading and unloading, or construction activities, to a property located within two hundred feet of the vehicle:
 - (i) Any commercial vehicle or commercial trailer;
 - (ii) Any motor vehicle exceeding twenty-five feet in length except that the measured length of such vehicle shall exclude towing gear bumpers and attached cargo racks;
 - (iii) A combination of a trailer or travel trailer and motor vehicle exceeding twenty-five feet in length or eight feet in width;
 - (iv) Any detached trailer or travel trailer.

2. It shall be unlawful for any person to park a food truck and conduct business upon any public street, alley, or other public right-of-way within the town, except for special events and upon the owner/operator's acquisition and compliance with the terms and conditions of a permit issued by the town manager or the manager's designee.
 3. It shall not be a defense to this subsection (b) that any vehicle, trailer or food truck has been moved to a different location within the public right-of-way. To be in compliance, the vehicle, trailer or food truck must be removed from the applicable right-of-way.
- (c) Parking of recreational vehicles, travel trailers or trailers on public right-of-way prohibited.
1. It is unlawful for any person to park a recreational vehicle, travel trailer, trailer, or truck weighing in excess of twenty thousand (20,000) pounds gross vehicle weight (GVW) on any public roadway, street, alley, or other public right-of-way within the town, except as follows:
 - (i) Directly in front of a residential dwelling of the vehicle's registered owner for a period of not more than forty-eight (48) hours when being loaded or unloaded during such period, and not more than ten (10) forty-eight (48) hour periods in any calendar year.
 - (ii) In compliance with the terms and conditions of a permit issued pursuant to subsection (d) herein below.
 - (iii) It shall not be a defense to this subsection (c) that the recreational vehicle, travel trailer, trailer, or truck weighing in excess of twenty thousand (20,000) pounds gross vehicle weight (GVW) has been moved to a different location within the public right-of-way. To be in compliance with this section, the recreational vehicle, travel trailer, trailer, or truck weighing in excess of twenty thousand (20,000) pounds gross vehicle weight (GVW) must be removed from the public right-of-way.
- (d) Permits for parking of recreational vehicles, trailers or travel trailers on the public right-of-way.
1. The town manager or the manager's designee may issue a permit to the registered owner of a recreational vehicle, travel trailer, trailer, or truck weighing in excess of twenty thousand (20,000) pounds gross vehicle weight (GVW) to park such vehicle for a period of time greater than forty-eight (48) hours on public right-of-way adjacent to any residential dwelling, subject to the following restriction:
 - (i) The permit shall only allow the vehicle to be parked on the public right-of-way that is directly in front of the applicant's residential dwelling for a period of time not to exceed fifteen calendar days within any calendar year.

Sec. 8-1-280. - Section 1204, Stopping, standing or parking prohibited in specified places.

Section 1204(2)(a) of the Model Traffic Code is amended to provide:

Within five feet of a public driveway or within two feet of a private driveway.

Section 1204(8) is repealed in its entirety and reenacted to provide:

No person shall stop, stand or park any vehicle upon any private property without the consent of the owner, lessee or person in possession of such property.

Sec. 8-1-290. - Section 1209, Owner liability for parking violations.

Section 1209 of the Model Traffic Code is amended by the addition of the following:

In any prosecution charging a violation of any provision of this Part 12 governing the stopping, standing or parking of a vehicle, proof that the particular vehicle described in the complaint was parked in violation of any such regulation, together with proof that the defendant named in the complaint was at the time of such parking the registered owner of such vehicle, shall constitute an evidentiary prima facie presumption that the registered owner of such vehicle was the person who parked or placed such vehicle at the location where, and for the time during which, such violation occurred.

Sec. 8-1-300. - Section 1213, Parking in electric motor vehicle charging station.

Section 1213(1)(a) of the Model Traffic Code is amended by deleting the phrase “or the equivalent local ordinance,” as used throughout this subsection.

Sec. 8-1-310. - Section 1301, Open alcohol beverage container in motor vehicle prohibited.

Section 1301 of the Model Traffic Code is enacted to provide:

- (1) *Definitions.* As used in this section, the following words and phrases shall mean as set forth below, unless otherwise specified:
 - (a) "Alcohol beverage" means a beverage as defined in C.R.S. 44-3-103(2).
 - (b) "Motor vehicle" means a vehicle driven or drawn by mechanical power and manufactured primarily for use on public highways but does not include a vehicle operated exclusively on a rail or rails.
 - (c) "Open alcohol beverage container" means a bottle, can, or other receptacle that contains any amount of an alcohol beverage, and:
 - (i) That is open or has a broken seal; or
 - (ii) The contents of which are partially removed.
 - (d) "Passenger area" means the area designed to seat the driver and passengers while a motor vehicle is in operation and any area that is readily accessible to the driver or a passenger while in their seating position, including, but not limited to, the glove compartment.
- (2) (a) Except as otherwise permitted in paragraph (b) of this subsection (2), a person while in the passenger area of a motor vehicle that is on a public roadway or highway of this state or the right-of-way of a public roadway or highway of this state may not knowingly:
 - (i) Drink an alcohol beverage; or
 - (ii) Have in their possession an open alcohol beverage container.
- (b) The provisions of this subsection (2) shall not apply to:

- (i) Passengers, other than the driver or a front seat passenger, located in the passenger area of a motor vehicle designed, maintained, or used primarily for the transportation of persons for compensation;
- (ii) The possession by a passenger, other than the driver or a front seat passenger, of an open alcohol beverage container in the living quarters of a motor home or trailer coach as defined in Appendices, Definitions, (57) and (106(a));
- (iii) The possession of an open alcohol beverage container in the area behind the last upright seat of a motor vehicle that is not equipped with a trunk; or
- (iv) The possession of an open alcohol beverage container in an area not normally occupied by the driver or a passenger in a motor vehicle that is not equipped with a trunk.

Sec. 8-1-320. - Section 1302, Open marijuana container – motor vehicle prohibited.

Section 1302 of the Model Traffic Code is enacted to provide:

- (1) *Definitions.* As used in this section, the following words and phrases shall mean as set forth below unless otherwise specified.
 - (a) *Marijuana* means all parts of the plant of the genus *cannabis* whether growing or not, the seeds thereof, the resin extracted from any part of the plant, and every compound, manufacture, salt, derivative, mixture, or preparation of the plant, its seeds, or its resin, including marijuana concentrate. Marijuana does not include industrial hemp, nor does it include fiber produced from the stalks, oil, or cake made from the seeds of the plant, sterilized seed of the plant, which is incapable of germination, or the weight of any other ingredient combined with marijuana to prepare topical or oral administrations, food, drink or other product.
 - (b) *Motor vehicle* shall mean a vehicle driven or drawn by mechanical power and manufactured primarily for use on public highways but does not include a vehicle operated exclusively on a rail or rails.
 - (c) *Motor home* means a vehicle designed to provide temporary living quarters and which is built into an integral part of, or a permanent attachment to, a motor vehicle chassis or van.
 - (d) *Open marijuana container* means a receptacle or marijuana accessory that contains any amount of marijuana and:
 - 1. that is open or has a broken seal;
 - 2. The contents of which is partially removed; and
 - 3. there is evidence that marijuana has been consumed within the motor vehicle.
 - (e) *Passenger area* means the area designed to seat the driver and passengers, including seating behind the driver, while a motor vehicle is in operation and any area that is readily accessible to the driver or a passenger while in his or her seating position, including but not limited to the glove compartment.
 - (f) *Trailer coach* means a wheeled vehicle having an overall length, excluding towing gear and bumpers, of not less than twenty-six feet, without motive power, that is

designed and generally and commonly used for occupancy by persons for residential purposes, in temporary locations, and that may occasionally be drawn over the public highways by a motor vehicle and is licensed as a vehicle.

- (2) Except as otherwise permitted under this section, a person, while in the passenger area of a motor vehicle that is on a public street or roadway, or the right-of-way of a public street or roadway may not knowingly:
 - (a) Use or consume marijuana; or
 - (b) Have in their possession an open marijuana container.
- (3) The provisions of this section shall not apply to:
 - (a) Passengers, other than the driver or a front seat passenger, located in the passenger area of a motor vehicle designed, maintained, or used primarily for the transportation of persons for compensation; or passengers within a state and locally licensed mobile marijuana hospitality establishment;
 - (b) The possession by a passenger, other than the driver or a front seat passenger, of an open marijuana container in the living quarters of a motor home, or trailer coach;
 - (c) The possession of an open marijuana container in the area behind the last upright seat of a motor vehicle that is not equipped with a trunk; or
 - (d) The possession of an open marijuana container in an area not normally occupied by the driver or a passenger in a motor vehicle that is not equipped with a trunk.

Sec. 8-1-330. - Section 1409, Compulsory insurance – penalty – legislative intent.

Section 1409(4) and (9) of the Model Traffic Code are deleted in their entirety.

Sec. 8-1-340. - Section 1413, Eluding or attempting to elude a police officer.

Section 1413 the Model Traffic Code is enacted to provide:

Any operator of a motor vehicle who an officer has reasonable grounds to believe has violated a state law or municipal ordinance, who has received a visual or audible signal such as a red light or a siren from a police officer driving a marked vehicle showing the same to be an official police, sheriff, or Colorado state patrol car directing the operator to bring the operator's vehicle to a stop, and who willfully increases their speed or extinguishes their lights in an attempt to elude such police officer, or willfully attempts in any other manner to elude the police officer, or does elude such police officer commits a traffic offense.

Sec. 8-1-350. - Section 1417, Regulation of traffic across private property.

Section 1417 of the Model Traffic Code is enacted to provide:

- (a) It is unlawful for any person to drive a motor vehicle from a public highway or roadway or any public way of this town over, across or through any private property to avoid traffic control signals or traffic control devices or as a route or shortcut from one public highway or roadway or any public way to another.

- (b) As used in this section, "private property" includes, but is not limited to, any property not designated as a public roadway, highway, street or public way, alley, right-of-way or easement.
- (c) It is an affirmative defense to a charge of violation of this section that the person charged is the owner of the property or the owner of a leasehold, possessory interest or easement in or to the property through or across which the motor vehicle is driven.

Sec. 8-1-360. - Section 1418, Drivers license required

Section 1418 of the Model Traffic Code is enacted to provide:

- (1) Except as otherwise provided in C.R.S. 42-4-401 et seq., for commercial drivers, no person shall drive any motor vehicle upon any roadway unless such person has been issued a currently valid driver's or minor driver's license or an instruction permit by the State's Department of Revenue.
- (2) No person shall drive any motor vehicle upon a highway if such person's driver's or minor driver's license has been expired for one year or less and such person has not been issued another such license by the State's Department of Revenue or by another state or country subsequent to such expiration.
- (3) No person shall drive any motor vehicle upon a highway unless such person has in their immediate possession a current driver's or minor driver's license, or an instruction permit issued by the State's Department of Revenue.
- (4) No person who has been issued a currently valid driver's or minor driver's license or an instruction permit shall drive a type or general class of motor vehicle upon a highway for which such person has not been issued the correct type or general class of license or permit.
- (5) No person who has been issued a currently valid driver's or minor driver's license or an instruction permit shall operate a motor vehicle upon a highway without having such license or permit in such person's immediate possession.
- (6) A charge of a violation of subsection (2) of this section shall be dismissed by the court if the defendant elects not to pay the penalty assessment and, at or before the defendant's scheduled court appearance, exhibits to the court a currently valid driver's or minor driver's license.
- (7) A charge of a violation of subsection (5) of this section shall be dismissed by the court if the defendant elects not to pay the penalty assessment and, at or before the defendant's scheduled court appearance, exhibits to the court a currently valid license or permit issued to such person or an officially issued duplicate thereof if the original is lost, stolen or destroyed.
- (8) The conduct of a driver of a motor vehicle which would otherwise constitute a violation of this section is justifiable and not unlawful when:
 - (a) It is necessary as an emergency measure to avoid an imminent public or private injury which is about to occur by reason of a situation occasioned or developed through no conduct of said driver and which is of sufficient gravity that, according to ordinary standards of intelligence and morality, the desirability and urgency of

avoiding the injury clearly outweighs the desirability of avoiding the injury sought to be prevented by this section or;

- (b) The person is exempt from the requirements of a valid driver's license as set forth in C.R.S. 4-2-102.
- (9) The issue of justification or exemption is an affirmative defense. As used in this subsection (9), "affirmative defense" means that, unless the town's evidence raises the issue involving the particular defense, the defendant, to raise the issue, shall present some credible evidence of that issue. If the issue involved in an affirmative defense is raised, then the ability of the defendant must be established beyond a reasonable doubt as to that issue as well as all other elements of the traffic infraction.

Sec. 8-1-370. - 1505 Low power scooters prohibited

Section 1505 of the Model Traffic Code is enacted to provide;

Low power scooters as defined in Appendices Definitions (48.5)(a) are prohibited upon any highway as defined in Appendices Definitions (43) within the town.

Sec. 8-1-380. - Appendices – Definitions.

Appendices – Definitions of the Model Traffic Code is amended by deletion of the following definitions.

- (11) Business district
- (80) Residence district

Section 2. If any article, section, paragraph, sentence, clause, or phrase of this ordinance is held to be unconstitutional or invalid for any reason, such decision shall not affect the validity or constitutionality of the remaining portions of this ordinance. The Town Council hereby declares it would have passed this ordinance and each part or parts hereof irrespective of the fact that any one part or parts be declared unconstitutional or invalid.

Section 3. All other ordinances or portions thereof inconsistent or conflicting with this ordinance or any portion hereof are hereby repealed to the extent of such inconsistency or conflict.

Section 4. This ordinance is deemed necessary for the immediate protection of the health, welfare and safety of the community.

Section 5. In accordance with Section 6.03(6) of the Town of Severance Home Rule Charter, this ordinance shall be effective thirty (30) days after publication.

Section 6. Violations of this ordinance shall be punishable in accordance with Article 4 of the Severance Municipal Code as follows:

Sec. 1-4-10. Violations.

It is a violation of this Code for any person to do any act which is forbidden or declared to be unlawful, or to fail to do or perform any act required, in this Code.

Sec. 1-4-20. General penalty for violation.

- (a) Any person, firm or corporation who shall violate or fail to comply with any provision of any chapter of this Code for which a different penalty is not specifically provided shall, upon conviction thereof, be punishable by a fine not exceeding two thousand six hundred fifty dollars (\$2,650.00) set forth by the Judge. The maximum fine level set forth herein shall be adjusted on January 1 of each year by the annual percentage change in the United States Department of Labor, Bureau of Labor Statistics, and Consumer Price Index for Denver-Boulder, all items, all urban consumers, or its successor index. In addition to any such fine, such person, firm or corporation shall pay all costs and expenses in the case. Each day such violation continues shall be considered a separate offense.
- (b) In addition to the aforesaid fine, the Municipal Judge shall add thereto a surcharge in the amount set annually by the Town Fee Schedule for each ordinance violation, but the total fine imposed under Subsections (a) and (b) of this Section may not exceed the maximum fine established in Subsection (a) above. All proceeds generated by the surcharge under this Subsection shall be used for the purpose of law enforcement training, administration and/or acquisition of equipment.

Sec. 1-4-30. Application of penalties to juveniles.

Every person who, at the time of commission of the offense, was at least ten (10) but not yet eighteen (18) years of age, and who is subsequently convicted of or pleads guilty or nolo contendere to a violation of any provision of this Chapter, shall be punished by a fine of not more than the maximum fine established pursuant to Subsection 1-4-20(a) above per violation or count.

Sec. 1-4-40. Penalty for violations of ordinances adopted after adoption of Code.

Any person, firm or corporation who shall violate any provision of any ordinance of a permanent and general nature passed or adopted after adoption of this Code, either before or after it has been inserted in the Code by a supplement, shall, upon conviction thereof, be punishable as provided by Section 1-4-20 or 1-4-30, unless another penalty is specifically provided for the violation.

INTRODUCED, READ, AND PASSED ON FIRST READING this ____ day of _____, 2025.

ADOPTED AND APPROVED, AS AMENDED, ON SECOND READING, AND ORDERED PUBLISHED this 25th day of March, 2025.

TOWN OF SEVERANCE, COLORADO

Matthew Fries, Mayor

ATTEST:

Sarah Jacobsen, Town Clerk

APPROVED AS TO FORM:

Town Attorney

AFFIDAVIT OF PUBLICATION

STATE OF COLORADO)
)
COUNTY OF WELD)

I, Sarah Jacobsen, Town Clerk for the Town of Severance, do solemnly swear and affirm that I published in full a true and correct copy of Ordinance No. 2025-____, enacted by the Town Council on _____, 2025, on the Town of Severance's website, <https://www.townofseverance.org/255/Ordinances>, on _____, 2025.

Witness my hand and seal this ____ day of _____, 2025.

Sarah Jacobsen
Town Clerk

[Town Seal]



AGENDA ITEM SUMMARY

AGENDA ITEM	SUBMITTED BY	PRESENTED BY
Pg. 298 - Decommissioning Tornado Siren System	Nicholas Wharton, Town Manager	Nicholas J. Wharton
ACTION REQUESTED		
Town Management recommends that the Town Council discuss the decommissioning of the tornado siren system for the Town of Severance and take action. • Actions that may be taken: ○ Move to approve the decommission of the tornado siren system ○ Take No Action		<u>Action Requested</u> <u>Attorney Approved</u>
BRIEF HISTORY OF ITEM		
In October 2020, Town Management spoke to the town council regarding whether the tornado system should be improved or disconnected. At that time, the Town Council decided to continue using the sirens until they became disrepair, at which point they would be decommissioned. Since then, staff have repaired the existing sirens, and they are still continuing to run. However, staff continue to receive complaints about the sirens and the inability to hear them throughout the Town of Severance. The Town of Severance operates and maintains Town tornado sirens for the safety of the residents of Severance. One is in Summit View Park, and the other is west of the Baldrige subdivision and east of the Tailholt subdivision. The sirens are approximately 20 years old and were funded by a collaborative grant with Weld County. The sirens are tested in the spring and, when operational, are tested in summer on the 1st Wednesday of each month at noon. The staff have received many complaints about the sirens and the lack of ability to hear them throughout the Town of Severance. Various concerns about resident safety have been raised over the past years as the town has grown due to the current locations of sirens. This is because the tornado siren system has not grown within the town; approximately eight (8) subdivisions can not currently hear the warning system. Studying the town's history, one tornado touched down in Severance proper in 1983. In the past 75 years, there have been approximately 20 tornadoes within 11 miles of Severance. (Data courtesy of NOAA Severe Weather Database.)		
BRIEF SUMMARY		
As directed by the Town Council at the March 11th Work Session, Management is bringing this agenda item back to Town Council action. Town Management and staff are working with the Weld County Office of Emergency and Weld County Dispatch on information regarding CodeRED and possibly a new system that will provide weather warnings. Additionally, staff will begin a Communications campaign to ensure Severance residents are aware of the decommissioning and the best ways to sign up for weather alerts.		
PUBLIC SUPPORT/CONCERN		

The staff has received many complaints about the sirens and the inability to hear them throughout the Town of Severance.

ANALYSIS AND RECOMMENDATION

Town Management recommends that the Town Council take action and move to approve the decommissioning of the tornado siren system for the Town of Severance.

MATERIALS SUBMITTED

The following materials were submitted and included in this packet:

1. Sirens
2. 2025 14V-B
3. 93813, Severance, CO, 2-4-25
4. Severance, Colorado Proposal
5. Quote #706 - Severance, Colorado - Outdoor Warning System Upgrade - Master Plan (8 Sirens + Dual Comms)
6. Quote #687 - Severance, Colorado - Outdoor Warning System Upgrade (3 Sirens)
7. Severance CO

Cons of Maintaining the Current Sirens:

1. **Frequent Breakdowns & High Maintenance Costs** – Aging sirens require more frequent repairs, which can be costly and may lead to unreliable performance during critical situations.
2. **Limited Capabilities** – Older sirens might not support modern features like remote activation, voice messages, or integration with other emergency alert systems.
3. **Potential Safety Risks** – If the sirens fail during a tornado warning, it could put residents at greater risk, especially those who rely heavily on outdoor alerts.
4. **Outdated Technology** – Over time, the parts for older sirens may become harder to find, and the technology may not meet current safety standards or best practices.
5. **Upfront Costs** – The expense of purchasing and installing new sirens can be significant, requiring careful budget planning and potentially grants or external funding.
6. **Installation Challenges** – Depending on the locations and infrastructure, replacing the sirens might involve logistical hurdles, especially if utility connections or new poles are required.
7. **Potential for Over-Reliance** – Residents might still rely heavily on sirens for tornado warnings, emphasizing the need for continued education on using multiple warning systems.
8. **Disruption During Transition** – Replacing the old sirens could lead to temporary gaps in warning coverage if not managed carefully, necessitating alternative alert plans during the transition period.

Recommendation:

Given their age and maintenance challenges, it may be time to consider replacing or significantly upgrading the tornado sirens. This would enhance public safety, reduce ongoing maintenance costs, and ensure the community is well-prepared as it continues to grow. Integrating the new sirens with other emergency notification systems could further improve overall disaster readiness in Severance.

Pros of Replacing or Upgrading the Sirens:

1. **Improved Reliability** – Upgrading to modern sirens would reduce maintenance requirements and increase the reliability of the system during emergencies.
2. **Enhanced Technology** – Newer models offer improved features, such as voice alerts, remote activation, and integration with other warning systems.
3. **Cost Savings Over Time** – While the initial investment is significant, newer sirens would likely have lower operational costs and fewer repair needs over the years.
4. **Expanded Coverage & Clarity** – Modern sirens could provide better sound coverage across Severance, potentially reaching areas that are not well-served by the current system.

Comparing the **tornado sirens** to Weld County's **CODE Red Alert System** involves assessing their effectiveness, reach, and reliability. Here's a breakdown of the two:

Tornado Sirens (Outdoor Warning System)

✓ Pros:

1. **Instant Public Warning** – Sirens provide immediate, audible alerts for those outdoors.
2. **Reliable in Power Outages** – Many sirens have backup power to function during storms.
3. **Community Awareness** – The sound serves as a clear signal for people to seek information and shelter.
4. **No Enrollment Required** – Unlike CODE Red, residents don't need to sign up to hear the sirens.

✗ Cons:

1. **Limited Indoor Effectiveness** – Sirens are designed for outdoor warnings; residents indoors may not hear them.
 2. **Aging Infrastructure & Maintenance Costs** – The existing sirens in Severance are old and require frequent maintenance.
 3. **Fixed Location Coverage** – Sirens may not reach all areas equally, especially as the town expands.
 4. **No Specific Instructions** – Sirens only signal danger, but they don't provide information on what the threat is or where it is headed.
-

Weld County CODE Red Alert System (Cell & Landline Notifications)

✓ Pros:

1. **Targeted & Detailed Alerts** – Provides specific storm details, locations, and instructions directly to residents.
2. **Indoor & Outdoor Effectiveness** – Reaches people indoors, in vehicles, or outside via mobile phones.
3. **No Infrastructure Maintenance** – The system is managed by Weld County, eliminating local costs for Severance.
4. **Multi-Channel Communication** – Sends alerts via calls, texts, emails, and sometimes social media.

✗ Cons:

1. **Requires Sign-Up** – Residents must register their phone numbers to receive alerts, meaning some may be left out.
2. **Cell Service Dependent** – Poor reception or dead zones may prevent notifications from being received.
3. **Possible Alert Fatigue** – Too many non-severe warnings may lead residents to ignore future alerts.
4. **Slower Delivery in Some Cases** – While often fast, there may be delays if networks are congested.

Which is Better?

- **For outdoor warnings:** Tornado sirens remain effective for reaching large groups of people quickly, especially in parks, on roads, or during events.
- **For complete emergency information:** CODE Red is superior because it delivers specific storm details, instructions, and updates directly to residents.
- **For a growing community like Severance:** A **multi-layered approach** combining both systems is ideal.
 - **Upgrade or replace aging sirens** for continued outdoor alerts.
 - **Promote CODE Red sign-ups** to ensure residents receive indoor alerts and critical storm information.

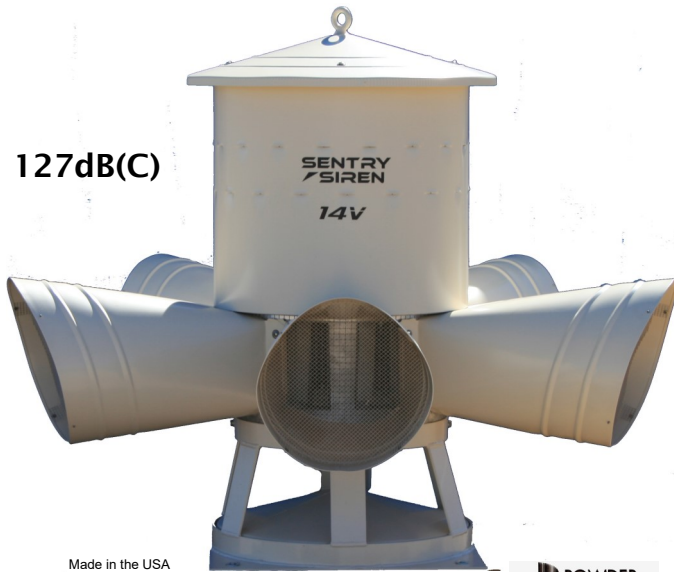
14V-B

Premium Warning Siren

The Ultimate Combination of Power,
Performance, and Price

SENTRY
SIREN Inc.®

127dB(C)



- **100% Maintenance Free**, not just the siren, the whole system!
- **Non-Rotating**: Forget the worries of rotating sirens, this unit has only two moving parts and does not require lubrication or any type of scheduled adjustment or maintenance.
- **UPS Reliability**: This 72V DC powerhouse provides 30 minutes of run time from its battery bank, so you know you'll have your siren ready when you need it!
- **5 year Warranty**: rest assured your siren will be functional at all times and enjoy the confidence of free lifetime tech support and the best customer service in the industry.

The ground-shaking 14V-B was designed to provide the same power and performance of our two-tone siren line with a single tone / single row of projection horns. Perfect for single or multiple siren installations, this siren is FEMA and USDA grant compliant.

This 14 Horsepower brute is rated at 127dB(c) @ 100 ft. continuous*. Not just for 25% of its cycle time, like its rotating competitors, the 127 dB measurement is for 100% of its full volume run time. Plus, this 127 dB is broadcast at 600Hz. The 14V-B's mid-range frequency perfectly combines the penetrating ability and low fade rate of low frequency sirens with the sound wave reflectivity of high frequency sirens.

Perhaps the key feature of the 14V-B is the length of time that the siren will run on batteries. As is common in the United States, storms frequently come in lines over a 3 or 4 hour period.

If the first storm knocks out power, you may need a siren which can be sounded 6 or 7 times before power is restored. The Sentry model 14V-B can sound 10 full 3 minute signals using its battery reserve; that's more than twice the reserve capacity of competitive sirens.

Unmatched in the siren industry, the 14V-B creates a state of the art system, with tried and true technology, for a winning combination.

ELECTRO-MECHANICAL SIRENS

produce stronger and further reaching sound than electronic sirens while providing far better reliability.

OMNI-DIRECTIONAL DEVICES

"..present a distinct advantage.. over rotational devices," according to FEMA's warning system guide. It says "a rotational device will have an overall lower dB level when assessed across a given time period than an Omni-directional device operating at the same frequency. " (4.4.5 FEMA OWS Technical Bulletin 2.0)

Further, the guide states: "Omni-directional sirens provide a greater area of coverage than do rotating or directional devices. They provide a more constant signal that improves public alerting..." (4.4.5 FEMA OWS Technical Bulletin 2.0)

14V-B

Premium Warning Siren

Performance

This siren is rated @ 127 dB(c) at 100 ft.*

Estimated sound radius is 5,400 ft. continuous.**

Sound pattern is Omni-Directional producing 100% volume at peak RPM 100% of the siren cycle time.

The 14V-B produces a single pitch design with one rotor producing 600 Hz.

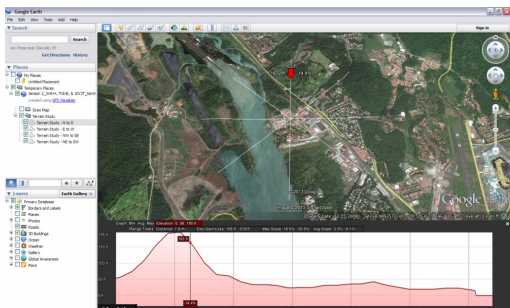
Power Requirements

Siren operates on 72V DC power from its included charger / battery bank. Optima Red Top 34R batteries are recommended (not included).

Siren uses one American Made, 14 HP, 72V DC motor.

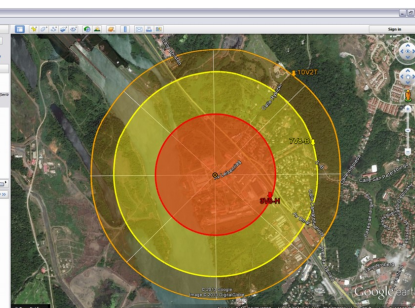
The 14V-B requires a 120VAC, 30amp power service to power its battery chargers and siren controller.

Additional Services / Accessories



Need a site design? One of our engineers will work with you step by step to determine the optimum location for your siren(s). We analyze topography and terrain, population, available infrastructure, and more to design a siren system that best suits your community's needs.

Best of all, this is done 100% free of charge, no obligation!



Siren Starters and Controllers:

Our "S" series siren motor starters and "Generation" series siren controllers make powering and activating your siren simple and easy. Call us today and let our knowledgeable staff help you select the perfect control solution for your system!



"S" series motor starter

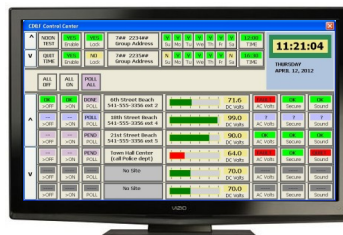


GEN-1 manual controller



GEN-3 radio controller

Be sure to ask about our full line of siren activation, weather monitoring and communication packages including "Storm Sentry", the world's first fully automatic siren activation system, "S.T.A.R.", our state-of-the-art report-back status monitoring system, and "E.P.I.C.", the world's first PC-based FEMA IPAWS interface.



* - Sentry rating based on field tests using FEMA Guidelines; assumes perfect conditions, actual coverages may vary based on multiple factors. No guarantee is expressed or implied concerning dB or SPL of sirens.

** - Based on FEMA guidelines of 9 dB drop and assumes perfect conditions, actual coverages may vary based on unforeseen factors. No guarantee is expressed or implied concerning sound coverage of sirens.



Quotation

Sentry Siren, Inc.
14161 State Highway 115
Penrose, CO 81240
T: 719-372-6012 F: 719-372-6621
mail@sentrysiren.com

Quotation #: 93813
Reference:

DATE: February 4, 2025
CUSTOMER ID:

TO: John Zacklene
Public Works Director
Town of Severance, CO

Office:
Email:

Estimated Delivery Time	Shipment Method	PAYMENT TERMS	Valid Until
4-5 Weeks ARO	LTL	Net Due PTS	3/6/25

QUANTITY	DESCRIPTION	UNIT PRICE	LINE TOTAL
3.00	14V-B AC/DC - 14HP Battery Backup Warning Siren 127dB(C)	\$ 18,317.10	\$ 54,951.30
3.00	Optima Red Top Batteries (set of six [6] batteries)	1,650.00	4,950.00
3.00	Generation 3 AC/DC Wireless Radio Siren Controller	2,990.00	8,970.00
3.00	Utility Pole Mounting Bracket - 14V	837.19	2,511.57
			-
			-
			-
			-
			-
			-
3.00	Factory Direct Installation	8,000.00	24,000.00
3.00	Shipping to	1,107.57	3,322.71
			-
			-
1.00	Returning customer discount	(7,500.00)	(7,500.00)

Notes:

SUBTOTAL	\$ 91,205.58
SALES TAX	
TOTAL	\$ 91,205.58

Total Represents Complete and Delivered Cost unless Freight states PPA/Ex Works. Warning Siren(s) carry a 5 Year Warranty. External components such as siren motor starters, VFDs, et al. carry a 3 Year Warranty. Siren control equipment carries a 2 Year Warranty. Lifetime Tech Support also available. Installation is not included unless stated. Quotation valid for 30 days from date at the top of this form.

Quotation Prepared By: Evan Kerr

Signature : Evan Kerr



Severance, Colorado

Outdoor Warning Siren System



About OmniWarn



Logan Shelts

President – General Manager
1-833-360-WARN Ext. 101
logan@omni-warn.cm

2014 – Began Career in IT
2017 – Began Career in Warning Systems
2023 – Formed OmniWarn



Ryan Dean

Vice President - Engineering
1-833-360-WARN Ext. 102
ryan@omni-warn.com

2016 – Began Career in Warning Systems
2023 – Founded OmniWarn

Current Siren System

- Activated via DTMF/Two Tone
- 72VDC Battery Banks
- “Homebrew” Controller/Cabinets
- 112dB-121dB? (Inconsistent Specs)



Federal Signal 2001-130

Tone Based Alerting

- Electro-Mechanical Rotating Siren
- Tone Based Alerting (All Hazard Tone)
- Battery Operated (48VDC)
- Solar Powered
- Anechoic Chamber Tested 130dBc
- Estimated 1 mile coverage radius
- Encrypted FSK Activation
- VHF & IoT Activation Options



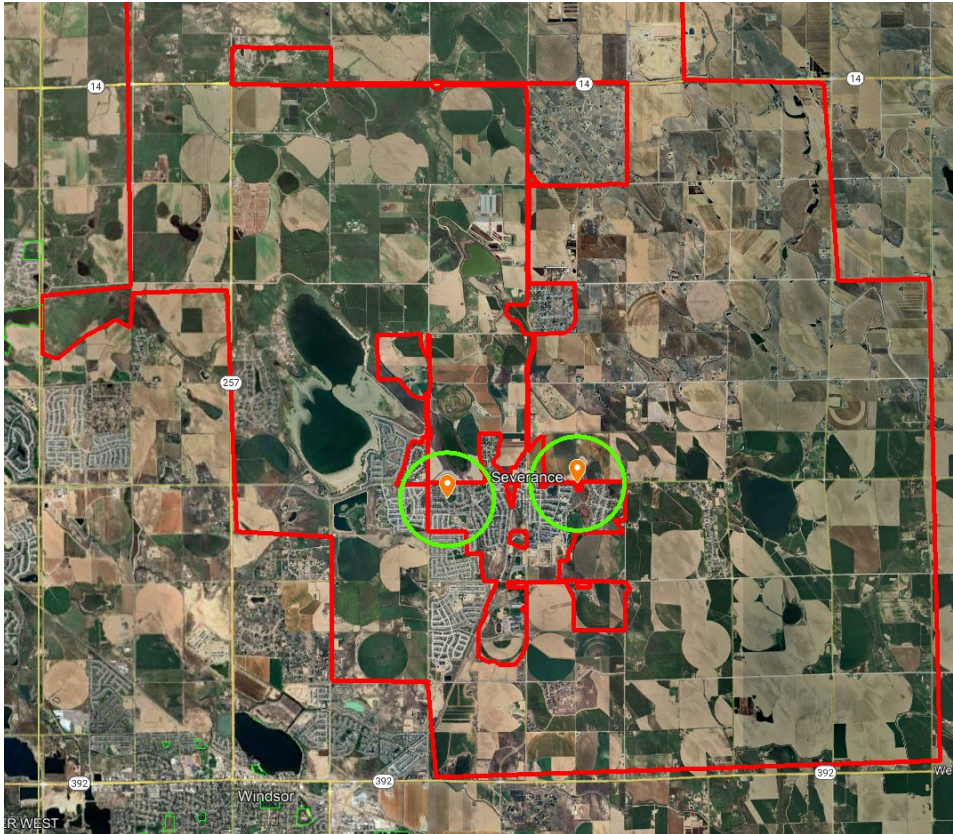
CommanderOne Software Suite

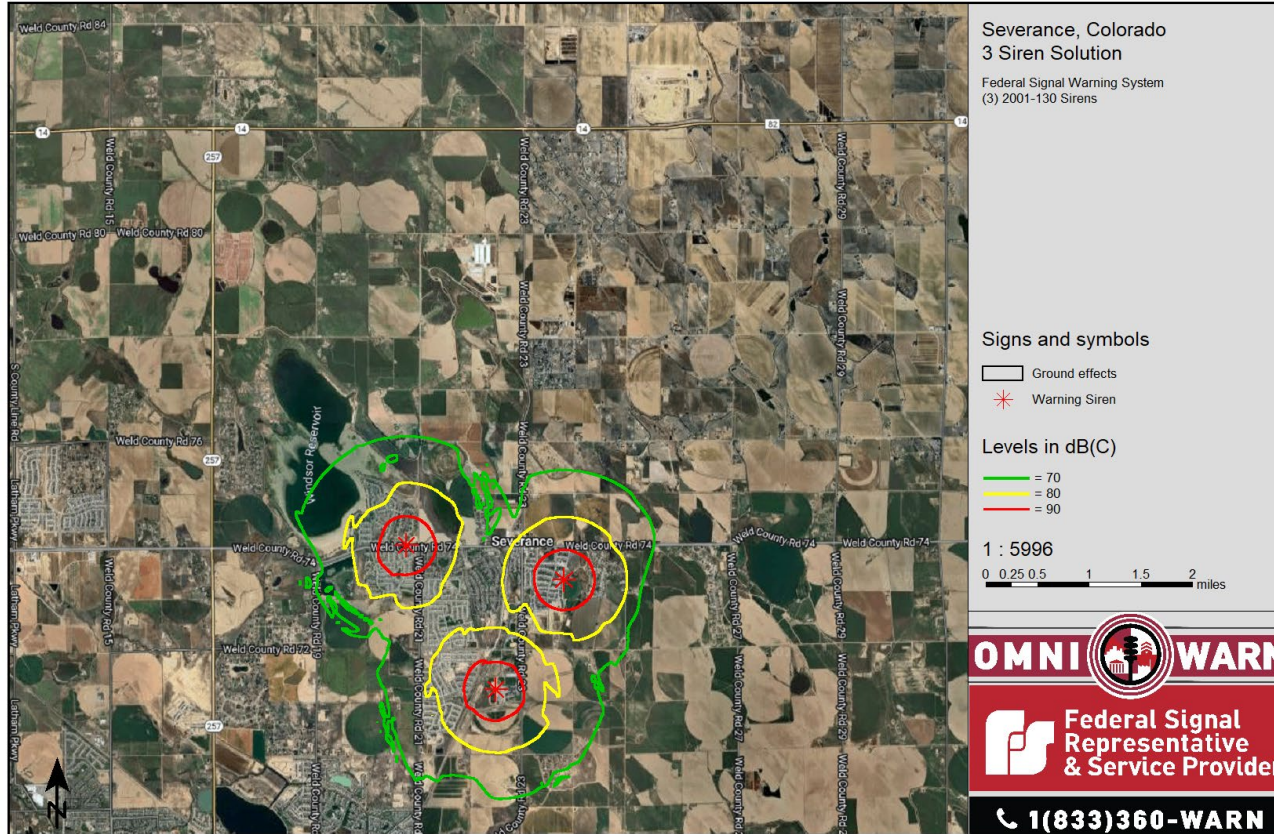
Taking Sirens to the Next Level

- Automatic Activation
 - Removed human error
- Polygon Alerting
 - Stops over warning & public complacency
- Mobile Access
 - Control from any web enabled device
- Secure Systems
 - Encrypted from your siren to your phone
- Interoperability
 - Integrates with most brands of sirens
 - Stops over warning & public complacency
- Scalable Integration
 - Integrate multiple communities into one easy to use software package
- Multi-Hazard Automated Alerts
 - Tornado, Lightning, Severe Thunderstorm (Standard, Considerable, & Destructive)

Current Siren System

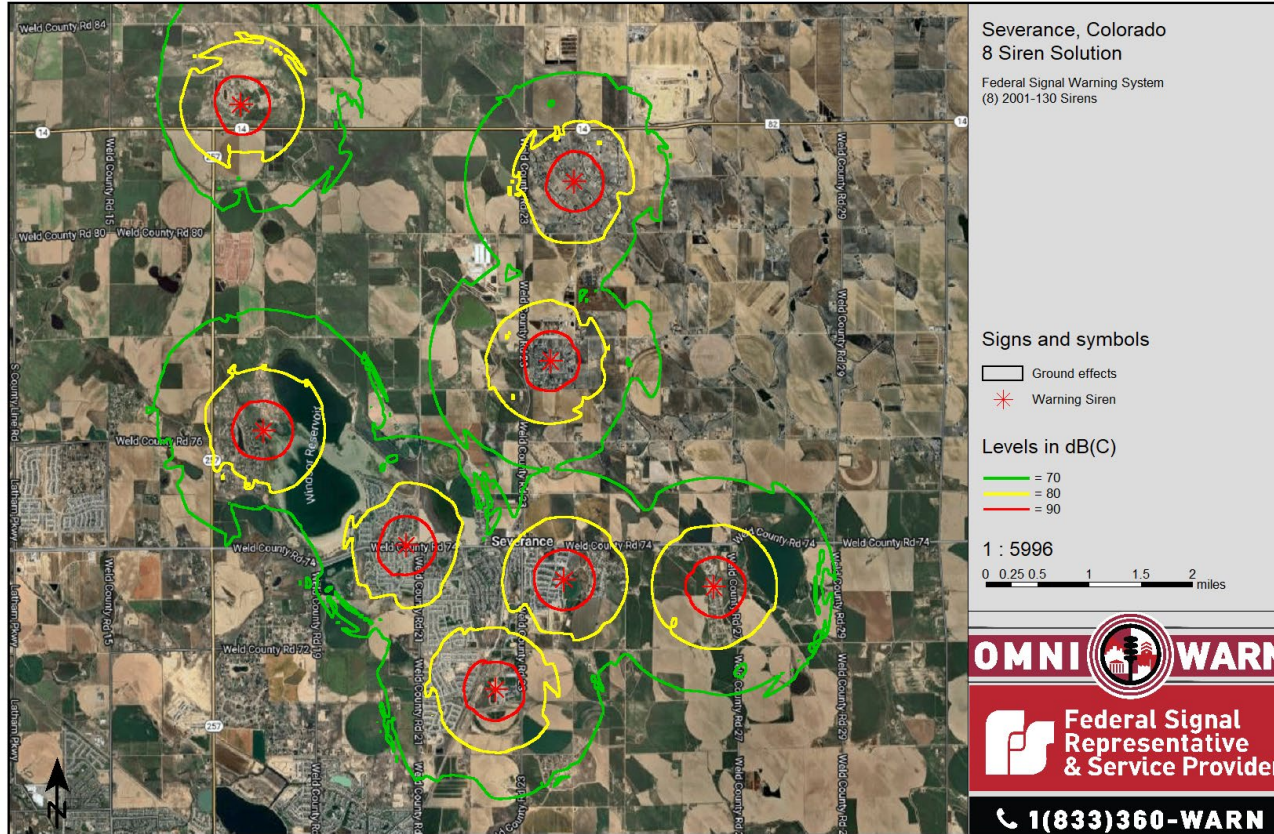
- (2) Sentry 7V8-B
- Estimated ½ Mile Radius





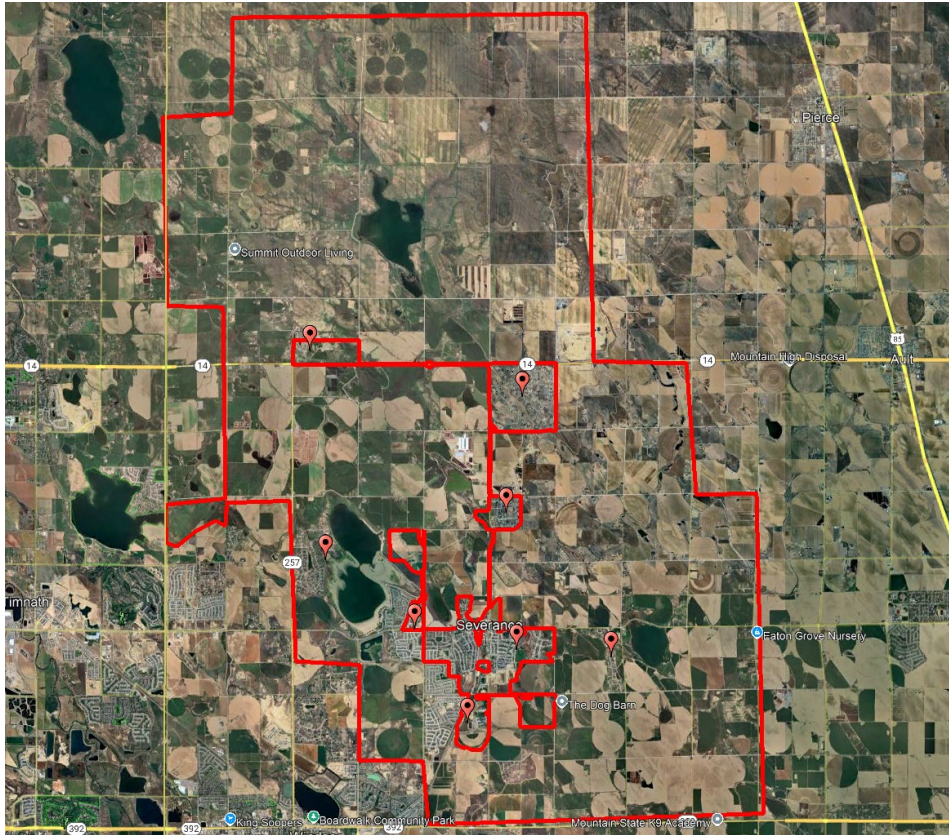
3 Siren Solution

- \$150k
- Within Budget
- Covers main area of city
- VHF Comms Only
- Price/Siren: \$46K



8 Siren Solution

- \$335K
- Covers all city limits
- Accounts for populated areas within Growth Management Area
- VHF + IoT Comms
- Price/Siren: \$40K



8 Siren Solution

- \$335K
- Covers all city limits
- Accounts for populated areas within Growth Management Area
- VHF + IoT Comms
- Price/Siren: \$40K

Quote Comparison

Budgeted vs. Full

- Budgeted Project - \$150K
 - 3 Sirens
 - CommanderOne & Control Base Station
 - Includes VHF Comms Only
 - Price per Siren: \$46K
 - Covers primary area of city
- Full Project - \$335K
 - 8 Sirens
 - CommanderOne & Control Base Station
 - Includes VHF & IoT Cellular Comms
 - Price per Siren: \$40K
 - Money saved on FTL shipping, deployment, & labor costs
 - Covers city limits and populated areas within Growth Management Area

Lease to Own Options

Lease options provided by NCL Government Capital

- No Down Payment
 - First Payment Due: 1 Year
 - Financed Amount: \$334,746
 - 10 Year: \$46,151/year
 - 8 Year: \$54,891/year
 - 6 Year: \$69,536/year
- \$150k Down Payment
 - First Payment Due: 1 Year
 - Financed Amount: \$184,746
 - 7 Year: \$33,768
 - 6 Year: \$38,412
 - 5 Year: \$44,877

Service Agreement

Keeping Your Sirens Ready 24/7

- One Year Included
- Annual Preventative Maintenance
- 24/7 Emergency Support
- Fault Monitoring
- Service Calls Included
- Repair Parts & Batteries Included
- 8 Siren System - \$6600/Year
 - Per Siren Average: \$825
- 3 Siren System - \$5460/Year
 - Per Siren Average: \$1820

“Acts of God”, Lightning, Vandalism, Vehicular Accidents, Etc. are not covered in the service agreement – Check your municipal insurance policy to ensure your warning sirens are covered!

Annual Costs

All Annual Costs Combined – Starts After One Year

8 Siren System - \$11,716

- CommanderOne + Messaging
 - \$3,045
- IoT Connection Plan (8 Sirens)
 - \$2071
- Service Agreement
 - \$6600

3 Siren System - \$8505

- CommanderOne + Messaging
 - \$3,045
- Service Agreement
 - \$5460

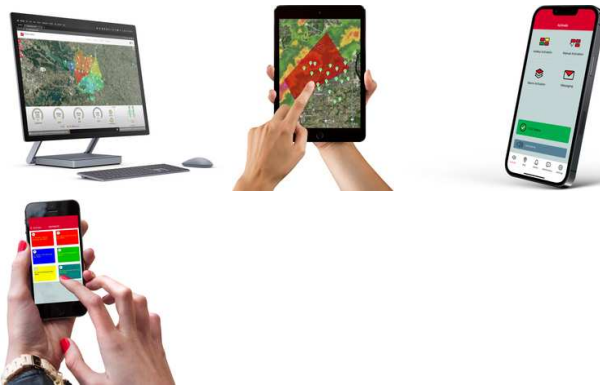
Quote #706 - Severance, Colorado - Outdoor Warning System Upgrade - Master Plan (8 Sirens + Dual Comms)

Command & Control

Commander1-S10

CommanderOne Standard (10 Site)

CommanderOne® is the latest innovation connecting you to your warning system, anytime, anywhere. Control your warning system from any device, desktop or mobile, with our cloud-based platform. Works with one-way and two-way siren systems. Includes AccuWeather patented polygon activation technology. Give your community a head start with CommanderOne! CommanderOne is a software subscription and renews yearly.



 [CommanderOne Datasheet](#)

3,150.00
x 1
20% discount
2,520.00

FROM

Ryan Dean

OmniWarn, CRO - Vice President
1-833-360-9276 Ext. 102

Federal Signal

2645 Federal Signal Dr.
University Park, IL 60484
www.omni-warn.com

PHONE

1-833-360-9276

FOR

Severance, Colorado

TO

John Zacklene

EMAIL

jzacklene@townofseverance.org

PHONE

970-652-1917

QUOTE NUMBER

706

DATE

February 19, 2025

EXPIRY DATE

May 19, 2025

Commander1-M

CommanderOne Messaging

CommanderOne Messaging makes it simple and efficient for first responders to receive operational alerts and automated messages instantly after NOAA issued alerts, status change of a siren, or activation of a hotkey. CommanderOne Messaging is a software subscription and renews yearly.



656.25
x 1
20% discount
525.00

SFCD10

Commander Server License

One time server license fee

3,086.00
x 1
100% discount

SS2000+R

SS2000+ Rack Mount Encoder

The SS2000+ controller is the most advanced stand-alone control unit. The SS2000+ interfaces to an analog or digital radio system to provide control of sirens or giant voice systems. The SS2000+ has 24 programmable activation hotkeys and 20 contact closure inputs for interfacing with remote control systems. The hotkeys can provide specific types of warnings or test activations. Hotkeys are now accessible from a new web interface commonly used in dispatch centers. The new web interface can provide improved redundancy allowing multiple points of access to a single SS2000+ unit. Available in a desktop and rack mount console.



5,161.18
x 1
25% discount
3,870.89

OW-IK-BS (TK-IO-CUSTINS)

Base Station Kit

- Byte Speed Performance B660T Server with Windows OS.
- Standalone rack equipment for control point
- Kenwood 1700 radio
- Radio mount plate with power supply
- Byte Speed Server / FS IoT modem mounting plate
- Dipole base antenna(VHF/UHF)
- Side of tower or non-penetrating roof mount
- Antenna grounding kit
- 100ft of LMR400 Coax



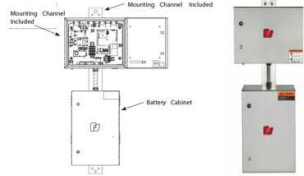
6,500.00
x 1
25% discount
4,875.00

Direct to Cloud Communications

Redundant communications improve the reliability of the warning system. Sirens will have a direct link to the cloud in addition to local VHF radio.

TK-IO-CUSTINS-REMOTEHOST Remote Server Hosting - FSIoT Your on-premise server provides your sirens with a connection to Federal Signal's CommanderOne platform, but is limited by the resiliency of the building it's housed in (power outages, internet outages, etc.) Your sirens connected via FSIoT can have a direct connection to the cloud via all three major cell carriers. By utilizing a remote server, you can rest assured that your sirens will remain online should your on-premise server go offline. Remote servers communicate via cellular only due to limitations of conventional radio. Annual fee for remote server hosting. 	1,500.00 x 1 20% discount 1,200.00
CP-FS1 FSIoT Cell Plan Subscription-based service provided by Federal Signal that allows the use of cellular connections for Command and Control connections back to the Commander Software. (Price per device, per year)	121.00 x 9 20% discount 871.20
FSMODEM-CELLBASE FSIoT Base Modem The FS Cell Base Modem facilitates the connection between your Commander® software or an SS2000+ Series C, and the cellular network. The modem is equipped with status LEDs, which allow you to conveniently monitor various aspects such as cellular signal strength, network connection, power status, CPU status, as well as data transmission and reception. 	1,817.65 x 2 25% discount 2,726.48
Q-FSCCELLKIT-FCT FSIoT Cell Kit (Siren) The FSIoT Cell Kit Modem facilitates the connection between your Commander® software or an SS2000+ Series C, and the cellular network. The modem is equipped with status LEDs, which allow you to conveniently monitor various aspects such as cellular signal strength, network connection, power status, CPU status, as well as data transmission and reception.	2,060.00 x 8 25% discount 12,360.00

Outdoor Warning Sirens

2001-130 2001-130 High Powered Outdoor Siren The Federal Signal 2001-130 siren is a high power outdoor warning siren. The high-decibel output provides maximum coverage with minimum installation cost. The siren produces 130dB(C) at 100ft & rotates at 3 RPM. Three distinct warning signals available: steady, wail and fast wail. ELECTRO-MECHANICAL ROTATING SIREN, 130 DB(C) 800HZ   2001-130 Data Sheet	12,658.82 x 8 25% discount 75,952.92
DCFCTBDH Two Way Siren Controller (DC Siren) (VHF) Two-way siren controller for 48VDC Sirens. Two-way radio control and status monitoring. Simultaneous two-tone sequential, DTMF, EAS, POCSAG, and digital AFSK decoding for security. Able to utilize multiple communication paths for redundancy. Controls mechanical sirens, including models 2001-130, Equinox, 508-128 and Eclipse8. UL Listed for general signaling. DNV Certified DIGITAL CONTROLLER, HIGH BAND 	11,145.88 x 8 25% discount 66,875.28
OMNI-BVH-35 (TK-IO-CUSTINS) Antenna Kit: 150-174MHZ VHF • Federal Signal high gain antenna kit with grounding plane. • High quality, corrosion-resistant components • Light weight, easy to ship and install • Compatible with (AMB-P) pole mount and (AMB-W) wall mount • 35ft LMR400 Coax, Type N male	564.71 x 8 25% discount 3,388.26
AMB-P Antenna Mounting Bracket - Pole • Antenna bracket, pole mount	187.05 x 8 25% discount 1,122.30
PVS240W-48 (TK-IO-CUSTINS) Solar Power Kit - 48VDC • (4) Sunwize Solar Panel, 12V • (1) Prostar Solar Charge Controller • (1) Side of pole mounting bracket"	4,818.82 x 8 25% discount 28,912.92

IK-BATT-STD-M24M68 (TK-IO-CUSTINS) Battery Set: AC Delco M24M680 Battery Set Quantity: 4 Warranty: 18 Month Limited Warranty Battery Type: Standard Flooded Voltage: 12 Volt Cold Cranking Amps (CCA): 550 Cranking Amps (CA): 680 Amp Hour (Ah): 80 Marine Cranking Amps (MCA): 680 	184.00 x 32 25% discount 4,416.00
PO-STEEL-STD-50 (TK-IO-CUSTINS) 50ft Galvanized Steel Pole 50ft Galvanized Steel Pole Standard Duty Direct Bury Federal Mechanical - 2001 - Equinox - Eclipse	5,754.00 x 8 25% discount 34,524.00
IK-SP-DCM (TK-IO-CUSTINS) INSTALL KIT - STEEL POLE MATERIAL - MECHANICAL • Conduit • Wire • Grounding • Hardware	1,063.00 x 8 25% discount 6,378.00
Installation Services	
TK-IO-CUSTINS (Digger Derrick) Install: Digger Derrick with Operator (Per Hour) • (1) Digger Derrick • (1) Operator	250.00 x 75 18,750.00
TK-IO-CUSTINS (Bucket Truck) Install: Large Bucket Truck with Operator (Per Hour) • (1) Large Bucket Truck • (1) Operator	231.25 x 75 17,343.75
TK-IO-CUSTINS (Additional Laborer) Install: Additional Laborer (1) Additional Laborer	112.50 x 75 8,437.50

TK-IO-CUSTINS (Standard Bucket Truck) Install: Standard Bucket Truck with Operator (Per Hour) • (1) Standard Bucket Truck • (1) Operator	162.50 x 85 13,812.50
TK-IO-CUSTINS (Radio Master) Install: Siren Tech I (Radio Master) (Per Hour) Federal Signal factory trained and certified technician. Per hour. (1) Siren Tech Radio Master	162.50 x 85 13,812.50
Freight2 (TK-IO-CUSTINS) Shipping & Handling - Steel Poles Shipping from Houston, TX to Customer location. FOB - Houston, TX (Factory)	3,750.00 x 1 3,750.00
Freight2 Shipping & Handling Shipping from University Park, IL to Customer location. FOB - University Park, IL (Factory)	8,376.00 x 1 8,376.00
Subtotal, includes discount of 86,165.72 Total	334,800.50 \$334,800.50

Pricing via TIPS USA!

Contract Number: 220105

The Interlocal Purchasing System (TIPS) is a national purchasing cooperative that offers access to competitively procured purchasing contracts to its membership. TIPS is housed at and managed by the Region 8 Education Service Center located in Pittsburg, Texas. Learn More About TIPS: www.TIPS-USA.com



Download PDF Quote

You may download a PDF copy of this quote using the download PDF option found on the right side of this digital quote.

Purchase Order Instructions

ATTENTION

ALL PURCHASE ORDERS SHOULD BE EMAILED TO ORDERS@OMNI-WARN.COM

All purchase orders must be made out to the following:

Federal Signal Corporation
Alerting & Notification Systems
2645 Federal Signal Drive
University Park, IL 60484

Remittance Instructions

Please find our W9 and remittance information attached for your convenience.

Checks may be mailed to:

PO BOX 200217
Dallas, Texas
75320-0217

 [Federal Signal 2023 W9](#)

 [Remittance Instructions](#)

Sales Tax

All quotes exclude sales tax. If your organization qualifies for sales tax exemption in your area, we kindly request that you provide the necessary details by submitting a Sales Tax Exemption Form with your order.

Credit Card Purchases

Please indicate upon acceptance whether you will be paying by credit card as a customer. Our internal sales team will contact you via phone to process the credit card payment.

Terms & Conditions

Prices are firm for 30 days from the date of quotation unless shown otherwise. Upon acceptance, prices are firm for 6 months. This quotation is expressly subject to acceptance by Buyer of all Terms stated in the Terms document, available for download on this quote. Any exception to or modification of such Terms shall not be binding on Seller unless expressly accepted in writing by an authorized agent or Officer of Seller. Any order submitted to Seller on the basis set forth above, in whole or in part, shall constitute an acceptance by Buyer of the Terms. Any such order shall be subject to acceptance by Seller in its discretion. If the total price for the items set forth above exceeds \$50,000 then this quotation IS ONLY VALID if countersigned below by a Regional Manager of the Safety & Security Systems Group, Federal Signal Corporation. Installation is not included unless specifically quoted as a line item above. Adverse Site Conditions, including rock, caving soil conditions, contaminated soil, poor site access availability, and other circumstances which result in more than 2 hours to install a pole, will result in a \$385.00 per hour fee, plus equipment. Trenching is additional. Power Clause, bringing power to the equipment is the responsibility of the purchaser. Permit Clause, any special permits, licenses or fees will be additional.

Download full terms and conditions here:

 [Terms Conditions Warranty](#)

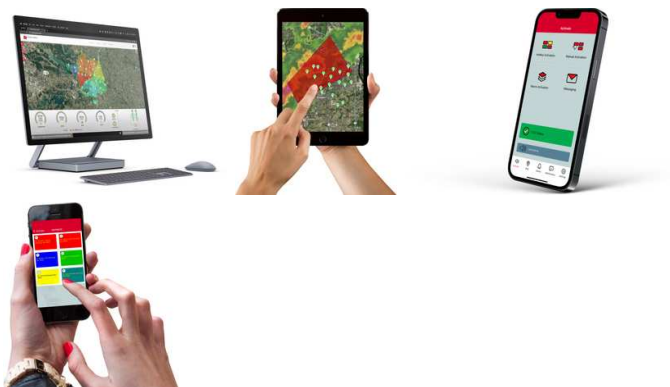
Quote #687 - Severance, Colorado - Outdoor Warning System Upgrade (3 Sirens)

Command & Control

Commander1-S10

CommanderOne Standard (10 Site)

CommanderOne® is the latest innovation connecting you to your warning system, anytime, anywhere. Control your warning system from any device, desktop or mobile, with our cloud-based platform. Works with one-way and two-way siren systems. Includes AccuWeather patented polygon activation technology. Give your community a head start with CommanderOne! CommanderOne is a software subscription and renews yearly.



 [CommanderOne Datasheet](#)

3,150.00
x 1
20% discount
2,520.00

Commander1-M

CommanderOne Messaging

CommanderOne Messaging makes it simple and efficient for first responders to receive operational alerts and automated messages instantly after NOAA issued alerts, status change of a siren, or activation of a hotkey. CommanderOne Messaging is a software subscription and renews yearly.



656.25
x 1
20% discount
525.00

SFCD10

Commander Server License

One time server license fee

3,086.00
x 1
100% discount

FROM

Ryan Dean

OmniWarn, CRO - Vice President
1-833-360-9276 Ext. 102

Federal Signal

2645 Federal Signal Dr.
University Park, IL 60484
www.omni-warn.com

PHONE

1-833-360-9276

FOR

Severance, Colorado

TO

John Zacklene

EMAIL

jzacklene@townofseverance.org

PHONE

970-652-1917

QUOTE NUMBER

687

DATE

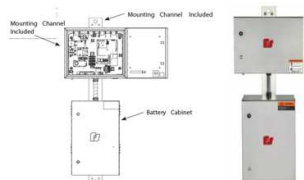
February 19, 2025

EXPIRY DATE

May 11, 2025

SS2000+R SS2000+ Rack Mount Encoder The SS2000+ controller is the most advanced stand-alone control unit. The SS2000+ interfaces to an analog or digital radio system to provide control of sirens or giant voice systems. The SS2000+ has 24 programmable activation hotkeys and 20 contact closure inputs for interfacing with remote control systems. The hotkeys can provide specific types of warnings or test activations. Hotkeys are now accessible from a new web interface commonly used in dispatch centers. The new web interface can provide improved redundancy allowing multiple points of access to a single SS2000+ unit. Available in a desktop and rack mount console. 	5,161.18 x 1 25% discount 3,870.89
OW-IK-BS (TK-IO-CUSTINS) Base Station Kit • Byte Speed Performance B660T Server with Windows OS. • Standalone rack equipment for control point • Kenwood 1700 radio • Radio mount plate with power supply • Byte Speed Server / FS IoT modem mounting plate • Dipole base antenna(VHF/UHF) • Side of tower or non-penetrating roof mount • Antenna grounding kit • 100ft of LMR400 Coax 	6,500.00 x 1 25% discount 4,875.00

Outdoor Warning Sirens

2001-130 2001-130 High Powered Outdoor Siren The Federal Signal 2001-130 siren is a high power outdoor warning siren. The high-decibel output provides maximum coverage with minimum installation cost. The siren produces 130dB(C) at 100ft & rotates at 3 RPM. Three distinct warning signals available: steady, wail and fast wail. ELECTRO-MECHANICAL ROTATING SIREN, 130 DB(C) 800HZ   2001-130 Data Sheet	12,658.82 x 3 25% discount 28,482.35
DCFCTBDH Two Way Siren Controller (DC Siren) (VHF) Two-way siren controller for 48VDC Sirens. Two-way radio control and status monitoring. Simultaneous two-tone sequential, DTMF, EAS, POCSAG, and digital AFSK decoding for security. Able to utilize multiple communication paths for redundancy. Controls mechanical sirens, including models 2001-130, Equinox, 508-128 and Eclipse8. UL Listed for general signaling. DNV Certified DIGITAL CONTROLLER, HIGH BAND 	11,145.88 x 3 25% discount 25,078.23
OMNI-BVH-35 (TK-IO-CUSTINS) Antenna Kit: 150-174MHZ VHF • Federal Signal high gain antenna kit with grounding plane. • High quality, corrosion-resistant components • Light weight, easy to ship and install • Compatible with (AMB-P) pole mount and (AMB-W) wall mount • 35ft LMR400 Coax, Type N male 	564.71 x 3 25% discount 1,270.60
AMB-P Antenna Mounting Bracket - Pole • Antenna bracket, pole mount	187.05 x 3 25% discount 420.86

PVS240W-48 (TK-IO-CUSTINS) Solar Power Kit - 48VDC • (4) Sunwize Solar Panel, 12V • (1) Prostar Solar Charge Controller • (1) Side of pole mounting bracket"	4,818.82 x 3 25% discount 10,842.35
IK-BATT-STD-M24M68 (TK-IO-CUSTINS) Battery Set: AC Delco M24M680 Battery Set Quantity: 4 Warranty: 18 Month Limited Warranty Battery Type: Standard Flooded Voltage: 12 Volt Cold Cranking Amps (CCA): 550 Cranking Amps (CA): 680 Amp Hour (Ah): 80 Marine Cranking Amps (MCA): 680 	184.00 x 12 25% discount 1,656.00
PO-STEEL-STD-50 (TK-IO-CUSTINS) 50ft Galvanized Steel Pole 50ft Galvanized Steel Pole Standard Duty Direct Bury Federal Mechanical - 2001 - Equinox - Eclipse	5,754.00 x 3 25% discount 12,946.50
IK-SP-DCM (TK-IO-CUSTINS) INSTALL KIT - STEEL POLE MATERIAL - MECHANICAL • Conduit • Wire • Grounding • Hardware	1,063.00 x 3 25% discount 2,391.75
Installation Services	
TK-IO-CUSTINS (Digger Derrick) Install: Digger Derrick with Operator (Per Hour) • (1) Digger Derrick • (1) Operator	250.00 x 50 12,500.00
TK-IO-CUSTINS (Bucket Truck) Install: Large Bucket Truck with Operator (Per Hour) • (1) Large Bucket Truck • (1) Operator	231.25 x 50 11,562.50

TK-IO-CUSTINS (Additional Laborer) Install: Additional Laborer (1) Additional Laborer	112.50 x 50 5,625.00
TK-IO-CUSTINS (Standard Bucket Truck) Install: Standard Bucket Truck with Operator (Per Hour) • (1) Standard Bucket Truck • (1) Operator	162.50 x 55 8,937.50
TK-IO-CUSTINS (Radio Master) Install: Siren Tech I (Radio Master) (Per Hour) Federal Signal factory trained and certified technician. Per hour. (1) Siren Tech Radio Master	162.50 x 55 8,937.50
Freight2 (TK-IO-CUSTINS) Shipping & Handling - Steel Poles Shipping from Houston, TX to Customer location. FOB - Houston, TX (Factory)	3,750.00 x 1 3,750.00
Freight2 Shipping & Handling Shipping from University Park, IL to Customer location. FOB - University Park, IL (Factory)	3,254.00 x 1 3,254.00
Subtotal, includes discount of 34,458.74 Total	149,446.03 \$149,446.03

Pricing via TIPS USA!

Contract Number: 220105

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Alerting & Notification Systems
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University Park, IL 60484

Remittance Instructions

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Checks may be mailed to:

PO BOX 200217
Dallas, Texas
75320-0217

 [Federal Signal 2023 W9](#)

 [Remittance Instructions](#)

Sales Tax

All quotes exclude sales tax. If your organization qualifies for sales tax exemption in your area, we kindly request that you provide the necessary details by submitting a Sales Tax Exemption Form with your order.

Credit Card Purchases

Please indicate upon acceptance whether you will be paying by credit card as a customer. Our internal sales team will contact you via phone to process the credit card payment.

Terms & Conditions

Prices are firm for 30 days from the date of quotation unless shown otherwise. Upon acceptance, prices are firm for 6 months. This quotation is expressly subject to acceptance by Buyer of all Terms stated in the Terms document, available for download on this quote. Any exception to or modification of such Terms shall not be binding on Seller unless expressly accepted in writing by an authorized agent or Officer of Seller. Any order submitted to Seller on the basis set forth above, in whole or in part, shall constitute an acceptance by Buyer of the Terms. Any such order shall be subject to acceptance by Seller in its discretion. If the total price for the items set forth above exceeds \$50,000 then this quotation IS ONLY VALID if countersigned below by a Regional Manager of the Safety & Security Systems Group, Federal Signal Corporation. Installation is not included unless specifically quoted as a line item above. Adverse Site Conditions, including rock, caving soil conditions, contaminated soil, poor site access availability, and other circumstances which result in more than 2 hours to install a pole, will result in a \$385.00 per hour fee, plus equipment. Trenching is additional. Power Clause, bringing power to the equipment is the responsibility of the purchaser. Permit Clause, any special permits, licenses or fees will be additional.

Download full terms and conditions here:

 [Terms Conditions Warranty](#)



8600 W. Bradley Road,
Milwaukee, WI 53224
Tel: (800) 243-2911
Tel: +1 414 358-8000
Fax: +1 414 358-8008
Web: www.americansignal.com

Sales Person: Logan Kehoe
Quote #: 250202LK
Date: 2/6/2025

Project: Siren Upgrade
Company: Severance, CO
3 South Timber Ridge
Address: Parkway, P.O. Box
City, State, ZIP: Severance, CO
Country: USA
Contact Name: John Zacklene
Title: Public Works Director
E-Mail: jzacklene@townofseverance.org
Telephone: 970-686-1218
Mobile:
Other:

Item	Qty.	Model	American Signal Equipment	Unit	Extended Price
T-112 AC/DC					
1	3	T-112-DC	Omni Directional Siren 112db 48v DC Siren	\$ 4,984.00	\$ 14,952.00
2	3	TEMPEST™ AC/DC	AC/DC Motor Control 112 - UL Listed NEMA 4X Aluminum Powder Coated Gray	\$ 7,310.00	\$ 21,930.00
3	3	RTU--DC Door Mt.	RTU, Universal Controller, Panel Mount DC Tempest-MC's	\$ 822.00	\$ 2,466.00
4	3	SENSOR - Current	Current Sensor, Tempest-Series	\$ 113.00	\$ 339.00
5	3	KIT-ECC-32-DC	ECC, Format Card, for DC Mechanical Sirens	\$ 320.00	\$ 960.00
6	3	Radio	RADIO type	\$ 1,017.00	\$ 3,051.00
7	3	Radio Interface cable	RADIO MAKE/MODEL	\$ 75.00	\$ 225.00
8	3	KIT-OMNI-ANT-7	Antenna, VHF, 35' coax Omni-Directional	\$ 195.00	\$ 585.00
9	3	KIT-ARR-2	Lightning Arrestor, VHF, PL-259	\$ 134.00	\$ 402.00
10	3	BATT-1 M	Battery, 12V, Group 24 - Set of (4) for TEMPEST™ 48Vdc DC Controls for T-112	\$ 602.00	\$ 1,806.00
11	3	PM-4	Pole Mount - Tempest 112	\$ 212.00	\$ 636.00
12					
13			Command And Control Software & Hardware		
14	1	CSC-960-ECC	Central Station Controller-960, ECC Format includes 10 programmable push buttons	\$ 2,900.00	\$ 2,900.00
15	1	Radio	RADIO type	\$ 1,017.00	\$ 1,017.00
16	1	Radio Interface cable	RADIO MAKE/MODEL	\$ 75.00	\$ 75.00
17	1	KIT-ARR-2	Lightning Arrestor, VHF, PL-259	\$ 134.00	\$ 134.00
18	1	KIT-OMNI-ANT-7	Antenna, VHF, 100' coax Omni-Directional	\$ 377.00	\$ 377.00
19	1	NEXGEn	CompuLert™ NEXGen Command and Control Server software with Google Chrome client. Requires Ubuntu LTS Server operating system, and Google Chrome for the Client	\$ 8,000.00	\$ 8,000.00
20	1	Server	Tower Server-Includes RAID 1 data mirroring, 8Gb RAM, 21" Monitor, Keyboard, Mouse. Preloaded with Ubuntu LTS and supporting environment for CompuLert™ NEXGen.	\$ 4,000.00	\$ 4,000.00
21	1	Auto Activation	Auto Activation of system based on NOAA	\$ 2,500.00	\$ 2,500.00
22			Installation		
23	1	Install	Assemble Components on Pole. Auger and Set Assembly. Note: 120 VAC, 20 Amp Service, Meter (if required) and Disconnect Brought to the Pole by Others. Underground Utility Locates by Others.	\$ 14,635.00	\$ 14,635.00
24	2	Install	Rip and Replace	\$ 12,195.00	\$ 24,390.00
25	1	Poles	50' pole pricing. Class II wood poles	\$ 6,200.00	\$ 6,200.00
26	1	Install	Installation of control point and NEXGEN software (if applicable)	\$ 1,829.00	\$ 1,829.00
27			Rock Clause		
28		Rock Clause	During the Augering Process should Rock or some other impenetrable Substrate be encountered and a Pier Drilling Rig or Secondary Pole Site be Required an Additional Fee May Apply		\$ -
29			System Commissioning		
30	3	Commissioning	ASC Certified Installer to Perform Start Up and Commissioning of System.	\$ 487.00	\$ 1,461.00
31			Shipping-Customer is responsible and will be billed		
32			Shipping cost determined at time of shipment and payable by Customer		\$ -
33			Standard ASC Warranty Applies to Order		\$ 114,870.00
34			Taxes - Not Included		
35			Project Totals - US Funds		\$ 114,870.00
				25% Due with order =	\$ 28,717.50

Domestic Payment Terms:

All prices are in USD and Equipment Accounts are 25% due at time of order. (Engineering, Mobilization & Acquisition), 75% due Net 30 days upon shipment of equipment. If project is turn key installation contract 25% Down payment with 65% Net 30 days upon shipment of equipment to customer designated location or installers site with a 10% retainage. Net 10 days upon final start up and test of system. Payments tendered by Credit Card will be subject to a 4% processing Fee. Payment terms are subject to credit approval.

Validity: This quotation is valid for 30 days from date of issuance.

Shipping Terms: EXW Factory, 8600 W. Bradley Road, Milwaukee Wisconsin 53224 in accordance with Incoterms® 2010.

Installation services: If installation services are provided in contract, all change orders will be authorized in writing before work is performed outside of the scope of the contract. If during installation of a system we encounter rock that cannot be removed by standard drill and pier methods, all work will stop and the customer will be notified of the situation before work resumes. Special equipment required to penetrate the rock or other site conditions as well as relocation of the site/pole will continue on a cost plus basis once authorized in writing by the customer.

These are standard ASC Terms and Conditions and are not reflective of negotiated or proposed contract language under invitations to bid or final requests for proposals. All international orders require a full wire transfer of funds to our bank in Milwaukee, WI.



AGENDA ITEM SUMMARY

AGENDA ITEM	SUBMITTED BY	PRESENTED BY
Pg. 333 - Grant of Recreational Easements and Construction Agreement	Nicholas Wharton, Town Manager	Nicholas J. Wharton
ACTION REQUESTED		
Town Management recommends that the Town Council review and discuss the Grant of Recreational Easements and Construction Agreement between the Loup Reservoir and the Town of Severance and take action. • Actions that may be taken: ○ Move to approve the Grant of Recreational Easements and Construction Agreement ○ Take No Action		<u>Action Requested</u> <u>Attorney Approved</u>
BRIEF HISTORY OF ITEM		
BRIEF SUMMARY		
As a condition of partnering with the Loup Reservoir Company for the CIP Project of dredging the John Law Reservoir, the Loup Reservoir Company agreed to provide recreational and crossing agreement. This agreement allows the Town of Severance to build the needed crossings, trails, docks and grant fishing rights on the John Law Reservoir. This is the final agreement that will Grant Recreational Easements and Construction Agreement between the Loup Reservoir and the Town of Severance.		
PUBLIC SUPPORT/CONCERN		
None at this time.		
ANALYSIS AND RECOMMENDATION		
Town Management recommends that the Town Council take action and approve the Grant of Recreational Easements and Construction Agreement between the Loup Reservoir and the Town of Severance.		
MATERIALS SUBMITTED		
The following materials were submitted and included in this packet: 1. Loup Agreement - FINAL 3.13.2025 (002)		

GRANT OF RECREATIONAL EASEMENTS AND CONSTRUCTION AGREEMENT

THIS GRANT OF RECREATIONAL EASEMENTS AND CONSTRUCTION AGREEMENT (“Agreement”) is made and entered into by and between, **LOUP RESERVOIR COMPANY**, a Colorado mutual ditch corporation, whose address is 180 N. 8th Street, Windsor, Colorado 80550 (hereinafter referred to as “Grantor”), and the **TOWN OF SEVERANCE**, a Colorado home-rule municipality, whose address is 3 S. Timber Ridge Parkway, P.O. Box 339, Severance, Colorado 90546 (hereinafter referred to as “Grantee”). This Agreement is effective as of the date of the Town’s Official Acceptance in the Town’s signature block below. Grantor and Grantee may each be referred to herein in as a “Party” and together as the “Parties.”

WITNESSETH:

THAT WHEREAS, Grantor owns and operates an existing ditch and reservoir system, which system includes but is not limited to the John Law Ditch (“Ditch”) and the John Law Reservoir (“Reservoir”), for the purpose of diverting, controlling, transporting, carrying, delivering, storing, and disposing of water for the benefit of its shareholders.

WHEREAS, Grantor owns certain property interests associated with the Ditch and Reservoir, including fee ownership of Weld County Parcels No. 080702100006 and 080702000025 (collectively, “Grantor’s Parcels”), and certain additional easements associated with the operation, use, maintenance, repair, replacement, ingress and egress to the Ditch and Reservoir as located on adjacent parcels owned by Grantee (collectively, “Grantor’s Easements”). Grantor’s Parcels and Grantor’s Easements are referred to herein collectively as “Grantor’s Property.”

WHEREAS, Grantee desires to construct certain improvements for the benefit of itself and the public within the proposed Severance Community Park, on the real property set forth in the legal description attached hereto as **Exhibit A** (“Park”), and on properties adjacent to the Park, including Grantor’s Parcels.

AGREEMENT:

1. Easement for Recreational Trails. Grantor hereby grants to Grantee the right to construct, locate, install, maintain, repair, replace, and remove public recreational trails on, over, through, and within Grantor’s Property, including the perpetual right to enter upon such properties for such purposes, at the locations as generally shown on the conceptual sketch shown on **Exhibit A** attached hereto and made a part hereof (“Trails”). The width of the Trails will not exceed a maximum of ten (10) feet. Unless depicted in **Exhibit B** or approved in writing by the Grantor, Grantee may not install any other infrastructure within Grantor’s Property. Use of the Park and Trails for pedestrian, bicycle, and similar public recreational uses, including equipment and structures associated therewith, will be under the jurisdiction and management of the Grantee.

2. Ditch Crossings. The Ditch is or will be crossed by the Trails at the locations shown on the conceptual sketch shown on **Exhibit B**. Grantor hereby grants to Grantee the right to construct, install, locate, maintain, repair, replace, and remove infrastructure, including a new pedestrian bridge (“Bridge”) to cross the Ditch and its easement at three locations (collectively, all three crossings are referred to generically as the “Crossings”). Crossings existing as of the date of this Agreement will be governed by the terms of this Agreement.
3. Easement for Fishing Docks and Fishing Access. Grantor hereby grants to Grantee the right to construct, install, maintain, repair, replace, and remove two (2) fishing docks to be used for public fishing at the Reservoir (“Fishing Docks”). Grantee shall be solely responsible for fishery management within the Reservoir, including the ability to stock and re-stock the Reservoir with fish. The easement granted in this paragraph specifically excludes a public right of access to the surface of the Reservoir, including but not limited to the use of watercraft and swimming.
4. Landscaping and Grounds Maintenance. Grantee will conduct grounds maintenance within the Grantor’s Property, including but not limited to mowing, maintenance of vegetation, and weed and pest control. The Parties will meet at least annually to discuss any specific grounds maintenance needs. No landscaping, including trees, shrubs, or other plants, will be installed without Grantor’s prior consent.
5. Plans and Construction. As of the effective date of this Agreement, engineering and construction drawings for the Trails, Bridge, Crossings, and Fishing Docks (collectively, the “Plans”) have not been completed by the Grantee. Except as provided otherwise with respect to the Bridge in subparagraph a., below, Grantor and Grantee agree that Grantor has the right to review and comment on the Plans, and that the Plans must be signed, stamped, and finalized by the Town before commencing Construction in or upon the Easement Property, Ditch, Reservoir, and Grantor’s Easements. Entry into the Ditch, Reservoir, and Grantor’s Easements for the purposes of construction, installation, repair, maintenance, replacement, and removal activities associated with the Trails, Bridge, Crossings, and Fishing Docks are subject to the following terms and conditions:
 - a. Prior to constructing the Bridge, Grantee will provide plans and specifications for the Bridge to Grantor for Grantor’s review and approval. Grantor will review such plans and specifications for the purpose of ensuring that the design and construction of the Bridge according to that design is reasonable to prevent damage to the Reservoir or Ditch, including the ditch embankment, structural support, and water flow.
 - b. The Parties agree that the signed, stamped, and finalized Plans for the Trails, Crossings (including the Bridge), and Fishing Docks shall become part of this Agreement; provided, however, that such signed, stamped, and finalized Plans shall be maintained by Grantee in its offices, with a copy provided to Grantor.
 - c. Grantee agrees that all work under this Agreement will proceed expeditiously and with reasonable diligence from the commencement of the work to its completion. Construction within the Ditch and Reservoir will occur during the non-irrigation season

(November – April), unless otherwise approved in writing by Grantor.

- d. Grantee will notify Grantor of its intent to enter the Ditch, Reservoir, and Grantor's Property at least seven (7) days prior to the commencement of any significant construction, installation, replacement, or removal activities. Grantee may conduct routine operation and maintenance activities without prior notice to Grantor, subject to paragraph 10, below.
 - e. Grantor has not approved or disapproved the design or safety of the Trails, Crossings, or the Fishing Docks, and assumes no liability or responsibility for the plans, specifications, or design of such facilities. Any review and approval of Plans, designs, or specifications or rights of inspection contemplated by this Agreement are solely for the convenience of the Parties and in no way relieves Grantee of its liability for improper design, construction, and installation.
 - f. All portions of the Reservoir, Ditch, bottoms, sides, banks, and all affected portions of the Grantor's Property which are disturbed by construction, installation, location, maintenance, repair, replacement, and removal of the Crossings, Trails, and/or Fishing Docks must be restored to their original condition so the flow of the water in the Ditch and/or the storage of water in the Reservoir is not adversely affected. All fencing and other facilities appurtenant to the Reservoir and Ditch will be replaced to a condition substantially equal to the condition of such facilities and appurtenances prior to construction.
 - g. Grantee shall not spill any dirt, debris, or other foreign material into the Ditch or Reservoir. If dirt, debris, or other foreign material is spilled into the Ditch or Reservoir, Grantee will notify Grantor within twenty-four (24) hours of such occurrence and Grantee agrees to remediate the affected portions of the Ditch or Reservoir.
6. Access Easement. The Parties acknowledge and agree that Grantor has historically accessed the Reservoir via an existing road located on Grantee's property within the Park. Grantee hereby confirms Grantor's continuing right to ingress and egress over and through Grantee's property within the Park for Company purposes. Grantee will provide reasonable access to Grantor through any gates or fences that may be required for Grantor's access. Grantor will access the Reservoir using the roads in existence at the time of the Agreement or any road(s) constructed to replace said road in the future.
7. Public Access. The Parties acknowledge and agree that the Trails, Crossings, Bridge, and Fishing Docks will be accessed and used by the public. Grantee will limit access to Grantor's Property to the access points shown on **Exhibit B** and to the areas on which the Trails, Crossings, Bridge, and Fishing Docks are located, as depicted in the Plans. Under no circumstances shall Grantee or the public access the Reservoir's outlet infrastructure, including the dam, or any other infrastructure that the Grantor deems sensitive. Grantee will post signage and take reasonable steps to exclude the public from Grantor's Property, except to the extent authorized under this Agreement. Grantee hereby assumes all risks and liabilities associated with public use of the Grantor's Property. Grantee is solely responsible for managing and regulating

public access, including but not limited to ensuring such use follows the terms of this Agreement.

8. Dredging. The Reservoir will be dredged in accordance with excavation plans that will be reviewed and approved by both Grantor and Grantee (“Excavation Plans”) prior to the commencement of any dredging work. The Parties agree to share equally (50/50) in the costs of dredging the Reservoir consistent with the Excavation Plans.
9. Construction Completion. All initial construction activities, including dredging, authorized under this Agreement shall be completed prior to December 31, 2028, unless extended in writing by the Parties. This paragraph does not limit Grantee’s right and obligation to perform maintenance, repair, replacement, and removal activities arising at any time while this Agreement remains in effect.
10. Reserved Rights. Except as expressly authorized herein, Grantor reserves the dominant right to use Grantor’s Property for the operation, use, maintenance, repair, replacement, and removal of the Ditch, Reservoir, and all appurtenances thereto. Grantor specifically reserves the right to use the Trails and Crossings for the same purposes it would normally use its separate access and maintenance road. Grantor further retains the right to conduct any normal ditch cleaning operation or other maintenance practices in the same manner as it has historically and will not be liable if Grantor uses reasonable care, but such operation or practice nonetheless causes damage to the Trails or the Crossings. If Grantor determines that it needs to modify the Ditch, Reservoir, or its appurtenant facilities and that modification will impact the Trails, Crossings, and/or Fishing Docks, Grantor will notify Grantee, and Grantee will relocate or modify the Trails, Crossings, and/or Fishing Docks, at Grantee’s expense, to the extent reasonably necessary to allow Grantor’s work to proceed.
11. Notices and Communication. Any notice to the Parties required under this Agreement shall be in writing, delivered to the person designated below for each Party at the indicated address, unless otherwise designated in writing in accordance with this paragraph. Only mailing by United States Mail or hand delivery shall be utilized for notice required to be given under this Agreement. Facsimile and e-mail addresses are provided for convenience only. However, copies of mailed or hand-delivered notices may be sent to the Parties via e-mail or facsimile.

Grantor: Loup Reservoir Company
 180 N. 8th Street
 Windsor, Colorado 80550
 Email: LoupReservoirCompany@gmail.com
 Attention: Company President

Grantee: Town of Severance, Colorado
 P.O. Box 339
 3 S. Timber Ridge Parkway
 Severance, CO 80550
 Email: nwharton@townofseverance.org
 Attention: Nicholas Wharton, Town Manager

12. No Warranties; No Liability. Grantor makes no warranty, guarantee, or representation that the land within the Grantor's Property is suitable for construction of the Trails, Crossings, and Fishing Docks. Grantee shall bear, and Grantor expressly does not assume, any increased risk associated with the Trails, Crossings, and Fishing Docks, or from any such encroachment into Grantor's Property, including but not limited to, any impairment or damage that may result to the Trails, Crossings, and/or Fishing Docks caused by the Grantor's normal operations of the Ditch and Reservoir and its appurtenant facilities, or from any public use and access under this Agreement. Grantee acknowledges that the Reservoir is operated for the purpose of storing and delivering water for the benefit of Grantor's shareholders, and that water levels in the Reservoir will fluctuate.
13. Temporary Closures. If Grantor's use of Grantor's Property substantially interferes with the Grantee's use of the easements granted herein, Grantor will provide three (3) days' advance notice to the Grantee prior to limiting or restricting access to the Trails, Crossings, and/or Fishing Docks. In the event of an emergency affecting the operation or integrity of the Ditch or Reservoir, or other threat to public safety, Grantor may immediately prevent public access within Grantor's Property and will provide notice to the Grantee within twenty-four (24) hours. If public access is limited pursuant to the terms of this paragraph, Grantee will be responsible to notify the public and prevent public access to the closed area. Grantor will minimize, to the extent practicable, the duration of the interference with the Grantee's use of the Grantor's Property.
14. Term. This Agreement shall continue in effect so long as Grantee continues to utilize the easements granted herein. Upon written notice from Grantee to Grantor of the discontinuance of such uses, Grantee shall remove the Trails, Crossings, and Fishing Docks, and this Agreement will automatically terminate.
15. Recordation; Covenants. Within twenty-eight (28) days of full execution of this Agreement by the Parties, Grantee shall record this Agreement in the records of the Weld County Clerk and Recorder, and provide a copy of the recorded Agreement to Grantor. The Parties agree that the Plans will not be recorded, but instead will be kept and maintained by the Grantee and will be available to Grantor upon Grantor's request. Notwithstanding the foregoing, should Grantor request that a legal description of any easement(s) granted to Grantee herein be recorded, Grantee agrees to cooperate with Grantor, and Grantor will be responsible for any costs associated with preparation and recordation of that legal description(s). The covenants, terms, and conditions of this Agreement are intended to run with the land and shall be binding and inure to the benefit of the Parties to this Agreement and their respective successors and assigns.
16. No Waiver. Nothing in this Agreement shall be construed as a waiver of any immunities or privileges under any provision of law, nor a waiver of any right or protections of Grantee under the Colorado Governmental Immunity Act, C.R.S. §§ 24-10-101 *et seq.*, as may be amended, or those otherwise available to the Grantee, its officers or its employees.
17. Non-Appropriation. Notwithstanding any other provision of this Agreement to the contrary, the obligations of Grantee in each fiscal year after the first fiscal year of this Agreement shall be subject to appropriation of funds sufficient and intended therefor, and the failure of Grantee to

appropriate such funds may be grounds for termination of this Agreement after ninety (90) days written notice to Grantor, if the Grantee fails to appropriate the funds necessary for such obligation during the notice period. Upon such termination, Grantee shall remove the Trails, Crossings, and Fishing Docks.

18. Insurance Requirement. Grantee shall at its own expense keep in full force and effect a policy or policies of Comprehensive General Liability Insurance sufficient to insure against all obligations assumed by Grantor under this Agreement relating to the Trails, Crossings, and Fishing Docks, which policy or policies will name Grantor as an additionally insured party for such purposes. Proof of insurance will be provided to Grantor annually.

The remainder of this page is intentionally blank. Signatures commence on the following page.

IN WITNESS WHEREOF, Grantor has executed this Grant of Recreational Easements and Construction Agreement, and Grantee has indicated its official acceptance, on the dates set forth below.

GRANTOR:

LOUP RESERVOIR COMPANY, a Colorado mutual
ditch corporation

By: _____
Lar Voss, President

Date: _____

Attest: _____
Julie Rothe, Secretary

The remainder of this page is intentionally blank. Signatures continue on the following page.

OFFICIAL ACCEPTANCE BY:

TOWN OF SEVERANCE,
a Colorado home-rule municipality

By: _____
Matthew Fries, Mayor

Date: _____

Attest: _____
Sarah Jacobsen, Town Clerk

EXHIBIT A
LEGAL DESCRIPTION OF THE PARK AREA PARCELS

SEV L2 PARKVIEW PUD

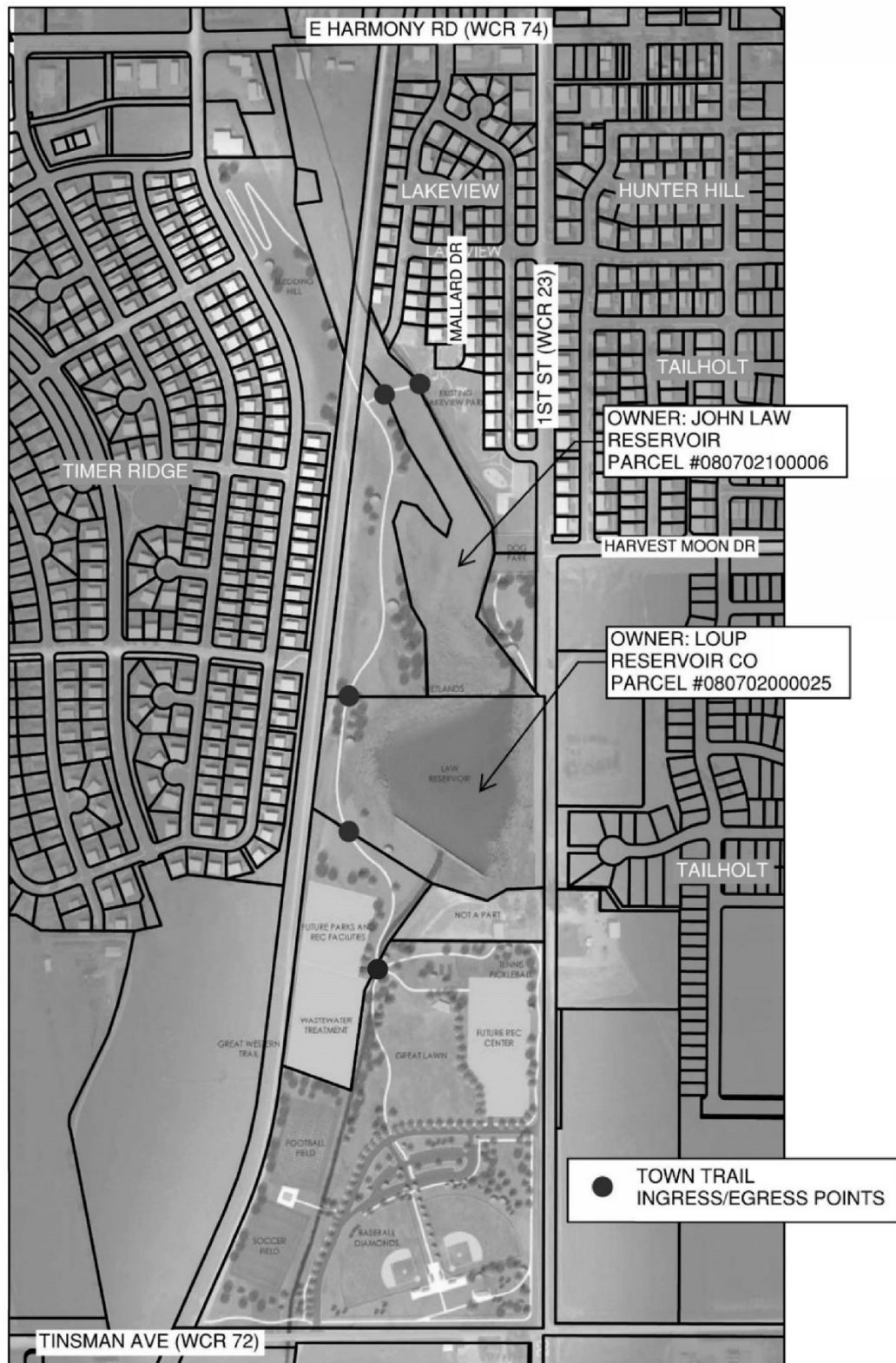
**SEV PT SE4 2-6-67 (SEVERANCE SEWER PLANT ANNEX) BEG E4 COR SEC
S02D02'W 835.51' S80D53'W 251.82' N58D26'W 214.56' TO TRUE POB LYING W LN
OF JOHN LAW DITCH S35D41'W 305.17' S26D19'W 207.42' S07D13'W 408.7'
N70D43'W 298.33' TO E LN GWRR N06D18'E 1046.84' S58D26'E 572.79' TO POB**

**SEV 23303-B PT SE4 2 6 67 LYING E OF GW RR R/W & N OF FOLLOWING DESC LN
BEG NE COR SE4 S02D02'E 835.51' S80D53'W 251.82' N58D26'W 787.33' TO ELY LN
OF GW RR & TRUE POB S58D26'E 572.77' S73D12'E 234.23' N59D48'E 92.68'
N88D08'E 128'**

**SEV 23304-A PT E2NE4 2 6 67 LYING E OF GW RR & N & E OF JOHN LAW RES
EXC BEG INTSEC OF E LN GW RR & CO RD ON SEC LN E150' S150' TH W TO GW
RR TH NLY TO BEG ALSO EXC BEG NE COR S155' W375' N155' E375' TO BEG (1A
M/L) ALSO EXC LAKEVIEW ADD 1ST FILING & PT E2 BOUNDED ON N & S & E
BY JOHN LAW RES & ON W BY GW RR (5RR)**

SEV 23303-A PT NE4 2 6 67 (SEVERANCE ANNEX) E OF GWRR

EXHIBIT B
CONCEPTUAL SKETCH OF PUBLIC RECREATIONAL TRAIL
(Fishing Docks Not Shown)





AGENDA ITEM SUMMARY

AGENDA ITEM	SUBMITTED BY	PRESENTED BY
Pg. 344 - Town of Severance Council Publications & Media Policy	Nicholas Wharton, Town Manager	Nicholas J. Wharton
ACTION REQUESTED		
Town Management recommends that the Town Council review and discuss the Town of Severance Council Publications & Media Policy and take action. • Actions that may be taken: ○ Move to approve the Town of Severance Council Publications & Media Policy ○ Move to approve the Town of Severance Council Publications & Media Policy with Alterations ○ Take No Action		<u>Presentation</u> <u>Action Requested</u> <u>Attorney Approved</u>
BRIEF HISTORY OF ITEM		
BRIEF SUMMARY		
As discussed at the March Town Council Retreat, Town Management has worked with the Town Attorney's office to provide a Town of Severance Council Publications & Media Policy.		
PUBLIC SUPPORT/CONCERN		
None at this time.		
ANALYSIS AND RECOMMENDATION		
Town Management recommends that the Town Council take action and move to approve the Town of Severance Council Publications & Media Policy.		
MATERIALS SUBMITTED		
The following materials were submitted and included in this packet: 1. Town of Severance Council Publications (MLM redline 3.14.2025)		

Town of Severance Council Publications & Media Policy

Purpose: This policy establishes content guidelines and an approval process for the Council Corner section of the Severance Scoop newsletter (digital and print) and any videos created by Council Members for public distribution by the Town. The policy ensures that Town communications featuring content from Council members are factual, informative, non-partisan, and align with the Town’s mission, policies, and programs before publication.

Scope: This policy applies only to:

- Council Corner articles or statements submitted by Council Members for the Severance Scoop (digital or print).
- Videos featuring Council Members intended for public viewing via the Town’s website, social media, or other official platforms.

Content Guidelines

1. Acceptable Content for Council Corner & Videos

All Council-created content must:

- ✓ Be informative, factual, and non-partisan.
- ✓ Reflect the Town’s mission, vision, and strategic priorities.
- ✓ Provide updates on Council initiatives, decisions, or town-related topics.
- ✓ Promote community engagement or provide public information.
- ✓ Be written and spoken professionally and respectfully.

2. Prohibited Content

Council Corner and videos may not contain:

- ⊘ Personal political opinions, endorsements, or campaign-related messaging.
- ⊘ Unverified, misleading, or speculative information.
- ⊘ Criticism of fellow Council Members, Town staff, or residents.
- ⊘ Topics outside of the Town of Severance’s jurisdiction or unrelated to Town business.
- ⊘ Business advertisements or promotions unless part of an approved Town initiative.

Approval Process

1. Submission & Review Process

1. Council Members must submit Council Corner articles or video scripts to Management no less than one week before the digital release or quarterly print deadline.
2. Please keep all written content to a limit of 250 words or less. Due to financial constraints, when multiple Council members submit content for the quarterly printed newsletters, members of the Town Council may be asked to shorten their submissions. The goal is to have all Council members participate at least once throughout each year.
3. Management will review content for:
 - Accuracy and alignment with Town policies.
 - Tone and professionalism.
 - Grammar, spelling, and readability (for written content).
4. The Deputy Town Manager will forward the final draft to the Town Manager for review.

2. Final Approval

- The Town Manager must approve content before publication or release.
- Alternatively, the Town Manager may forward content to the Mayor and/or Mayor Pro Tem for review and approval.
- For Council-created videos:
 - The Town Manager and Mayor and/or Mayor Pro Tem must complete a final review of recorded materials before posting.
 - Any edits or revisions requested by the Town Manager, Mayor, or Mayor Pro Tem must be made before the video will be posted.

Distribution & Posting

- Council Corner articles will be published in the digital Severance Scoop and quarterly print newsletter once approved.
- Council-created videos will be posted on the Town's official website and/or social media pages once approved.

Policy Enforcement

- Any Council-created content that does not meet these guidelines may be denied publication.
- Nothing in this policy shall limit or abridge the right of a Council member to publish, post, or otherwise distribute their own written or video content using their own personal resources and personal email or social media accounts, including content that has not been approved for distribution by the Town under this policy.



AGENDA ITEM SUMMARY

AGENDA ITEM	SUBMITTED BY	PRESENTED BY
Pg. 348 - Resolution 2025-13R: Declaring a Vacancy on Town Council for a Council Member Seat with a Term Expiring at the First Regular Council Meeting in January 2028	Nicholas Wharton, Town Manager	Mary Lynn Macsalka
ACTION REQUESTED		
Management and Legal ask that the Town Council review and discuss Resolution 2025-13R: A Resolution of the Town Council of the Town of Severance, Colorado, Declaring a Vacancy on the Town Council for a Council Member Seat with a Term Expiring at the First Regular Council Meeting in January 2028. • Actions that may be taken: ○ Move to approve Resolution Resolution 2025-13R ○ Take No Action		<u>Resolution</u> <u>Action Requested</u> <u>Attorney Approved</u>
BRIEF SUMMARY		
Town Council member Dan Meyers has voluntarily resigned from his Council seat and provided a letter on March 14, 2025, stating his resignation is effective on that date. Per the Town's Home Rule Charter and applicable state law, the following procedure is recommended to formally declare the vacancy and to fill the Council seat vacated by Mr. Meyers: 1. Per Charter Section 3.02(4), the Town Council must "declare a vacancy." The Town Attorney recommends this be done by resolution to clearly establish the date the vacancy is declared, which triggers important deadlines to fill the vacant seat under C.R.S. § 31-4-303. Upon approval by Council, Resolution No. 2025-13R will declare a vacancy on Council effective March 25, 2025. 2. Next, Council must discuss and decide whether to fill the vacant seat by appointment or by special election. Council may make this decision by motion and a majority vote. This is the next item on the Town Council's agenda this evening. 3. Finally, Council will have 60 days from today to either fill the vacant seat by appointment or to order a special election to occur within 60 days or as soon as possible thereafter. If Council approves Resolution No. 2025-13R at tonight's meeting, 60 days later is Saturday, May 24, 2025. Because this falls on a weekend, the Town Attorney recommends that Council strive to fill the seat by the last business day before the deadline, i.e., Friday, May 23, 2025. Per the Charter, the person appointed or elected to fill Mr. Meyers' vacant seat will serve the remainder of his term, which expires at the first meeting in January 2028.		

The Town Attorney has prepared a memo outlining the process to declare and fill a vacancy on the Town Council in more detail, which is included with this agenda item.

PUBLIC SUPPORT/CONCERN

None at this time.

ANALYSIS AND RECOMMENDATION

Management and Legal recommend that the Town Council take action and move to approve Resolution 2025-13R: A Resolution of the Town Council of the Town of Severance, Colorado, Declaring a Vacancy on the Town Council for a Council Member Seat with a Term Expiring at the First Regular Council Meeting in January 2028..

MATERIALS SUBMITTED

The following materials were submitted and included in this packet:

1. 2025-13R - Declaring Vacancy on Town Council (Meyers seat)
2. Memo to Town Council re Meyers Resignation and Vacancy Procedures
3. Resignation letter Town Council_03142025

**TOWN OF SEVERANCE
RESOLUTION NO. 2025-13R**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SEVERANCE,
COLORADO, DECLARING A VACANCY ON THE TOWN COUNCIL FOR A
COUNCIL MEMBER SEAT WITH A TERM EXPIRING AT THE FIRST REGULAR
COUNCIL MEETING IN JANUARY 2028**

WHEREAS, Town Council member Dan Meyers voluntarily resigned from his seat on the Town Council effective March 14, 2025; and

WHEREAS, pursuant to Section 13.06 of the Town of Severance Home Rule Charter (“Charter”), Mr. Meyer’s term expires at the first regular Council meeting in January 2028; and

WHEREAS, subsection (4) of Section 3.02 of the Town’s Charter provides that if a vacancy occurs on the Town Council, the “Council may appoint an individual to the vacancy or fill the vacancy by special election,” and the “individual appointed or elected to fill a vacancy shall serve until the next regular election and until their successor takes office” in accordance with the Charter; and

WHEREAS, in accordance with Section 3.02 of the Charter, Section 2-2-10 of the Severance Municipal Code, and C.R.S. § 31-4-303, the Town Council must fill the vacant seat by appointment or order a special election to fill the vacant seat within 60 days after the vacancy is declared; and

WHEREAS, the Town Council desires to formally declare a vacancy on the Town Council for a Council member seat with a term expiring at the first regular Council meeting in January 2028 for purposes of invoking the procedure to fill the vacant seat in accordance with the Charter, Severance Municipal Code, and applicable state law.

**NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE
TOWN OF SEVERANCE, COLORADO, AS FOLLOWS:**

Section 1. The Town Council formally declares that there is a vacancy on the Town Council for a Council member seat with a term expiring at the first regular Council meeting in January 2028, which vacancy is declared effective upon approval of this resolution.

RESOLVED AND APPROVED this 25th day of March, 2025.

TOWN OF SEVERANCE, COLORADO

Matthew Fries, Mayor

ATTEST:

Sarah Jacobsen, Town Clerk

APPROVED AS TO FORM:

Town Attorney

HAYASHI & MACSALKA, LLC

ATTORNEYS AT LAW
9035 WADSWORTH PARKWAY, SUITE 3500
WESTMINSTER, CO 80021

William P. Hayashi
Mary Lynn Macsalka

telephone: 303-443-3100
fax: 303-443-7835
www.h-mlaw.net

MEMORANDUM

TO: Mayor and Town Council, Town of Severance

FROM: Mary Lynn Macsalka, Town Attorney's Office *MLM*

DATE: March 18, 2025

RE: **Councilor Dan Meyers Resignation; Declaring and Filling a Vacancy on the Town Council**

Town Council member Dan Meyers has voluntarily resigned from his Council seat and provided a letter on March 14, 2025, stating his resignation is effective immediately.

When a vacancy occurs on the Town Council, subsection (4) of [Section 3.02](#) of the Town's Charter provides that "the Council shall declare a vacancy according to standards set forth by ordinance or by C.R.S. § 31-4-303" and that the Council "may appoint an individual to the vacancy or fill the vacancy by special election." The individual appointed or elected to fill the vacancy "shall serve until the next regular election and until their successor takes office in accordance with [the] Charter." [Charter Section 3.02\(4\)](#).

In accordance with the Charter and state law, the following procedure is recommended to declare and fill the Council seat vacated by Mr. Meyers:

1. **First, Council must "declare a vacancy."**
 - We recommend declaring the vacancy by resolution to both provide notice of the vacancy to the public via your meeting agenda, and to clearly establish the date the vacancy is declared, because it triggers important deadlines to fill the vacant seat under C.R.S. § 31-4-303 (discussed further in step 3, below).
 - We have prepared a resolution declaring the vacancy, which will appear on the agenda for Council's consideration at your March 25, 2025, meeting.

2. **Next, Council must discuss and decide whether to fill the vacant seat by appointment or by special election.** Council may make this decision by motion and a majority vote.
3. **The Council must fill the vacant seat by appointment within 60 days after the vacancy is declared, or order a special election to fill the vacant seat within 60 days after the vacancy occurs.**
 - If the Council fails to either appoint an individual to the vacant seat or to order a special election within 60 days, then C.R.S. § 31-4-303 *requires* that the Council “order an election, subject to the municipal election code, to be held as soon as practicable to fill the vacancy until the next regular election and until a successor has been elected.” The Council would no longer have the option of appointing a person to fill the vacant seat at that point.
4.
 - a. **Appointment:** If Council decides to fill the vacant seat by appointment, the Town Council may follow or modify the Town’s past practice for advertising the application process and deadline, interviewing applicants, and making the appointment. In either event, the Town should advertise the vacancy, the qualifications for office, and the process and deadline for residents to apply. If Council desires, you may also give residents an opportunity to provide their input on the applicants, and advertise the process and deadline for doing so.¹
 - b. **Special Election:** If Council decides to order a special election to fill the vacant seat, my office will provide a resolution at your next meeting ordering the election to occur on a date within 60 days after the vacancy is declared or as soon as practicable thereafter.

The person appointed or elected to fill the Council seat vacated by Mr. Meyers will serve the remainder of his term through December 2027, and will be eligible to run for a full term in the November 2027 Town Council election.

A person is qualified to serve on the Town Council if they are a U.S. citizen, a registered elector of the Town and eligible to vote, and if they have lived in the Town of Severance for at least 12 months prior to the date of their appointment or the election date. See [Charter](#)

¹ Whether to involve Town residents in the process of reviewing and giving Council feedback on applicants for the vacancy is entirely up to Council. Some communities involve residents by, e.g., allowing residents to suggest interview questions for Council to ask applicants, posting applicants’ applications on the Town’s website for review by the public, or opening public comment after Council interviews the applicants but before Council makes the appointment. If Council decides to include public participation in the process to fill the vacancy, we recommend the Town advertise that information to the public when it publishes the notice seeking applications to fill the vacancy if possible.

[Section 3.03](#). Any Town resident whom the Town Clerk determines meets the qualifications in Charter Section 3.03 to serve on Town Council may apply or run to fill the vacant seat.

We will be available at your March 25, 2025, meeting, along with the Town Manager, Town Clerk, and Interim Town Attorney to answer your questions regarding these procedures and any other questions you may have.

cc: Nicholas Wharton, Town Manager
Lindsay Radcliff-Coombes, Deputy Town Manager
Erica Romberg, Interim Town Attorney
Sarah Jacobsen, Town Clerk

March 14, 2025

Mayor Fries/Council and Mr. Wharton,

Please accept this letter as my resignation from the Severance Town Council effective immediately.

Regards,

Dan Meyers



AGENDA ITEM SUMMARY

AGENDA ITEM	SUBMITTED BY	PRESENTED BY
Pg. 356 - Town Council Member Appointment or Special Election	Nicholas Wharton, Town Manager	Mary Lynn Macsalka
ACTION REQUESTED		
Management and Legal ask that the Town Council review and discuss whether to start the appointment process or to hold a special election for the vacant council member seat: • Actions that may be taken: ○ Move to appoint a Council Member; or ○ Move to hold a Special Election		<u>Action Requested</u> <u>Attorney Approved</u>
BRIEF SUMMARY		
The Town Council must discuss and decide whether to appoint an individual to the vacant seat by appointment or by special election. The council may make this decision by motion and a majority vote.		
PUBLIC SUPPORT/CONCERN		
None at this time.		
ANALYSIS AND RECOMMENDATION		
Management and Legal recommend that the Town Council take action and move either to appoint an individual to the vacant seat or by special election.		
MATERIALS SUBMITTED		
The following materials were submitted and included in this packet: None		