





The Town of
BERTHOUD
 COLORADO

Comprehensive Plan
Map 2 of 3
Transportation Plan

LEGEND

Street Classifications

-  **4 - Lane Arterials**
 Four-lane arterials should have limited access, typically via signalized or unsignalized, at-grade intersections at one half to one mile spacing. Four-lane arterials provide relatively moderate speed, unimpeded, town-wide connections. There may be direct access where they pass by existing homes, but future development should provide internal street systems and limit or prohibit individual direct access to the arterial.
-  **2 - Lane Arterials**
 Two-lane arterials also have limited access, but may provide direct access to properties if no other reasonable form of access exists. Intersections are at-grade and may be signalized. Two-lane arterials provide relatively unimpeded connections within the community and distribute traffic to higher classification roadways.
-  **Major Collectors**
 Major collectors may provide direct access to abutting properties, but this is not encouraged in residential areas. Intersections are at-grade and typically have some form of traffic control (stop signs). They provide connections between local streets and arterials, and usually retain continuity through neighborhoods. Future major collector streets may be identified through development plans and thus are not specifically identified in the Berthoud 2035 Master Street Plan.
-  **Minor Collectors**
 Minor collectors may provide direct access to abutting properties, but this is not encouraged in residential areas. Intersections are at-grade and typically have some form of traffic control (stop signs). They provide connections between local streets and arterials, and usually retain continuity through neighborhoods. Future minor collector streets are typically identified through development plans and thus are not specifically identified in the Berthoud 2035 Master Street Plan.
-  **Local Streets**
 Local streets serve the highest level of access, providing direct driveway access to adjacent properties and carrying traffic to the collectors. Local streets can be of limited continuity and may be designed to discourage through traffic.
-  **Proposed Traffic Signal (Signalized Intersection)**
-  **Existing Traffic Signal (Signalized Intersection)**
-  **Berthoud Growth Management Area/Boundary**
-  **Berthoud Area of Community Influence**

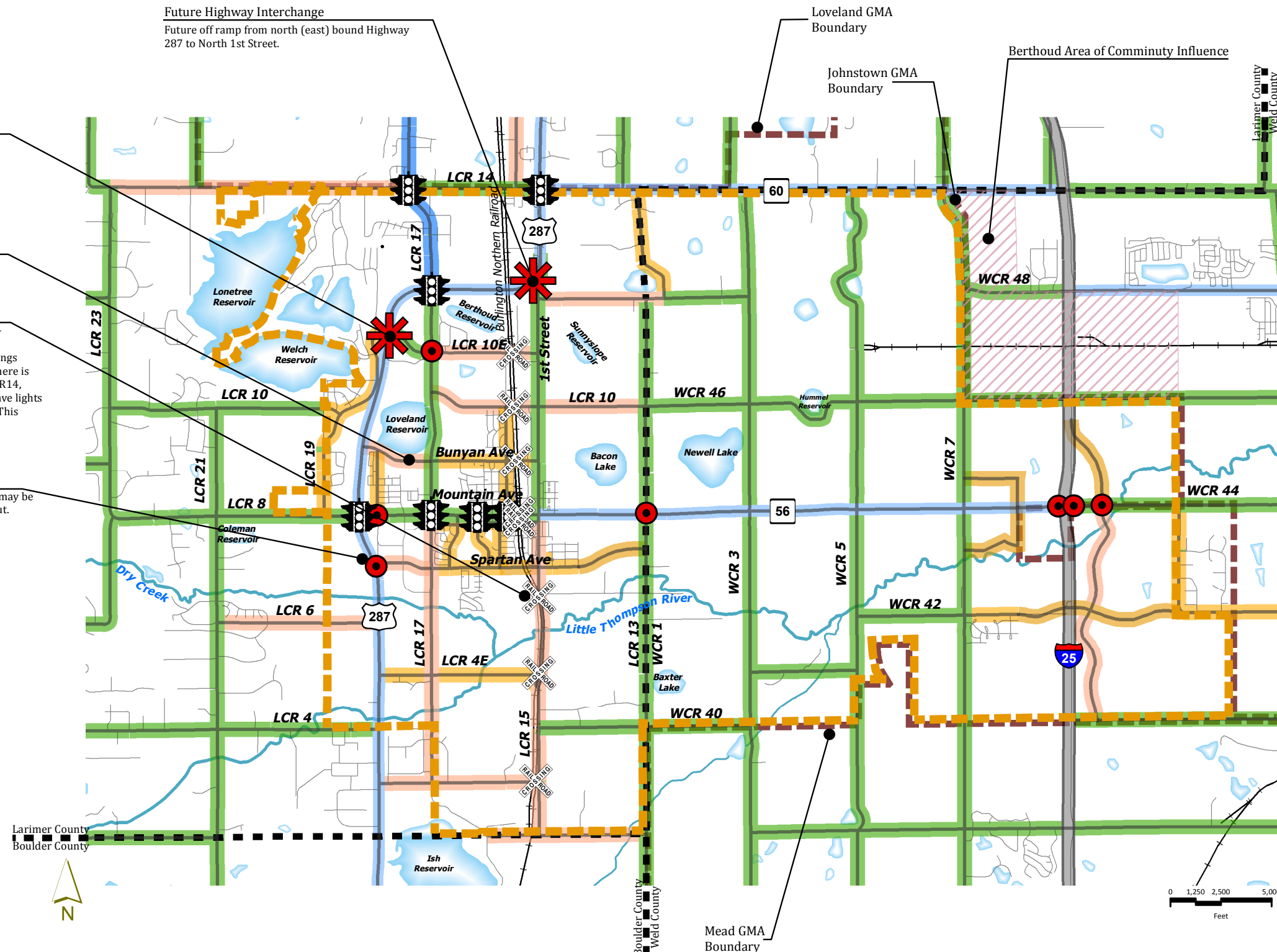
Future Highway Interchange
 Future off ramp from north (east) bound Highway 287 to North 1st Street.

Future Highway Interchange
 Future Highway Interchange at Highway 287 and Larimer County Road 10E.

Future Street Connections
 Future Street Connections to Highway 287 from Bunyan Avenue (extended) and Spartan Avenue (extended).

At-Grade Rail Road Crossings
 The Burlington Northern Railroad runs north-south through the Town of Berthoud. Existing locations of the at-grade street-railroad crossings in the Berthoud Growth Management Area. There is also an at-grade street-railroad crossing of LCR14, west of US287. All of the at-grade crossings have lights and gates, except for the crossing of LCR15A. This crossing has stop sign control on LCR15A.

Future Controlled Street Intersections
 Future Controlled Street Intersections. These may be signalized intersections or modern roundabout.



640 Acres
 360 Acres
 160 Acres
 40 Acres

1 Mile

BARKEEN
 LANDSCAPE DESIGN

The Berthoud Transportation Master Street Plan does not include a classification for I-25, as it is always categorized as a freeway. Interstate 25 (as well as the other state highways) is controlled by CDOT, and any future development along it which requires access will be governed by the State Highway Access Code.

The location of some future collector streets has not been shown on the Transportation Master Street Plan. Since these streets primarily serve traffic internal to future development, their alignments will be located as development plans for specific areas are initiated. These streets will be necessary to provide connections to the arterial road system from residential neighborhoods and business developments. Their purpose is not to provide long-distance connections, which would be enticing to cut-through traffic. They may have curvilinear alignments to minimize longer-distance through traffic which should more properly be using arterials. The intent in locating collector streets will be to line them up on each side of an arterial to minimize the proliferation of T-intersections and the potential number of signalized intersections.