Town Board of Trustees

Tuesday, June 8, 2021 at 7:00 pm

PLEASE SILENCE ALL CELL PHONE AND ELECTRONIC DEVICES. THANK YOU.

1. **Meeting Information**
   207 Muegge Way, Bennett, CO 80102
   For a live stream of the meeting, use the information below:
   https://us02web.zoom.us/j/82616472193

   Meeting ID: 826 1647 2193

   Passcode: 386428

   One tap mobile
   +16699006833

2. **Call to Order**
   Royce D. Pindell, Mayor
   a. **Roll Call**
3. **Pledge of Allegiance**
   Royce D. Pindell, Mayor
4. **Approval of Agenda**
   Royce D. Pindell, Mayor
5. **Consent Agenda**
   Royce D. Pindell, Mayor
   a. **May 25, 2021 - Regular Meeting Minutes**

      Attachments:

      - **May 25, 2021 - Regular Meeting Minutes** (05-25-2021_-_Regular_Meeting_Minutes.pdf)

Public Comments on Items Not Scheduled for Public Hearing

The Board of Trustees welcomes you. Thank you for joining us for our Town of Bennett Board of Trustees Meeting. If you are not speaking, we ask that you please mute your microphone. For public comment please sign up on the provided sheet or in the chat box. If you are on the phone, once we get through the sign-up sheet and chat box we will call for any other comments for items not on the agenda.

Your comments will be limited to three (3) minutes. The Board may not respond to your comments this evening, rather they may take your comments and suggestions under advisement and provide direction to the appropriate member of Town staff for follow-up. Thank you.

Regular Business

6. **Public Hearing**
   a. **Worthman/Bennett Village Property Rezoning**
   Ordinance No. 727-21- An Ordinance Approving a Rezoning for the Worthman/Bennett Village Property
   Steve Hebert, Planning and Economic Development Manager

Attachments:

- **Public Hearing Script** (0_-_Bennett_Village_Script.PC.pdf)
- **Staff Report Worthman/Bennett Village Rezoning** (1_-_Staff_Report.pdf)
- **PowerPoint Presentation Worthman/Bennett Village Rezoning** (2_-_PowerPoint_Presentation.pdf)
- **Land Use Application** (3_-_Land_Use_Application_Form_-_signed.pdf)
- **Letter of Authorization** (4_-_Letter_of_Authorization_-_R2_Zoning_-_Signed.pdf)
- **Applicant's Letter of Intent** (5_-_Letter_of_Intent_-_Rezoning.pdf)
- **Proposed Rezoning Map Change** (6_-_Zoning_Map_4-8-2021.pdf)
- **Permitted Uses in R-2** (7_-_R-2_PermittedUses.pdf)
- **Approved Bennett Village Final Plat** (8_-_BENNETT_VILLAGE__WORTHMAN_ACRES_FINAL_PLAT_210406.pdf)
- **Town Centre Concept from the Comprehensive Plan** (9_-_Town_Centre_Land_Use_Concept_2015CompPlan.pdf)
- **Traffic Impact Study** (10_-_Bennett_Village_WorthmanAcres-Traffic_Study_12_11_2020.pdf)
- **Initial Town Engineer's Response** (11_-_Bennett_Village_Worthman_Acres_Final_Plat_1st_TE_Review_12-7-2020.pdf)
- **Bennett-Watkins Fire Rescue Response** (12_-_BWFR.Comments.Bennett_Village_WorthmanAcres.11.12.20.pdf)
- **Bennett School District Response** (13_-_Bennett_Village_Worthman_BennettSchoolDistrict29J_Response_12_03_2020.pdf)
- **Intermountain Rural Electric Association (IREA) Response** (14_-_IREA_RE__FW__Bennett_Village_Worthman_Acres__2nd_Final_Plat_Submission.pdf)
- **Planning & Zoning Commission Resolution No. 2021-05** (15_-_P_ZResolution_No._2021-05_Bennett_Village_Rezoning.pdf)
- **Proposed Ordinance No. 727-21 - An Ordinance Approving a Rezoning for the Worthman/Bennett Village Property** (16_-_Bennett_Village__R-2_Rezone.DRAFT_ord_727-21.pdf)
- **Suggested Motion** (17_-_suggested_motion.pdf)

7. **Action/Discussion Items**

a. **2020 Town of Bennett, Colorado Audit**

Resolution No. 874-21 - A Resolution Accepting the 2020 Audit for the Town of Bennett

Jim Hinkle, Hinkle and Company PC

Danette Ruvalcaba, Finance and Technology Director

Attachments:

- **2020 Town of Bennett, Colorado Required Communication Letter** (2020_Town_of_Bennett__Colorado_Required_Communication_Letter.pdf)
- **2020 Town of Bennett, Colorado Financial Statements** (2020_Town_of_Bennett_Colorado_Financial_Statements.pdf)
- **Resolution No. 874-21 - A Resolution Accepting the 2020 Audit for the Town of Bennett** (RESOLUTION_NO_874-21.pdf)
- **Suggested Motion** (suggested_motion.pdf)

b. **Bennett Gives Back Grant Awards Recommendations**

Danette Ruvalcaba, Finance and Technology Director

Attachments:

- **Staff Report Bennett Gives Back Grant Awards Recommendations** (0_-_2021_BGB_Recommendations_Staff_Report.pdf)
- **Suggested Motion** (Suggested_Motion.pdf)

c. **Proposed Updates for Chapter 13 of the Bennett Municipal Code**

Ordinance No. 724-21 - An Ordinance Amending Chapter 13 of the Bennett Municipal Code and Adding Cross-Connection Control Program Requirements

Taeler Houlberg, Assistant to the Town Administrator

Danette Ruvalcaba, Finance and Technology Director

Robin Price, Public Works Director

Ricky Martinez, Utilities Services Supervisor

Attachments:

- **Staff Report Proposed Updates for Chapter 13 of the Bennett Municipal Code** (Staff_Report_Chapter_13_Final.pdf)
- **PowerPoint Presentation Proposed Updates for Chapter 13 of the Bennett Municipal Code** (PowerPoint_Presentation_Chapter_13_Code_Updates.pdf)
- **Ordinance No. 724-21 - An Ordinance Amending Chapter 13 of the Bennett Municipal Code and Adding Cross-Connection Control Program Requirements** (Ordinance_No._724-21_Chapter_13_Code_Updates.pdf)
- **Suggested Motion** (suggested_motion.pdf)

8. **Town Administrator Report**
   Trish Stiles, Town Administrator

9. **Trustee Comments and Committee Reports**
   Mayor and Trustees
10. **Executive Session**
    Trish Stiles, Town Administrator

    Attachments:

    - **Executive Session Script** (Bennett_Exec_Session_Script_-_Bennett_Village_SA.pdf)

    a. **For the purpose of determining positions relative to matters that may be subject to negotiations; developing strategy for negotiations; and instructing negotiators under C.R.S. 24-6-402(4)(e); Bennett Village Subdivision Agreement (SA)**
    b. **Return to Open Meeting**
    c. **Report from Executive Session**
11. **Action/Discussion Item**
    a. **To Take Action on Items Discussed in the Executive Session - Bennett Village Subdivision Agreement (SA)**
12. **Adjournment**

Individuals with disabilities who need auxiliary aids in attending the meeting may request assistance by contacting the Town Hall at 207 Muegge Way, Bennett, CO 80102-7806, (303) 644-3249. Please give notice at least 48 hours in advance of the meeting to allow for enough time in making the necessary arrangements.

Contact: Christina Hart (chart@bennett.co.us 1303-644-3249 X1001) | Agenda published on 06/03/2021 at 4:31 PM

TOWN OF BENNETT, COLORADO
BOARD OF TRUSTEES
Regular Meeting
May 25, 2021

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1. CALL TO ORDER

The Board of Trustees of the Town of Bennett met in regular session on Tuesday, May 25, 2021 via hybrid meeting. Mayor Royce Pindell called the meeting to order at 7:00 p.m. The following persons were present upon the call of the roll:

Mayor: Royce Pindell

Trustees Present: Darvin Harrell
Whitney Oakley
Rich Pulliam - *excused*
Denice Smith
Donna Sus
Larry Vittum

Staff Present: Trish Stiles, *Town Administrator*
Rachel Summers, *Deputy Town Administrator*
Taeler Houlberg, *Assistant to the Town Administrator*
Alison Belcher, *Assistant Communications Director*
Sara Aragon, *Community Development Manager*
Daymon Johnson, *Capital Projects Director*
Corren Lind, *Executive Services Manager*
Dan Giroux, *Town Engineer*
Melinda Culley, *Town Attorney*
Christina Hart, *Town Clerk*

Public Present: Kathy Smiley, Zach White

2. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Mayor Royce Pindell.

3. APPROVAL OF AGENDA

TRUSTEE VITTUM MOVED, MAYOR PRO TEM HARRELL SECONDED to approve the agenda as presented. The voting was as follows:

YES:	Oakley, Pindell, Smith, Sus, Vittum, Harrell
NO:	None
EXCUSED:	Pulliam

Mayor Royce Pindell declared the motion carried by unanimous vote.

4. CONSENT AGENDA

MAYOR PRO TEM HARRELL MOVED, TRUSTEE VITTUM SECONDED to approve the consent agenda as presented.

YES:	Pindell, Smith, Sus, Vittum, Harrell, Oakley
NO:	None
EXCUSED:	Pulliam

Mayor Royce Pindell declared the motion carried by unanimous vote.

A. **Action:** Approval of May 11, 2021 Regular Meeting Minutes

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

There were no public comments.

5. REGULAR BUSINESS

A. Public Hearing

1. WOODY'S Wings 2, Inc. – New Liquor License Application

Mayor Pindell called the matter of WOODY'S Wings 2, Inc. new liquor license at 670 East Colfax, Avenue to order. The public hearing was opened at 7:02 p.m.

Christina Hart, Town Clerk, stated that in accordance with Colorado State Statute, notice of the public hearing was properly posted and published in the Eastern Colorado News on February 26, 2021. Legal #2458.

There were no disclosures from the Board of Trustees.

Christina Hart, Town Clerk, reported to the Board of Trustees WOODY'S Wings 2, Inc. (d/b/a WOODY'S Wings 2) restaurant opened its doors at 670 East Colfax Avenue in Bennett on April 10, 2021. Since that time, the Clerk's Office has been working with WOODY'S Wings 2 to obtain a new retail liquor license for the establishment.

Kenneth Graham, owner of WOODY'S Wings 2, submitted the completed DR8404 Colorado Liquor Retail License application for a new retail liquor license on March 25, 2021. Per Colorado State Statute requirements, the notice of public hearing was posted at the WOODY'S Wings 2 location for ten days.

The following requirements for a new retail liquor license have been met:

- The license is the proper type of license to be issued.
- The applicable State and Town applications and license fees have been submitted.
- The Woody's Wings 2 premises is not within 500 feet of any public or parochial school or the principal campus of any college, university or seminary.
- Woody's Wings 2 has a valid sales tax license.
- The applicant's character, record and reputation are satisfactory based on the Colorado Bureau of Investigation (CBI) fingerprinting and background check.
- The applicant sustains the burden of proof that the proposed granting of a DR8404 New Retail Liquor License will be consistent with the desires of the adult inhabitants and the reasonable requirements of the neighborhood.
- The applicant is in possession of the proposed premises.
- The health, safety and welfare of the neighborhood will not be adversely affected should the license be issued.
- All State and Town statutes, code, ordinances and regulations have been met or are satisfied.

Staff recommends the Local Licensing Authority approve the DR8404 New Retail Liquor License thereby licensing WOODY'S Wings 2 to sell fermented malt beverages at its establishment in the Town of Bennett.

Mayor Pro Tem Harrell, asked if WOODY'S Wing's 2 would be selling bottled beer or draft beer only? Ms. Hart responded they would be selling draft beer at this time.

Trustee Sus asked if WOODY'S Wings 2 would be offering "to go" beer sales.

Public Comments

There were no public comments presented.

Mayor Pindell closed the public hearing on WOODY'S Wings 2, Inc. new liquor license application at 7:12 p.m.

Trustee Vittum, reported he has no concerns or objections to approving the new liquor license.

Trustee Oakley, reported she in in favor of the application.

Trustee Smith, reported she is in favor of the liquor license application.

Mayor Pro Tem Harrell reported he is in favor of the application

Trustee Sus reported she is in favor of the application.

Mayor Pindell reported he has visited WOODY'S Wings and is in favor of the liquor license application.

MAYOR PRO TEM HARRELL MOVED, TRUSTEE VITTUM SECONDED to approve a retail liquor license for WOODY'S Wings 2, Incorporated at 670 East Colfax Avenue in Bennett, Colorado thereby licensing WOODY'S Wings 2 to sell fermented malt beverages. The voting was as follows:

YES: Smith, Sus, Vittum, Harrell, Oakley, Pindell
NO: None
EXCUSED: Pulliam

Mayor Royce Pindell declared the motion carried by unanimous vote.

2. **CO Highway 79 and Marketplace Drive Intersection – Mast Arm Purchase**

Daymon Johnson, Capital Projects Director, reported to the Board of Trustees, the Town hired the consulting firm of SEH to design the road improvements for the CO Highway 79 and Marketplace Drive intersection (RFP20-011). This project is currently budgeted in the Sales Tax Capital Improvement Projects Fund. As a part of this design process, Town staff and our consultants have considered many alignments and signalization layouts and have recently finalized both.

The design of the intersection and signalization was a collaborative process and has been approved by the Colorado Department of Transportation (CDOT). Upon completion of this project, CDOT will maintain all signal equipment and operations. In order to implement the signal project, the Town has to install mast arms, which are the structural apparatus to which the traffic signals are attached.

Because of the substantial lead-time associated with mast arms, the Town solicited pricing with assistance from SEH, from the only two local manufacturers in the Denver area.

Buying direct is advantageous for the town for several reasons. First, it allows the Town to acquire the materials today, assuring the equipment will be available well before the desired installation date. Second, the Town will not be paying a markup from the selected contractor performing the remainder of the intersection and signal improvements.

The pricing breakdown is as follows:

Company	Pricing
Illumination Systems, Inc.	$67,645.00
The MH Companies	$88,135.00

As a part of this solicitation, SEH and Town Staff vetted each proposal, ensuring the pricing accurately reflected the proposed intersection and signalization layout. This process also included a meeting and discussion with both firms. Both Town Staff and SEH are comfortable with Illumination Systems' proposal and their ability to provide these mast arms in a timely manner.

Staff recommends the Board of Trustees waive the Request for Proposal (RFP) requirements and authorize the Town Administrator to execute a contract with Illumination Systems, Inc., in a not-to-exceed-amount of $67,645, for the direct purchase and delivery of the mast arms for the Highway 79 & Marketplace intersection project.

Daymon Johnson reported to the Board of Trustees the Town of Bennett is purchasing the signalization equipment, but CDOT (Colorado Department of Transportation) will oversee the maintenance and timing of the signalization equipment.

Mr. Johnson also reported the mast arms will be palletized and stored at the Waste Water Treatment Facility (WWTF). The lead time for the poles are 4-6 weeks. Mr. Johnson confirmed four poles will be ordered for the Marketplace Drive intersection. The right-of-way (ROW) acquisition has been completed.

MAYOR PRO TEM HARRELL MOVED, TRUSTEE SMITH SECONDED to waive the Request for Proposal (RFP) requirements and authorize the Town Administrator to execute a contract with Illumination Systems, Inc., in a not-to-exceed-amount of $67,645, for the direct purchase and delivery of the mast arms for the Highway 79 & Marketplace intersection project. The voting was as follows:

YES: Sus, Vittum, Harrell, Oakley, Pindell, Smith
NO: None
EXCUSED: Pulliam

Mayor Royce Pindell declared the motion carried by unanimous vote.

3. Reclaimed Water Pump and Treatment Station Request for Proposal (RFP)

Robin Price, Public Works Director, reported to the Board of Trustees in 2019 the Town of Bennett received an Adams County Open Space Grant to implement a reclaimed water system and deliver reclaimed water for irrigation use at key Town parks. The reclaimed systems an integrated part of the Town's Wastewater Reclamation Facility (WWRF). Due to the scale and scope of the project, it was divided into phases. The first phase of the reclaimed water system included relining the former treatment lagoon for storage, piping to divert treated effluent from the WWRF, pumping station, concrete manhole, submersible pumping system, and two automated metering construction water truck fill-stations and one mobile station. The construction and commission of the first phase was completed in December of 2020, enabling the Town use of Category 1 treated effluent.

Following the completion of phase, I, the Town began preparing for the second phase of the reclaimed water system. This phase includes the engineering design of the reclaimed water pumping, treatment station, and transmission pipeline. This phase will include designing the transmission infrastructure and provide recommendations for necessary upgrades to the current irrigation systems to successfully deliver reclaimed water to Town properties. The basis of the design is to deliver reclaimed water from the Town's WWRF through Trupp Park south to Civic Center Park.

The Town solicited proposals from consultants in the request for proposal (RFP) 21-003 issued on March 30, 2021, and proposals were due on April 19, 2021. The response was successful with a result of three highly qualified engineering firms responding. A summary of the submitted proposals are as follows:

Consultants	Cost
Aqua Engineering	$130,980
MSK Consulting	$183,410
Diamondback Engineering	$205,760

Of the three firms, the Town has worked with Aqua Engineering. The other two firms the Town has interviewed and come highly recommended.

After receiving the proposals, myself, Ricky Martinez (Utilities Services Supervisor) and Dan Giroux (Town Engineer) reviewed and investigated all proposals. The team decided to hold interviews for the top two firms, Aqua Engineering and MSK Consulting. After interviews and research, the Town recognized the significant variance in the MSK Consulting proposal was due to the alternative treatment levels and CDPHE guidelines for Category 1 and 2. Following this discovery, the staff asked MSK Consulting to revise their proposal and modify the scope to limit to a Category 1 treatment level for a comparable bid evaluation.

Consultant	Revised Cost
MSK Consulting	$105,960

After a thorough evaluation of all bids and consultants, Staff feels comfortable with both firms performing the work. Both have a proven track record with successful projects and delivery.

Staff recommends the Board of Trustees award **MSK Consulting** the **Category 1 Reclaimed Water Pump and Treatment Station and Transmission Pipeline Project Engineering Design Contract** project for an amount not to exceed **$105,960.**

The Staff's recommendation is based on MSK Consulting's experience with Regulation No. 84 (CDHPE Reclaimed Water Control Regulation). More specifically, the firm's principal, Dave Takeda's, 25 years of experience with public and private clients on several recycled water projects.

TRUSTEE OAKLEY MOVED, TRUSTEE VITTUM SECONDED to authorize the Mayor and the Town of Bennett to enter into a Standard Town Contract Agreement with MSK Consulting for the Category 1 Reclaimed Water Pump and Treatment Station and Transmission Pipeline Project Engineering Design for an amount not to exceed $105,960. The voting was as follows:

YES: Vittum, Harrell, Oakley, Pindell, Smith, Sus
NO: None
EXCUSED: Pulliam

Mayor Royce Pindell declared the motion carried by unanimous vote.

4. Appointment of a Second Clerk Pro Tem

Christina Hart, Town Clerk, reported to the Board of Trustees Per C.R.S. § 31-4-303 and Section 2-5-50(c) of the Bennett Municipal Code, the Board of Trustees have the authority to appoint a Clerk Pro Tem to perform the duties of the Town Clerk during the Town Clerk's absence or inability to act.

In order to ensure the continual operation of the Town of Bennett and to create more redundancy across positions, staff requests that the Board appoint a second Clerk Pro Tem to perform the duties of the Town Clerk in the absence or inability to act of the Town Clerk and Clerk Pro Tem.

Staff recommends that the Board of Trustees approve Resolution No. 873-21, appointing Rachel Summers as the second Clerk Pro Tem. Ms. Summers will continue to act as Deputy Town Administrator.

TRUSTEE VITTUM MOVED, TRUSTEE SUS SECONDED to approve Resolution 873-21, a resolution appointing a second Clerk Pro Tem. The voting was as follows:

YES:	Harrell, Oakley, Pindell, Smith, Sus, Vittum
NO:	None
EXCUSED:	Pulliam

Mayor Royce Pindell declared the motion carried by unanimous vote.

Christina Hart, Town Clerk, administrated the Oath of Office of Second Clerk Pro Tem to Rachel Summers.

6. TOWN ADMINISTRATOR REPORT

Town Administrator

Trish Stiles, Town Administrator reported on the following:

- The Town of Bennett will be auctioning surplus items on June 5, 2021. The surplus items will be delivered to Linnebur Auctions in Byers, Colorado, where the auction will be held.
- The Highway 79 widening is slated for completion in mid-June 2021.
- The Bennett Community Center parking lot is currently under construction. The community center is slated to re-open for rental reservations in July 2021. The caissons for the light poles have been drilled and installed.
- Staff will continue to work remotely embracing technology. Staff appreciation was recognized with a bar-b-que.
- Staff is working through various Intergovernmental Agreements (IGA) as they relate to the Bennett Recreation District. Begin communications to get those "cleaned up".
- Ms. Stiles had a wonderful vacation.
- Hybrid board retreat June 4, 2021.
- Schedule on track for the design for signalization for Marketplace Drive.
- Mr. Johnson attended a kick-off meeting with CDOT for Exit 304.
- The Town of Bennett plans on pursuing a grant for electric car charging stations to be installed at designated places in the Town. The Town has identified Town Hall as one place as well as reaching out to QuikTrip and King Soopers for a charging station locations.

- The Model Traffic Code addresses the Jake Brake noise, however, Melinda Culley, Town Attorney, is drafting a specific ordinance addressing certain specifications of the Jake Brake noise, which will be presented to the Trustees during a board meeting for consideration.

8. TRUSTEE COMMENTS AND COMMITTEE REPORTS

Larry Vittum

Trustee Vittum reported on the following;

- Attended Department of Regional Council of Government (DRCOG) on May 19th. The former Mayor of Greenwood Village, Ron Rakowsky, was the recipient of The John V. Christensen award.
- The May 19th, 2021 DRCOG meeting focused on Senate Bill 260 (SB260) concerning the sustainability of the transportation system in Colorado, and, in connection therewith, creating new sources of dedicated funding and new state enterprises to preserve, improve, and expand existing transportation infrastructure, develop the modernized infrastructure needed to support the widespread adoption of electric motor vehicles, and mitigate environmental and health impacts of transportation system use; expanding authority for regional transportation improvements; and making an appropriation.

Whitey Oakley

Trustee Oakley reported on the following;

- Attended her first Town Engage, Shape, Build as a Trustee. Trustee Oakley thanked staff for hosting the successful event. She enjoyed interacting with the community.
- Mayor Pindell and Trustee Oakley recently spent some time door canvassing in the west section of Bennett Crossing encouraging the residents to attend board meetings to enhance their opportunity to have their voice heard as well as keeping up to date on what's happening in the Town of Bennett. Trustee Sus expressed interest in teaming up with another Trustee to continue the door canvassing within the Town.

Donna Sus

Trustee Sus reported on the following;

- Trustee Sus is interested in teaming up with another Trustee to continue canvassing the community encouraging residents to attend board meetings.

Darvin Harrell

Mayor Pro Tem Harrell reported on the following;

- Inquired about parking citations being issued on Marketplace Drive.
- Who is responsible for the criteria to sound the tornado siren in the Town of Bennett? Would like to see a Bennett Watkins Fire Rescue official attend a future board meeting.

Royce Pindell

Mayor Pindell reported on the following;

- The Metro Mayors Caucus recently honored Herb Atchison, Mayor of Westminster. There was also discussion surrounding electric vehicles not paying gasoline tax, but potentially charge an electric charging station fee.
- Mayor Pindell addressed comments made by the Bennett School District 29J, regarding the Town of Bennett, that were published in the I-70 Scout on May 25, 2021. Mayor Pindell requested Melinda Culley, Town Attorney, prepare a draft to explain the steps to remove the

Chapter 16 section of the school dedication requirement IGA ordinance between the Town of Bennett and Bennett School District 29J.

9. ADJOURNMENT

TRUSTEE SMITH MOVED, TRUSTEE VITTUM SECONDED to adjourn the meeting. The meeting was adjourned at 8:32 p.m. Voting was as follows:

YES:	Oakley, Pindell, Smith, Sus, Vittum, Harrell
NO:	None
EXCUSED:	Pulliam

The Mayor declared the motion carried by unanimous vote.

_____

Royce D. Pindell, Mayor

_____

Christina Hart, Town Clerk

QUASI-JUDICIAL PUBLIC HEARING SCRIPT

MAYOR: I will now open the public hearing on the following application: An application for **Case No. 21.11 Bennett Village Rezoning.**

The purpose of the hearing is to provide a public forum for all interested parties who wish to comment on an application before the Board of Trustees. If you wish to speak please write your name and address on the sign-up sheet or in the chat box and you will be called on.

The Procedure for the public hearing will be as follows:

FIRST, there will be a presentation by the Town staff.

NEXT, we will have a presentation by the applicant.

After these two presentations we will allow people who signed up for up to 3 minutes each. Please DO NOT REPEAT points made by others. It is fine to say, "I agree with the previous speaker's comments". Please direct your comments to the Trustees, not the applicant or Town staff.

After receiving public comments, we will allow the applicant an opportunity to respond.

NEXT, the Board of Trustees may ask questions of anyone who testified.

I will then close the public hearing and no further testimony or other evidence will be received. The Board of Trustees will discuss the matter and may take some kind of action.

Public hearings are recorded for the public record. All testimony must be presented, after you give your full name and address.

MAYOR: Do we have proper notification?

[Town Clerk to confirm on record notice has been provided]

Do any Trustees have any disclosures?

[Trustees to disclose conflicts of interests, ex parte contacts, etc]

Mr. Hebert, please introduce the applicant and provide your staff report.

[Staff presentation]

Will the applicant or the applicant's representative present the application?

[Applicant presentation]

Do any of the Trustees have questions of the applicant or Town staff?

[Question and Answer]

MAYOR: I will now open the public comment portion of the public hearing. For those wishing to speak, please clearly state your name and address for the record.

Has anyone signed up to speak at this public hearing?

[If more than one person has signed in, call them in order.]

Is there any interested party in the audience that has not signed up but who wishes to speak regarding the application?

[Additional public comment]

If there is no more public comment, I will now close the public comment portion of the public hearing.

MAYOR: Does the applicant wish to respond to any of the comments?

[Opportunity for applicant to provide any rebuttal evidence]

MAYOR: Before we turn to Trustee questions and deliberation, I want to state that the documents included within the record for this public hearing include all application materials submitted by the applicant; all materials included in the Board of Trustee packets; any PowerPoint or other presentations given tonight; all written referral and public comments received regarding the application; the public comment sign-up sheet; the public posting log and photographs of the notice, and the Town's subdivision and zoning ordinances and other applicable regulations. Does anyone have any objection to inclusion of these items in the record?

MAYOR: I will now close the public hearing and the Trustees will deliberate on the evidence presented. During deliberations, the Trustees may ask questions of Town staff, but no further public comment or other testimony or evidence will be received.

Who would like to begin?
Who is next?
Any other questions or comments?

[If anyone believes the applicable criteria have not been met, then please explain why so we have those reasons for the record.]

MAYOR: We have a draft Ordinance in front of us and I would entertain a motion.

May we have a Roll-Call vote?

Motion carries/fails.

STAFF REPORT

TO:	Mayor and Town of Bennett Board of Trustees
FROM:	Steve Hebert, Planning and Economic Development Manager
DATE:	June 8, 2021
SUBJECT:	Case No. 21.11 Bennett Village (Worthman) Rezoning and Ordinance No. 727-21

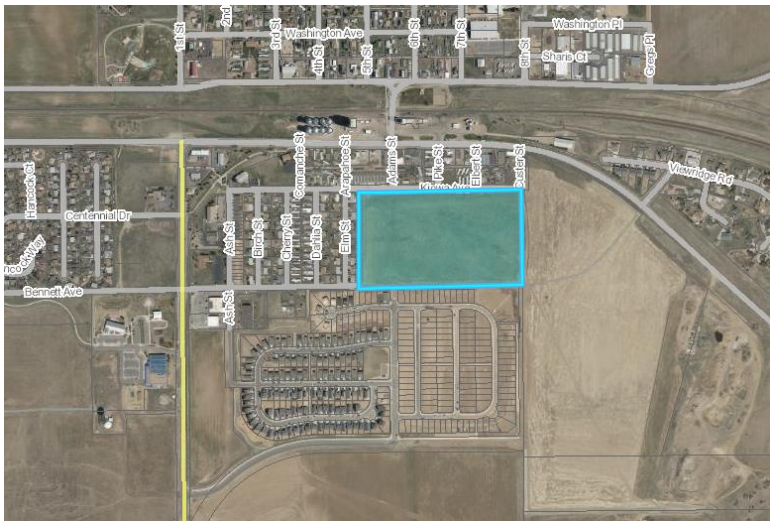
Owner/Applicant(s):	Cline E. Worthman Trust, Owner/Section 27, LLC - Chad Ellington, Applicant
Location:	South of Kiowa Avenue between Elm and Custer Streets (See Vicinity Map)
Purpose:	Rezoning of 21.4 Acres from MH - Mobile Home District to R-2 – Mid Density Residential District

Background

The 21.4-acre property known as Bennett Village, previously the Worthman Property, is currently zoned MH – Mobile Home District. The Bennett Village Final Plat, which created 133 lots for single-family detached homes, was approved by the Town Board of Trustees on April 13, 2021.

The property is located immediately east of the Brothers Four subdivision, bounded on the north by Kiowa Street, on the south by Bennett Avenue and on the east by the Custer Street alignment. See the vicinity map below.

Vicinity Map



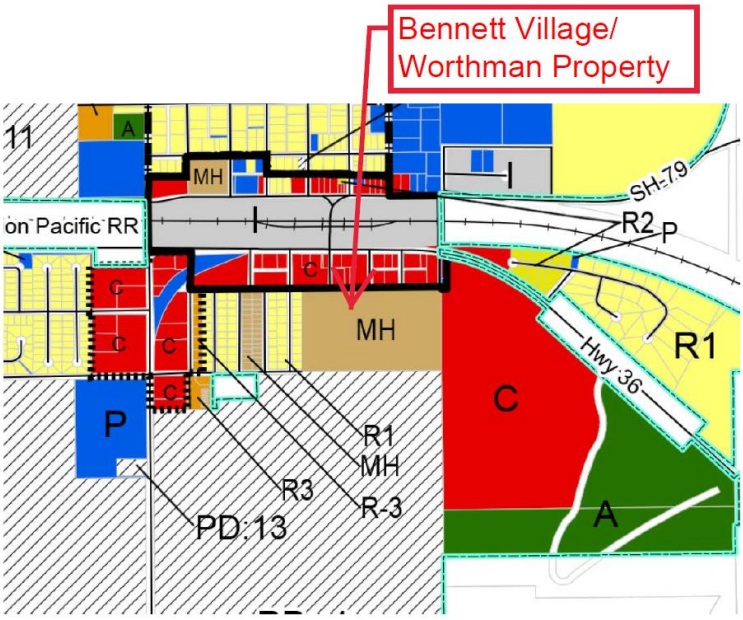
Summary of Proposal

The applicant has applied for rezoning of the property to R-2 – Mid-Density Residential District because the prospective homebuilder wants to build two-story houses. The current MH – Mobile Home District has a maximum building height for the principal structure of twenty (20) feet, which will accommodate

a single-story mobile home; but, will not accommodate a two-story single-family detached house. The R-2 District has a maximum height limitation for the principal structure of thirty-five (35) feet, which will accommodate a two-story house. Permitted uses, lot and building standards of the two districts are similar, as described below.

Surrounding Zoning and Land Uses

The map below shows the zoning in the surrounding area, including a mix of residential, commercial and public zone districts and land uses.



The table below summarizes the zoning of the immediately adjacent properties.

Direction	Adjacent Zone District	Land Use
North	C – General Commercial	Commercial and Residential
East	C – General Commercial	Vacant
South	PD – Planned Development	Residential, Bennett Crossing (LGI)
West	R-1 – Low Density Residential	Brothers Four Neighborhood

Permitted Land Uses, Lot and Building Standards in the R-2 District

In the proposed R-2 zone district, the following land uses are Permitted Uses as "uses-by-right." Uses-by-right do not require further review and approval by the Board of Trustees.

1. Elementary and secondary education school
2. Religious institutions
3. Group home for elderly, developmentally disabled or mentally ill persons
4. Home occupations
5. Manufactured homes

6. Single-family dwelling
7. Public utilities, minor
8. Eligible telecommunications facilities request

There are several other land uses allowed as Conditional Uses requiring additional Board of Trustees' review and approval, including but not limited to day care centers, parks, recreation centers, fire or police stations and bed and breakfast establishments. For a full list of Permitted and Conditional Uses in R-2, see the attached table. Mobile homes are not allowed in the R-2 District.

The table below summarizes the lot and building standards for the existing MH District and the proposed R-2 District.

Lot and Building Standards – Comparing the MH District to R-2 District		
	MH	R-2
Minimum Lot Area	3,250 sq. ft.	3,500 sq. ft.
Minimum Lot Width	40 feet	25 feet
Maximum Lot Coverage	75%	70%
Maximum Height (Principal Structure)	20 feet	35 feet

Note the minimum lot size in the R-2 District is 250 square feet larger than in the MH District.

The previously approved Bennett Village Final Plat was designed to be consistent with both the existing MH District and the proposed R-2 District. All lots in the approved final plat meet the 3,500 sq. ft. minimum lot size of R-2, and have a minimum lot width of 40 feet.

Public Services and Utilities

This summary of public services and utilities is consistent with a similar discussion for the previously approved Bennett Village Final Plat. The referenced attachments are the same as those in the staff report for the final plat application.

Water
Water will be provided by the Town of Bennett. See the attached Town Engineer's memorandum.

Sanitary Sewer
Sanitary sewer will be provided by the Town of Bennett. See the attached Town Engineer's memorandum.

Stormwater Management
Stormwater will be collected and conveyed in accordance with Town standards to prevent any on-site or off-site flooding. See the attached Town Engineer's memorandum.

Access, Traffic and Streets
Local access is provided by Bennett Avenue and Kiowa Street, as well as a network of interior streets. Alleys will serve rear lot garages. All streets will be built to Town standards. The approved final plat dedicated right-of-way for all public streets to be constructed at the developer's expense. Rezoning

from MH to R-2 will not result in an increase in traffic on local streets. See the attached Traffic Impact Study.

Fire and Rescue
All streets, turn-a-rounds, fire hydrants and water pressure must meet the Bennett-Watkins Fire and Rescue design standards. The development is subject to further hydrant location design review by the Fire District, which must occur prior to issuance of building permits. See the attached Bennett-Watkins Fire and Rescue response.

Gas, Electricity and Telecommunications
Natural gas is available from Colorado Natural Gas, electricity from IREA and telecommunications from Eastern Slope Technologies (ESRTA) or Comcast. Appropriate easements for these providers were identified on the final plat.

Criteria for Reviewing a Rezoning Proposal

The criteria for reviewing a rezoning proposal come from two different sections of the code, both of which refer to the Town's Comprehensive Plan.

Sec. 16-1-90. - Conformity with Comprehensive Plan.
"All applications for development approval, including, but not limited to, site plans, conditional use permits and subdivision plats, shall be evaluated in relation to its [sic] conformance with the policies and embodied within the Comprehensive Plan and all applicable special area plans or master plans. "

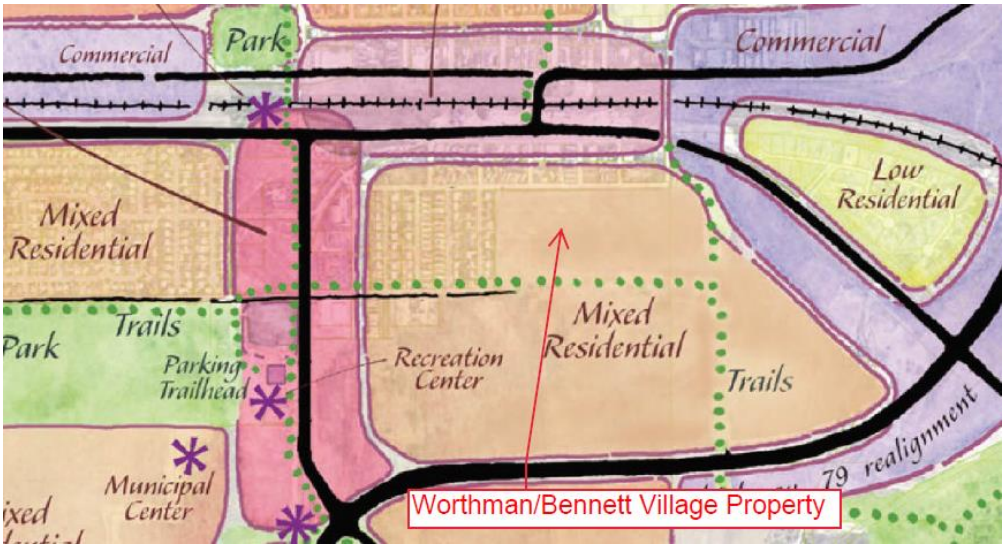
Sec. 16-2-360. - Rezoning.
"The Board of Trustees has determined that the Zoning Map should not be amended (rezoning of property approved) unless the rezoning is consistent with the goals and policies of the Comprehensive Plan and promotes the general welfare of the community. If a proposed rezoning is inconsistent with the Comprehensive Plan, the request may only be approved if the applicant demonstrates that the requested rezone is justified because of changed or changing conditions in the particular area, in the Town in general or that the rezoning is necessary to correct a manifest error in the existing zone classification."

Conformance with the Comprehensive Plan

Staff finds the proposed rezoning is consistent with, or will promote, the goals and policies of the Town of Bennett 2015 Comprehensive Plan as required by Sections 16-1-90 and 16-2-360 of the Municipal Code, including the following:

1. Proposal Conforms with the Comprehensive Plan Map Recommendation

The illustration below is an excerpt from the 2015 Comprehensive Plan. The subject property is within an area designated in the Town Centre Land Use Concept area as Mixed Residential. See the full copy of the Town Center concept attached.



Per the Comprehensive Plan: *"Mixed Residential neighborhoods will contain a variety of housing types, combined with non-residential secondary land uses that are complementary and supportive. These areas should meet a wide variety of every-day living needs, encourage walking to gathering places and services, and integrate into the larger community. Other supporting land uses, such as parks and recreation areas, religious institutions, and schools may be included in Mixed Residential areas."*

Staff Finding: The proposed rezoning is consistent with the Mixed Residential designation for the subject property.

2. <u>Proposal Conforms with Comprehensive Plan Principles</u>

Below is a list of the principles of the Comprehensive Plan that apply to this application.

a. *"Develop town and neighborhood centers with mixed land use and greater land density to shorten distances between homes, workplaces, schools, shopping, places of worship, cultural facilities, and recreation and social activities;"* **(Development on this infill parcel will result in new homes within walking distance of commercial development along 1st Street and Colfax Ave., the Bennett School District campus and other land uses.)**
b. *"Ensure that affordable housing and access to healthy living is available for people of all ages and income levels;"* **(Accommodation of a variety of housing types, including alley-loaded garage neighborhoods on smaller lots, helps address affordability of housing in Bennett.)**
c. *"Offer access to open space, trails and parks to provide more opportunities for walking, biking, recreation, and contact with nature;"* **(The approved Bennett Village Final Plat includes a park site as well as sidewalks and trails, which will benefit Bennett Village and the surrounding neighborhoods.)**
d. *"Foster a distinctive, attractive community that retains our young people to support future community governance;"* **(The accompanying site plan, with the park and common landscaped areas, propose a neighborhood with attractive amenities.)**

e. "New development should be contiguous, or nearly so, to existing infrastructure and services;" **(The Bennett Village property is considered an infill parcel surrounded on three sides by existing development with public infrastructure in the immediate vicinity.)**

f. *"Provide a variety of transportation choices including bicycle trails; sidewalks; and mass transit to reduce the dependence upon automobiles; and create streets that are safe for use by automobiles, pedestrians, and bicyclists;"* **(As noted above, the final plat and site plan propose internal sidewalks and trails, along with vehicular connections.)**

Staff Finding: The proposed rezoning complies with the 2015 Comprehensive Plan principles.

3. Proposal Conforms to the Neighborhoods Section of the Comprehensive Plan

The following is language from the discussion of neighborhoods in the 2015 Comprehensive Plan:

"There currently is not a wide variety of housing options within the planning area and an increase in housing diversity is needed to accommodate future growth. A guiding principle of this plan is to develop neighborhood centers that allow for a mix of land uses with increases in densities, which is a departure from the historic growth pattern in the corridor. Benefits of concentrated mixed use development include an efficient land use pattern that increases transportation choices, reduces energy consumption, promotes water conservation, and offers more opportunities for social interaction."

The 2015 Comprehensive Plan has a stated goal: *"To provide a diversity of housing types at various densities."*

Staff Finding: The proposed R-2 zoning, and the housing type and density that it allows, is consistent with the 2015 Comprehensive Plan.

4. Proposal Conforms with the Comprehensive Plan's Preferred Scenario

The Comprehensive Plan outlines a Preferred Scenario. The Preferred Scenario includes a series of planning tiers (Tier One through Tier Four). The Preferred Scenario envisions a healthy, sustainable community where residents can live, work, and play locally, setting Bennett and its proximity to the I-70 Corridor, apart from a conventional development pattern.

Staff Finding: Bennett Village is within Tier One, being a part of the Stable Urban area, and development would be consistent with the vision of the Preferred Scenario.

Consistency with the Town's Zoning Code

1. **Staff finds the proposed rezoning is consistent with the purpose of the Bennett Land Use Code outlined in Section 16-1-50, including to:**

   a. Maintain and enhance a quality residential environment in the Town
   b. Provide a diversity of housing types at various densities
   c. Promote logical extensions of and efficient use of the Town's infrastructure

Public Notice and Comments

Notice of the Planning and Zoning Commission and Board of Trustees hearings was posted on the property consistent with the Municipal Code. All property owners within 300 feet have also been notified by mail. No public comments have been submitted to date.

Planning and Zoning Commission Recommendation

On May 17, 2021, the Town of Bennett Planning and Zoning Commission adopted Resolution 2021-05 recommending the property be rezoned to R-2 – Mid Density Residential District. See the attached resolution.

Staff Recommendation

Based upon the above findings, Staff recommends the Board of Trustees adopt Ordinance No. 727-21 approving the rezoning of the subject property from MH – Mobile Home District to R-2 - Mid Density Residential District. See the attached draft ordinance for the Board's consideration.

Attachments

1. Staff PowerPoint Presentation (PDF)
2. Land Use Application
3. Letter of Authorization
4. Applicant's Letter of Intent
5. Proposed Rezoning Map Change
6. Permitted Uses in R-2
7. Approved Bennett Village Final Plat
8. Town Centre Concept from the Comprehensive Plan
9. Traffic Impact Study
10. Initial Town Engineer's Response
11. Bennett-Watkins Fire Rescue Response
12. Bennett School District Response
13. IREA Response
14. Planning & Zoning Commission Resolution No. 2021-05
15. Proposed Ordinance No. 727-21

Bennett Village Rezoning
Case No. 21.11
Ordinance No. 727-21

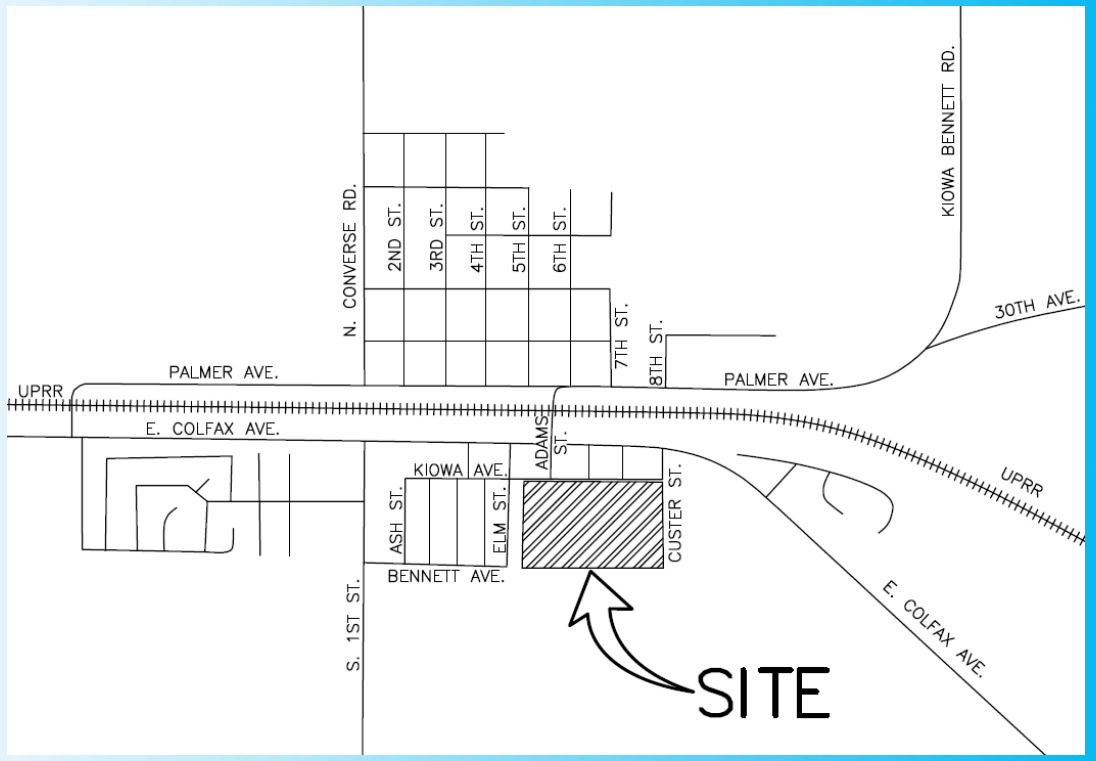
Town Board of Trustees

June 8, 2021

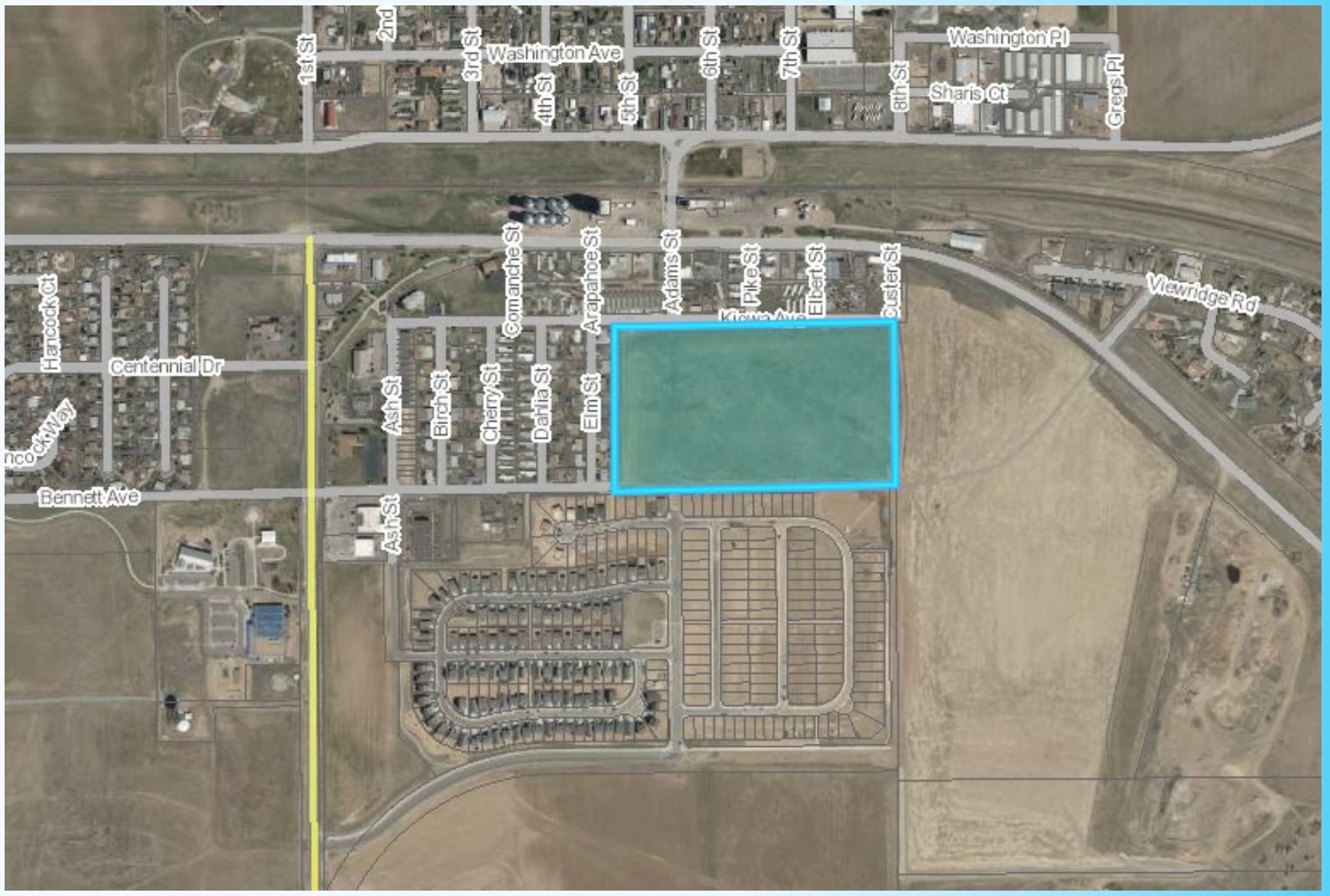
Steve Hebert, Planning & Economic Development Manager

Proposed Bennett Village Rezoning (Previously Worthman Acres)

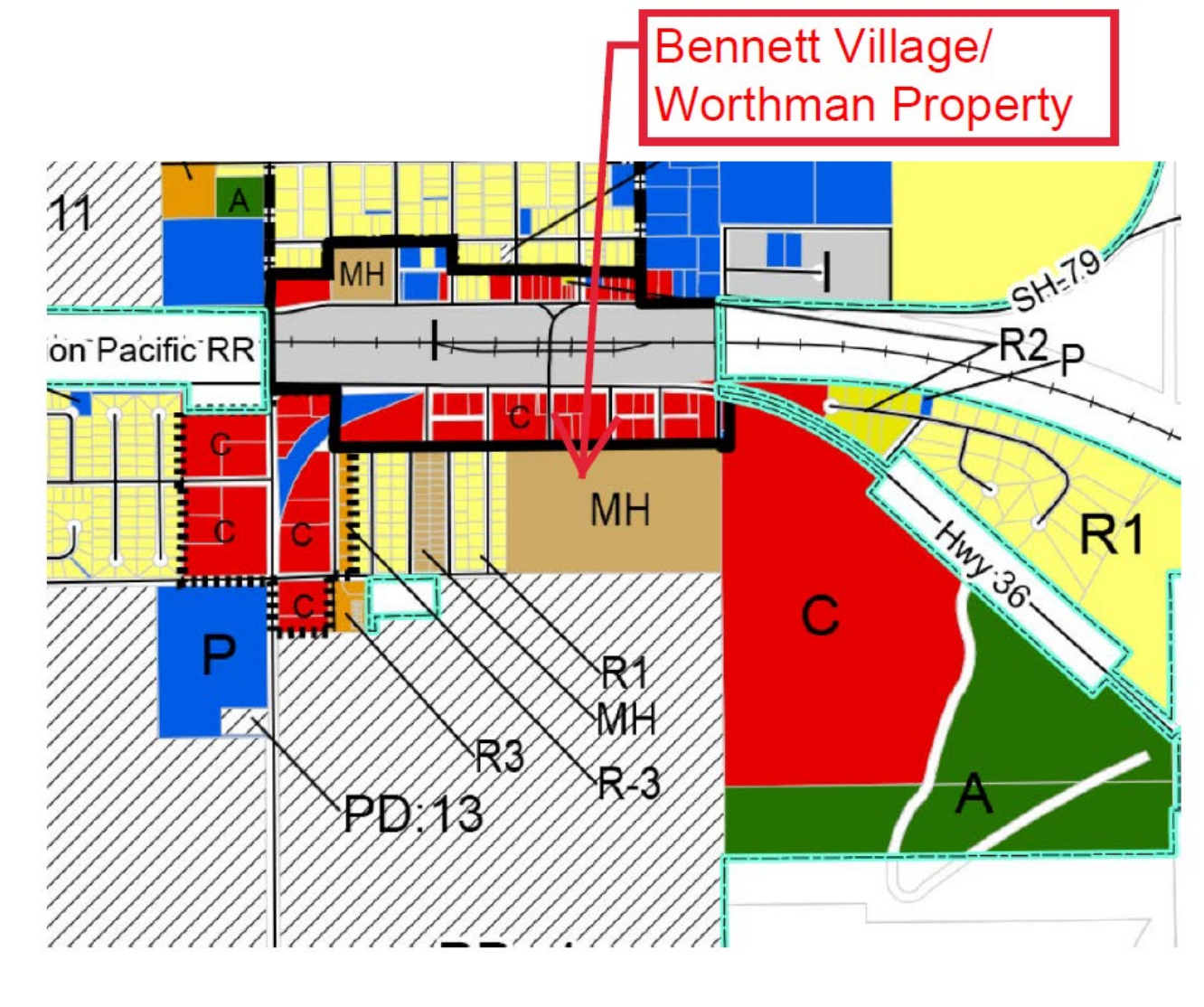
- 21.4 Acres
- Zoned MH – Mobile Home District
- Proposal to rezone to R-2 – Mid Density Residential District
- Bennett Village Final Plat approved by Board of Trustees to create 133 lots for single-family homes



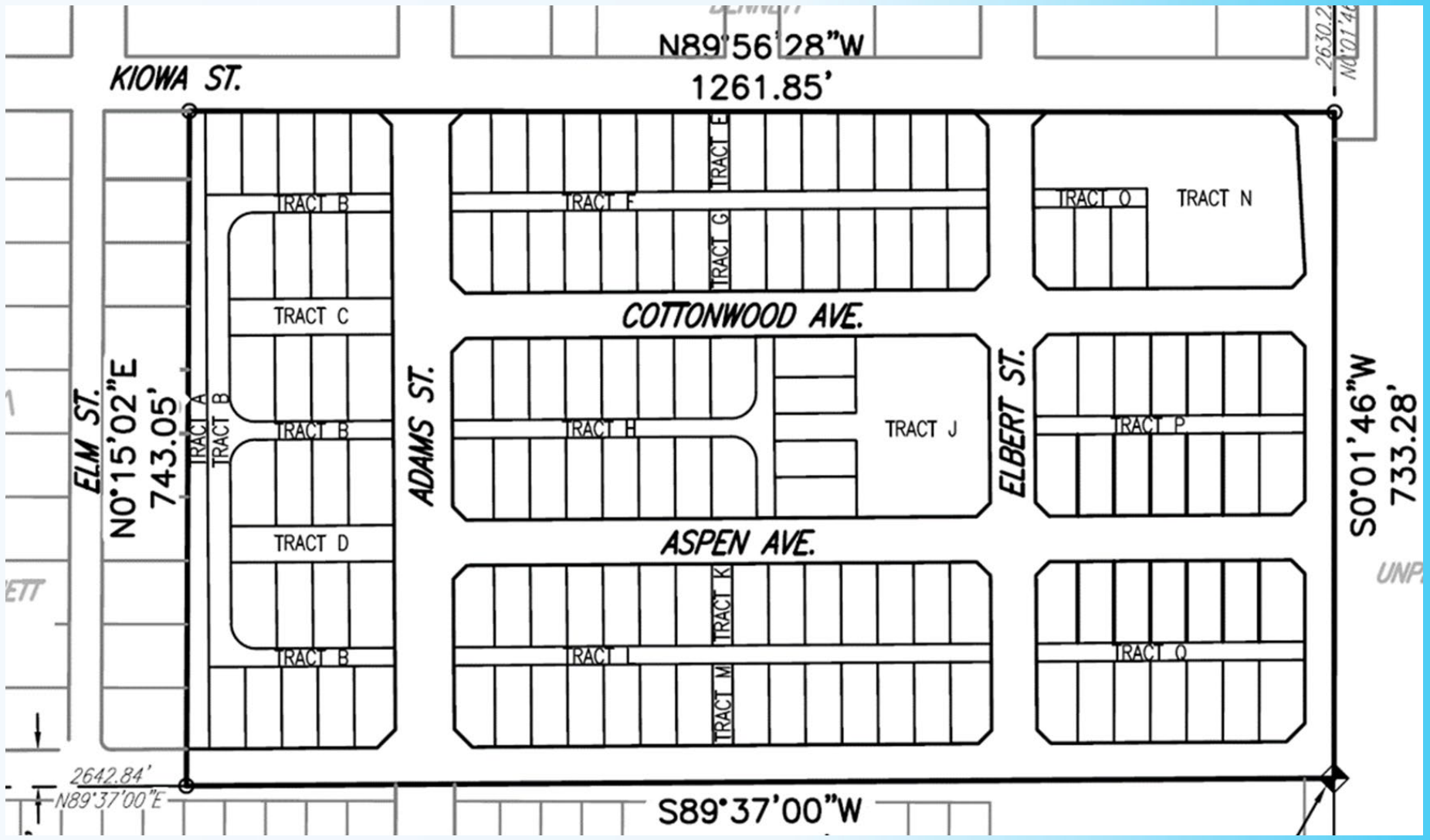
Satellite Image of the Area



Bennett Zoning Map



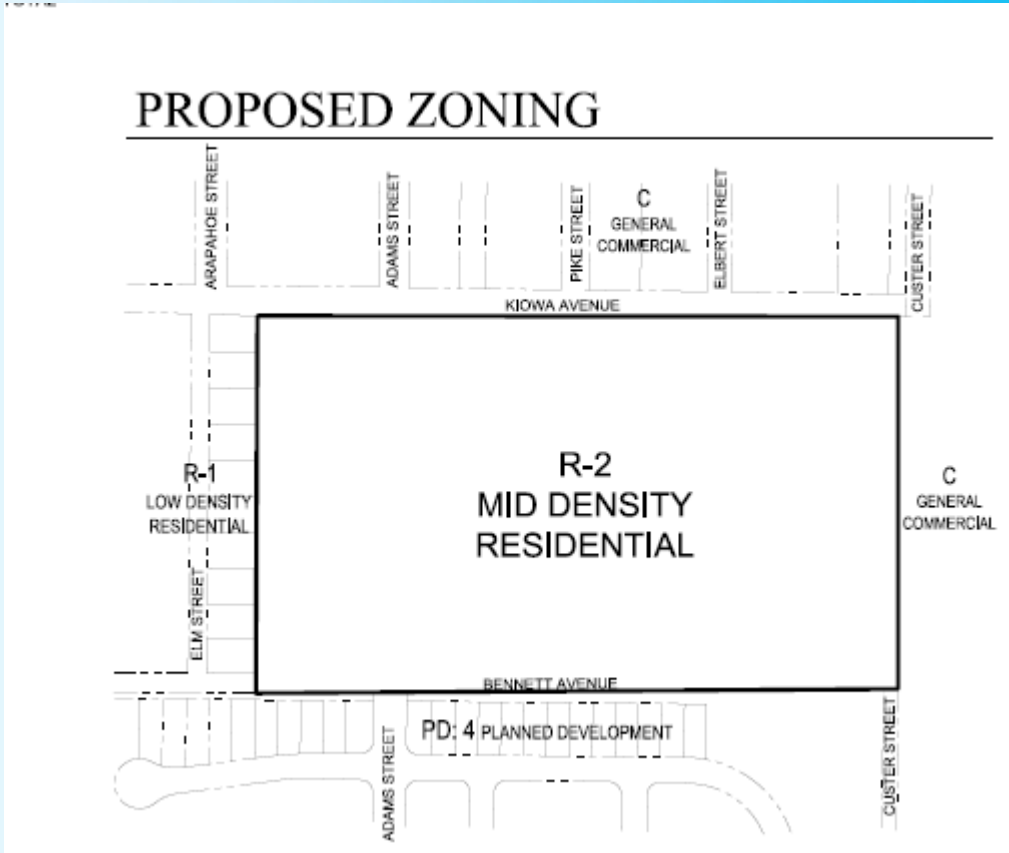
Approved Bennett Village Final Plat



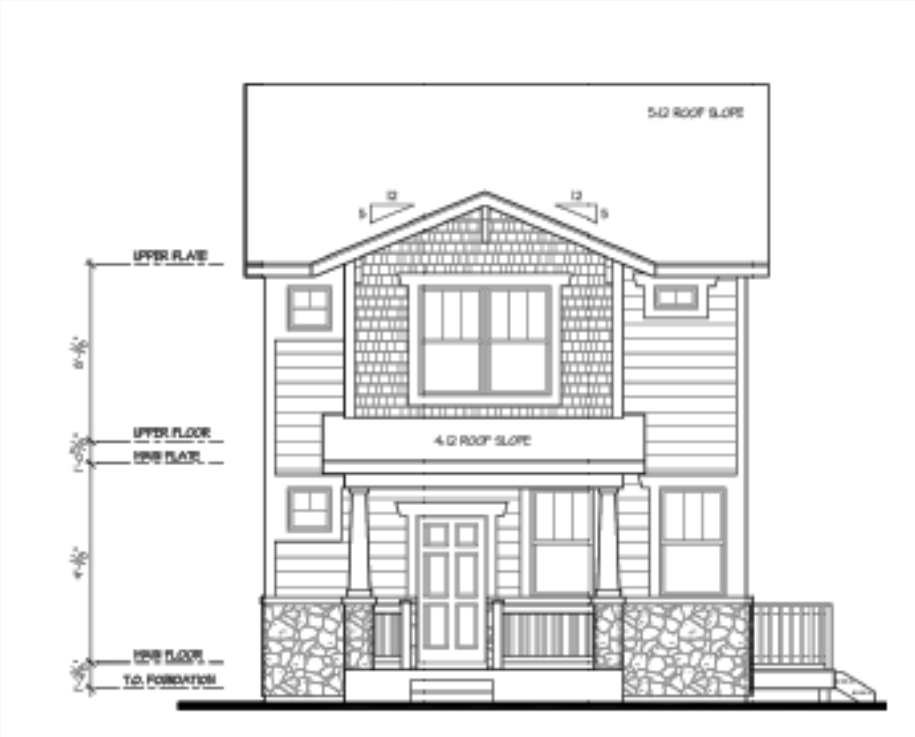
KIOWA AVENUE
COTTONWOOD AVENUE
ASPEN AVENUE
BENNETT AVENUE
ADAMS STREET
ELBERT STREET
CUSTER STREET
TRACT A
TRACT B
TRACT F
TRACT H
TRACT L
TRACT N
TRACT O
TRACT P
TRACT Q

Purpose of Rezoning

- MH zone maximum building height of 20’ (single-story)
- R-2 zone maximum building height of 35’, accommodates two-story home
- Minimum lot size in R-2 is 3,500 sq. ft. v. 3,250 sq. ft. in the MH District
- Mobile homes not allowed in the R-2 District



Examples of Home Elevations



Availability of Public Infrastructure

- Access – Improvements to Bennett Avenue, Kiowa Avenue, Custer Street and new internal streets
- Water and Sewer – Town of Bennett
- Stormwater – On-site detention, off-site conveyance
- Fire Protection – Bennett-Watkins Fire Rescue
- Law Enforcement – Adams County Sheriff
- Electricity – IREA
- Natural Gas – Colorado Natural Gas
- Telecom – Eastern Slope Technologies
- Bennett School District - Cash-in-lieu

Criteria for Reviewing a Rezoning Application

Sec. 16-1-90. - Conformity with Comprehensive Plan.

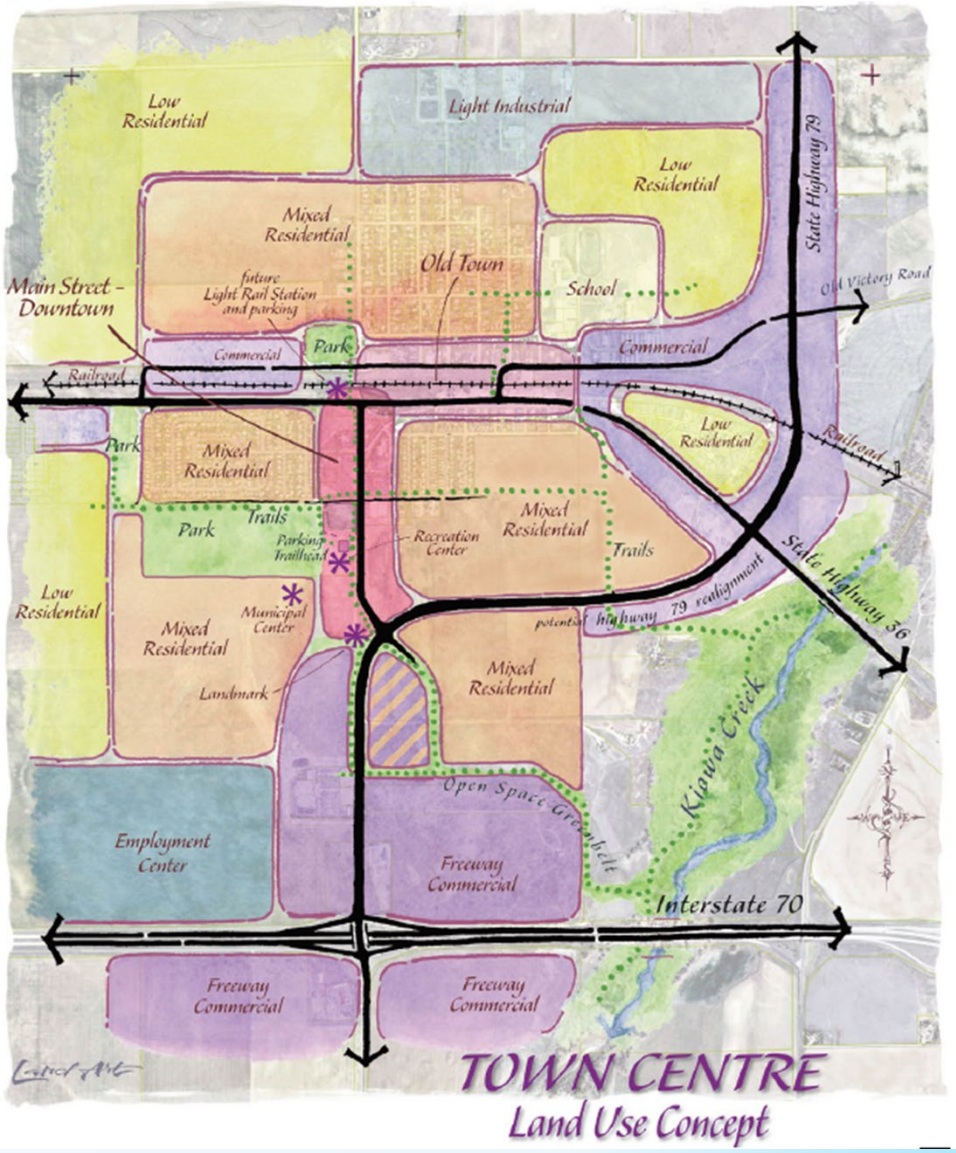
"All applications …shall be evaluated in relation to its [sic] conformance with the policies and embodied within the Comprehensive Plan and all applicable special area plans or master plans."

Sec. 16-2-360. - Rezoning.

"…the Zoning Map should not be amended unless the rezoning is consistent with the goals and policies of the Comprehensive Plan and promotes the general welfare of the community."

Comprehensive Plan's Town Centre Recommendation

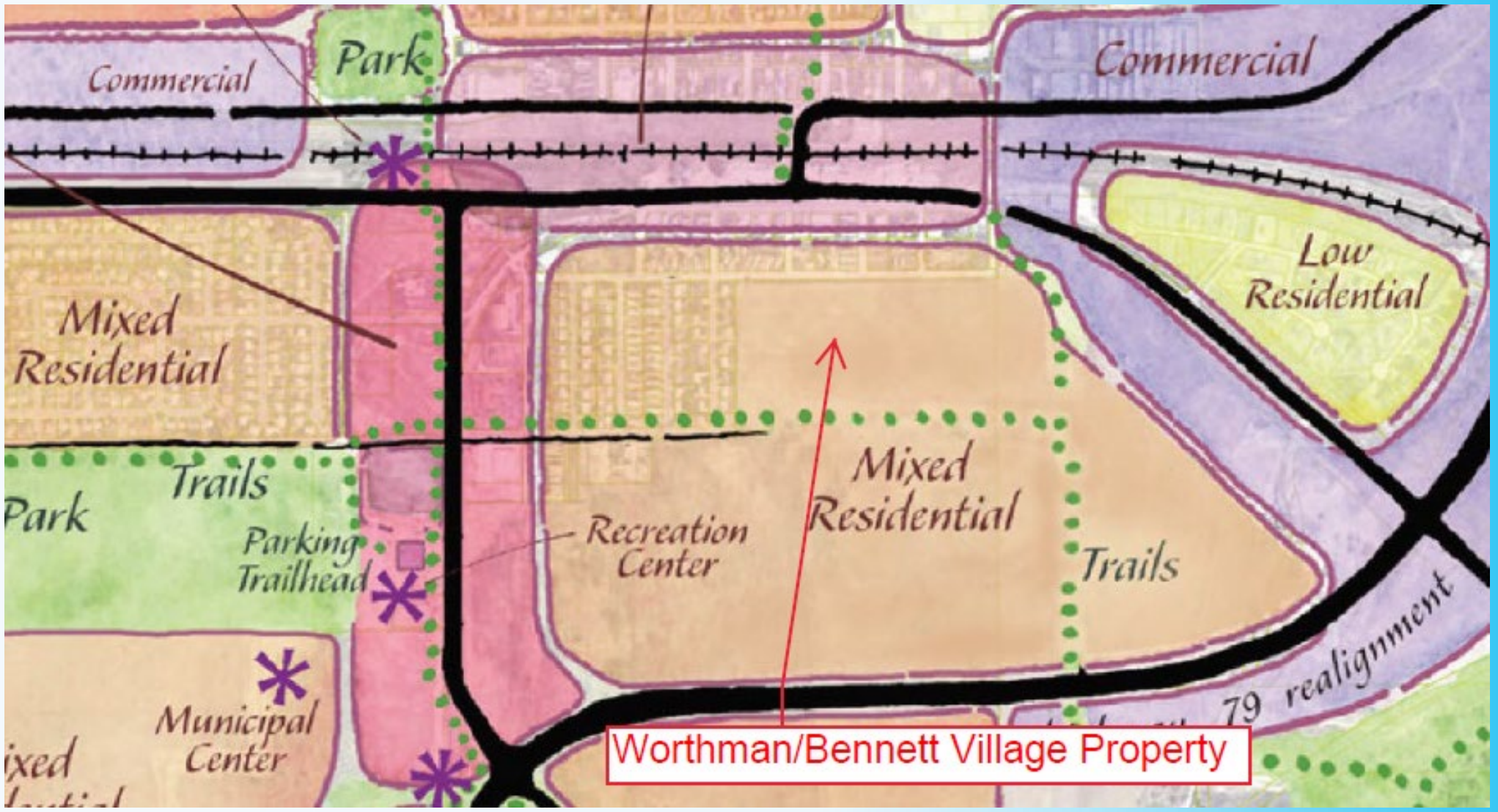
Figure 2: Town Centre Land Use Concept



Mixed Residential in the Comprehensive Plan

"Mixed Residential neighborhoods will contain a variety of housing types, combined with non-residential secondary land uses that are complementary and supportive. These areas should meet a wide variety of every-day living needs, encourage walking to gathering places and services, and integrate into the larger community. Other supporting land uses, such as parks and recreation areas, religious institutions, and schools may be included in Mixed Residential areas."

Mixed Residential Recommendation



Staff Findings on Case No. 21.11

Staff finds the proposed rezoning conforms and is consistent with the:

1. Comprehensive Plan map recommendation for Mixed Residential
2. Comprehensive Plan principles of: a) mixed land use and greater density, b) affordable housing, c) access to open space, trails and parks, d) distinctive and attractive community, e) contiguity with existing infrastructure and f) providing a variety of transportation choices
3. Neighborhoods section of the Comprehensive Plan regarding diversity and density of housing types
4. Comprehensive Plan's Preferred Scenario of Tier 1
5. Town's Zoning Code

Staff Recommendation

Staff recommends the Board of Trustees approve Case No. 21.11 and adopt Ordinance No. 727-21 to rezone the subject property from MH – Mobile Home District to R-2 - Mid Density Residential District.

Town of Bennett Land Use Application Form

TO BE COMPLETED BY APPLICANT

Application Type: Zoning/Rezoning			Other _____
Primary Contact Name: Chad Ellington			
Name of Firm: Section 27, LLC			
Address: 1150 Delaware Street #202			
City: Denver	State: CO	Zip: 80204	Phone: 303.503.1016
Email: chad@peakdevgrp.com			
Owner Name: Paul Worthman, Trustee of the Cline E. Worthman Residuary Trust			
Address: 2773 South Ivan Way			
City: Denver	State: CO	Zip: 80227	Phone:
Email: paul.worthman@ucdenver.edu			
Mineral Estate Holder/Lease: None			
Name of Firm:			
Address:			
City:	State:	Zip:	Phone:
Parcel#:	Subdivision Name:		
Site Address: Vacant Land - Assessor Parcel No. 181527300014			
Nearest Major Intersection: Southwest Custer Street and Kiowa Street			
Legal Description: SW 1/4 of Section 27, T3S, R63W, 6th PM, Bennett, CO			
Current Zoning: MH (Mobile Home)	Proposed # lots/units: 134		
Total Acreage: 21.4	Gross Floor Area:		
Proposed Gross Densities (du/ac): 6.26			
Additional Notes: Proposed Zoning: R-2 Mid Density Residential			

All Submittal Requirements must accompany this application. All applicable fees must be paid at the time of application. Any extraordinary cost incurred by the Town of Bennett in reviewing and processing this application is the responsibility of the applicant.

An executed cost agreement must be attached to this application pursuant to Sec. 16-1-325 of the Bennett Municipal Code.

I understand this is an application only, it must be approved by the Town, and any required building permits must be obtained before the property can be used in accordance with the request. I hereby acknowledge all of the above information is correct.

Applicant's Signature: Chad M. Ellington Digitally signed by Chad M. Ellington Date: 2021.04.08 15:49:40 -06'00' **Date:**_____

Letter of Authorization

Town of Bennett
207 Muegge Way
Bennett, CO 80102

RE: Property Address: Vacant Land Southwest Corner of Kiowa/Custer

Assessor's Parcel Number (SPN): 181527300014

To Whom It May Concern:

I/We, the owner(s) of the above described real property, authorize Chad Ellington of Section 27, LLC to act as an agent on my/our behalf for the purpose of creating, filing and/or managing an application for Bennett Village Proposed Rezoning: R-2 Mid Density Residential (insert type of development or permit application).

The undersigned hereby certifies to be the fee owner(s) or legally authorized representative of the fee owner(s) of the real property described above.

Paul Worthman as Trustee of the Cline E. Worthman Trust U/A dated 5/10/94

(Print Name of Owner)

Paul Worthman as Trustee of the Cline E. Worthman Trust U/A dated 5/10/94 Digitally signed by Paul Worthman as Trustee of the Cline E. Worthman Trust U/A dated 5/10/94 Date: 2021.04.14 09:39:22 -06'00'

(Signature of Owner or Authorized Representative)

State of Colorado

County of Jefferson

The foregoing instrument was acknowledged before me this 14th day of April, 2021 Paul Worthman by CO DL.

(Notary's official signature)

9-14-21

(Commission expiration date)

NOTARY SEAL

JAMES TODD
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20174038489
MY COMMISSION EXPIRES 09/14/21

henry design group

Landscape Architecture • Planning • Entitlements

April 15, 2021

Steve Hebert, Planning and Economic Development Manager
Town of Bennett
207 Muegge Way
Bennett, CO 80101

Re: Bennett Village – Zoning Amendment

Dear Mr. Hebert,

The amendment to the zoning of Bennett Village is intended to allow for additional housing variety and contribute to the community of Bennett. The 21.41-acre site is located between Kiowa Avenue on the north and Bennett Avenue on the south, and between Custer Street on the east and Adams Street. The site is currently zoned MH Mobile Home District. The proposed zoning of R-2 Mid-Density Residential District provides for the "development of areas containing moderate density single-family and two-family residential dwellings" as stated in the Zoning Code. The alley loaded single family homes as indicated on the Plat and Site Plan, currently under review by the Town, is consistent with the intent of the proposed R-2 Zone District.

The status of the submittal items is indicated on the attached Rezoning Checklist. Please advise as to the next available Planning Commission and Town Board Hearing dates.

Thank you for your time and efforts in reviewing this proposal and we look forward to working with the Town of Bennett to see this neighborhood to fruition.

Respectfully submitted:

Karen Z. Henry

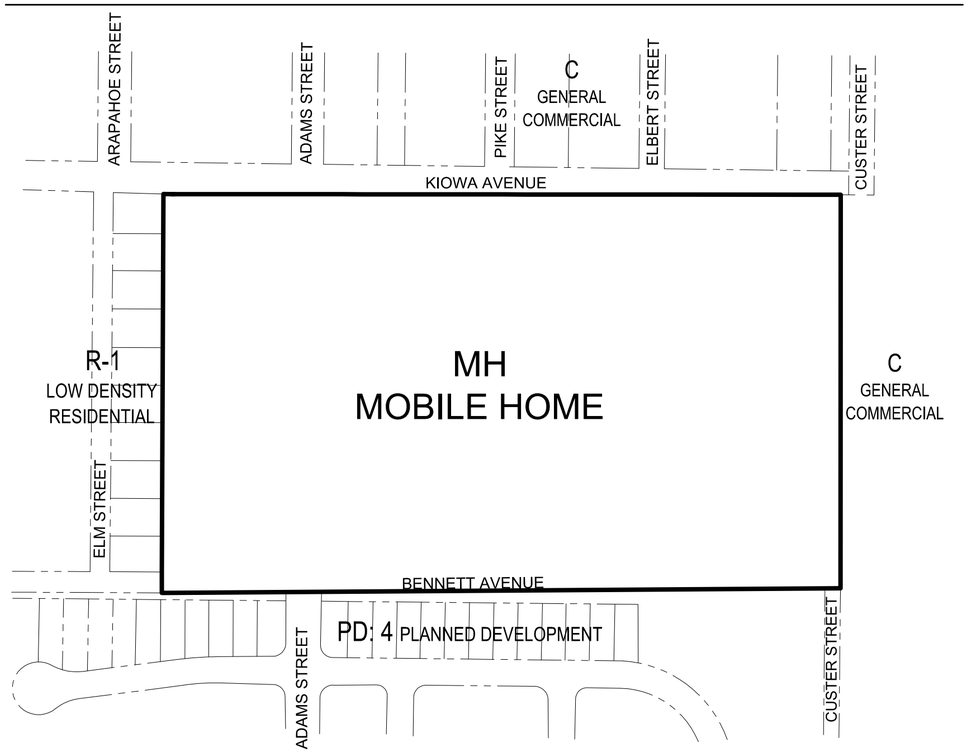
Karen Z. Henry, Principal

1501 WAZEE STREET SUITE 1-C DENVER, COLORADO 80202 P 303-446-2368 F 303-446-0958
www.henrydesigngroup.com

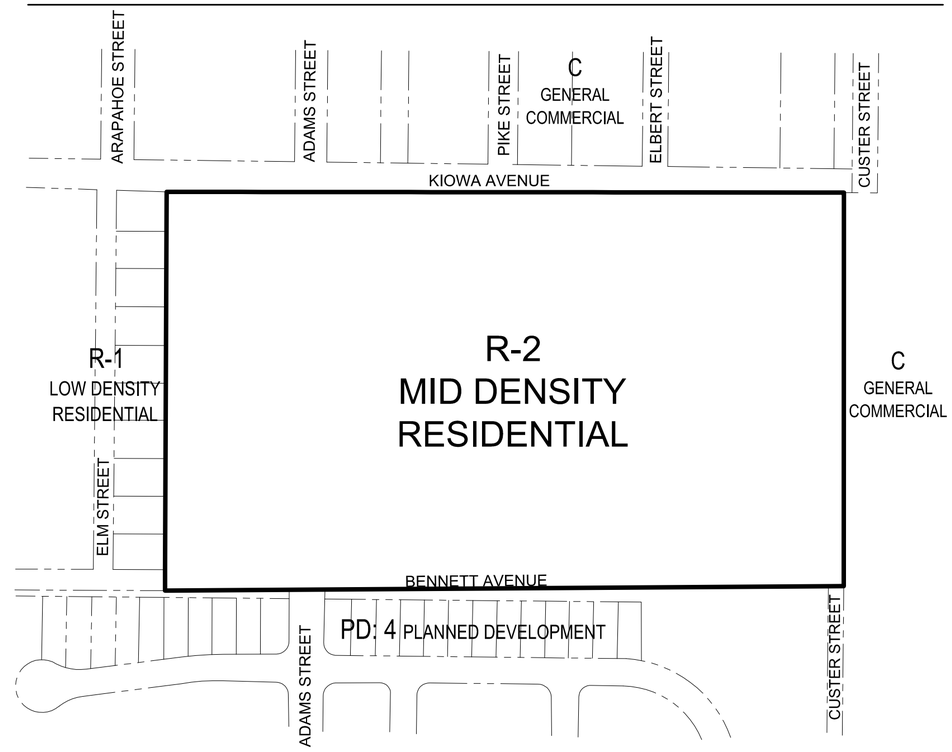
ZONING AMENDMENT
BENNETT VILLAGE

A PARCEL OF LAND LOCATED IN THE EAST ONE-HALF OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 63 WEST
OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO
21.41 ACRES TOTAL

EXISTING ZONING

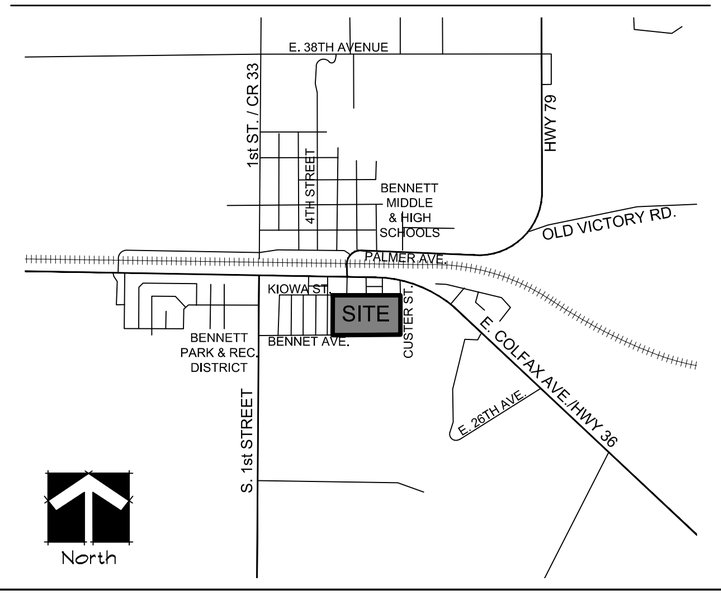


PROPOSED ZONING



VICINITY MAP

SCALE: 1" = 2,000'



LEGAL DESCRIPTION

A PART OF THE SW ¼ OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
ADAMS COUNTY , COLORADO , MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 27; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID SECTION 27 A DISTANCE OF 50 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTHERLY AND PARALLEL WITH THE WEST LINE OF SAID SECTION 27, A DISTANCE OF 187.78 FEET TO A POINT OF CURVE ; THENCE ALONG A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 38' 38'1 8" AND A RADIUS OF 905 .00 FEET, A DISTANCE OF 610.30 FEET; THENCE EASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 90' WITH THE WEST LINE OF SAID SECTION 27, A DISTANCE OF 2394 .39 FEET TO A POINT LYING ON THE EAST LINE OF SAID SOUTHWEST ¼ OF SAID SECTION 27; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SOUTHWEST ¼ OF SECTION 27, A DISTANCE OF 733.28 FEET TO THE SOUTH QUARTER CORNER OF SAID SECTION 27; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID SECTION 27 A DISTANCE OF 2592 .97 FEET TO THE TRUE POINT OF BEGINNING;

LESS AND EXCEPT THAT PORTION CONVEYED TO MARILYN CORPORATION RECORDED MARCH 6, 1979 IN BOOK 2323 AT PAGE 715 AS RECEPTION NO. 185094; AND RIGHT OF WAY FOR HIGHWAY PURPOSES,

AND LESS AND EXCEPT THOSE PORTIONS LYING WITHIN BROTHERS FOUR SUBDIVISION TO THE TOWN OF BENNET, RECORDED JUNE 24, 1977 AT RECEPTION NO. B080132, BROTHER FOUR SUBDIVISION TO THE TOWN OF BENNETT RECORDED MARCH 6, 1979 AT RECEPTION NO. B185095, SECOND ADDITION TO BROTHERS FOUR SUBDIVISION TO THE TOWN OF BENNETT RECORDED SEPTEMBER 12, 1980 AT RECEPTION NO. B284828 AND THIRD ADDITION TO BROTHERS FOUR SUBDIVISION TO THE TOWN OF BENNETT RECORDED SEPTEMBER 12, 1980 AT RECEPTION NO. B284829.

APPLICANT:

LENNAR COLORADO, LLC
9193 S. Jamaica Street, 4 Floor
Englewood, CO 80112
john.cheney@lennar.com

PLANNER:

THE HENRY DESIGN GROUP
LAND PLANNING • LANDSCAPE ARCHITECTURE & DESIGN
1501 WAZEE STREET SUITE 1-C DENVER COLORADO 80202
Phone 303-446-2368 Fax 303-446-0958

BENNETT VILLAGE
Zoning Amendment
Bennett, Colorado

ISSUE DATE: 4-8-2021

REVISIONS:

SHEET NUMBER

1 of 1

R-2 Permitted Uses (Highlighted in Yellow)

P = Use by Right C = Conditional Use

Zone Districts										
Land Use Categories	A	RE	R-1	R-2	R-3	MH	C	EC	I	P
A. AGRICULTURAL USE										
(1) Auction arena or livestock sales	C								C	
(2) Crop production, pasture grazing land or private ranching	P									P
(3) Greenhouse/nursery	P								C	P
(4) Poultry hatcheries, fish hatcheries, commercial ranching and dairy farms or animals raised or kept for profit or production, except as allowed in Section 7-7-30	C									C
B. ANIMAL SERVICES										
(1) Animal boarding (kennels) and training	C						C		C	
(2) Animal hospital, large	C								C	
(3) Animal hospital, small	C						C		P	
(4) Riding academies and stables	C									
(5) Veterinary offices or clinics	C						P		P	

C. EDUCATIONAL USES										
(1) Day care center, adult or child		C	C	C	C		C			
(2) Elementary and secondary education school	P	P	P	P	P	P	C			P
(3) Postsecondary colleges and universities							C	P	P	P
(4) Private business, trade and vocational school							C	P	P	P
D. INDUSTRIAL USES										
(1) Commercial steam cleaning/laundry operations							C		C	
(2) Commercial trash removal companies without trash storage or trash transfer operations									C	
(3) Concrete or asphalt products production									C	
(4) Custom crafts (such as ceramics, furniture making and stained glass production)							P		P	
(5) General machine shops									P	
(6) General research and development								P	P	
(7) Laboratory: medical, dental, optical, scientific							C	P	P	
(8) Light trade and technical uses							C	P	P	
(9) Manufacturing, assembly, finishing or fabrication; primary									C	

(10) Manufacturing, assembly, finishing or fabrication; secondary								C	P	
(11) Meat processing plant									C	
(12) Outdoor storage, except self- storage/mini-storage									C	
(13) Publishing plant								C	P	
(14) Recycling facilities									C	C
(15) Refining or initial processing of basic raw materials									C	
(16) Refuse collection facilities									C	C
(17) Self-storage, mini-storage							C		P	
(18) Soil amendments packaging and processing such as peat moss, top soil and composted manure; but excluding raw manure or chemical fertilizers									C	
(19) Warehousing and distribution								P	P	
(20) Waste-related uses, trash transfer station									C	C
(21) Wholesale establishments, including accessory offices								P	P	
E. INSTITUTIONAL USES										
(1) Cemetery	C		C							

(2) Charitable institutions							P	P	P	P
(3) Clubs and lodges							P		P	P
(4) Cultural facilities, including a library or museum	C						P	P		P
(5) Events or recreation center							C	P		P
(6) Fire or police station	C	C	C	C	C	C	P	P	P	P
(7) Hospitals							C	P	P	
(8) Post office							P			P
(9) Religious institutions	P	P	P	P	P	P	P	P	P	P
(10) Town Hall or municipal building										P
(11) Zoos, arboretum, botanical gardens, community gardens	P						C			P
F. RECREATION USES										
(1) Golf course and driving range	C	C	C	C	C					C
(2) Indoor commercial recreation or entertainment, including bowling alleys, movie theaters							P	P	P	
(3) Outdoor commercial recreation, including miniature golf, amusement parks							P	C	C	
(4) Outdoor playing fields	C	C	C	C	C	C	P	P	P	P

(5) Parks, both active and passive, and trails	C	C	C	C	C	C	C	P	P	P
(6) Recreation facilities owned or operated by the Town or other government organization with supporting accessory uses, whether publically or privately owned or operated but in no event shall accessory uses occupy more than 10% of the gross floor area of the facility		C	C	C	C					P
(7) Shooting range, indoor									C	
(8) Shooting range, outdoor	C									
(9) Recreational vehicle park	C				C	C			C	
G. RESIDENTIAL USES										
(1) Assisted living facility or nursing home				C	P					
(2) Bed and breakfast establishments	C	C	C	C	C					
(3) Group home for elderly, developmentally disabled or mentally ill persons	P	P	P	P	P					
(4) Group home for juvenile offenders					C					
(5) Group home, other	C	C	C	C	C					
(6) Home occupations	P	P	P	P	P	P		P		
(7) Hotels and motels							P	P		
(8) Manufactured homes	P	P	P	P	P	P				

(9) Mobile homes						P				
(10) Multifamily dwelling					P			C		
(11) Rooming, lodging or boarding houses					P			C		
(12) Single-family dwelling	P	P	P	P	C	P				
(13) Two-family dwelling				P	C					
(14) Townhome dwelling				C	P					
H. FOOD AND BEVERAGE SERVICE										
(1) Bar, tavern, nightclub							P	C	C	
(2) Brewery with tap room							C	C	P	
(3) Fast food							P	C	C	
(4) Fast food with drive-thru							C	C	C	
(5) Restaurant, other							P	C	C	
I. RETAIL USES										
(1) Building materials supply	C						C	C	P	
(2) Outdoor retail display and sales	C						C		C	C
(3) Pawnshops							C		C	

(4) Retail business, other (<5,000 sq. ft.)							P	P		
(5) Retail business, other (>5,000 sq. ft. <25,000 sq. ft.)							P	C		
(6) Retail business, other (>25,000 sq. ft.)							C	C		
(7) Sexually oriented business							C		P	
J. SERVICES										
(1) Dry cleaning							P		P	
(2) Financial services (such as banks, savings and loan and brokerages) with drive-in facilities							P	P		
(3) Financial services (such as banks, savings and loan and brokerages) with no drive-in facilities							P	P		
(4) Funeral homes and mortuaries							P			
(5) Limited equipment rental							P		P	
(6) Offices; administrative business and professional, except health-related							P	P	P	
(7) Offices; medical, dental or other health-related, including urgent care facilities							P	P	C	
(8) Personal services, other (<5,000 sq. ft.)							P	P	P	
(9) Personal services, other (>5,000 sq. ft. <25,000 sq. ft.)							C	P		

(10) Personal services, other (>25,000 sq. ft.)							C	P		
(11) Repair, furniture and major household appliance							P	P	P	
(12) Repair, other except vehicle-related repair							P	P	P	
K. TRANSPORTATION FACILITIES										
(1) Ambulance service	C	C	C	C	C	C	C	C	P	
(2) Heliports/helistops								C	C	C
(3) Overnight campground and travel trailer parking	C						C			
(4) Passenger terminal and transit facilities							P	P		P
(5) Private automobile parking lots or parking garages as a principal use							C	C	C	C
(6) Public automobile park 'n ride (commuter) lots							C	P	P	P
L. UTILITIES AND TELECOMMUNICATIONS										
(1) Overhead electric transmission lines and distribution feeder lines over 110 kV	C	C	C	C	C	C	C	C	C	C
(2) Public utilities, major	C							C	P	P
(3) Public utilities, minor	P	P	P	P	P	P	P	P	P	P
(4) Telecommunications facilities, including towers	C	C	C	C	C	C	C	C	C	C
(5) Eligible telecommunications facilities request	P	P	P	P	P	P	P	P	P	P

M. VEHICLE-RELATED SALES AND SERVICE										
(1) Automobile rentals							C	P	P	
(2) Automobile washing facility							P	C	P	
(3) Major vehicle/equipment repair (includes auto body repair, paint shops and incidental sales of parts)							C		C	
(4) Minor vehicle repair (includes minor repair where vehicles are not stored in an inoperable condition)							P	C	P	
(5) Motor vehicle dealer/sales, new and used (includes RVs, trailers, mobile homes							C	C	C	
(6) Service stations (minor repairs included)							P	C	P	
(7) Truck stops							C		C	
(8) Vehicle/equipment sales and rentals (other than motor vehicles)							C	C	P	
(9) Vehicle or automobile wrecking or salvage yard, including outdoor storage of inoperable vehicles									C	
(10) Vehicle storage (operable vehicles only)									C	
(11) Vehicle towing services									P	

FINAL PLAT
BENNETT VILLAGE

A PORTION OF THE SOUTHWEST QUARTER OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE SIXTH PRINCIPAL MERIDIAN
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO
SHEET 1 OF 4

PURPOSE STATEMENT

BENNETT VILLAGE IS INTENDED TO FULFILL A NEED TO PROVIDE A SUBDIVISION COMPATIBLE FOR AFFORDABLE MANUFACTURED HOUSING.

OWNERSHIP AND DEDICATION

KNOW ALL PERSONS BY THESE PRESENTS, THAT THE UNDERSIGNED, SECTION 27, LLC, A COLORADO LIMITED LIABILITY COMPANY, BEING THE OWNERS OF THE LAND SHOWN ON THIS FINAL PLAT AND DESCRIBED AS FOLLOWS:

A PART OF THE SW ¼ OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH P.M., ADAMS COUNTY , COLORADO , MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 27; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID SECTION 27 A DISTANCE OF 50 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTHERLY AND PARALLEL WITH THE WEST LINE OF SAID SECTION 27, A DISTANCE OF 187.78 FEET TO A POINT OF CURVE ; THENCE ALONG A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 38' 38'1 8" AND A RADIUS OF 905 .00 FEET, A DISTANCE OF 610.30 FEET; THENCE EASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 90' WITH THE WEST LINE OF SAID SECTION 27, A DISTANCE OF 2394 .39 FEET TO A POINT LYING ON THE EAST LINE OF SAID SOUTHWEST ¼ OF SAID SECTION 27; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SOUTHWEST ¼ OF SECTION 27, A DISTANCE OF 733.28 FEET TO THE SOUTH QUARTER CORNER OF SAID SECTION 27; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID SECTION 27 A DISTANCE OF 2592 .97 FEET TO THE TRUE POINT OF BEGINNING;

LESS AND EXCEPT THAT PORTION CONVEYED TO MARILYN CORPORATION RECORDED MARCH 6 1979 IN BOOK 2323 AT PAGE 715 AS RECEPTION NO. 185094; AND RIGHT OF WAY FOR HIGHWAY PURPOSES,

AND LESS AND EXCEPT THOSE PORTIONS LYING WITHIN BROTHERS FOUR SUBDIVISION TO THE TOWN OF BENNET, RECORDED JUNE 24, 1977 AT RECEPTION NO. B080132, BROTHER FOUR SUBDIVISION TO THE TOWN OF BENNETT RECORDED MARCH 6, 1979 AT RECEPTION NO. B185095, SECOND ADDITION TO BROTHERS FOUR SUBDIVISION TO THE TOWN OF BENNETT RECORDED SEPTEMBER 12, 1980 AT RECEPTION NO. B284828 AND THIRD ADDITION TO BROTHERS FOUR SUBDIVISION TO THE TOWN OF BENNETT RECORDED SEPTEMBER 12, 1980 AT RECEPTION NO. B284829.

HAVE LAID OUT, SUBDIVIDED AND PLATTED SAID LAND AS PER THE DRAWING CONTAINED UNDER THE NAME AND STYLE OF BENNETT VILLAGE, A SUBDIVISION OF A PART OF THE TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO, AND BY THESE PRESENTS DO HEREBY DEDICATE TO THE TOWN OF BENNETT THE STREETS AND AVENUES AS SHOWN ON THIS PLAT FOR THE PUBLIC USE THEREOF FOREVER AND DOES FURTHER DEDICATE TO THE USE OF THE TOWN OF BENNETT AND ALL SERVING PUBLIC UTILITIES (AND OTHER APPROPRIATE ENTITIES) THOSE PORTIONS OF SAID REAL PROPERTY WHICH ARE SO DESIGNATED AS UTILITY EASEMENTS AND TRANSPORTATION EASEMENTS AS SHOWN. ACCESS EASEMENTS ARE HEREBY DEDICATED TO THE TOWN OF BENNETT ACROSS ALL TRACTS SHOWN HERON.

IT IS EXPRESSLY UNDERSTOOD AND AGREED BY THE UNDERSIGNED THAT ALL EXPENSES AND COSTS INVOLVED IN CONSTRUCTION AND INSTALLING SANITARY SEWER SYSTEM WORKS AND LINES, WATER SYSTEM WORKS AND LINES, GAS SERVICE LINES, ELECTRICAL SERVICE WORKS AND LINES, LANDSCAPING, CURBS, GUTTERS, STREET PAVEMENT, SIDEWALKS, AND OTHER SUCH UTILITIES AND SERVICES SHALL BE GUARANTEED AND PAID FOR BY THE SUBDIVIDER AND ARRANGEMENTS MADE BY THE SUBDIVIDER, THEREOF WHICH ARE APPROVED BY THE TOWN OF BENNETT, COLORADO, AND SUCH SUMS SHALL NOT BE PAID BY THE TOWN OF BENNETT, AND THAT ANY ITEM SO CONSTRUCTED OR INSTALLED WHEN ACCEPTED BY THE TOWN OF BENNETT SHALL BECOME THE SOLE PROPERTY OF SAID TOWN OF BENNETT, COLORADO, EXCEPT PRIVATE ROADWAY CURBS, GUTTER AND PAVEMENT AND ITEMS OWNED BY MUNICIPALITY FRANCHISED UTILITIES AND/OR OTHER SERVING PUBLIC ENTITIES, WHICH WHEN CONSTRUCTED OR INSTALLED SHALL REMAIN AND/OR BECOME THE PROPERTY OF SUCH MUNICIPALITY FRANCHISED UTILITIES AND/OR OTHER SERVING PUBLIC UTILITIES AND SHALL NOT BECOME THE PROPERTY OF THE TOWN OF BENNETT, COLORADO.

EXECUTED THIS _____ DAY OF _____ A.D., 2021.

BY: SECTION 27, LLC, A COLORADO LIMITED LIABILITY COMPANY

_____ AS REGISTERED AGENT
CHAD ELLINGTON

ACKNOWLEDGEMENT

THE FOREGOING OWNERSHIP AND DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS _____

DAY OF _____ , 2021, BY CHAD ELLINGTON AS AUTHORIZED SIGNATORY FOR

SECTION 27, LLC, A COLORADO LIMITED LIABILITY COMPANY.

WITNESS MY HAND AND SEAL:

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

MY ADDRESS IS: _____

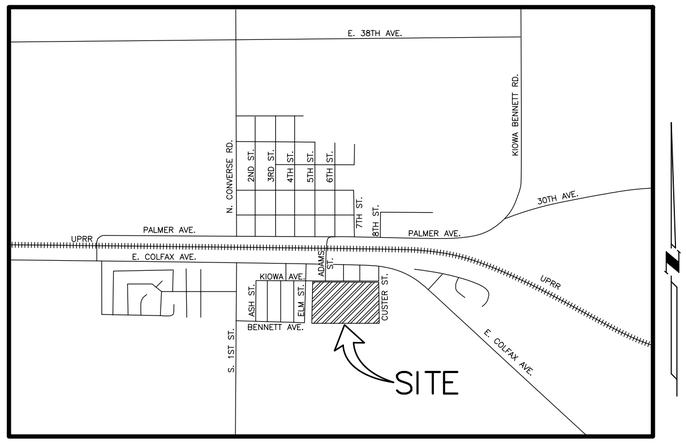
_____

NOTES

1. BEARINGS SHOWN HEREIN ARE ASSUMED AND ARE BASED UPON THE SOUTHERLY LINE OF THE SOUTHWEST QUARTER SECTION 27, TOWNSHIP 3 SOUTH, RANGE 63 WEST, 6TH P.M. WHICH BEARS N89°37'00"E BETWEEN THE MONUMENTS SHOWN HEREIN.
2. ALL LINEAL DISTANCES SHOWN HEREIN ARE IN U.S. SURVEY FEET.
3. ANY PERSON WHO KNOWINGLY REMOVES OR KNOWINGLY CAUSES TO BE REMOVED ANY PUBLIC LAND SURVEY MONUMENT, AS DEFINED BY SECTION 38-53-108 (18) C.R.S., OR CONTROL CORNER, AS DEFINED IN SECTION 38-53-103 (6), C.R.S., OR A RESTORATION OF ANY SUCH MONUMENT OR WHO KNOWINGLY REMOVES OR KNOWINGLY CAUSES TO BE REMOVED ANY BEARING TREE KNOWING THAT SUCH IS A BEARING TREE OR OTHER ACCESSORY, AS DEFINED BY SECTION 38-53-103 (1), C.R.S, EVEN IF SAID PERSON HAS TITLE TO THE LAND ON WHICH SAID MONUMENT IS LOCATED, COMMITS A CLASS 2 MISDEMEANOR UNLESS, PRIOR TO SUCH REMOVAL, SAID PERSON HAS CAUSED A COLORADO PROFESSIONAL LAND SURVEYOR TO ESTABLISH A LEAST TWO WITNESS CORNERS OR REFERENCE MARKS FOR EACH MONUMENT OR ACCESSORY REMOVED AND HAS FILED OR CAUSED TO BE FILED A MONUMENT RECORD PURSUANT TO ARTICLE 53 OF TITLE 38, C.R.S.
4. BASED ON A GRAPHICAL REPRESENTATION OF FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) MAP NO. 08001C0718H WITH AN EFFECTIVE DATE OF MARCH 5, 2007, THE SUBJECT PROPERTY LIES WITHIN ZONE X, BEING DEFINED AS "OTHER AREAS... DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD".
5. EMK CONSULTANTS, INC. HAS RELIED UPON TITLE COMMITMENT NO. 100-N0015580-030-TH, AMENDMENT NO. 4, PREPARED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, WITH AN EFFECTIVE DATE OF JANUARY 13, 2020, FOR OWNERSHIP AND FOR THE PURPOSE OF SHOWING RECORDED EASEMENTS AND RIGHTS-OF-WAY ACROSS THESE PREMISES. THIS SURVEY AND PLAT DOES NOT CONSTITUTE A TITLE SEARCH BY EMK CONSULTANTS, INC., TO DETERMINE OWNERSHIP OR APPLICABLE EASEMENTS AND RIGHTS-OF-WAY.
6. ALL TRACTS SHALL BE OWNED AND MAINTAINED BY THE SECTION 27 METROPOLITAN DISTRICT, ITS SUCCESSORS OR ASSIGNS. THE UNDERSIGNED GRANTS THE TOWN OF BENNETT A PERPETUAL RIGHT OF INGRESS AND EGRESS FROM AND TO SAID TRACTS. THE TOWN SHALL HAVE THE RIGHT, BUT NOT THE OBLIGATION, TO MAINTAIN, OPERATE, REPAIR AND RECONSTRUCT THE TRACT AND RELATED FACILITIES WHEN THE OWNER(S) FAIL TO ADEQUATELY MAINTAIN SUCH TRACTS AND RELATED FACILITIES, WHICH MAINTENANCE, OPERATION AND RECONSTRUCTION SHALL BE AT THE COST OF THE METROPOLITAN DISTRICT.
7. THE POLICY OF THE TOWN REQUIRES THAT ALL MAINTENANCE ACCESS SHALL BE PROVIDED TO ALL STORM DRAINAGE FACILITIES TO ASSURE CONTINUOUS OPERATIONAL CAPABILITY OF THE SYSTEM. THE PROPERTY OWNERS SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL DRAINAGE FACILITIES INCLUDING INLETS, PIPES, CULVERTS, CHANNELS, DITCHES, HYDRAULIC STRUCTURES, AND DETENTION BASINS LOCATED ON THEIR LAND UNLESS MODIFIED BY THE SUBDIVISION IMPROVEMENTS AGREEMENT. SHOULD THE OWNER FAIL TO MAINTAIN SAID FACILITIES, THE TOWN OF BENNETT SHALL HAVE THE RIGHT BUT NOT THE OBLIGATION TO ENTER SAID LAND FOR THE SOLE PURPOSE OF OPERATIONS AND MAINTENANCE. ALL SUCH MAINTENANCE COSTS WILL BE ASSESSED TO THE PROPERTY OWNERS.
8. SURFACED ACCESS ROADS CAPABLE OF WITHSTANDING THE IMPOSED LOADS OF FIRE APPARATUS AND ALL REQUIRED FIRE HYDRANTS SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING CONSTRUCTION.
9. ALL INTERNAL ROADS AND DRAINAGE FACILITY CONSTRUCTION SHALL BE IN ACCORDANCE WITH STREET CONSTRUCTION PLANS, PAVEMENT DESIGN, GRADING AND EROSION CONTROL PLAN, AND A FINAL DRAINAGE PLAN SUBMITTED TO AND APPROVED BY THE TOWN OF BENNETT AND ALL APPLICABLE TOWN ADOPTED STANDARDS AND SPECIFICATIONS.
10. THIS PLAN HAS BEEN APPROVED BY THE TOWN OF BENNETT AND CREATES A VESTED PROPERTY RIGHT PURSUANT TO C.R.S. 24-68-101, ET SEQ., AS AMENDED, AND THE TOWN OF BENNETT DEVELOPMENT STANDARDS AND REGULATIONS.
11. NOTICE IS GIVEN THAT THIS SUBDIVISION WILL BE SUBJECT TO RECORDED DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS. THE TOWN OF BENNETT IS NOT RESPONSIBLE FOR ENFORCEMENT OF THE RECORDED COVENANTS, CONDITIONS AND RESTRICTIONS THAT MAY BE FILED AGAINST THE SUBDIVISION PLAT.
12. SIGHT DISTANCE EASEMENTS ARE HEREBY DEDICATED TO THE TOWN OF BENNETT FOR SIGHT DISTANCE PURPOSES TOGETHER WITH THE FOLLOWING RESTRICTIONS OVER SAID EASEMENTS: NO OBJECT WITHIN THE SIGHT DISTANCE EASEMENT SHALL BE MORE THAN THIRTY-SIX (36) INCHES ABOVE THE FLOWLINE OF THE ADJACENT STREET. SUCH OBJECTS SHALL INCLUDE BUT NOT BE LIMITED TO BUILDINGS, VEGETATION, AND UTILITY CABINETS. PARKING IS ALSO RESTRICTED WITHIN THE EASEMENT.
13. FOR CORNER LOTS, THE SIDE SETBACK SHALL BE USED FOR THE CHAMFERED OR RADIUS LOT CORNER.
14. THERE ARE NO SIGNIFICANT NATURAL DRAINAGE COURSES, GEOLOGIC HAZARD AREAS, OR OTHER NATURAL FEATURES WITHIN OR ADJACENT TO THE SUBDIVISION.
15. NON-EXCLUSIVE UTILITY EASEMENTS LOCATED AS SHOWN ARE HEREBY GRANTED FOR THE INSTALLATION, MAINTENANCE, AND OPERATION OF UTILITIES AND DRAINAGE FACILITIES, INCLUDING, BUT NOT LIMITED TO STREET LIGHTS, ELECTRIC LINES, GAS LINES, CABLE TELEVISION LINES, FIBER OPTIC LINES, AND TELEPHONE LINES, AS WELL AS PERPETUAL RIGHT FOR INGRESS AND EGRESS FOR INSTALLATION, MAINTENANCE, AND REPLACEMENT OF SUCH LINES. WINDOW WELLS, PATIOS, DECKS, STAIRS, RETAINING WALLS, AND THEIR COMPONENTS MAY NOT ENCROACH INTO THE REQUIRED UTILITY EASEMENTS.
16. NON-EXCLUSIVE TRANSPORTATION EASEMENTS LOCATED AS SHOWN ARE HEREBY GRANTED FOR THE INSTALLATION, MAINTENANCE, AND OPERATION OF SIDEWALKS RUNNING PARALLEL WITH STREET RIGHTS-OF-WAYS.
17. CUSTER STREET WILL BE REQUIRED AT MINIMUM TO FEATURE AN EMERGENCY VEHICLE ALL-WEATHER ACCESS DRIVE ACCEPTABLE TO THE TOWN AND BENNETT-WATKINS FIRE RESCUE.

    THIS EMERGENCY VEHICLE ACCESS DRIVE IS TO BE CONSTRUCTED AS PER THE APPROVED CONSTRUCTION DOCUMENTS FOR PUBLIC IMPROVEMENTS FOR THE SUBDIVISION.

    SHOULD CUSTER STREET PUBLIC IMPROVEMENTS, AT THE TIME OF INITIAL ACCEPTANCE OF SUBDIVISION PUBLIC IMPROVEMENTS, NOT INCLUDE WATER MAIN, CURB, GUTTER, SIDEWALK, ASPHALT OR CONCRETE STREET PAVEMENT, GRADING, PLANTINGS, GROUND COVER, AND UTILITY CONNECTIONS DUE TO LACK OF OFF-SITE RIGHT-OF-WAY OR EASEMENT, OR OTHER LIMITATIONS AT THE TIME OF PUBLIC IMPROVEMENT CONSTRUCTION, THE SUBDIVIDER SHALL BE REQUIRED TO PROVIDE CASH-IN-LIEU BEFORE PUBLIC IMPROVEMENT ACCEPTANCE TO THE TOWN, TOWARDS THIS SUBDIVISION'S SHARE OF CONSTRUCTION OF THOSE PUBLIC IMPROVEMENTS IN THE FUTURE.



VICINITY MAP
SCALE: 1"=2000'

TOWN APPROVAL

THIS IS TO CERTIFY THAT THE PLAT OF WORTHMAN ACRES FILING NO. 1 WAS APPROVED ON THE_____DAY OF _____ , 2021 , BY RESOLUTION NO. _____ , AND THAT THE MAYOR OF THE TOWN OF BENNETT ON BEHALF OF THE TOWN OF BENNETT, HEREBY ACKNOWLEDGES SAID PLAT UPON WHICH THIS CERTIFICATE IS ENDORSED BY ALL PURPOSES INDICATED THEREON.

_____ _____
MAYOR ATTEST: TOWN CLERK

CLERK AND RECORDER'S CERTIFICATE

THIS FINAL PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF ADAMS COUNTY, COLORADO, AT _____ O'CLOCK ____ .M. THIS _____ DAY OF _____ , 2021, AT RECEPTION NO. _____ .

_____
CLERK AND RECORDER

_____
DEPUTY

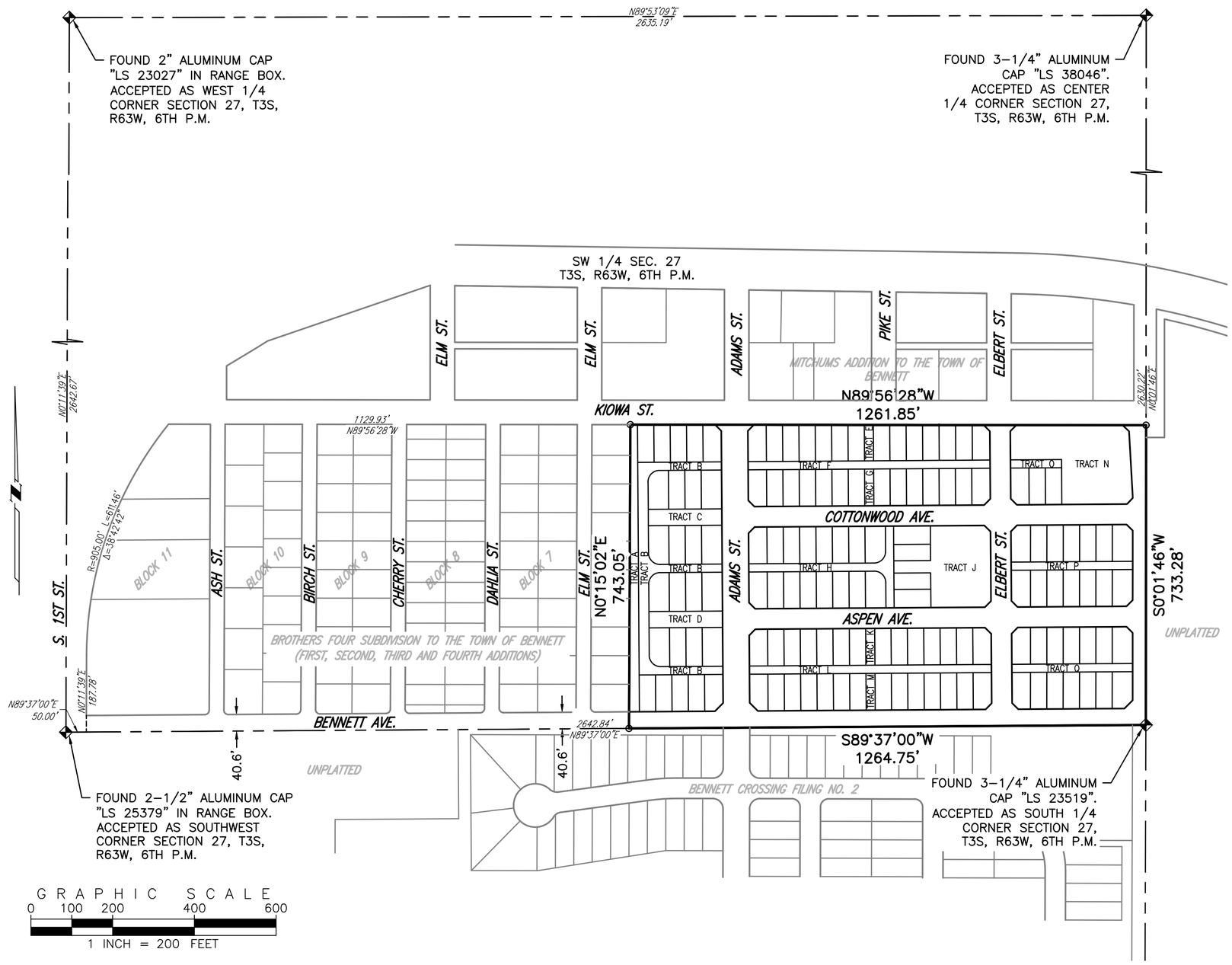
COLORADO REGISTERED
STEPHEN H. HARDING
29040
PROFESSIONAL LAND SURVEYOR

SHEET INDEX	
SHEET	DESCRIPTION
1	FINAL PLAT COVER SHEET
2	OVERALL BOUNDARY & TRACT SUMMARY
3	FINAL PLAT WEST HALF
4	FINAL PLAT EAST HALF

EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ▪ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112-2019
(303)694-1520 www.EMKC.com
JOB NO. 13074

BENNETT VILLAGE
DATE PREPARED: 4/6/21

APPLICANT/DEVELOPER
PEAK DEVELOPMENT
1150 DELAWARE ST., #202
DENVER, COLORADO 80204
CONTACT: CHAD ELLINGTON
(303) 503-1016
chad@peakdevgrp.com



LAND USE SUMMARY

LAND USE	AREA (ACRES)	PERCENTAGE
LOTS	11.47	53.6
PRIVATE DRIVES	1.69	7.9
LANDSCAPE	1.59	7.4
DETENTION	0.99	4.6
PUBLIC STREET ROW	5.67	26.5
TOTALS	21.41	100.0

ZONING: MOBILE HOME (MH) DISTRICT
NUMBER OF LOTS: 133
GROSS DENSITY: 6.21 UNITS / ACRE
NET DENSITY: 11.60 UNITS / ACRE
LARGEST LOT: 4,750 SQUARE FEET
SMALLEST LOT: 3,500 SQUARE FEET
AVERAGE LOT: 3,757 SQUARE FEET

TRACT SUMMARY

TRACT	AREA (AC)	AREA (SF)	USE
A	0.3427	14,926	UTILITY / DRAINAGE EASEMENT OPEN SPACE
B	0.5618	24,473	UTILITY EASEMENT* PRIVATE DRIVE
C	0.1653	7,200	UTILITY EASEMENT* OPEN SPACE
D	0.1653	7,200	UTILITY EASEMENT* OPEN SPACE
E	0.0447	1,946	OPEN SPACE
F	0.2719	11,843	UTILITY EASEMENT PRIVATE DRIVE
G	0.0458	1,993	OPEN SPACE
H	0.2534	11,036	UTILITY EASEMENT PRIVATE DRIVE
J	0.7324	31,904	UTILITY EASEMENT* OPEN SPACE
K	0.0458	1,993	OPEN SPACE
L	0.2719	11,843	UTILITY EASEMENT PRIVATE DRIVE
M	0.0458	1,993	OPEN SPACE
N	0.9894	43,100	DRAINAGE EASEMENT DETENTION POND
O	0.0574	2,500	UTILITY EASEMENT OPEN SPACE
P	0.1365	5,947	UTILITY EASEMENT PRIVATE DRIVE
Q	0.1357	5,911	UTILITY EASEMENT PRIVATE DRIVE

NOTES

1. ALL TRACTS ARE OWNED AND MAINTAINED BY THE SECTION 27 METROPOLITAN DISTRICT.
2. ALL UTILITY, DRAINAGE, TRANSPORTATION, AND SIGHT EASEMENTS ARE DEDICATED TO THE TOWN OF BENNETT, COLORADO.
3. UTILITY AND / OR DRAINAGE EASEMENT DESIGNATIONS WITHIN TRACTS COVER THE ENTIRE TRACT EXCEPT WHERE NOTED WITH A "*"; SPECIFIC EASEMENT LOCATIONS WITHIN THOSE TRACTS ARE SHOWN ON THE PLAT SHEETS.

LEGEND

- ✦ FOUND SECTION CORNER MONUMENT AS INDICATED
- ○ FOUND NO. 5 REBAR WITH 1 1/4" YELLOW PLASTIC CAP "PLS 38445"

SURVEYOR'S CERTIFICATE

I, STEPHEN H. HARDING, A DULY LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THERE ARE NO ROADS, PIPELINES, IRRIGATION DITCHES, OR OTHER EASEMENTS IN EVIDENCE OR KNOWN BY ME TO EXIST ON OR ACROSS THE HEREIN BEFORE DESCRIBED PROPERTY EXCEPT AS SHOWN ON THIS PLAT. I FURTHER CERTIFY THAT I HAVE PERFORMED THE SURVEY SHOWN HEREON, OR SUCH SURVEY WAS PREPARED UNDER MY DIRECT RESPONSIBILITY AND SUPERVISION, THAT THIS PLAT ACCURATELY REPRESENTS SAID SURVEY, AND THAT ALL MONUMENTS EXIST AS SHOWN HEREIN.

STEPHEN H. HARDING, PLS 29040
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR
FOR AND ON BEHALF OF EMK CONSULTANTS, INC.

COLORADO REGISTERED PROFESSIONAL LAND SURVEYOR STEPHEN H. HARDING 29040

NOTICE: ACCORDING TO COLORADO LAW, YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

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JOB NO. 13074

BENNETT VILLAGE

DATE PREPARED: 10/29/2020
REVISED : 4/6/21

APPLICANT/DEVELOPER
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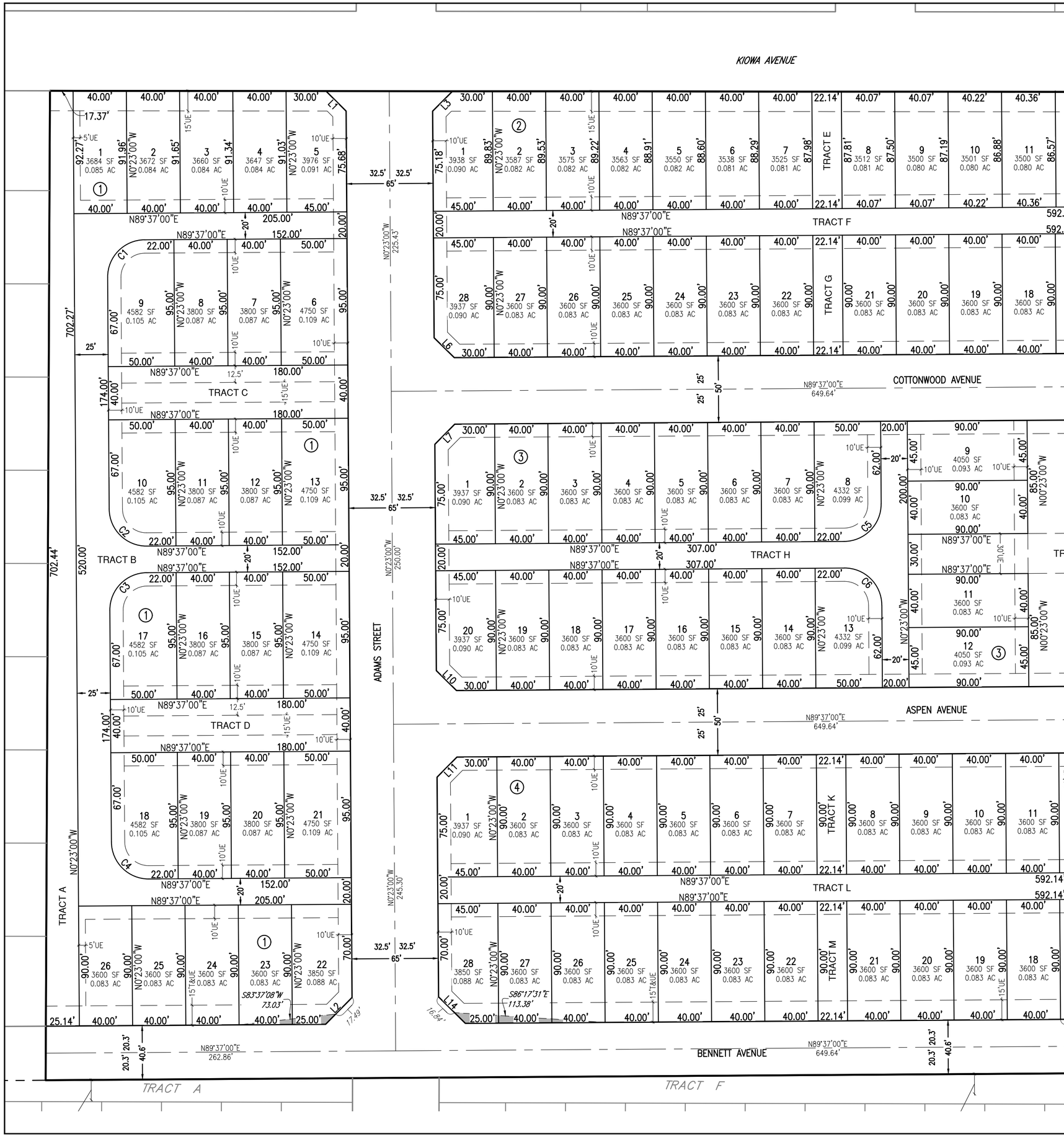
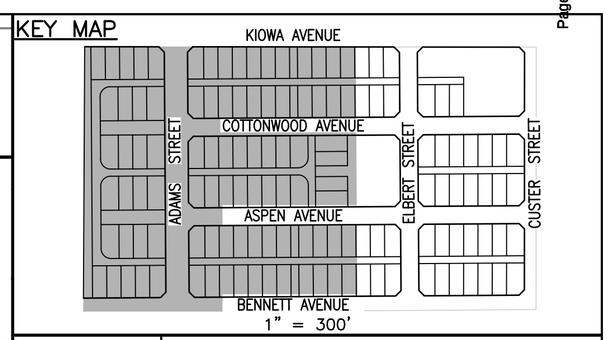


KEY MAP



PROPERTY LINE CURVE TABLE

CURVE #	RADIUS	DELTA	LENGTH	CHORD BEARING	LENGTH
C1	28.00	90°00'00"	43.98	N44°37'00"E	39.60
C2	28.00	90°00'00"	43.98	N45°23'00"W	39.60
C3	28.00	90°00'00"	43.98	N44°37'00"E	39.60
C4	28.00	90°00'00"	43.98	N45°23'00"W	39.60
C5	28.00	90°00'00"	43.98	S44°37'00"W	39.60
C6	28.00	90°00'00"	43.98	N45°23'00"W	39.60

GRAPHIC SCALE
0 25 50 75
1 INCH = 50 FEET

SEE TRACT SUMMARY TABLE ON SHEET 2 FOR TRACT AREAS.

LEGEND

UE UTILITY EASEMENT
TE TRANSPORTATION EASEMENT
SF SQUARE FEET
AC ACRES

BOUNDARY LINE
RIGHT-OF-WAY LINE
ROW CENTERLINE
LOT LINE
EASEMENT LINE
SIGHT EASEMENT AREA

RIGHT-OF-WAY LINE TABLE

LINE #	DIRECTION	LENGTH
L1	N45°09'44"W	21.29'
L2	N44°37'00"E	28.28'
L3	N44°50'16"E	21.13'
L4	S45°09'44"E	21.29'
L5	S44°37'00"W	21.21'
L6	N45°23'00"W	21.21'
L7	N44°37'00"E	21.21'
L8	S45°23'00"E	21.21'
L9	S44°37'00"W	21.21'
L10	N45°23'00"W	21.21'
L11	S44°37'00"W	21.21'
L12	N45°23'00"W	21.21'
L13	N44°37'00"E	21.21'
L14	S45°23'00"E	28.28'
L15	S44°50'16"W	21.13'
L16	N46°34'09"W	21.81'
L17	N43°12'35"E	20.69'
L18	S45°23'00"E	21.21'
L19	N44°37'00"E	21.21'
L20	S45°10'37"E	21.14'
L21	S44°49'23"W	21.29'
L22	N45°23'00"W	21.21'
L23	N44°37'00"E	21.21'
L24	S45°10'37"E	21.14'
L25	S44°49'23"W	28.39'
L26	N45°23'00"W	21.21'

COLORADO REGISTERED PROFESSIONAL LAND SURVEYOR
STEPHEN H. HARDING
29040

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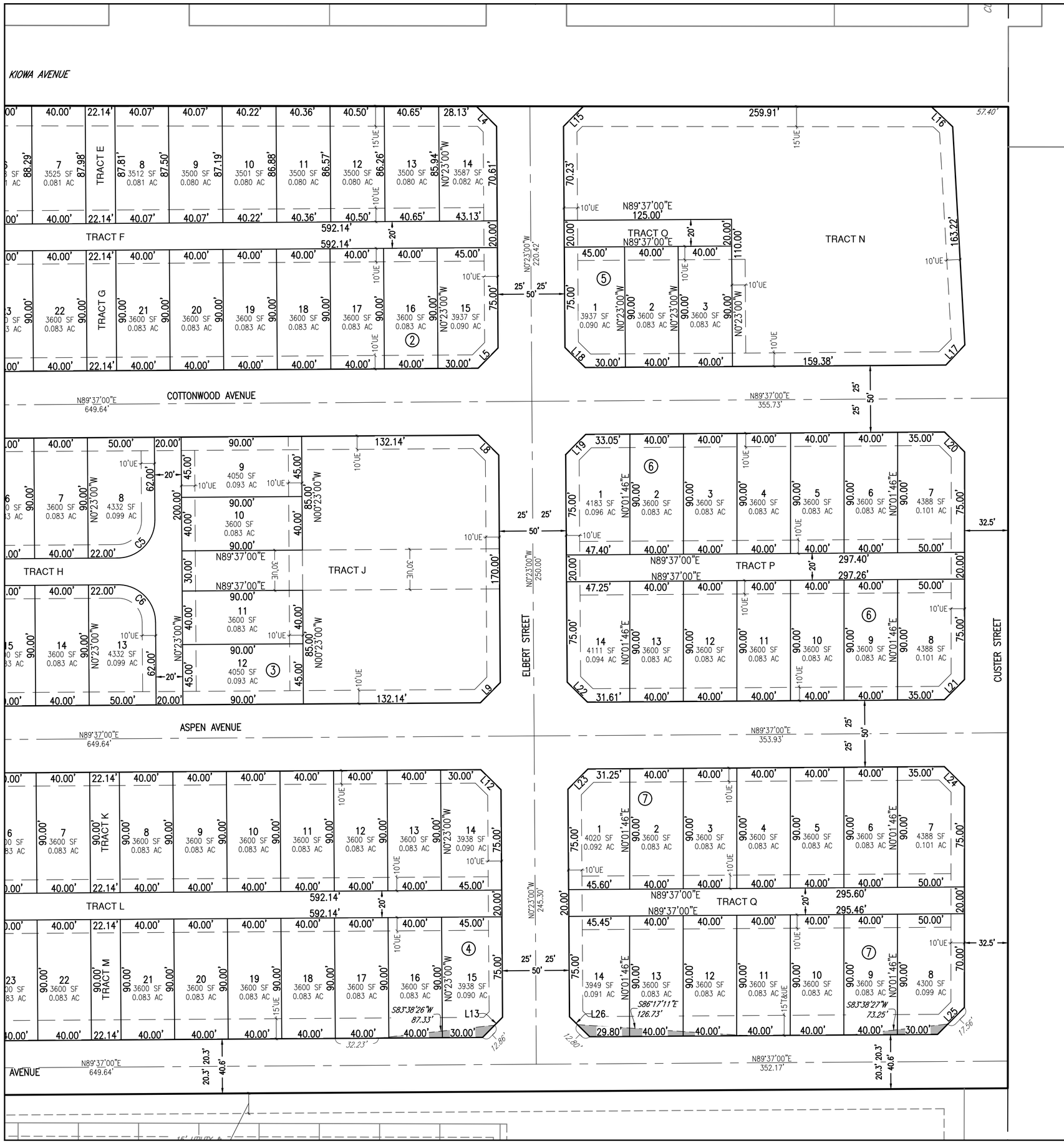
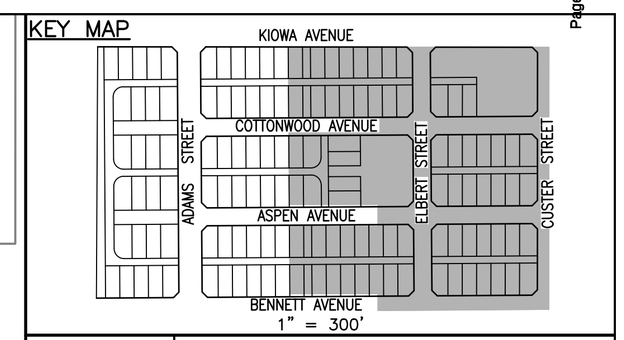
CENTENNIAL, COLORADO 80112-2019
(303)694-1520 www.EMKC.com
JOB NO. 13074

BENNETT VILLAGE

DATE PREPARED: 10/29/2020
REVISED : 4/6/21

APPLICANT/DEVELOPER
PEAK DEVELOPMENT
1150 DELAWARE ST., #202
DENVER, COLORADO 80204
CONTACT: CHAD ELLINGTON
(303) 503-1016
chad@peakdevgrp.com





PROPERTY LINE CURVE TABLE

CURVE #	RADIUS	DELTA	LENGTH	CHORD BEARING	LENGTH
C1	28.00	90°00'00"	43.98	N44°37'00"E	39.60
C2	28.00	90°00'00"	43.98	N45°23'00"W	39.60
C3	28.00	90°00'00"	43.98	N44°37'00"E	39.60
C4	28.00	90°00'00"	43.98	N45°23'00"W	39.60
C5	28.00	90°00'00"	43.98	S44°37'00"W	39.60
C6	28.00	90°00'00"	43.98	N45°23'00"W	39.60

GRAPHIC SCALE
0 25 50 75
1 INCH = 50 FEET

SEE TRACT SUMMARY TABLE ON SHEET 2 FOR TRACT AREAS.

RIGHT-OF-WAY LINE TABLE

LINE #	DIRECTION	LENGTH
L1	N45°09'44"W	21.29'
L2	N44°37'00"E	28.28'
L3	N44°50'16"E	21.13'
L4	S45°09'44"E	21.29'
L5	S44°37'00"W	21.21'
L6	N45°23'00"W	21.21'
L7	N44°37'00"E	21.21'
L8	S45°23'00"E	21.21'
L9	S44°37'00"W	21.21'
L10	N45°23'00"W	21.21'
L11	S44°37'00"W	21.21'
L12	N45°23'00"W	21.21'
L13	N44°37'00"E	21.21'
L14	S45°23'00"E	28.28'
L15	S44°50'16"W	21.13'
L16	N46°34'09"W	21.81'
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L22	N45°23'00"W	21.21'
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L25	S44°49'23"W	28.39'
L26	N45°23'00"W	21.21'

LEGEND

UE UTILITY EASEMENT
TE TRANSPORTATION EASEMENT
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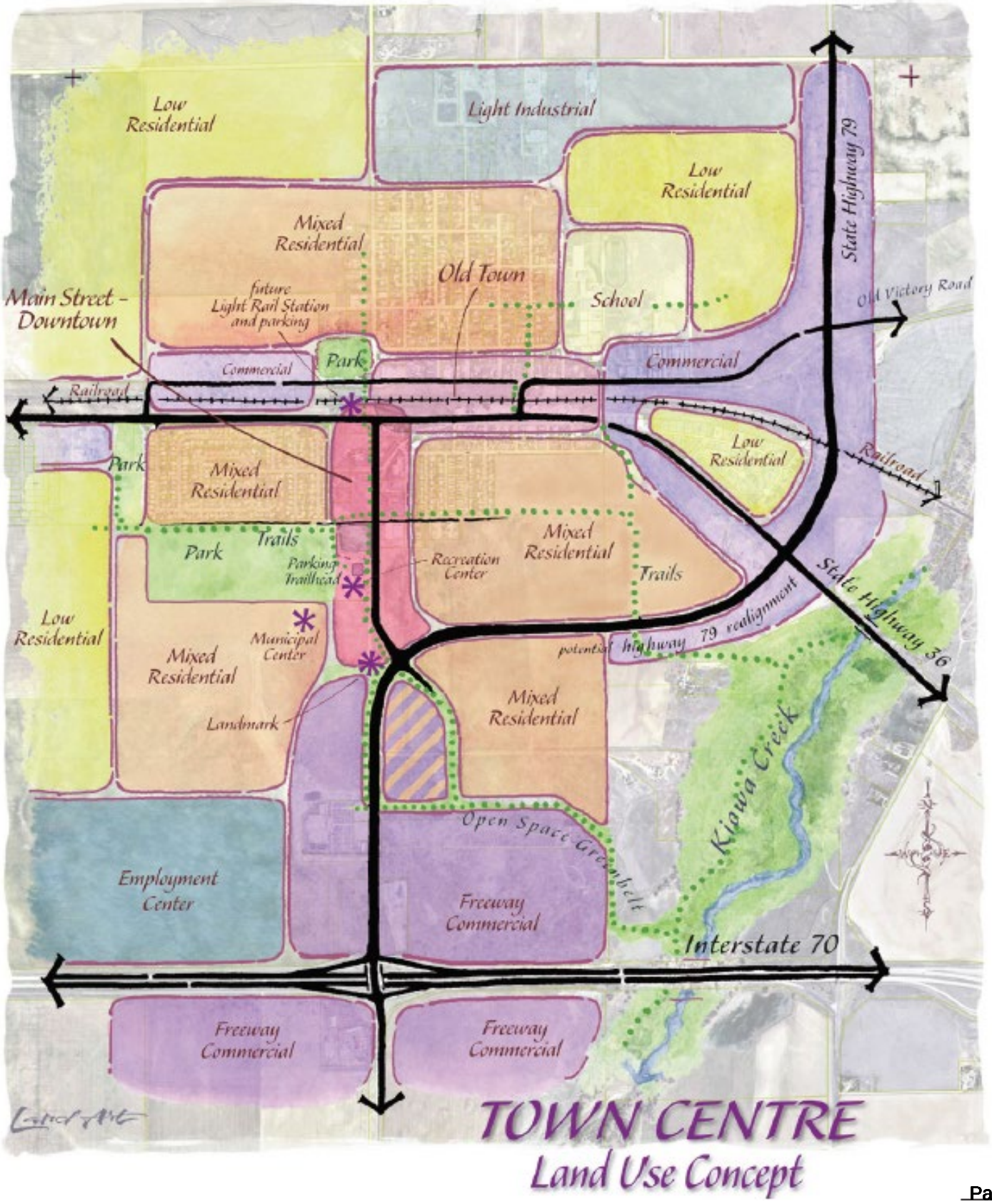
DENVER, COLORADO 80204
CONTACT: CHAD ELLINGTON
(303) 503-1016
chad@peakdevgrp.com

SHEET 4 OF 4

Figure 2: Town Centre Land Use Concept



LSC TRANSPORTATION CONSULTANTS, INC.

1889 York Street
Denver, CO 80206
(303) 333-1105
FAX (303) 333-1107
E-mail: lsc@lscdenver.com

December 11, 2020

Mr. Chad Ellington
Section 27, LLC
1150 Delaware Street, #202
Denver, CO 80204

Re: Worthman Acres
Bennett, CO
LSC #200830

Dear Mr. Ellington:

In response to your request, LSC Transportation Consultants, Inc. has prepared this traffic impact analysis for the proposed Worthman Acres residential development. As shown on Figure 1, the site is located south of Kiowa Avenue and east of Elm Street in Bennett, Colorado.

REPORT CONTENTS

The report contains the following: the existing roadway and traffic conditions in the vicinity of the site including the lane geometries, traffic controls, posted speed limits, etc.; the existing weekday peak-hour traffic volumes; the existing daily traffic volumes in the area; the typical weekday site-generated traffic volume projections for the site; the assignment of the projected traffic volumes to the area roadways; the projected long-term background and resulting total traffic volumes on the area roadways; the site's projected traffic impacts; and any recommended roadway improvements to mitigate the site's traffic impacts.

LAND USE AND ACCESS

The existing land use to the north is mixed-use, to the west is existing residential, and to the south is the planned Bennett Crossing residential area.

The site is proposed to include about 134 single-family dwelling units. Two full movement access locations are proposed to both Kiowa Avenue and an extension of Bennett Avenue as shown in the conceptual site plan in Figure 2.

ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

The major roadways in the site's vicinity are shown on Figure 1 and are described below.

- **E. Colfax Avenue (US 36)** is an east-west, two-lane arterial roadway north of the site that is classified as a rural highway (R-B) by CDOT. The intersections with Adams Street, Pike Street, Elbert Street, and Custer Street are stop-sign controlled. The posted speed limit in the vicinity of the site is 35 mph. The intersections with Pike Street and Elbert Street are planned to be limited to right-in/right-out over time by others.

- **SH 79 (1st Street)** is a north-south, two-lane state highway west of the site that is classified as a rural highway (R-B) by CDOT. The intersection with E. Colfax Avenue (US 36) is stop-sign controlled. The posted speed limit in the vicinity of the site is 35 mph. The existing SH 79 alignment is expected to be shifted to the east by 2040 per the preferred realignment from the *SH 79 and Kiowa-Bennett Corridor PEL Study* by CDOT.

Existing Traffic Conditions

Figure 3a shows the November 2020 existing lane geometries, traffic controls, posted speed limits, and traffic volumes in the site's vicinity on a typical weekday. The weekday peak-hour traffic volumes and daily traffic counts are from the attached traffic counts conducted by Counter Measures in November, 2020. Figure 3b shows the existing traffic volumes adjusted for the ongoing pandemic. Intersection #1 was adjusted based on the 2017 traffic counts from the *Muegge Farms TIA* by LSC grown for three years. Intersection #2 was adjusted based on the 2017 traffic counts from the *Muegge Farms TIA* by LSC at the intersection of E. Colfax Avenue (US 36)/SH 79 grown for three years. Intersections #3, 4, and 5 were adjusted based on the adjacent volumes at Intersection #2.

2025 and 2041 Background Traffic

Figure 4 shows the estimated 2025 background traffic based on historic CDOT data as shown in Figure 4. Figure 5 shows the estimated 2041 background traffic which assumes the 2035 projections from the *SH 79 PEL Study* with six years of growth at an annual growth rate of one percent.

Existing, 2025, and 2041 Background Levels of Service

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection. Level of service is indicated on a scale from "A" to "F." LOS A is indicative of little congestion or delay and LOS F is indicative of a high level of congestion or delay. Attached are specific level of service definitions for unsignalized intersections.

The intersections in Figures 3b, 4, and 5 were analyzed as appropriate to determine the existing, 2025, and 2041 background levels of service using Synchro. Table 1 shows the level of service analysis results. The level of service reports are attached.

1. **SH 79 (1st Street)/Bennett Avenue:** All movements at this unsignalized intersection currently operate at LOS "C" or better during both morning and afternoon peak-hours and are expected to do so through 2041.

2. **E. Colfax Avenue (US 36)/Adams Street:** All movements at this unsignalized intersection currently operate at LOS "C" or better during both morning and afternoon peak-hours and are expected to do operate at LOS "D" or better through 2041.

3. **E. Colfax Avenue (US 36)/Pike Street:** All movements at this unsignalized intersection currently operate at LOS "A" during both morning and afternoon peak-hours and are expected to do so through 2041.

4. **E. Colfax Avenue (US 36)/Elbert Street:** All movements at this unsignalized intersection currently operate at LOS "A" during both morning and afternoon peak-hours and are expected to do so through 2041.

5. **E. Colfax Avenue (US 36)/Custer Street:** All movements at this unsignalized intersection currently operate at LOS "A" during both morning and afternoon peak-hours and are expected to operate at LOS "B" or better through 2041.

TRIP GENERATION

Table 2 shows the estimated average weekday, morning peak-hour, and afternoon peak-hour trip generation for the proposed site based on the rates from *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE) for the proposed land use.

The site is projected to generate about 1,276 primary vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 26 vehicles would enter and about 75 vehicles would exit the site. During the afternoon peak-hour, which generally occurs for one hour between 4:00 and 6:00 p.m., about 84 vehicles would enter and about 50 vehicles would exit.

TRIP DISTRIBUTION

Figure 6 shows both the 2025 and 2041 estimated directional distribution of the site-generated traffic volumes on the area roadways. The estimates were based on the location of the site with respect to the regional population, employment, and activity centers; and the site's proposed land use. The 2041 estimates assumed SH 79 is realigned to the east by 2040.

TRIP ASSIGNMENT

Figure 7a shows the estimated 2025 site-generated traffic volumes based on the 2025 directional distribution percentages (from Figure 6) and the trip generation estimate (from Table 2).

Figure 7b shows the estimated 2041 site-generated traffic volumes based on the 2041 directional distribution percentages (from Figure 6) and the trip generation estimate (from Table 2).

2025 AND 2041 TOTAL TRAFFIC

Figure 8 shows the 2025 total traffic which is the sum of 2025 background traffic volumes (from Figure 4) and the 2025 site-generated traffic volumes (from Figure 7a). Figure 8 also shows the recommended 2025 lane geometry and traffic control.

Figure 9 shows the 2041 total traffic which is the sum of 2041 background traffic volumes (from Figure 5) and the 2041 site-generated traffic volumes (from Figure 7b). Figure 9 also shows the recommended 2041 lane geometry and traffic control.

PROJECTED LEVELS OF SERVICE

The intersections in Figures 8 and 9 were analyzed to determine the 2025 and 2041 total levels of service. Table 1 shows the level of service analysis results. The level of service reports are attached.

1. **SH 79 (1st Street)/Bennett Avenue:** All movements at this unsignalized intersection are expected to operate at LOS "C" or better during both morning and afternoon peak-hours through 2041.

2. **E. Colfax Avenue (US 36)/Adams Street:** All movements at this unsignalized intersection are expected to operate at LOS "C" or better during both morning and afternoon peak-hours through 2041.

3. **E. Colfax Avenue (US 36)/Pike Street:** All movements at this unsignalized intersection are expected to operate at LOS "A" during both morning and afternoon peak-hours through 2041.

4. **E. Colfax Avenue (US 36)/Elbert Street:** All movements at this unsignalized intersection are expected to operate at LOS "A" during both morning and afternoon peak-hours through 2041.

5. **E. Colfax Avenue (US 36)/Custer Street:** All movements at this unsignalized intersection are expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2041.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

1. The site is projected to generate about 1,276 primary vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, about 26 vehicles would enter and about 75 vehicles would exit the site. During the afternoon peak-hour, about 84 vehicles would enter and about 50 vehicles would exit.

Projected Levels of Service

2. All movements at the intersections analyzed are expected to operate at LOS "D" or better during both morning and afternoon peak-hours through 2041.

Conclusions

3. The impact of the Worthman Acres development can be accommodated by the existing roadway network with the following recommended improvements.

Recommended Improvements

4. A northbound right-turn deceleration lane is warranted on SH 79 (1st Avenue) approaching Bennett Avenue based on existing traffic volumes. An appropriate length based on the 35 mph posted speed limit is 190 feet plus a 120-foot transition taper.

5. An eastbound left-turn lane is warranted on E. Colfax Avenue (US 36) approaching Adams Street based on existing traffic volumes but is expected to include little or no site-generated traffic.

6. A westbound right-turn lane is warranted on E. Colfax Avenue (US 36) approaching Adams Street based on existing traffic volumes but is expected to include minimal site-generated traffic.

7. It would be appropriate for the project's traffic impact fees to be applied towards the recommended off-site improvements in #4 to #6 above.

8. CDOT and the Town of Bennett should coordinate to realign SH 79 to the east as planned in the *SH 79-Kiowa Bennett Corridor PEL Study* between 2025 and 2041.

* * * * *

We trust our findings will assist you in gaining approval of the proposed Worthman Acres development. Please contact me if you have any questions or need further assistance.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

COLORADO LICENSED CHRISTOPHER S. MCGRANAHAN 39018 PROFESSIONAL ENGINEER

By_____
Christopher S. McGranahan, PE, PTOE
Principal

12-11-20

CSM/wc

Enclosures: Tables 1 and 2
Figures 1 - 9
CDOT Straight Line Diagram (SLD) for SH 79 (1) and US 36 (2)
Traffic Count Reports
Level of Service Definitions
Level of Service Reports

W:\LSC\Projects\2020\200830-WorthmanAcres\Report\WorthmanAcres-121120.wpd

Table 1
Intersection Levels of Service Analysis
Worthman Acres
Bennett, CO
LSC #200830; December, 2020

Intersection Location	Traffic Control	Existing Traffic Level of Service AM	Existing Traffic Level of Service PM	2025 Background Traffic Level of Service AM	2025 Background Traffic Level of Service PM	2025 Total Traffic Level of Service AM	2025 Total Traffic Level of Service PM	2041 Background Traffic Level of Service AM	2041 Background Traffic Level of Service PM	2041 Total Traffic Level of Service AM	2041 Total Traffic Level of Service PM
SH 79/Bennett Avenue	TWSC										
WB Approach		B	C	B	C	C	C	B	B	B	B
SB Left/Through or Left		A	A	A	A	A	A	A	A	A	A
Critical Movement Delay		12.3	15.3	13.8	19.2	15.3	21.6	11.7	12.1	12.2	12.7
E. Colfax Avenue (US 36)/Adams Street (CO 79)	TWSC										
NB Approach		C	C	D	D	D	D	C	C	C	C
EB Approach		A	A	A	A	A	A	A	A	A	A
WB Approach		A	A	A	A	A	A	A	A	A	A
SB Approach		B	B	C	C	C	C	B	C	B	C
Critical Movement Delay		19.0	20.9	27.6	29.1	28.5	30.5	16.4	18.7	16.7	19.3
E. Colfax Avenue (US 36)/Pike Street	TWSC										
NB Approach or Right		A	B	A	A	A	A	A	A	A	A
WB Left/Through		A	A	--	--	--	--	--	--	--	--
Critical Movement Delay		9.5	10.2	8.8	9.3	8.8	9.3	9.0	9.3	9.0	9.3
E. Colfax Avenue (US 36)/Elbert Street	TWSC										
NB Approach or Right		A	A	A	A	A	A	A	A	A	A
WB Left/Through		A	A	--	--	--	--	--	--	--	--
Critical Movement Delay		9.6	9.8	8.8	9.2	8.8	9.2	8.9	9.3	9.0	9.3
E. Colfax Avenue (US 36)/Custer Street	TWSC										
NB Approach		A	A	A	B	B	B	B	B	B	B
WB Left/Through		A	A	A	A	A	A	A	A	A	A
Critical Movement Delay		9.6	9.9	9.9	10.2	10.0	10.3	10.0	10.3	10.1	10.5

Table 2
ESTIMATED TRAFFIC GENERATION
Worthman Acres
Bennett, CO
LSC #200830; December, 2020

		Trip Generation Rates [1]					Vehicle-Trips Generated				
		Average	AM Peak-Hour		PM Peak-Hour		Average	AM Peak-Hour		PM Peak-Hour	
Trip Generating Category	Quantity	Weekday	In	Out	In	Out	Weekday	In	Out	In	Out
Currently Proposed Land Use											
Single-Family Homes	134 DU	9.52	0.190	0.560	0.630	0.370	1,276	26	75	84	50

Notes:
(1) Source: *Trip Generation*, Institute of Transportation Engineers, 10th Edition, 2017
(2) ITE Land Use No. 210 - Single-Family Detached Housing
(3) DU = Dwelling Unit

Figure 1

Vicinity Map

Worthman Acres (LSC #200830)

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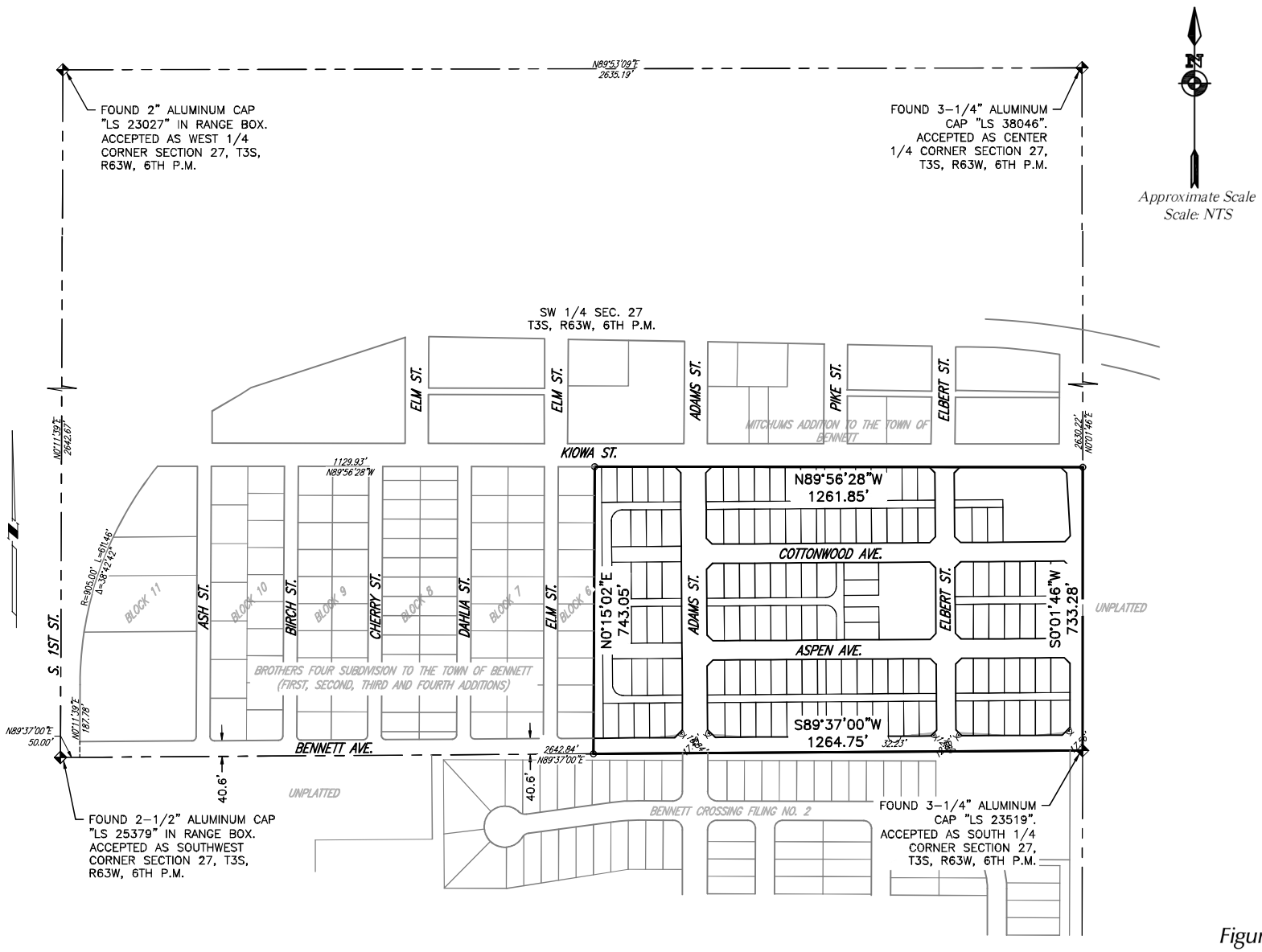


Figure 2

Site Plan

Worthman Acres (LSC #200830)

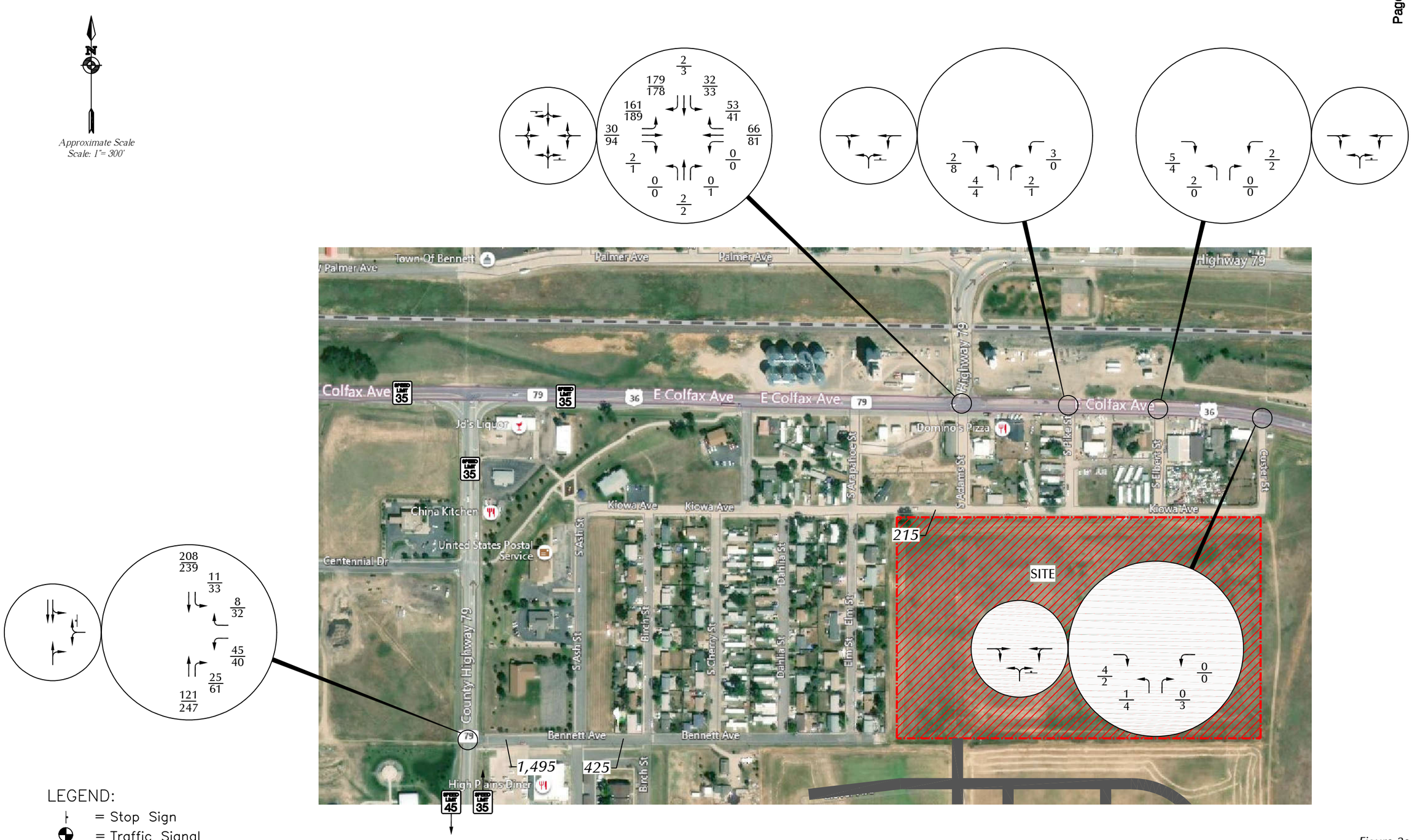
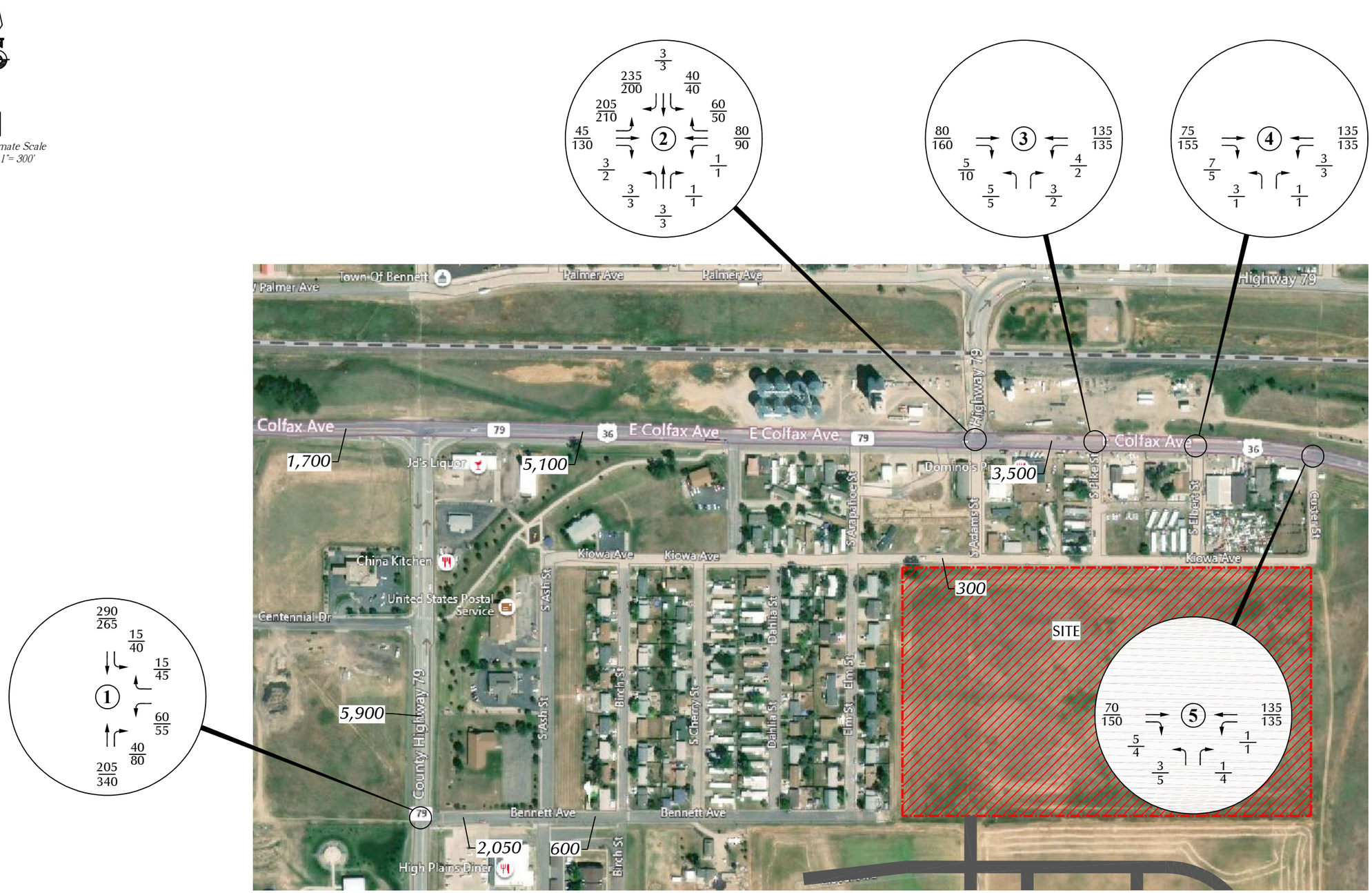


Figure 3a

November 2020 Existing Traffic, Lane Geometry and Traffic Control

Worthman Acres (LSC #200830)



Notes:
1. Intersection #1 was adjusted based on the 2017 traffic counts from the Muegge Farms TIA by LSC grown for three years at an annual rate of about 1.5 percent.
2. Intersection #2 was adjusted based on the 2017 traffic counts from the Muegge Farms TIA by LSC at the intersection of E. Colfax Avenue (US 36)/SH 79.
3. Intersections #3, #4 and #5 were adjusted based on the adjacent volumes at Intersection #2.

LEGEND:

$\frac{26}{35}$ = $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

1,000 = Average Daily Traffic

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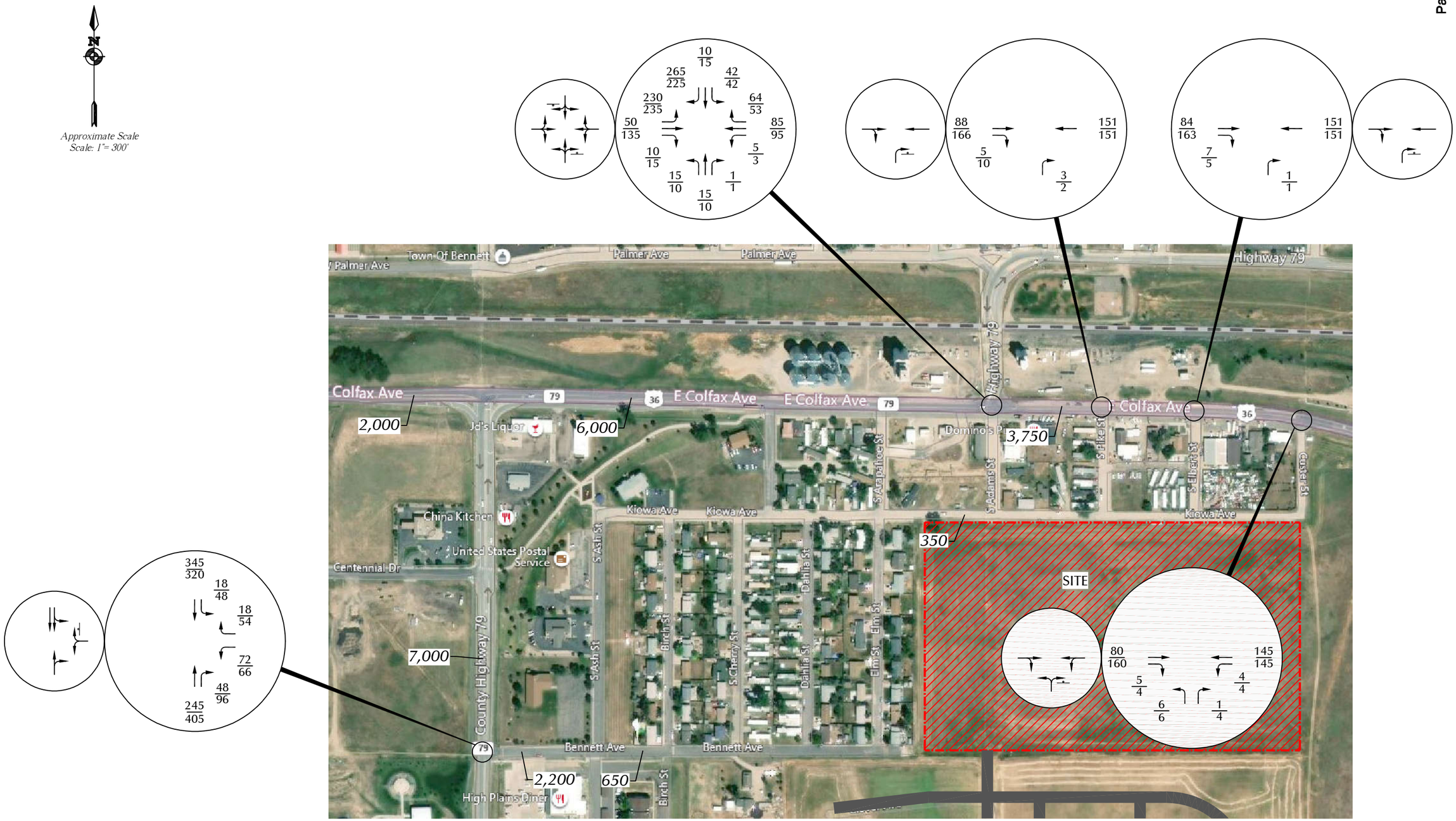
Figure 3b

Existing Traffic Volumes Adjusted for Pandemic

Worthman Acres (LSC #200830)



LEGEND:

= Stop Sign

= Traffic Signal

26/35 = AM Peak Hour Traffic / PM Peak Hour Traffic

1,000 = Average Daily Traffic

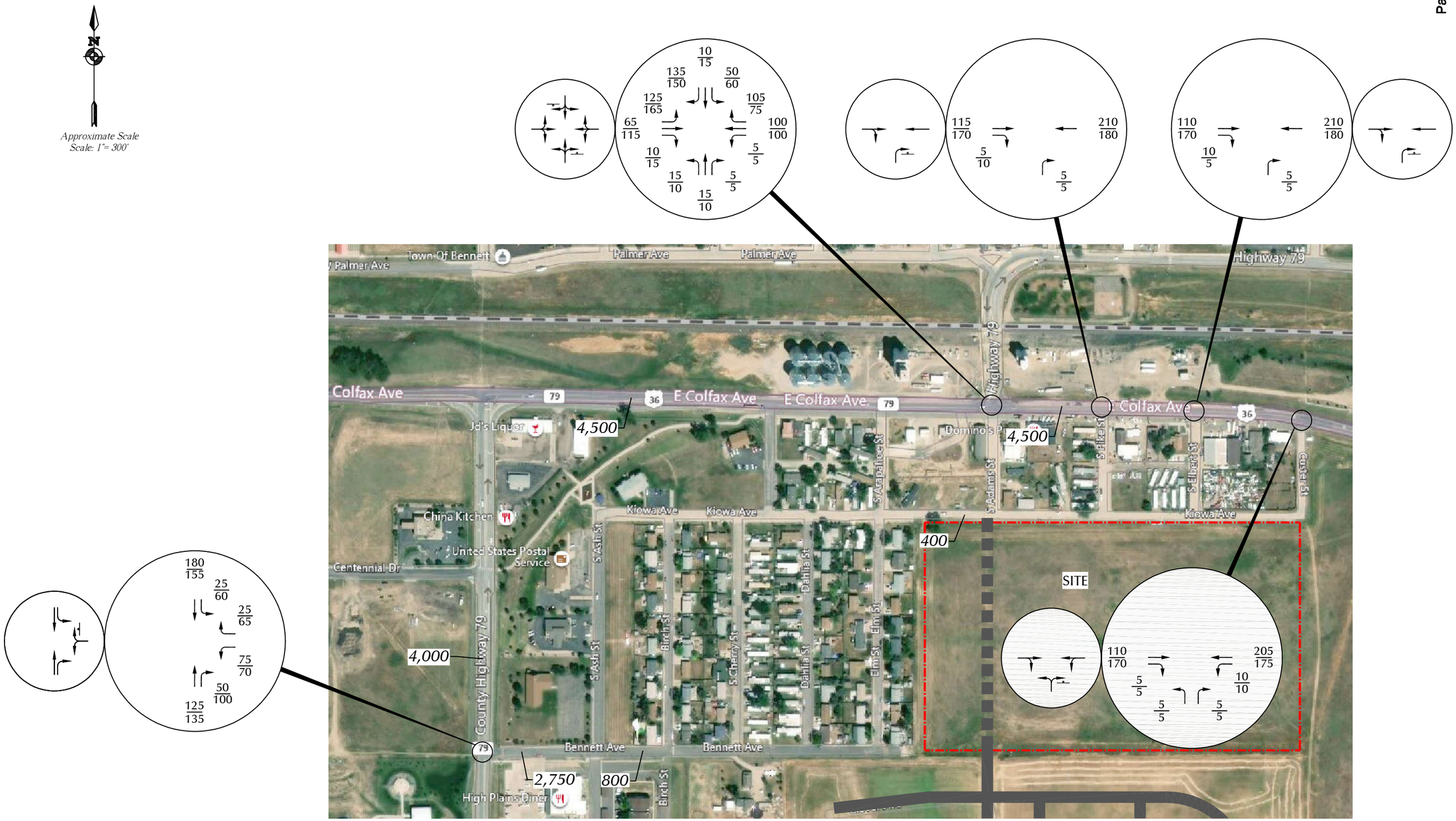
LSC TRANSPORTATION CONSULTANTS, INC.

Notes:
Based on historic CDOT data as follows:
1. SH 79 west of site has 20-year factor of 2.07 = 3.7 percent annual growth.
2. US 36 west of Adams Street (SH 79) has 20-year factor of 1.54 = 2.2 percent annual growth rate.
3. US 36 east of Adams Street (SH 79) has 20-year factor of 1.27 = 1.2 percent annual growth rate.

Figure 4

Year 2025 Background Traffic, Lane Geometry and Traffic Control

Worthman Acres (LSC #200830)



Note: Assumes 2035 projections from the SH 79 PEL study with six years of growth at an annual rate of one percent.

LEGEND:

= Stop Sign

= Traffic Signal

26/35 = AM Peak Hour Traffic / PM Peak Hour Traffic

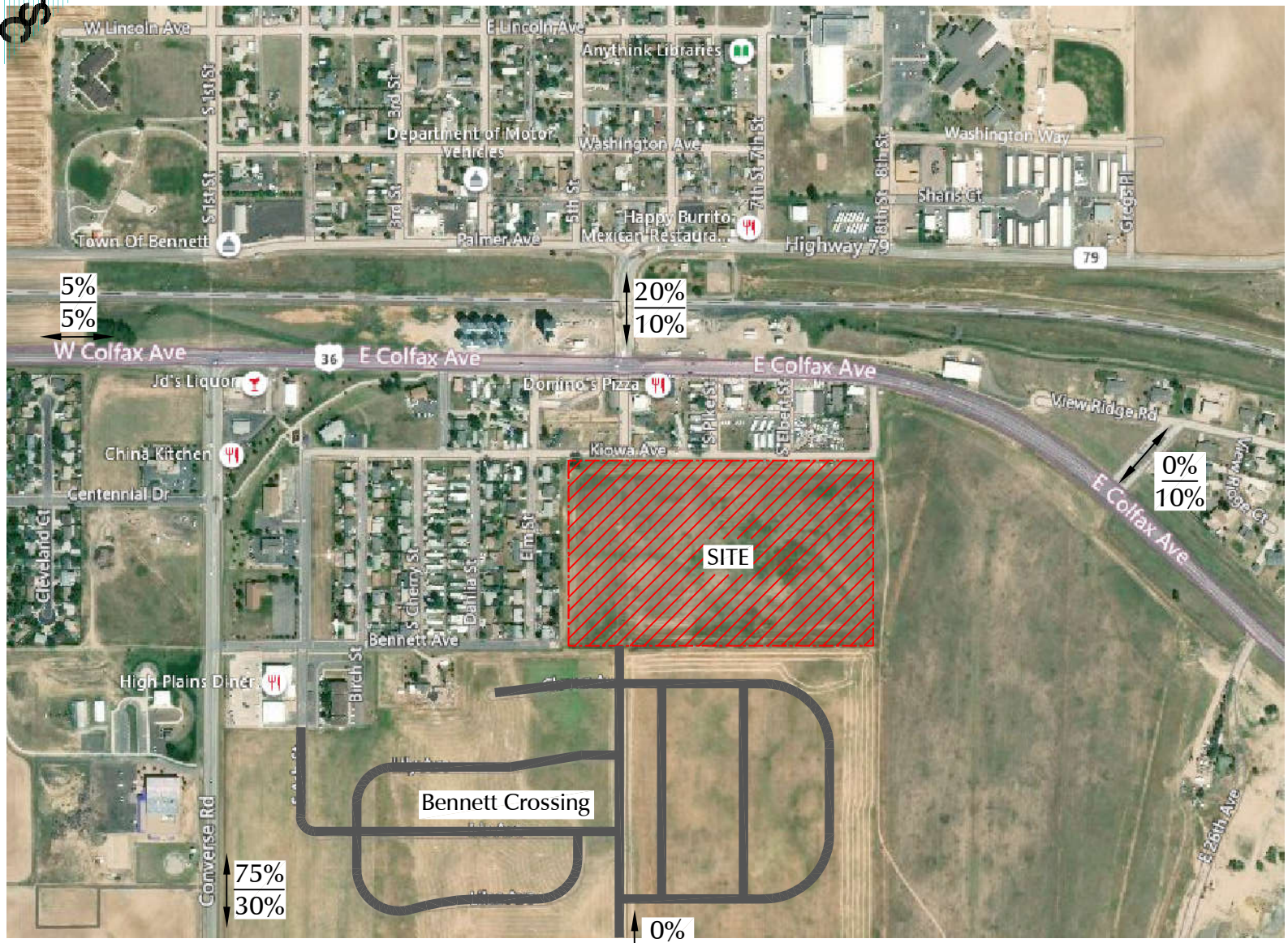
1,000 = Average Daily Traffic

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 5

Year 2041 Background Traffic, Lane Geometry and Traffic Control

Worthman Acres (LSC #200830)



Approximate Scale
Scale: 1"=600'

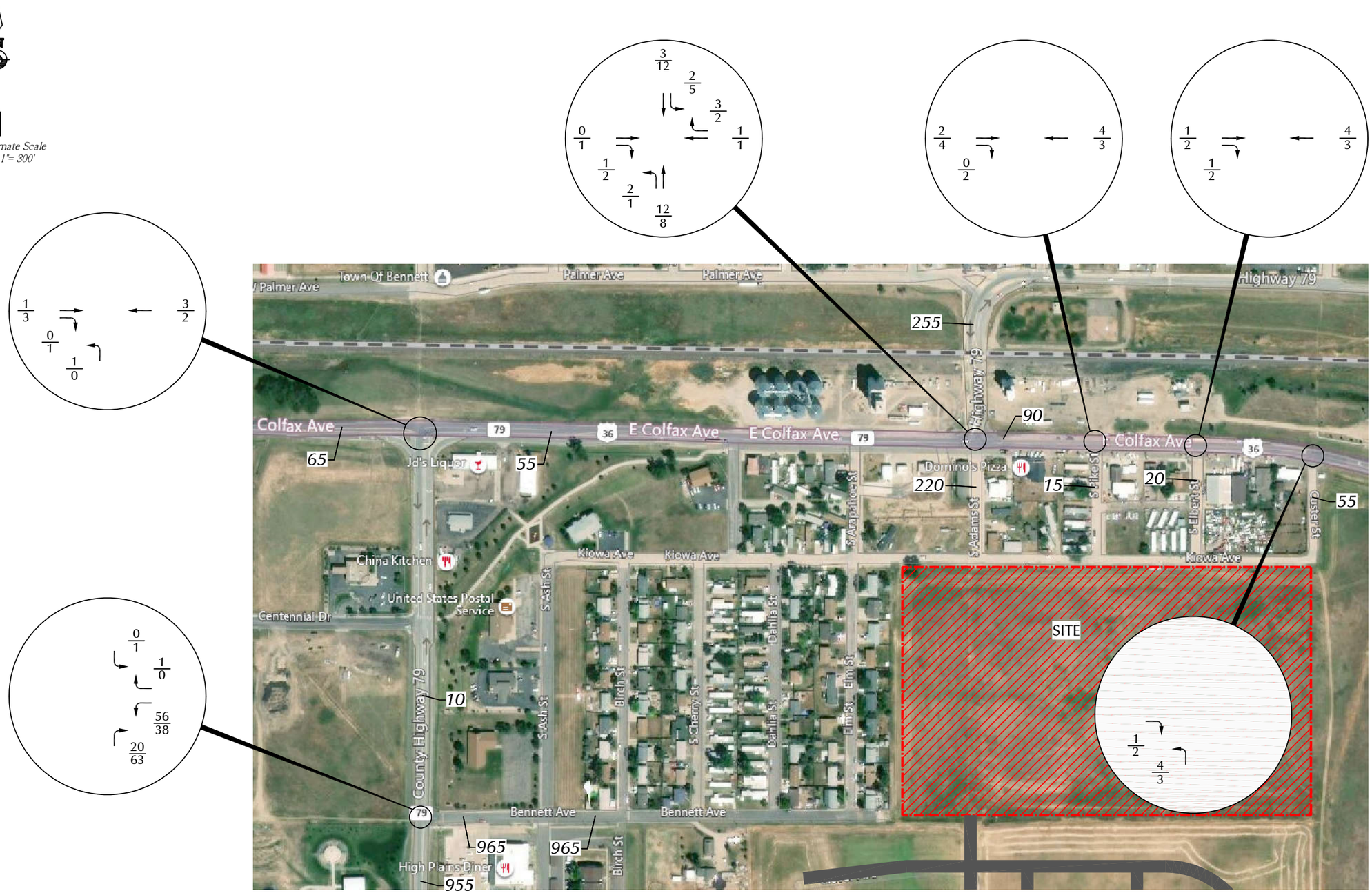
LEGEND:

65% = Percent Directional Distribution

Figure 6

Directional Distribution of Site-Generated Traffic

Worthman Acres (LSC #200830)



LEGEND:

$\frac{26}{35}$ = AM Peak Hour Traffic / PM Peak Hour Traffic

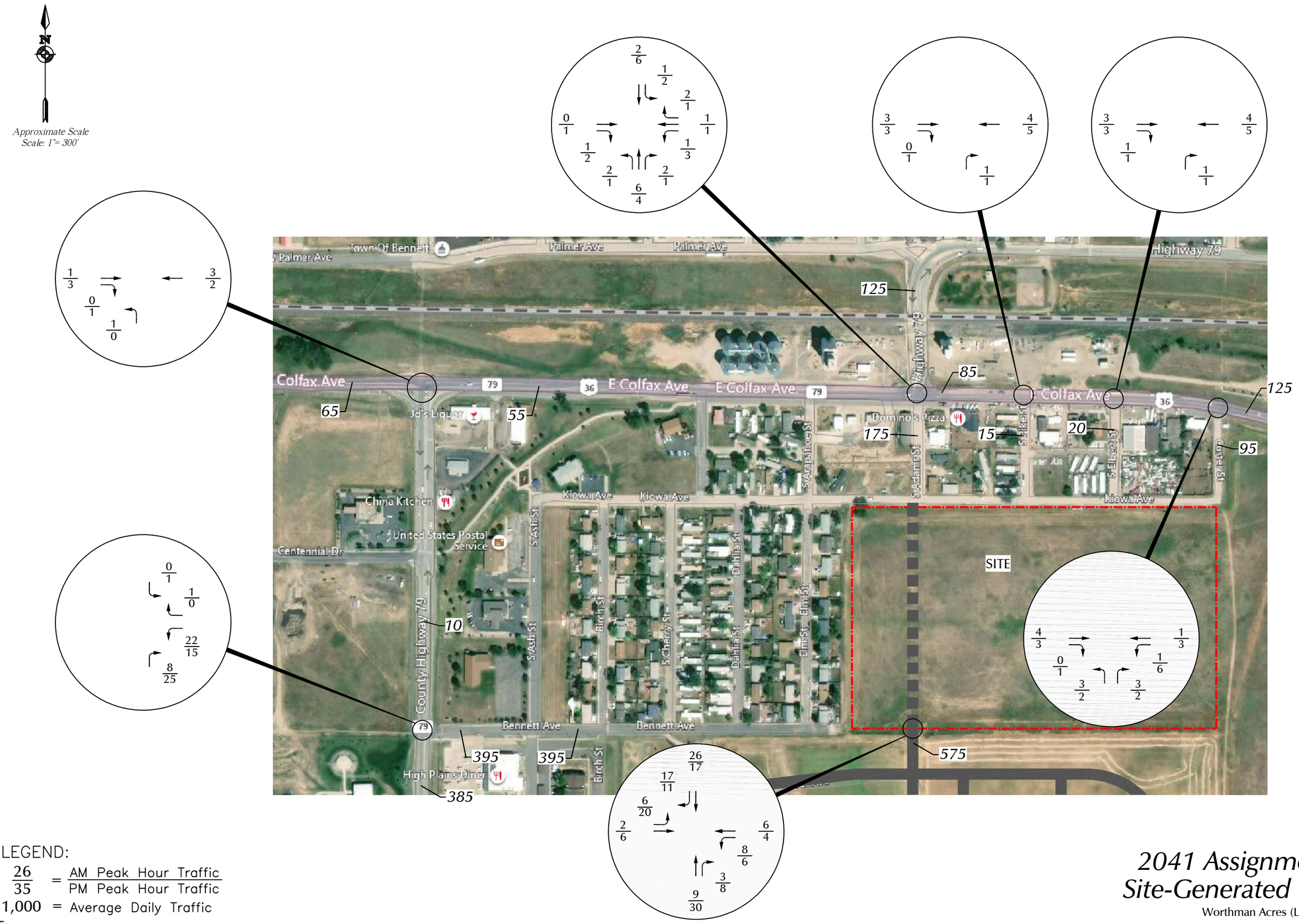
1,000 = Average Daily Traffic

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 7a

2025 Assignment of Site-Generated Traffic

Worthman Acres (LSC #200830)



LEGEND:

$\frac{26}{35}$ = AM Peak Hour Traffic / PM Peak Hour Traffic

1,000 = Average Daily Traffic

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 7b

2041 Assignment of Site-Generated Traffic

Worthman Acres (LSC #200830)

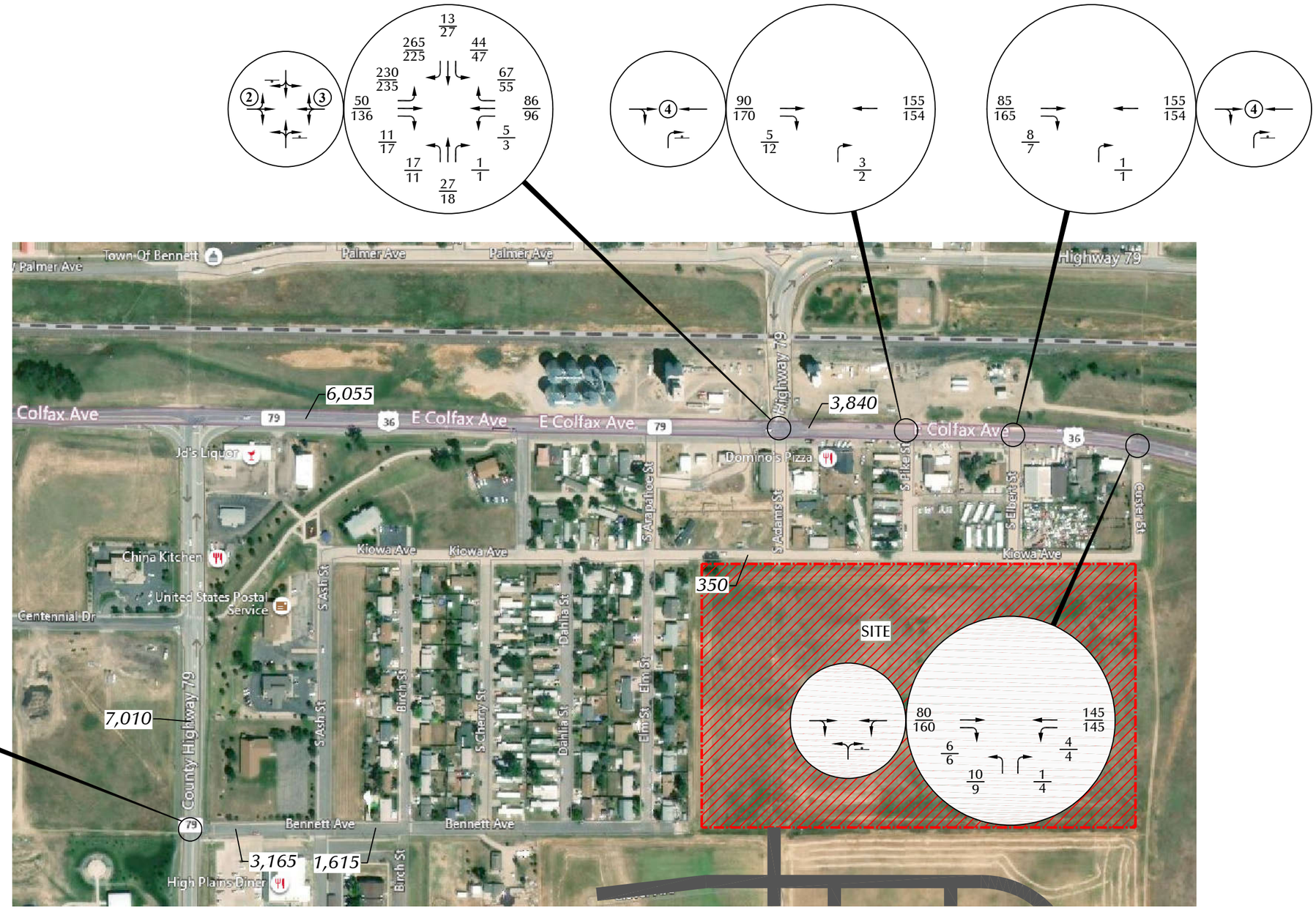
Approximate Scale
Scale: 1"= 300'

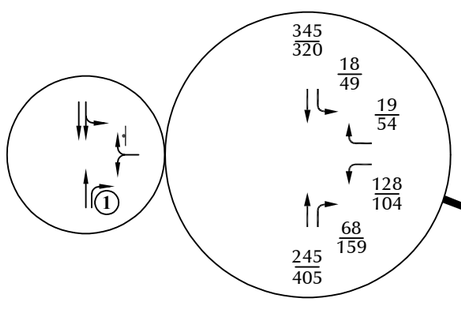
① A northbound right-turn lane is warranted once the peak hour turning volume exceeds 50vph with an opposing volume of at least 100vph. An appropriate length for the 35mph posted speed limit is 190 feet plus a 120-foot transition taper.

② An eastbound left-turn lane is warranted by existing traffic volumes but is expected to include little or no site-generated traffic.

③ A westbound right-turn lane is warranted by existing traffic volumes but is expected to include minimal site-generated traffic.

④ These intersections are planned to be limited to right-in/right-out over time by others.





LEGEND:

= Stop Sign

= Traffic Signal

26/35 = AM Peak Hour Traffic / PM Peak Hour Traffic

1,000 = Average Daily Traffic

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 8

Year 2025 Total Traffic, Lane Geometry and Traffic Control

Worthman Acres (LSC #200830)

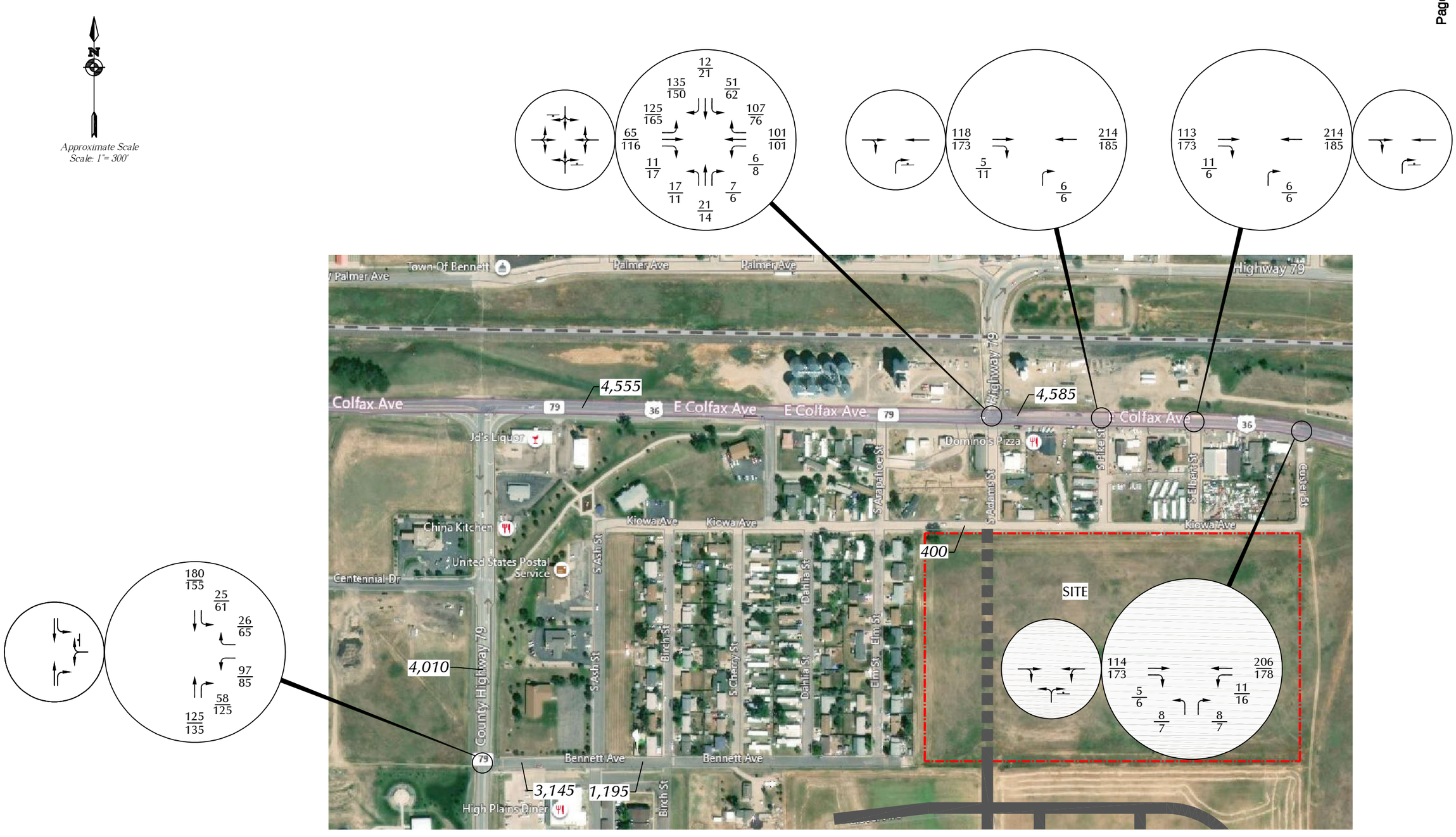
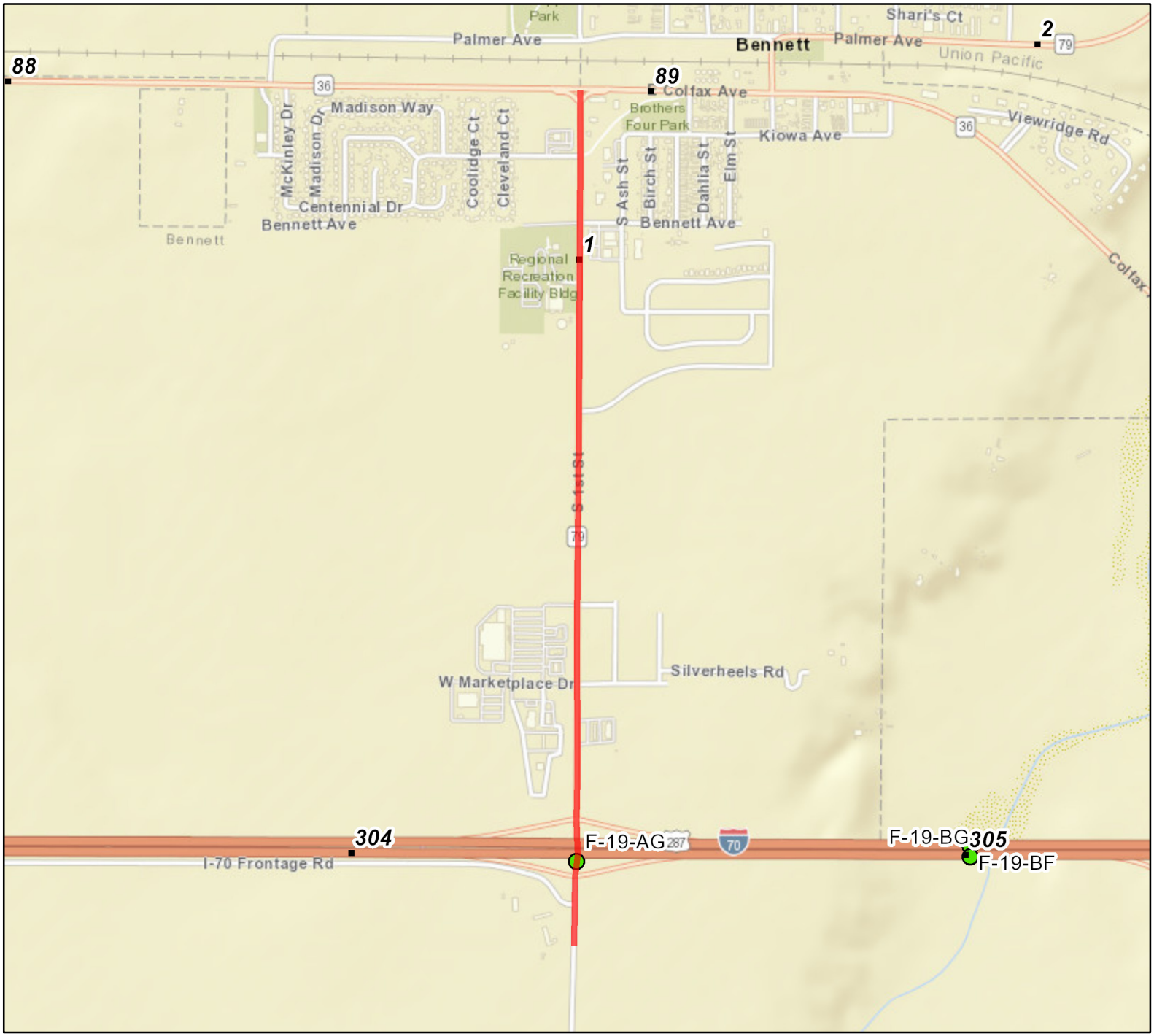


Figure 9

Year 2041 Total Traffic, Lane Geometry and Traffic Control

Worthman Acres (LSC #200830)

Route 079A From 0 to 2



Legend

- Route
- Milepoint

Structures

- Major Structure
- Minor Structure

Created:

Date: 12/5/2020

Time: 9:10:42 AM

0 0.1 0.2 0.3 0.4

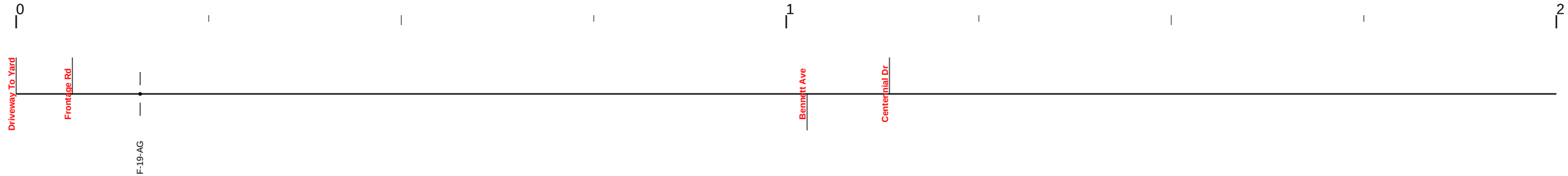
Miles

N W E S

The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".

Route 079A
From 0 To 2

Ramps
Overpass
Underpass
Structures



CLASSIFICATION

Access Control	NR-B: Non-Rural Arterial		

SAFETY

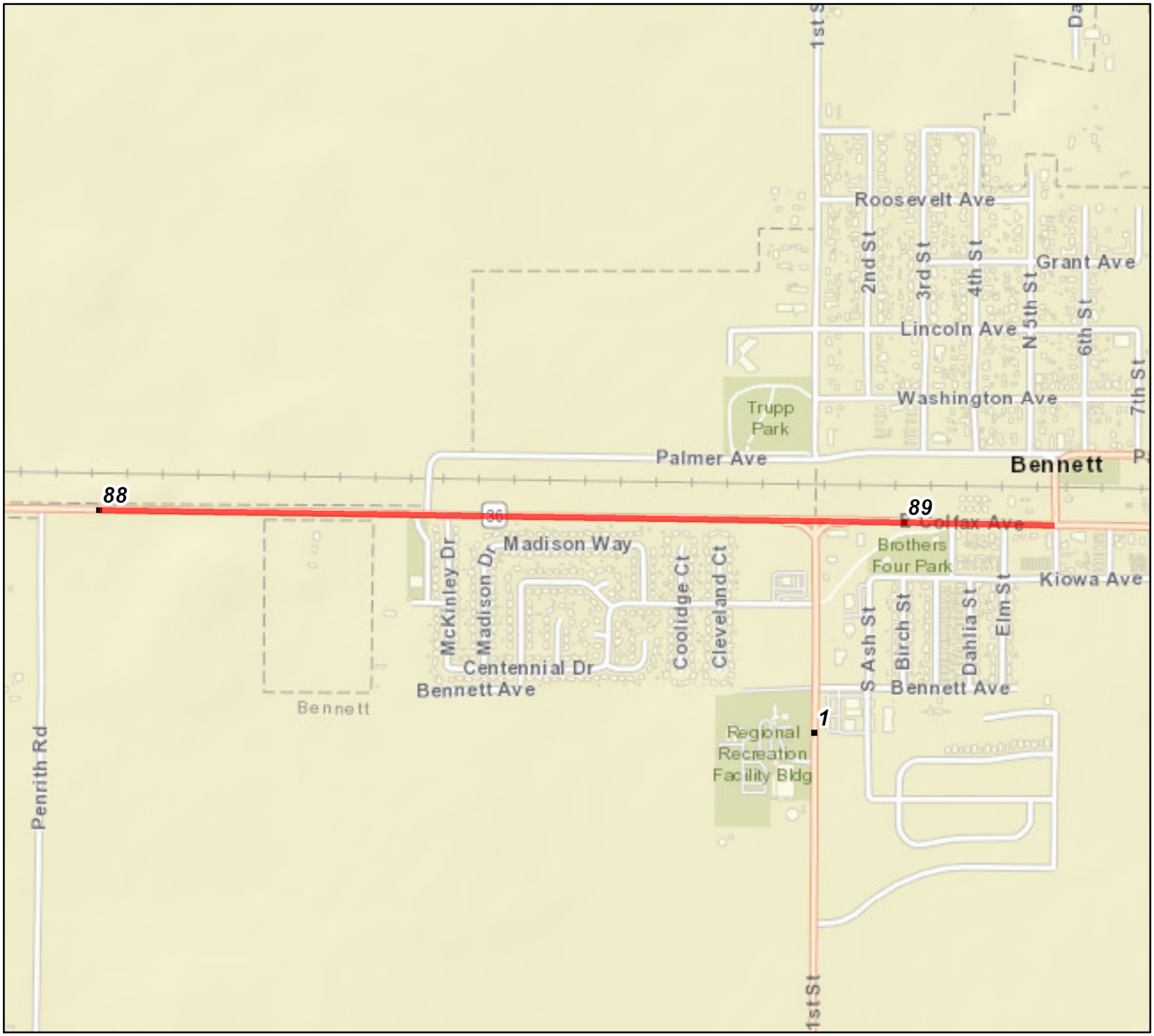
Primary Speed Limit	45	35

TRAFFIC

AADT	6600	11000	5900
DHV	11.0		
Peak Truck Percentage	0.70	1.17	0.60
V/C Ratio	0.26	0.52	0.34
V/C Ratio 20	0.44	1.08	0.57
Year 20 Factor	1.71	2.07	1.68

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

Route 036C From 88 to 90



Legend

- Route
- Milepoint

Structures

- Major Structure
- Minor Structure

Created:

Date: 12/5/2020

Time: 9:13:39 AM

0 0.1 0.2 0.3 0.4

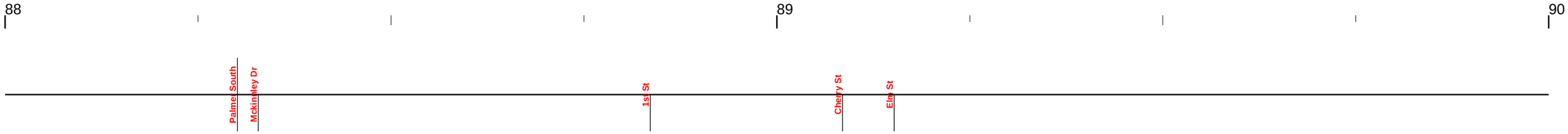
Miles

N W E S

The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".

Route 036C
From 88 To 90

Ramps
Overpass
Underpass
Structures



CLASSIFICATION

Access Control	NR-B: Non-Rural Arterial

SAFETY

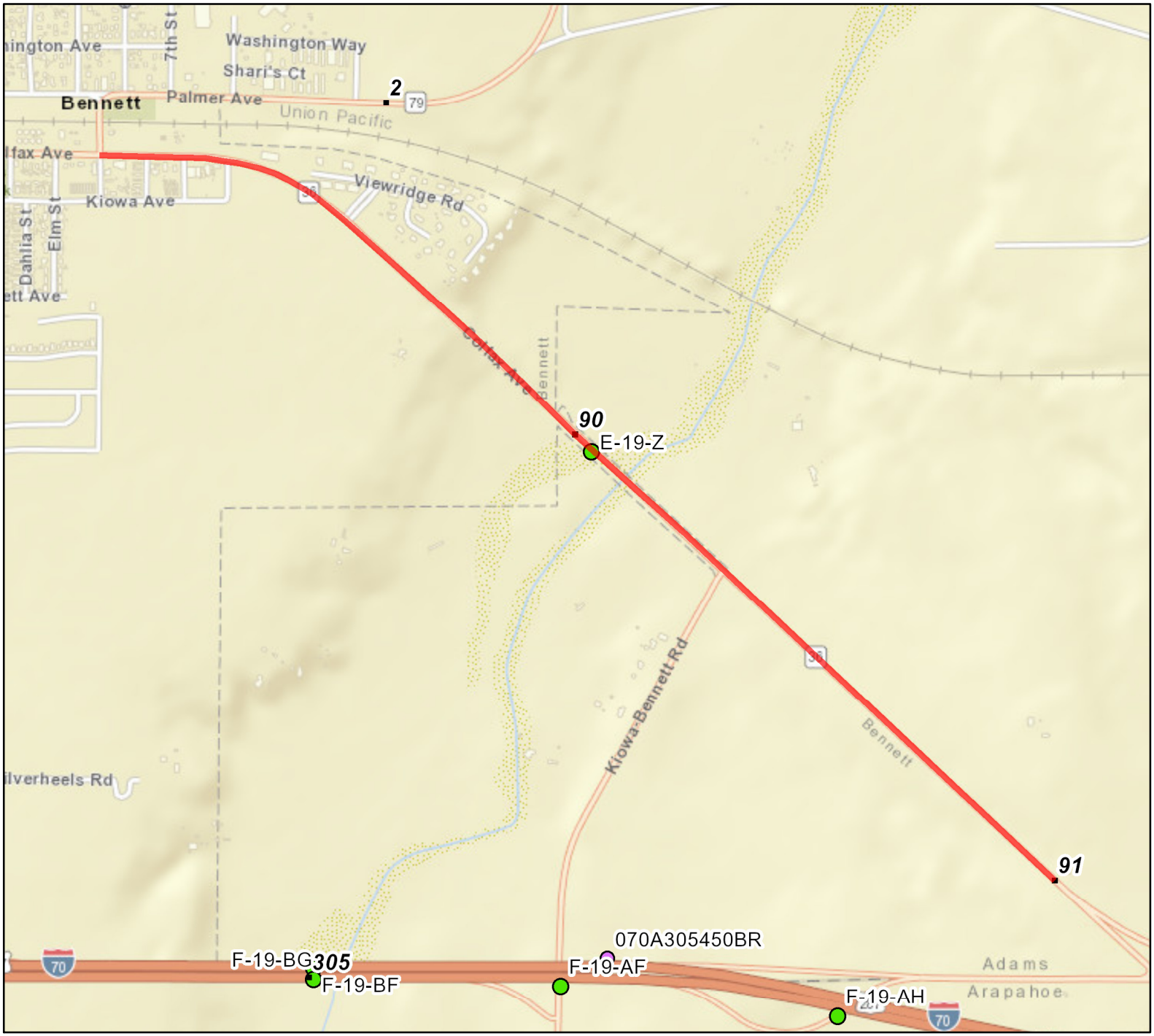
Primary Speed Limit	55	45	35

TRAFFIC

AADT	1700	5100
DHV	11.0	
Peak Truck Percentage	0.47	0.90
V/C Ratio	0.09	0.28
V/C Ratio 20	0.12	0.43
Year 20 Factor	1.35	1.54

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

Route 036D From 89 to 91



Legend

- Route
- Milepoint

Structures

- Major Structure
- Minor Structure

Created:

Date: 12/5/2020

Time: 9:12:58 AM

0 0.1 0.2 0.3 0.4

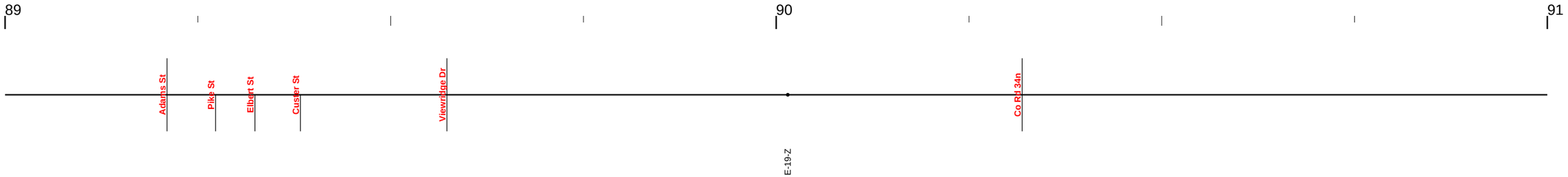
Miles

N W E S

The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".

Route 036D
From 89 To 91

Ramps
Overpass
Underpass
Structures



CLASSIFICATION

Access Control	NR-B: Non-Rural Arterial	R-B: Rural Highway

SAFETY

Primary Speed Limit	55	45	55

TRAFFIC

AADT	3500	2400
DHV	11.0	
Peak Truck Percentage	0.64	0.70
V/C Ratio	0.15	0.13
V/C Ratio 20	0.19	0.15
Year 20 Factor	1.27	1.19

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: 1ST STREET
E/W STREET: BENNETT AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : 1STBENN
Site Code : 00000022
Start Date : 11/18/2020
Page No : 1

Groups Printed- VEHICLES

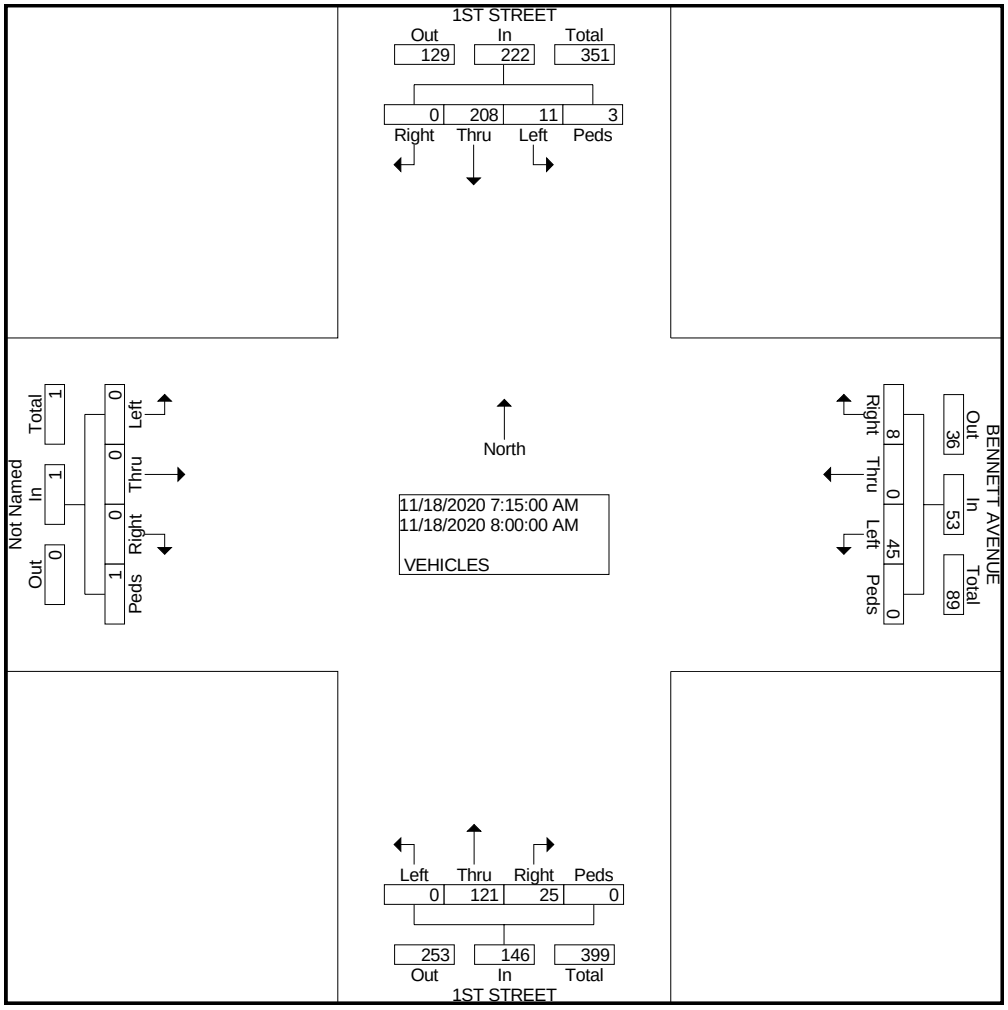
	1ST STREET Southbound				BENNETT AVENUE Westbound				1ST STREET Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	1	39	0	0	10	0	1	0	0	18	3	0	0	0	0	0	72
06:45 AM	1	44	0	0	9	0	3	0	0	32	7	0	0	0	0	0	96
Total	2	83	0	0	19	0	4	0	0	50	10	0	0	0	0	0	168
07:00 AM	1	37	0	0	9	0	1	0	0	35	5	1	0	0	0	0	89
07:15 AM	2	53	0	2	13	0	4	0	0	32	5	0	0	0	0	0	111
07:30 AM	3	58	0	0	11	0	2	0	0	28	5	0	0	0	0	1	108
07:45 AM	2	53	0	1	14	0	1	0	0	38	10	0	0	0	0	0	119
Total	8	201	0	3	47	0	8	0	0	133	25	1	0	0	0	1	427
08:00 AM	4	44	0	0	7	0	1	0	0	23	5	0	0	0	0	0	84
08:15 AM	3	43	0	1	12	0	3	0	0	25	5	0	0	0	0	0	92
Total	7	87	0	1	19	0	4	0	0	48	10	0	0	0	0	0	176
04:00 PM	8	47	0	0	20	0	4	0	0	52	19	0	0	0	0	0	150
04:15 PM	4	55	0	1	14	0	6	0	0	53	18	0	0	0	0	0	151
04:30 PM	5	50	0	0	14	0	8	0	0	64	10	0	0	0	0	0	151
04:45 PM	4	70	0	5	13	0	6	0	0	65	22	0	0	0	0	0	185
Total	21	222	0	6	61	0	24	0	0	234	69	0	0	0	0	0	637
05:00 PM	12	58	0	1	8	1	9	0	0	54	16	0	0	0	0	0	159
05:15 PM	12	61	0	0	5	0	9	0	0	64	13	0	0	0	0	0	164
05:30 PM	4	51	0	3	7	1	5	0	0	70	15	0	0	0	0	0	156
05:45 PM	9	40	0	1	8	0	7	0	0	67	19	0	0	0	0	0	151
Total	37	210	0	5	28	2	30	0	0	255	63	0	0	0	0	0	630
Grand Total	75	803	0	15	174	2	70	0	0	720	177	1	0	0	0	1	2038
Apprch %	8.4	89.9	0.0	1.7	70.7	0.8	28.5	0.0	0.0	80.2	19.7	0.1	0.0	0.0	0.0	100.0	
Total %	3.7	39.4	0.0	0.7	8.5	0.1	3.4	0.0	0.0	35.3	8.7	0.0	0.0	0.0	0.0	0.0	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: 1ST STREET
E/W STREET: BENNETT AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : 1STBENN
Site Code : 00000022
Start Date : 11/18/2020
Page No : 2

	1ST STREET Southbound					BENNETT AVENUE Westbound					1ST STREET Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	11	208	0	3	222	45	0	8	0	53	0	121	25	0	146	0	0	0	1	1	422
Percent	5.0	93.7	0.0	1.4		84.9	0.0	15.1	0.0		0.0	82.9	17.1	0.0		0.0	0.0	0.0	100.0		
07:45 Volume	2	53	0	1	56	14	0	1	0	15	0	38	10	0	48	0	0	0	0	0	119
Peak Factor																					0.887
High Int.	07:30 AM					07:15 AM					07:45 AM					07:30 AM					
Volume	3	58	0	0	61	13	0	4	0	17	0	38	10	0	48	0	0	0	1	1	
Peak Factor					0.910					0.779					0.760					0.250	

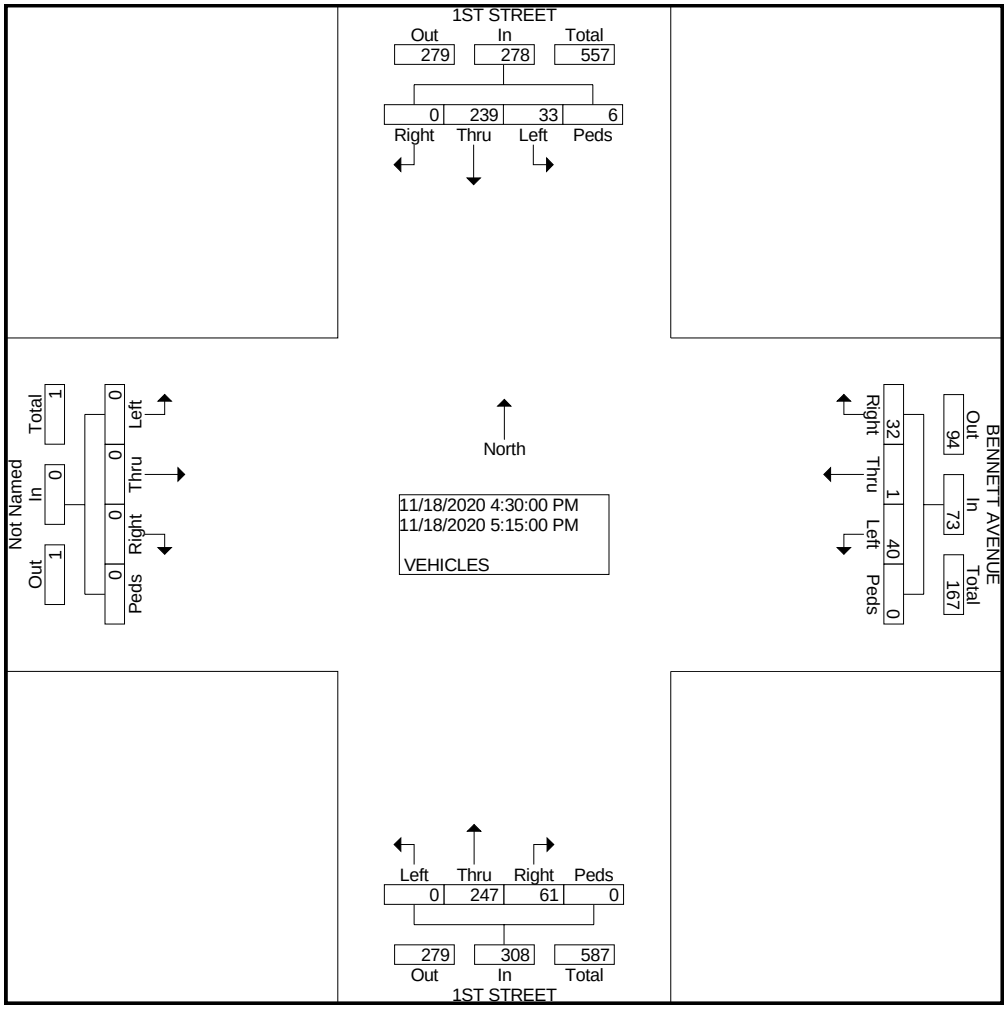


COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: 1ST STREET
E/W STREET: BENNETT AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : 1STBENN
Site Code : 00000022
Start Date : 11/18/2020
Page No : 2

	1ST STREET Southbound					BENNETT AVENUE Westbound					1ST STREET Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	33	239	0	6	278	40	1	32	0	73	0	247	61	0	308	0	0	0	0	0	659
Percent	11.9	86.0	0.0	2.2		54.8	1.4	43.8	0.0		0.0	80.2	19.8	0.0		0.0	0.0	0.0	0.0		
04:45 Volume	4	70	0	5	79	13	0	6	0	19	0	65	22	0	87	0	0	0	0	0	185
Peak Factor																					0.891
High Int.	04:45 PM					04:30 PM					04:45 PM										
Volume	4	70	0	5	79	14	0	8	0	22	0	65	22	0	87						
Peak Factor					0.880					0.830					0.885						



COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: 1ST STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : 1STCOLF
Site Code : 00000015
Start Date : 11/18/2020
Page No : 1

Groups Printed- VEHICLES

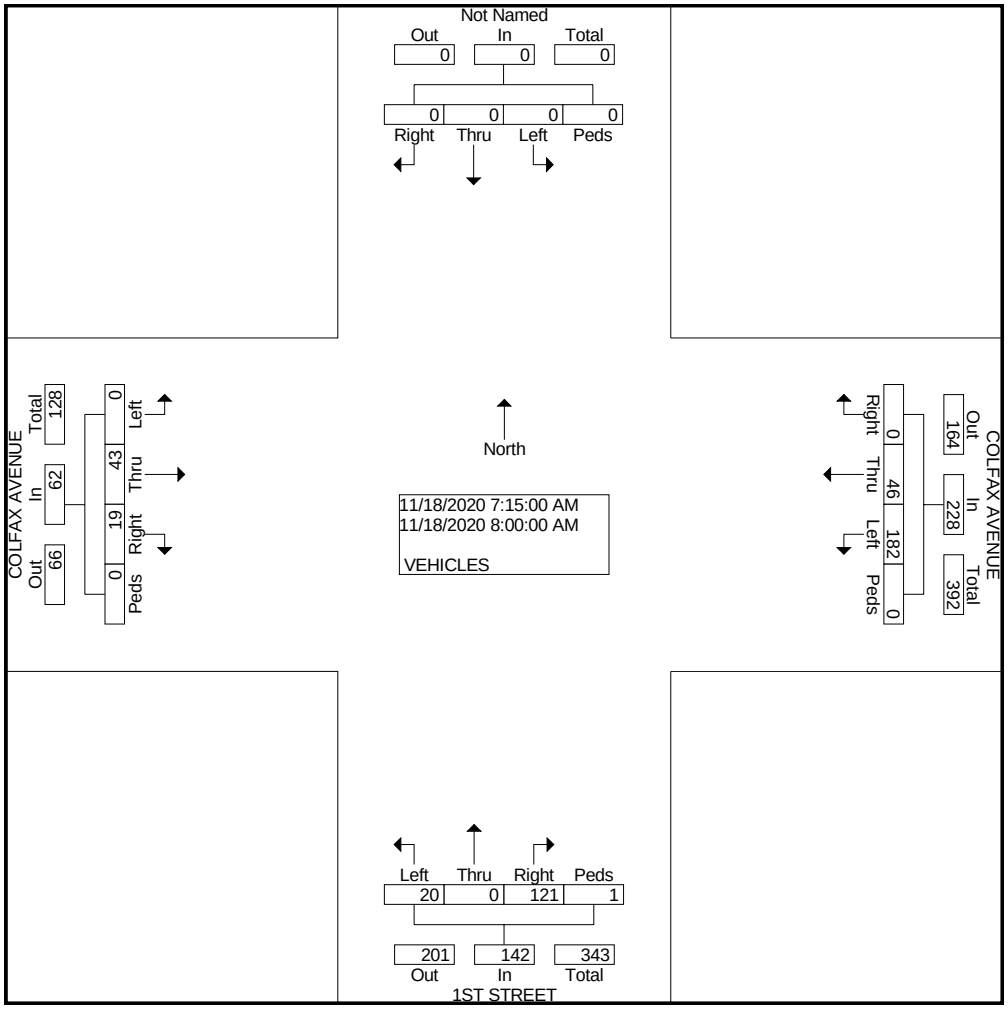
	Southbound				COLFAX AVENUE Westbound				1ST STREET Northbound				COLFAX AVENUE Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	0	0	0	34	9	0	0	8	0	14	0	0	4	2	0	71
06:45 AM	0	0	0	0	31	7	0	0	4	0	32	0	0	3	3	0	80
Total	0	0	0	0	65	16	0	0	12	0	46	0	0	7	5	0	151
07:00 AM	0	0	0	0	34	8	0	0	3	0	31	0	0	4	1	0	81
07:15 AM	0	0	0	0	41	13	0	0	7	0	32	0	0	10	5	0	108
07:30 AM	0	0	0	0	52	12	0	0	2	0	28	0	0	13	5	0	112
07:45 AM	0	0	0	0	48	15	0	0	6	0	41	0	0	14	5	0	129
Total	0	0	0	0	175	48	0	0	18	0	132	0	0	41	16	0	430
08:00 AM	0	0	0	0	41	6	0	0	5	0	20	1	0	6	4	0	83
08:15 AM	0	0	0	0	35	7	0	0	7	0	22	0	0	7	5	0	83
Total	0	0	0	0	76	13	0	0	12	0	42	1	0	13	9	0	166
04:00 PM	0	0	1	0	40	6	0	0	8	0	38	0	0	14	13	0	120
04:15 PM	0	0	0	0	44	3	0	0	4	0	44	0	0	12	14	0	121
04:30 PM	0	0	0	0	56	6	0	0	4	0	56	0	0	10	6	0	138
04:45 PM	0	0	0	0	63	7	0	0	14	0	45	0	0	16	12	0	157
Total	0	0	1	0	203	22	0	0	30	0	183	0	0	52	45	0	536
05:00 PM	0	0	0	0	49	9	0	0	6	0	46	3	0	20	18	0	151
05:15 PM	0	0	0	0	54	9	0	0	10	0	51	0	0	14	11	0	149
05:30 PM	0	0	0	0	45	4	0	0	13	0	50	0	0	13	12	0	137
05:45 PM	0	0	0	0	41	1	0	0	9	0	52	0	0	9	9	0	121
Total	0	0	0	0	189	23	0	0	38	0	199	3	0	56	50	0	558
Grand Total	0	0	1	0	708	122	0	0	110	0	602	4	0	169	125	0	1841
Apprch %	0.0	0.0	100.0	0.0	85.3	14.7	0.0	0.0	15.4	0.0	84.1	0.6	0.0	57.5	42.5	0.0	
Total %	0.0	0.0	0.1	0.0	38.5	6.6	0.0	0.0	6.0	0.0	32.7	0.2	0.0	9.2	6.8	0.0	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: 1ST STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : 1STCOLF
Site Code : 00000015
Start Date : 11/18/2020
Page No : 2

	Southbound					COLFAX AVENUE Westbound					1ST STREET Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	0	0	0	0	0	182	46	0	0	228	20	0	121	1	142	0	43	19	0	62	432
Percent	0.0	0.0	0.0	0.0		79.8	20.2	0.0	0.0		14.1	0.0	85.2	0.7		0.0	69.4	30.6	0.0		
07:45 Volume	0	0	0	0	0	48	15	0	0	63	6	0	41	0	47	0	14	5	0	19	129
Peak Factor																					0.837
High Int.	6:15:00 AM					07:30 AM					07:45 AM					07:45 AM					
Volume	0	0	0	0	0	52	12	0	0	64	6	0	41	0	47	0	14	5	0	19	
Peak Factor										0.891					0.755					0.816	

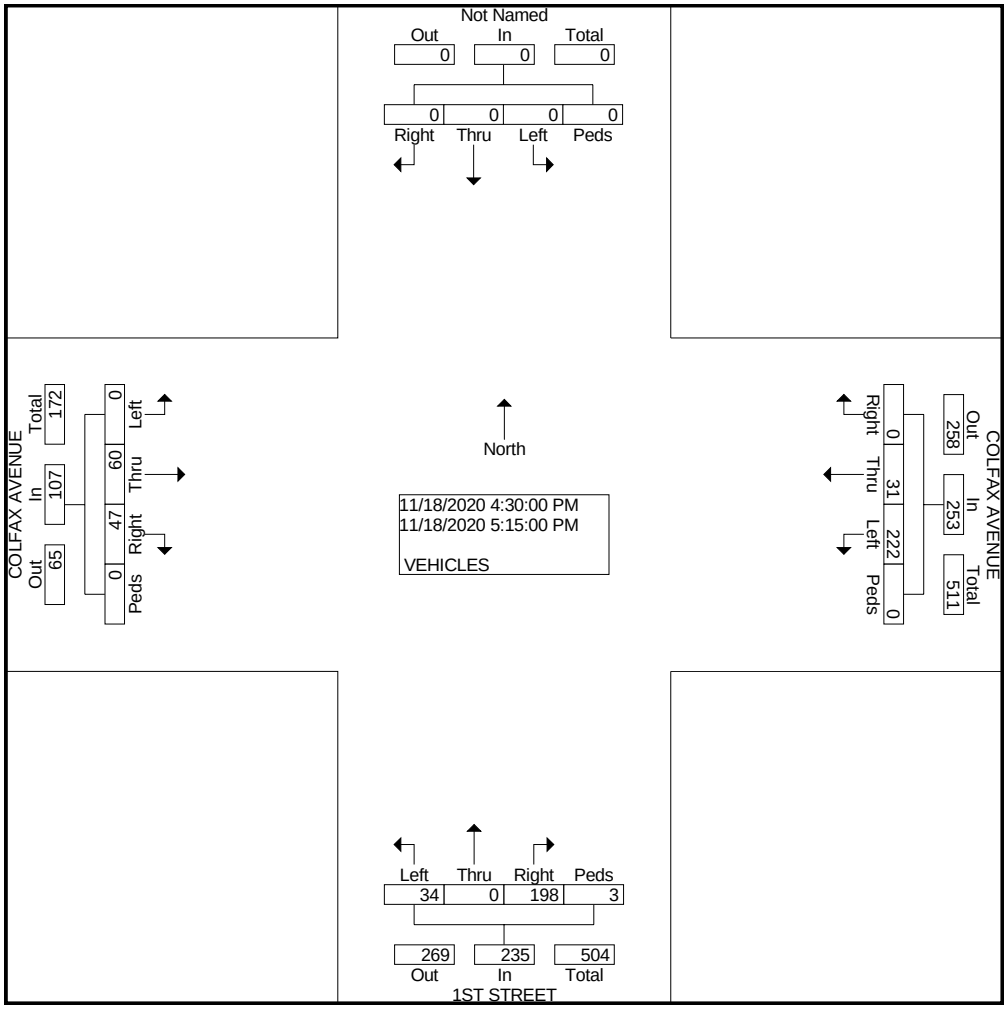


COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: 1ST STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : 1STCOLF
Site Code : 00000015
Start Date : 11/18/2020
Page No : 2

	Southbound					COLFAX AVENUE Westbound					1ST STREET Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	0	0	0	0	0	222	31	0	0	253	34	0	198	3	235	0	60	47	0	107	595
Percent	0.0	0.0	0.0	0.0		87.7	12.3	0.0	0.0		14.5	0.0	84.3	1.3		0.0	56.1	43.9	0.0		
04:45 Volume	0	0	0	0	0	63	7	0	0	70	14	0	45	0	59	0	16	12	0	28	157
Peak Factor																					0.947
High Int.						04:45 PM					05:15 PM					05:00 PM					
Volume	0	0	0	0	0	63	7	0	0	70	10	0	51	0	61	0	20	18	0	38	
Peak Factor										0.904					0.963					0.704	



COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: ADAMS STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : untitled29
Site Code : 00000017
Start Date : 11/18/2020
Page No : 1

Groups Printed- VEHICLES

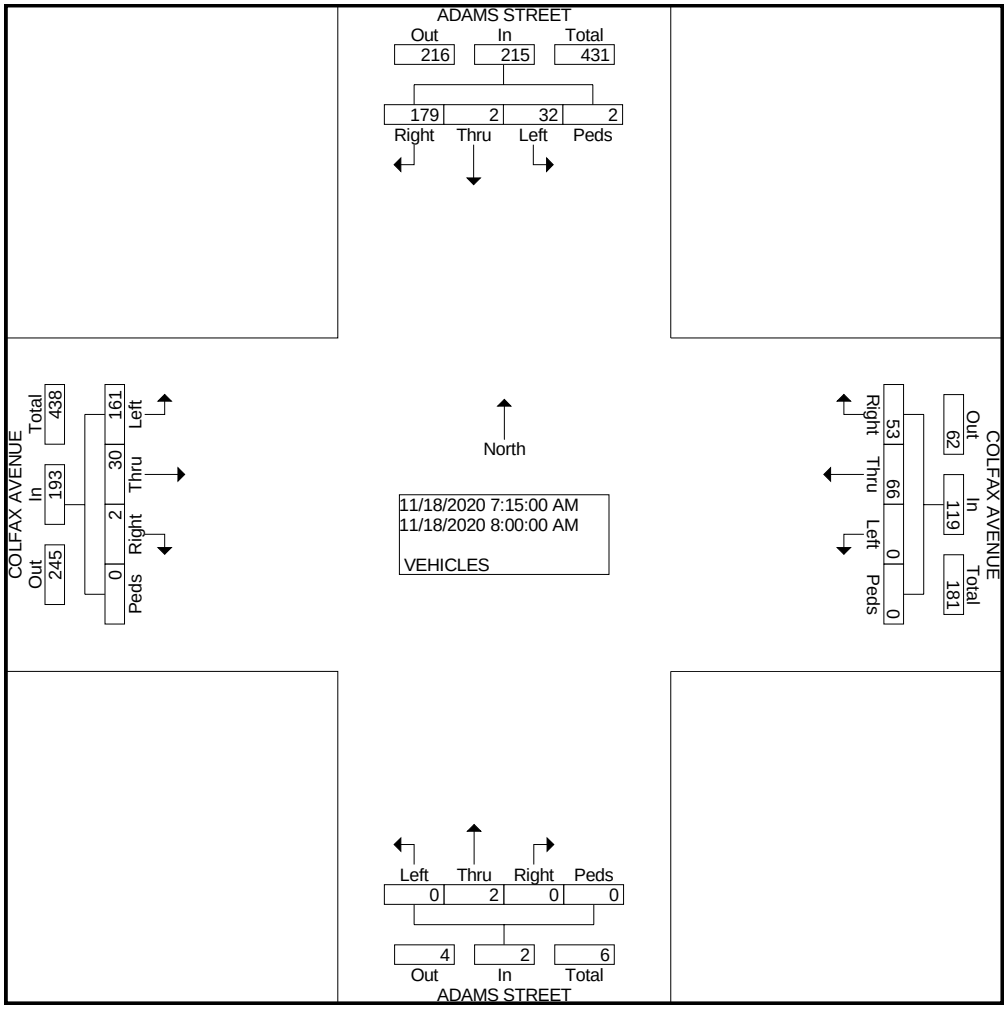
	ADAMS STREET Southbound				COLFAX AVENUE Westbound				ADAMS STREET Northbound				COLFAX AVENUE Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	3	0	27	0	0	18	5	0	0	0	1	0	15	8	0	0	77
06:45 AM	5	0	28	0	0	12	10	0	0	0	0	0	33	6	0	0	94
Total	8	0	55	0	0	30	15	0	0	0	1	0	48	14	0	0	171
07:00 AM	7	0	30	0	0	15	11	0	0	0	0	0	31	6	0	0	100
07:15 AM	6	0	41	2	0	22	13	0	0	0	0	0	45	6	0	0	135
07:30 AM	11	1	47	0	0	14	12	0	0	0	0	0	38	5	1	0	129
07:45 AM	9	1	55	0	0	15	18	0	0	1	0	0	49	13	1	0	162
Total	33	2	173	2	0	66	54	0	0	1	0	0	163	30	2	0	526
08:00 AM	6	0	36	0	0	15	10	0	0	1	0	0	29	6	0	0	103
08:15 AM	6	0	32	0	0	14	7	0	0	0	0	0	22	8	0	0	89
Total	12	0	68	0	0	29	17	0	0	1	0	0	51	14	0	0	192
04:00 PM	7	1	35	0	0	21	12	0	0	1	1	0	44	20	0	0	142
04:15 PM	8	1	36	5	0	16	13	0	0	2	0	0	38	31	0	0	150
04:30 PM	7	1	44	1	0	16	4	0	0	0	0	0	51	18	0	0	142
04:45 PM	5	2	51	4	0	20	14	0	0	0	0	0	44	25	1	0	166
Total	27	5	166	10	0	73	43	0	0	3	1	0	177	94	1	0	600
05:00 PM	12	0	41	2	0	19	12	0	0	2	0	0	47	25	0	0	160
05:15 PM	9	0	42	0	0	26	11	0	0	0	1	0	47	26	0	0	162
05:30 PM	3	0	29	0	0	22	8	0	1	0	0	0	43	21	1	0	128
05:45 PM	7	0	21	0	1	16	14	0	0	0	0	0	48	22	0	0	129
Total	31	0	133	2	1	83	45	0	1	2	1	0	185	94	1	0	579
Grand Total	111	7	595	14	1	281	174	0	1	7	3	0	624	246	4	0	2068
Apprch %	15.3	1.0	81.8	1.9	0.2	61.6	38.2	0.0	9.1	63.6	27.3	0.0	71.4	28.1	0.5	0.0	
Total %	5.4	0.3	28.8	0.7	0.0	13.6	8.4	0.0	0.0	0.3	0.1	0.0	30.2	11.9	0.2	0.0	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: ADAMS STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : untitled29
Site Code : 00000017
Start Date : 11/18/2020
Page No : 2

	ADAMS STREET Southbound					COLFAX AVENUE Westbound					ADAMS STREET Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	32	2	179	2	215	0	66	53	0	119	0	2	0	0	2	161	30	2	0	193	529
Percent	14.9	0.9	83.3	0.9		0.0	55.5	44.5	0.0		0.0	100.0	0.0	0.0		83.4	15.5	1.0	0.0		
07:45 Volume	9	1	55	0	65	0	15	18	0	33	0	1	0	0	1	49	13	1	0	63	162
Peak Factor																					0.816
High Int.	07:45 AM					07:15 AM					07:45 AM					07:45 AM					
Volume	9	1	55	0	65	0	22	13	0	35	0	1	0	0	1	49	13	1	0	63	
Peak Factor					0.827					0.850					0.500					0.766	

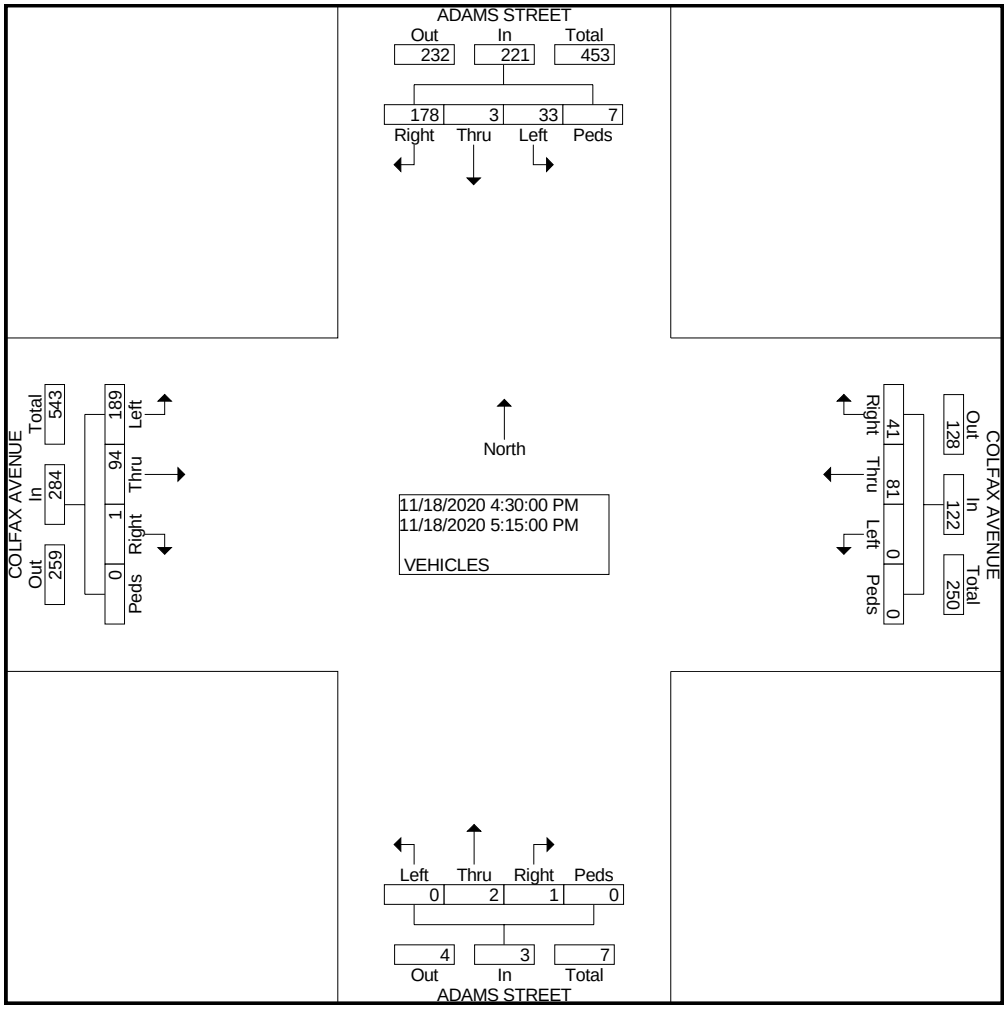


COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: ADAMS STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : ADAMCOLF
Site Code : 00000017
Start Date : 11/18/2020
Page No : 2

	ADAMS STREET Southbound					COLFAX AVENUE Westbound					ADAMS STREET Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	33	3	178	7	221	0	81	41	0	122	0	2	1	0	3	189	94	1	0	284	630
Percent	14.9	1.4	80.5	3.2		0.0	66.4	33.6	0.0		0.0	66.7	33.3	0.0		66.5	33.1	0.4	0.0		
04:45 Volume	5	2	51	4	62	0	20	14	0	34	0	0	0	0	0	44	25	1	0	70	166
Peak Factor																					0.949
High Int.	04:45 PM					05:15 PM					05:00 PM					05:15 PM					
Volume	5	2	51	4	62	0	26	11	0	37	0	2	0	0	2	47	26	0	0	73	
Peak Factor					0.891					0.824					0.375					0.973	



COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: CUSTER STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : CUSTCOLF
Site Code : 00000011
Start Date : 11/19/2020
Page No : 1

Groups Printed- VEHICLES

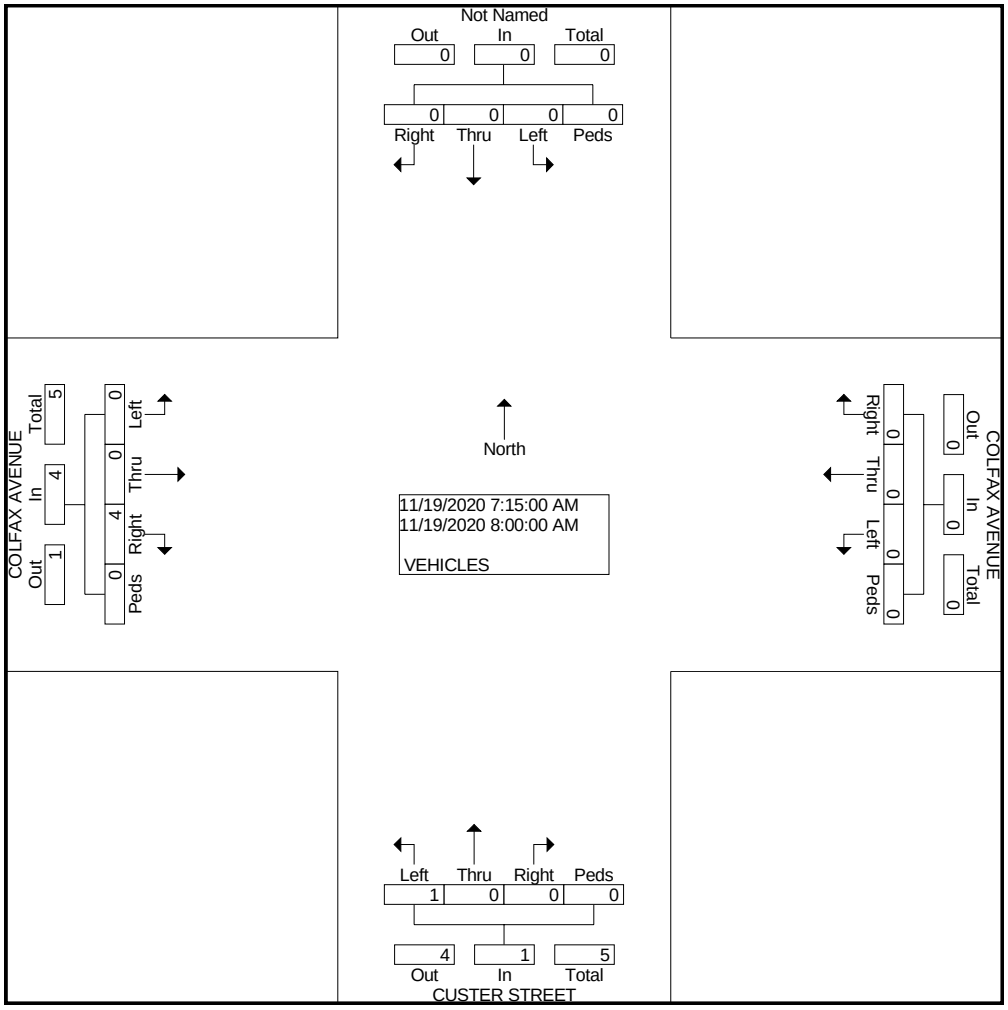
	Southbound				COLFAX AVENUE Westbound				CUSTER STREET Northbound				COLFAX AVENUE Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0	5
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	3
04:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	3
04:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	3
04:45 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	3
Total	0	0	0	0	1	0	0	0	4	0	3	0	0	0	3	0	11
05:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4
Grand Total	0	0	0	0	1	0	0	0	7	0	6	0	0	0	10	0	24
Apprch %	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	53.8	0.0	46.2	0.0	0.0	0.0	100.0	0.0	
Total %	0.0	0.0	0.0	0.0	4.2	0.0	0.0	0.0	29.2	0.0	25.0	0.0	0.0	0.0	41.7	0.0	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: CUSTER STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : CUSTCOLF
Site Code : 00000011
Start Date : 11/19/2020
Page No : 2

	Southbound					COLFAX AVENUE Westbound					CUSTER STREET Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4	0	4	5
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
07:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Peak Factor																					0.625
High Int.											08:00 AM					07:45 AM					
Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	
Peak Factor															0.250					0.500	

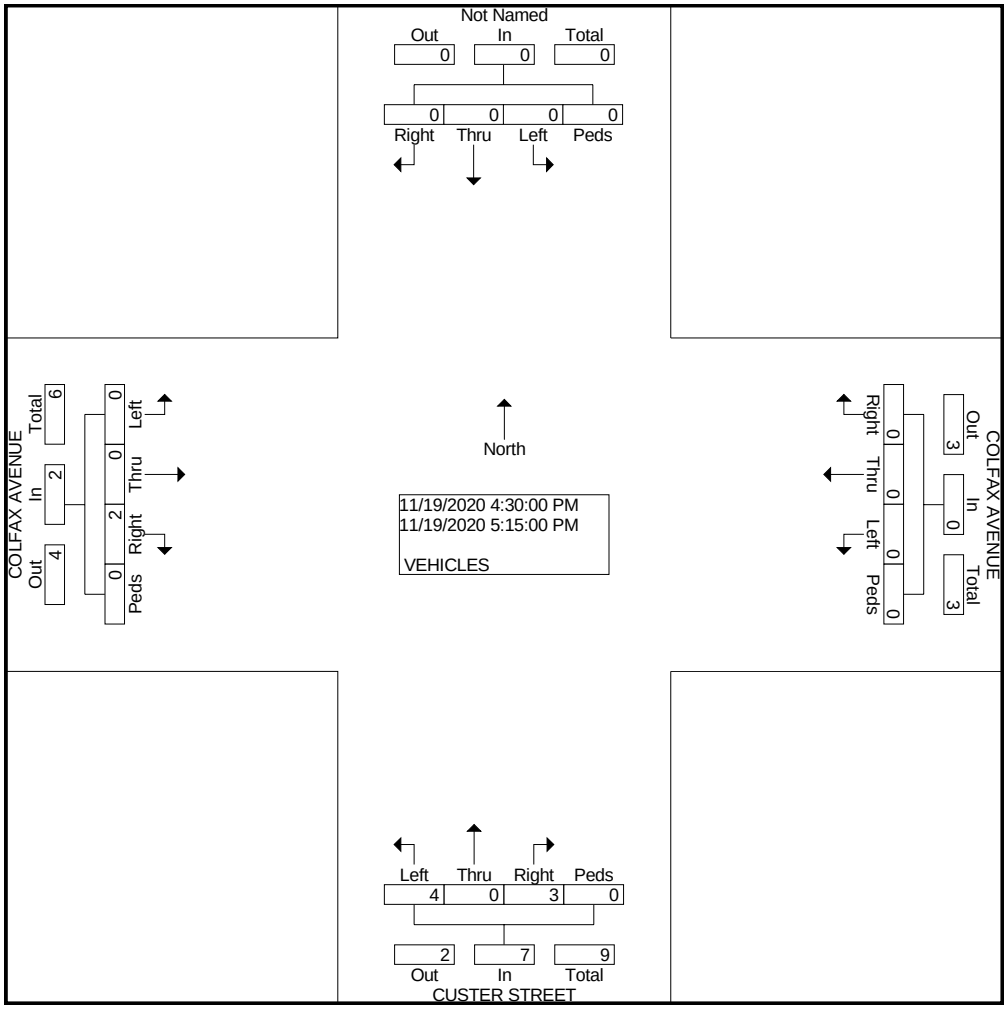


COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: CUSTER STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : CUSTCOLF
Site Code : 00000011
Start Date : 11/19/2020
Page No : 2

	Southbound					COLFAX AVENUE Westbound					CUSTER STREET Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	0	0	0	0	0	0	0	0	0	0	4	0	3	0	7	0	0	2	0	2	9
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		57.1	0.0	42.9	0.0		0.0	0.0	100.0	0.0		
04:45 Volume	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	1	0	1	3
Peak Factor																					0.750
High Int.											04:30 PM					04:30 PM					
Volume	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	
Peak Factor															0.875					0.500	



COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: ELBERT STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : ELBRTCOLF
Site Code : 00000016
Start Date : 11/19/2020
Page No : 1

Groups Printed- VEHICLES

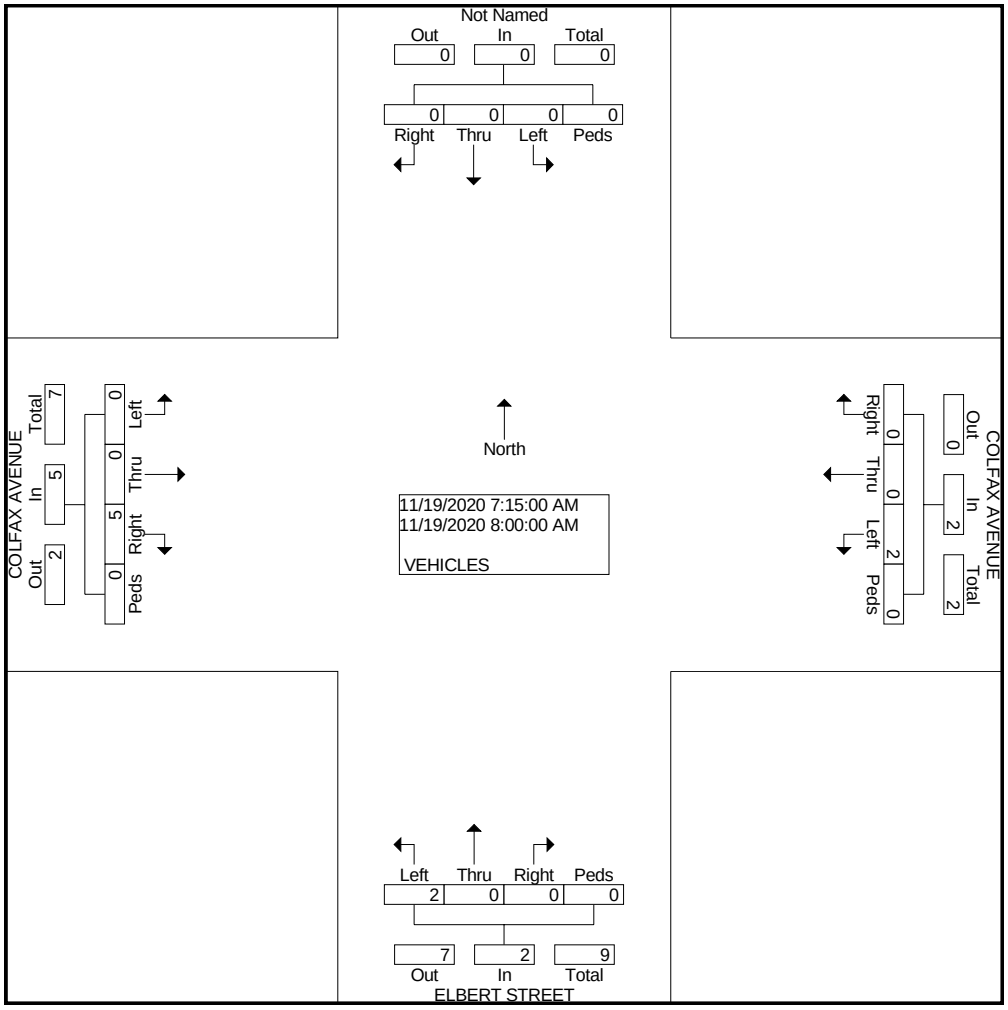
	Southbound				COLFAX AVENUE Westbound				ELBERT STREET Northbound				COLFAX AVENUE Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
07:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	5
Total	0	0	0	0	2	0	0	0	2	0	0	0	0	0	5	0	9
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3	0	6
04:15 PM	0	0	0	0	1	0	0	0	1	0	1	0	0	0	3	0	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	0	1	0	3	0	0	1	9	1	16
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	5
Grand Total	0	0	0	0	5	1	0	0	5	0	3	1	0	1	15	1	32
Apprch %	0.0	0.0	0.0	0.0	83.3	16.7	0.0	0.0	55.6	0.0	33.3	11.1	0.0	5.9	88.2	5.9	
Total %	0.0	0.0	0.0	0.0	15.6	3.1	0.0	0.0	15.6	0.0	9.4	3.1	0.0	3.1	46.9	3.1	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: ELBERT STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : ELBRTCOLF
Site Code : 00000016
Start Date : 11/19/2020
Page No : 2

	Southbound					COLFAX AVENUE Westbound					ELBERT STREET Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	0	0	5	0	5	9
Percent	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
07:45 Volume	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	3	0	3	5
Peak Factor																					0.450
High Int.						07:15 AM					07:30 AM					07:45 AM					
Volume	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	3	0	3	
Peak Factor										0.500					0.500					0.417	

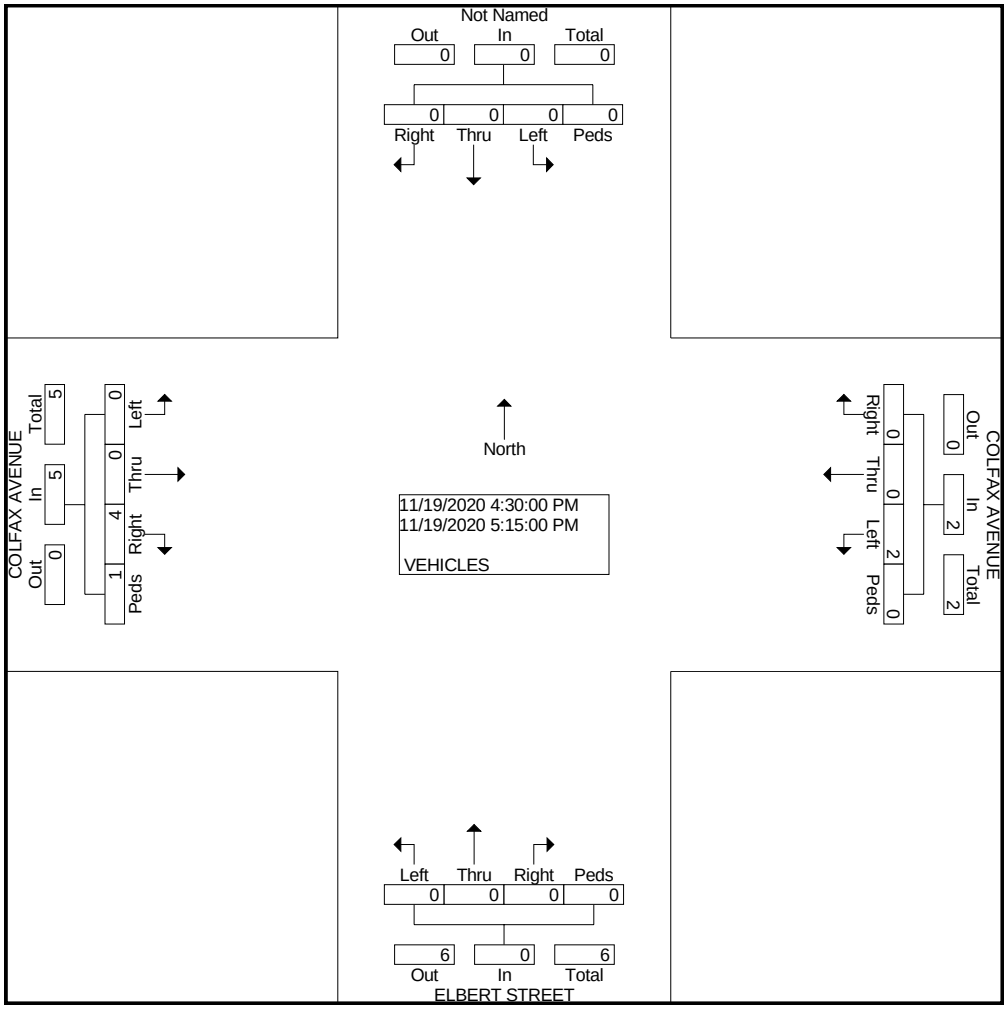


COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: ELBERT STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : ELBRTCOLF
Site Code : 00000016
Start Date : 11/19/2020
Page No : 2

	Southbound					COLFAX AVENUE Westbound					ELBERT STREET Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	4	1	5	7
Percent	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	80.0	20.0		
04:30 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
Peak Factor																					0.583
High Int.						05:00 PM										04:30 PM					
Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	1	3	
Peak Factor										0.500										0.417	



COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: PIKE STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : PIKECOLF
Site Code : 00000008
Start Date : 11/19/2020
Page No : 1

Groups Printed- VEHICLES

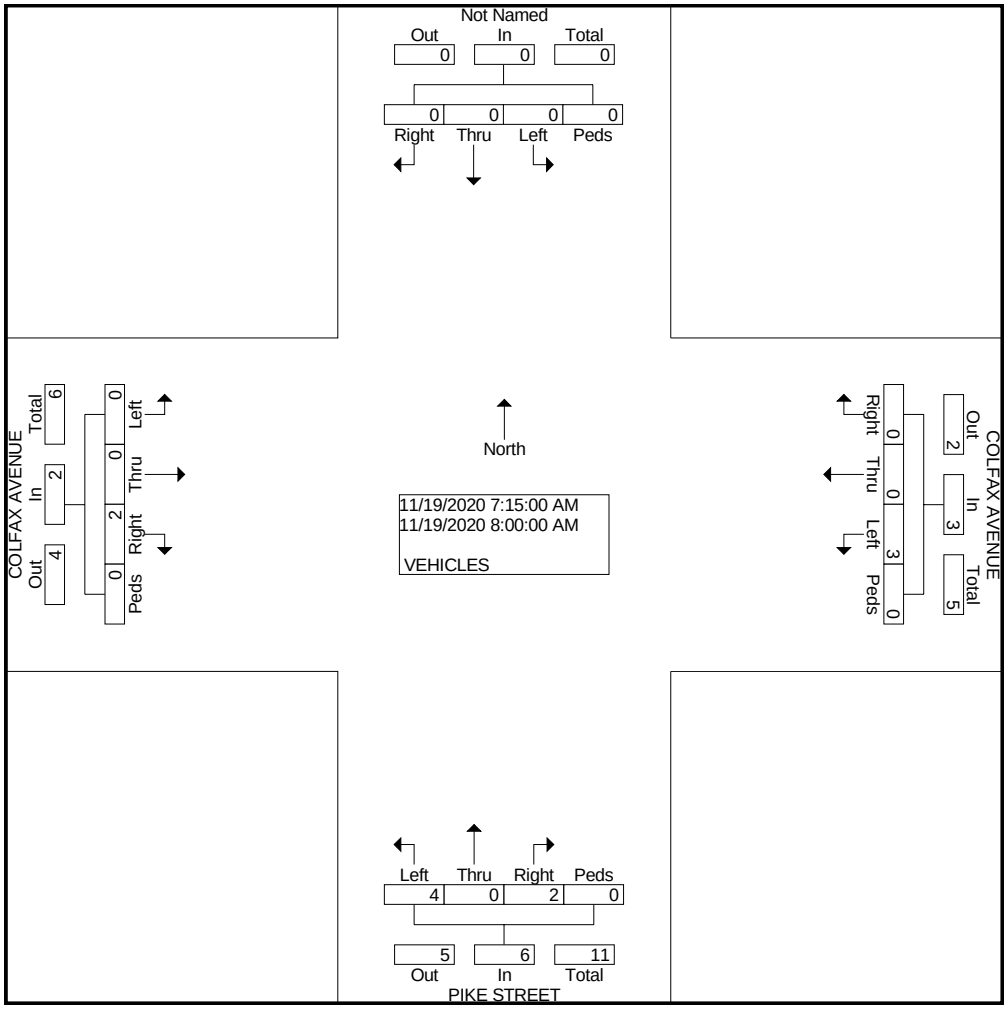
	Southbound				COLFAX AVENUE Westbound				PIKE STREET Northbound				COLFAX AVENUE Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	4
07:00 AM	0	0	0	0	1	0	0	0	2	0	2	0	0	0	2	0	7
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	3
07:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	3	0	0	0	5	0	2	0	0	0	3	0	13
08:00 AM	0	0	0	0	1	0	0	0	1	0	2	0	0	0	1	0	5
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
Total	0	0	0	0	2	0	0	0	1	0	2	0	0	0	2	0	7
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4
04:15 PM	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	5
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	4
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	2	0	0	0	4	0	0	0	0	1	8	0	15
05:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	3	1	6
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	0	0	0	0	2	0	1	0	0	0	4	1	8
Grand Total	0	0	0	0	7	1	0	0	15	0	5	0	0	1	17	1	47
Apprch %	0.0	0.0	0.0	0.0	87.5	12.5	0.0	0.0	75.0	0.0	25.0	0.0	0.0	5.3	89.5	5.3	
Total %	0.0	0.0	0.0	0.0	14.9	2.1	0.0	0.0	31.9	0.0	10.6	0.0	0.0	2.1	36.2	2.1	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: PIKE STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : PIKECOLF
Site Code : 00000008
Start Date : 11/19/2020
Page No : 2

	Southbound					COLFAX AVENUE Westbound					PIKE STREET Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	0	0	0	0	0	3	0	0	0	3	4	0	2	0	6	0	0	2	0	2	11
Percent	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		66.7	0.0	33.3	0.0		0.0	0.0	100.0	0.0		
08:00 Volume	0	0	0	0	0	1	0	0	0	1	1	0	2	0	3	0	0	1	0	1	5
Peak Factor																					0.550
High Int.						07:45 AM					08:00 AM					07:30 AM					
Volume	0	0	0	0	0	2	0	0	0	2	1	0	2	0	3	0	0	1	0	1	
Peak Factor										0.375					0.500					0.500	



COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: PIKE STREET
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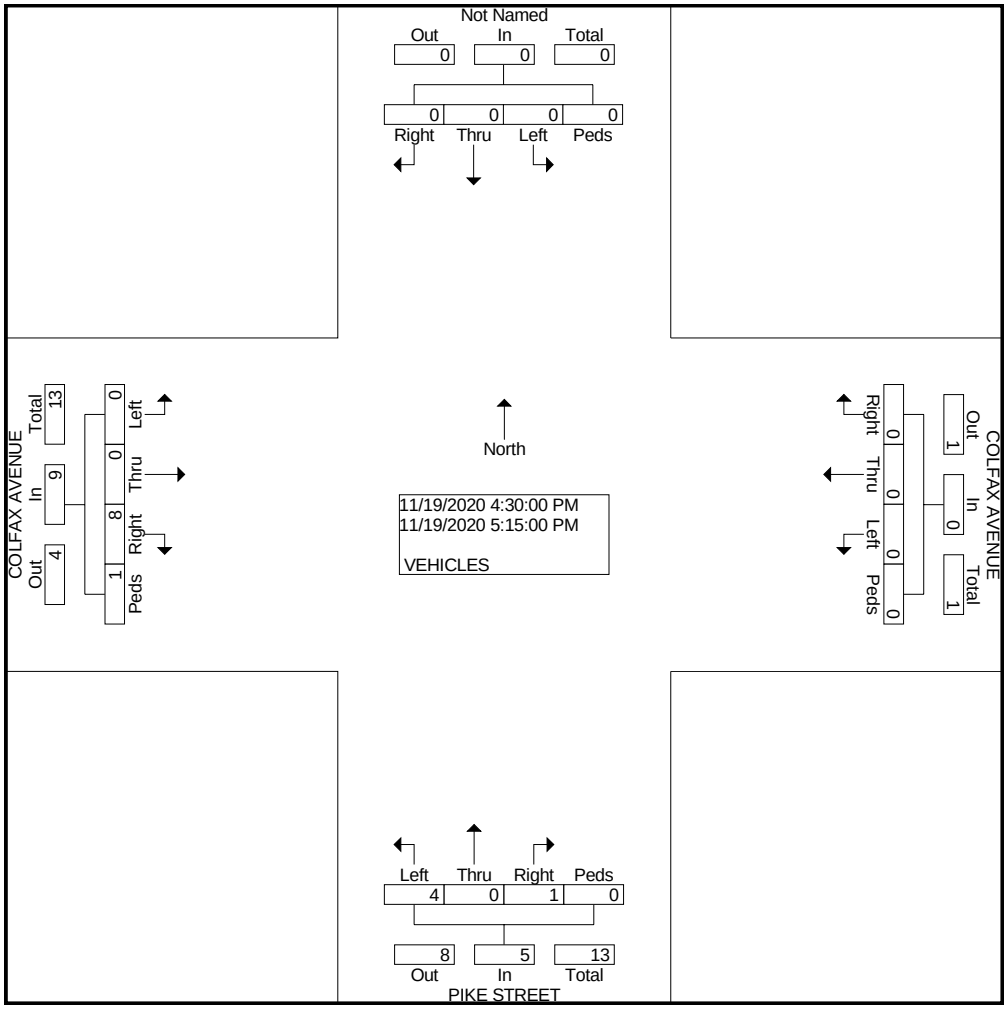
	Southbound					COLFAX AVENUE Westbound					PIKE STREET Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	0	0	0	0	0	0	0	0	0	0	4	0	1	0	5	0	0	8	1	9	14
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		80.0	0.0	20.0	0.0		0.0	0.0	88.9	11.1		
05:00 Volume	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	3	1	4	6
Peak Factor																					0.583
High Int.											05:00 PM					05:00 PM					
Volume	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	3	1	4	
Peak Factor															0.625					0.563	



Location: BENNETT AVE W/O ASH STREET
City: BENNETT
County: ADAMS
Direction: EASTBOUND

COUNTER MEASURES INC.

1889 YORK STREET
DENVER,COLORADO 80206
303-333-7409

Site Code: 201703
Station ID: 201703

Start Time	18-Nov-20 Wed	EASTBOUN	WESTBOUN							Total
12:00 AM		3	1							4
01:00		4	3							7
02:00		1	1							2
03:00		2	5							7
04:00		3	12							15
05:00		8	32							40
06:00		18	47							65
07:00		29	57							86
08:00		24	40							64
09:00		26	41							67
10:00		35	50							85
11:00		**54**	**58**							**112**
12:00 PM		57	62							119
01:00		47	49							96
02:00		58	**67**							125
03:00		64	60							124
04:00		66	65							**131**
05:00		**83**	37							120
06:00		67	36							103
07:00		32	12							44
08:00		27	11							38
09:00		8	8							16
10:00		7	4							11
11:00		8	5							13
Total		731	763							1494
Percent		48.9%	51.1%							
AM Peak	-	11:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	54	58	-	-	-	-	-	-	112
PM Peak	-	17:00	14:00	-	-	-	-	-	-	16:00
Vol.	-	83	67	-	-	-	-	-	-	131
Grand Total		731	763							1494
Percent		48.9%	51.1%							
ADT		ADT 1,494		AADT 1,494						

Location: BENNETT AVENUE E/O ASH STREET
City: BENNETT
County: ADAMS
Direction: EAST/WEST

COUNTER MEASURES INC.

1889 YORK STREET
DENVER,COLORADO 80206
303-333-7409

Site Code: 201716
Station ID: 201716

Start Time	18-Nov-20 Wed	EASTBOUN	WESTBOUN							Total
12:00 AM		0	0							0
01:00		1	1							2
02:00		1	0							1
03:00		1	1							2
04:00		2	2							4
05:00		5	10							15
06:00		9	4							13
07:00		12	**11**							23
08:00		7	8							15
09:00		**23**	5							**28**
10:00		17	3							20
11:00		17	6							23
12:00 PM		23	2							25
01:00		25	7							32
02:00		18	8							26
03:00		24	6							30
04:00		26	**17**							**43**
05:00		**28**	7							35
06:00		19	5							24
07:00		18	4							22
08:00		18	5							23
09:00		5	3							8
10:00		5	2							7
11:00		4	1							5
Total		308	118							426
Percent		72.3%	27.7%							
AM Peak	-	09:00	07:00	-	-	-	-	-	-	09:00
Vol.	-	23	11	-	-	-	-	-	-	28
PM Peak	-	17:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	28	17	-	-	-	-	-	-	43
Grand Total		308	118							426
Percent		72.3%	27.7%							
ADT		ADT 426		AADT 426						

COUNTER MEASURES INC.

1889 YORK STREET
DENVER,COLORADO 80206
303-333-7409

Location: KIOWA ST W/O ADAMS ST
City: BENNETT
County: ADAMS
Direction: EAST/WEST

Site Code: 20170
Station ID: 20170

Start Time	18-Nov-20 Wed	EASTBOUN	WESTBOUN							Total
12:00 AM		1	1							2
01:00		0	0							0
02:00		0	1							1
03:00		0	0							0
04:00		0	1							1
05:00		0	0							0
06:00		1	2							3
07:00		4	**8**							12
08:00		5	8							**13**
09:00		6	5							11
10:00		**7**	4							11
11:00		6	4							10
12:00 PM		7	**11**							18
01:00		**14**	9							23
02:00		14	11							**25**
03:00		12	8							20
04:00		12	10							22
05:00		11	7							18
06:00		9	3							12
07:00		0	0							0
08:00		4	3							7
09:00		1	0							1
10:00		1	0							1
11:00		2	1							3
Total		117	97							214
Percent		54.7%	45.3%							
AM Peak	-	10:00	07:00	-	-	-	-	-	-	08:00
Vol.	-	7	8	-	-	-	-	-	-	13
PM Peak	-	13:00	12:00	-	-	-	-	-	-	14:00
Vol.	-	14	11	-	-	-	-	-	-	25
Grand Total		117	97							214
Percent		54.7%	45.3%							
ADT		ADT 214		AADT 214						

LEVEL OF SERVICE DEFINITIONS

From *Highway Capacity Manual*, Transportation Research Board, 2016, 6th Edition

UNSIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

Applicable to Two-Way Stop Control, All-Way Stop Control, and Roundabouts

LOS	Average Vehicle Control Delay	Operational Characteristics
A	<10 seconds	Normally, vehicles on the stop-controlled approach only have to wait up to 10 seconds before being able to clear the intersection. Left-turning vehicles on the uncontrolled street do not have to wait to make their turn.
B	10 to 15 seconds	Vehicles on the stop-controlled approach will experience delays before being able to clear the intersection. The delay could be up to 15 seconds. Left-turning vehicles on the uncontrolled street may have to wait to make their turn.
C	15 to 25 seconds	Vehicles on the stop-controlled approach can expect delays in the range of 15 to 25 seconds before clearing the intersection. Motorists may begin to take chances due to the long delays, thereby posing a safety risk to through traffic. Left-turning vehicles on the uncontrolled street will now be required to wait to make their turn causing a queue to be created in the turn lane.
D	25 to 35 seconds	This is the point at which a traffic signal may be warranted for this intersection. The delays for the stop-controlled intersection are not considered to be excessive. The length of the queue may begin to block other public and private access points.
E	35 to 50 seconds	The delays for all critical traffic movements are considered to be unacceptable. The length of the queues for the stop-controlled approaches as well as the left-turn movements are extremely long. There is a high probability that this intersection will meet traffic signal warrants. The ability to install a traffic signal is affected by the location of other existing traffic signals. Consideration may be given to restricting the accesses by eliminating the left-turn movements from and to the stop-controlled approach.
F	>50 seconds	The delay for the critical traffic movements are probably in excess of 100 seconds. The length of the queues are extremely long. Motorists are selecting alternative routes due to the long delays. The only remedy for these long delays is installing a traffic signal or restricting the accesses. The potential for accidents at this intersection are extremely high due to motorist taking more risky chances. If the median permits, motorists begin making two-stage left-turns.

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	15	205	40	15	290
Future Vol, veh/h	60	15	205	40	15	290
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	17	233	45	17	330

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	455	256	0	0	278	0
Stage 1	256	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	548	782	-	-	1283	-
Stage 1	786	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	539	782	-	-	1283	-
Mov Cap-2 Maneuver	539	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	803	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	575	1283	-
HCM Lane V/C Ratio	-	-	0.148	0.013	-
HCM Control Delay (s)	-	-	12.3	7.8	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	205	45	3	1	80	60	3	3	1	40	3	235
Future Vol, veh/h	205	45	3	1	80	60	3	3	1	40	3	235
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	233	51	3	1	91	68	3	3	1	45	3	267

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	54	0	0	781	680	53	648	647	125
Stage 1	-	-	-	-	-	-	519	519	-	127	127	-
Stage 2	-	-	-	-	-	-	262	161	-	521	520	-
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	1420	-	-	1551	-	-	312	373	1014	383	390	926
Stage 1	-	-	-	-	-	-	540	533	-	877	791	-
Stage 2	-	-	-	-	-	-	743	765	-	539	532	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1420	-	-	1551	-	-	192	310	1014	330	324	926
Mov Cap-2 Maneuver	-	-	-	-	-	-	192	310	-	330	324	-
Stage 1	-	-	-	-	-	-	449	443	-	729	790	-
Stage 2	-	-	-	-	-	-	526	764	-	444	442	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	6.5	0.1	19	13.8
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	266	1420	-	-	1551	-	-	723
HCM Lane V/C Ratio	0.03	0.164	-	-	0.001	-	-	0.437
HCM Control Delay (s)	19	8	0	-	7.3	0	-	13.8
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.6	-	-	0	-	-	2.2

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	5	4	135	5	3
Future Vol, veh/h	80	5	4	135	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	91	6	5	153	6	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	97	0	257	94
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	163	-
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	-	-	1496	-	732	963
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	866	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1496	-	729	963
Mov Cap-2 Maneuver	-	-	-	-	729	-
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	863	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	802	-	-	1496	-
HCM Lane V/C Ratio	0.011	-	-	0.003	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	7	3	135	3	1
Future Vol, veh/h	75	7	3	135	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	8	3	153	3	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	93	0	248	89
Stage 1	-	-	-	-	89	-
Stage 2	-	-	-	-	159	-
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	-	-	1501	-	740	969
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1501	-	739	969
Mov Cap-2 Maneuver	-	-	-	-	739	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	868	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	786	-	-	1501	-
HCM Lane V/C Ratio	0.006	-	-	0.002	-
HCM Control Delay (s)	9.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	70	5	1	135	3	1
Future Vol, veh/h	70	5	1	135	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	6	1	153	3	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	86	0	238	83
Stage 1	-	-	-	-	83	-
Stage 2	-	-	-	-	155	-
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	-	-	1510	-	750	976
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1510	-	749	976
Mov Cap-2 Maneuver	-	-	-	-	749	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	872	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	795	-	-	1510	-
HCM Lane V/C Ratio	0.006	-	-	0.001	-
HCM Control Delay (s)	9.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	45	340	80	40	265
Future Vol, veh/h	55	45	340	80	40	265
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	51	386	91	45	301

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	673	432	0	0	477	0
Stage 1	432	-	-	-	-	-
Stage 2	241	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	404	623	-	-	1083	-
Stage 1	654	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	384	623	-	-	1083	-
Mov Cap-2 Maneuver	384	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	738	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	1.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	464	1083	-
HCM Lane V/C Ratio	-	-	0.245	0.042	-
HCM Control Delay (s)	-	-	15.3	8.5	0.2
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1	0.1	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	210	130	2	1	90	50	3	3	1	40	3	200
Future Vol, veh/h	210	130	2	1	90	50	3	3	1	40	3	200
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	239	148	2	1	102	57	3	3	1	45	3	227

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	150	0	0	875	788	149	762	761	131
Stage 1	-	-	-	-	-	-	627	627	-	133	133	-
Stage 2	-	-	-	-	-	-	248	161	-	629	628	-
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	1420	-	-	1431	-	-	270	323	898	322	335	919
Stage 1	-	-	-	-	-	-	471	476	-	870	786	-
Stage 2	-	-	-	-	-	-	756	765	-	470	476	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1420	-	-	1431	-	-	173	263	898	273	273	919
Mov Cap-2 Maneuver	-	-	-	-	-	-	173	263	-	273	273	-
Stage 1	-	-	-	-	-	-	384	388	-	710	785	-
Stage 2	-	-	-	-	-	-	566	764	-	380	388	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.9	0.1	20.9	14.6
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	234	1420	-	-	1431	-	-	648
HCM Lane V/C Ratio	0.034	0.168	-	-	0.001	-	-	0.426
HCM Control Delay (s)	20.9	8	0	-	7.5	0	-	14.6
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.6	-	-	0	-	-	2.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	160	10	2	135	5	2
Future Vol, veh/h	160	10	2	135	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	182	11	2	153	6	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	193	0	345	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	157	-
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	-	-	1380	-	652	854
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	871	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1380	-	651	854
Mov Cap-2 Maneuver	-	-	-	-	651	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	869	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	698	-	-	1380	-
HCM Lane V/C Ratio	0.011	-	-	0.002	-
HCM Control Delay (s)	10.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	155	5	3	135	1	1
Future Vol, veh/h	155	5	3	135	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	6	3	153	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	182	0	338	179
Stage 1	-	-	-	-	179	-
Stage 2	-	-	-	-	159	-
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	-	-	1393	-	658	864
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1393	-	657	864
Mov Cap-2 Maneuver	-	-	-	-	657	-
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	868	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	746	-	-	1393	-
HCM Lane V/C Ratio	0.003	-	-	0.002	-
HCM Control Delay (s)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	150	4	1	135	5	4
Future Vol, veh/h	150	4	1	135	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	170	5	1	153	6	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	175	0	328	173
Stage 1	-	-	-	-	173	-
Stage 2	-	-	-	-	155	-
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	-	-	1401	-	666	871
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1401	-	665	871
Mov Cap-2 Maneuver	-	-	-	-	665	-
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	872	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	743	-	-	1401	-
HCM Lane V/C Ratio	0.014	-	-	0.001	-
HCM Control Delay (s)	9.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	72	18	245	48	18	345
Future Vol, veh/h	72	18	245	48	18	345
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	20	278	55	20	392

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	542	306	0	0	333	0
Stage 1	306	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	486	733	-	-	1225	-
Stage 1	746	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	476	733	-	-	1225	-
Mov Cap-2 Maneuver	476	-	-	-	-	-
Stage 1	746	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.8	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	512	1225	-
HCM Lane V/C Ratio	-	-	0.2	0.017	-
HCM Control Delay (s)	-	-	13.8	8	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Intersection	
Int Delay, s/veh	10.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	230	50	10	5	85	64	15	15	1	42	10	265
Future Vol, veh/h	230	50	10	5	85	64	15	15	1	42	10	265
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	261	57	11	6	97	73	17	17	1	48	11	301

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	170	0	0	68	0	0	887	767	63	740	736	134
Stage 1	-	-	-	-	-	-	585	585	-	146	146	-
Stage 2	-	-	-	-	-	-	302	182	-	594	590	-
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	1407	-	-	1533	-	-	265	332	1002	333	346	915
Stage 1	-	-	-	-	-	-	497	498	-	857	776	-
Stage 2	-	-	-	-	-	-	707	749	-	491	495	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1407	-	-	1533	-	-	146	267	1002	269	278	915
Mov Cap-2 Maneuver	-	-	-	-	-	-	146	267	-	269	278	-
Stage 1	-	-	-	-	-	-	401	402	-	692	773	-
Stage 2	-	-	-	-	-	-	465	746	-	379	399	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	6.5	0.2	27.6	16.9
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	194	1407	-	-	1533	-	-	658
HCM Lane V/C Ratio	0.182	0.186	-	-	0.004	-	-	0.547
HCM Control Delay (s)	27.6	8.1	0	-	7.4	0	-	16.9
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.6	0.7	-	-	0	-	-	3.3

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	88	5	0	151	0	3
Future Vol, veh/h	88	5	0	151	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	100	6	0	172	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	103
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	952
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	952
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	952	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-
HCM Control Delay (s)	8.8	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	84	7	0	151	0	1
Future Vol, veh/h	84	7	0	151	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	8	0	172	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	99
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	957
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	957
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	957	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-
HCM Control Delay (s)	8.8	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	5	4	145	6	1
Future Vol, veh/h	80	5	4	145	6	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	91	6	5	165	7	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	97	0	269	94
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	175	-
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	-	-	1496	-	720	963
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1496	-	717	963
Mov Cap-2 Maneuver	-	-	-	-	717	-
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	852	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	744	-	-	1496	-
HCM Lane V/C Ratio	0.011	-	-	0.003	-
HCM Control Delay (s)	9.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	66	54	405	96	48	320
Future Vol, veh/h	66	54	405	96	48	320
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	61	460	109	55	364

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	807	515	0	0	569	0
Stage 1	515	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	335	559	-	-	1001	-
Stage 1	599	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	312	559	-	-	1001	-
Mov Cap-2 Maneuver	312	-	-	-	-	-
Stage 1	599	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.2	0	1.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	389	1001	-
HCM Lane V/C Ratio	-	-	0.351	0.054	-
HCM Control Delay (s)	-	-	19.2	8.8	0.2
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.5	0.2	-

Intersection	
Int Delay, s/veh	9.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	235	135	15	3	95	53	10	10	1	42	15	225
Future Vol, veh/h	235	135	15	3	95	53	10	10	1	42	15	225
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	267	153	17	3	108	60	11	11	1	48	17	256

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	168	0	0	170	0	0	977	870	162	846	848	138
Stage 1	-	-	-	-	-	-	696	696	-	144	144	-
Stage 2	-	-	-	-	-	-	281	174	-	702	704	-
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	1410	-	-	1407	-	-	230	290	883	282	298	910
Stage 1	-	-	-	-	-	-	432	443	-	859	778	-
Stage 2	-	-	-	-	-	-	726	755	-	429	440	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1410	-	-	1407	-	-	131	229	883	227	235	910
Mov Cap-2 Maneuver	-	-	-	-	-	-	131	229	-	227	235	-
Stage 1	-	-	-	-	-	-	341	350	-	679	776	-
Stage 2	-	-	-	-	-	-	510	753	-	327	348	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5	0.2	29.1	19.2
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	173	1410	-	-	1407	-	-	568
HCM Lane V/C Ratio	0.138	0.189	-	-	0.002	-	-	0.564
HCM Control Delay (s)	29.1	8.1	0	-	7.6	0	-	19.2
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0.7	-	-	0	-	-	3.5

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	166	10	0	151	0	2
Future Vol, veh/h	166	10	0	151	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	189	11	0	172	0	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	195
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	846
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	846
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	846	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	163	5	0	151	0	1
Future Vol, veh/h	163	5	0	151	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	185	6	0	172	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	188
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	854
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	854
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	854	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-
HCM Control Delay (s)	9.2	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	160	4	4	145	6	4
Future Vol, veh/h	160	4	4	145	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	182	5	5	165	7	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	187	0	360	185
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	175	-
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	-	-	1387	-	639	857
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1387	-	636	857
Mov Cap-2 Maneuver	-	-	-	-	636	-
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	852	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	709	-	-	1387	-
HCM Lane V/C Ratio	0.016	-	-	0.003	-
HCM Control Delay (s)	10.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	128	19	245	68	18	345
Future Vol, veh/h	128	19	245	68	18	345
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	-	-	200	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	145	22	278	77	20	392

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	514	278	0	0	355	0
Stage 1	278	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	505	760	-	-	1202	-
Stage 1	768	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	494	760	-	-	1202	-
Mov Cap-2 Maneuver	494	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	517	1202	-
HCM Lane V/C Ratio	-	-	0.323	0.017	-
HCM Control Delay (s)	-	-	15.3	8	0.1
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.4	0.1	-

Intersection	
Int Delay, s/veh	11.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	230	50	11	5	86	67	17	27	1	44	13	265
Future Vol, veh/h	230	50	11	5	86	67	17	27	1	44	13	265
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	261	57	13	6	98	76	19	31	1	50	15	301

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	174	0	0	70	0	0	892	772	64	750	740	136
Stage 1	-	-	-	-	-	-	586	586	-	148	148	-
Stage 2	-	-	-	-	-	-	306	186	-	602	592	-
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	1403	-	-	1531	-	-	263	330	1000	328	345	913
Stage 1	-	-	-	-	-	-	496	497	-	855	775	-
Stage 2	-	-	-	-	-	-	704	746	-	486	494	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1403	-	-	1531	-	-	144	265	1000	254	277	913
Mov Cap-2 Maneuver	-	-	-	-	-	-	144	265	-	254	277	-
Stage 1	-	-	-	-	-	-	400	401	-	689	772	-
Stage 2	-	-	-	-	-	-	461	743	-	361	398	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	6.4	0.2	28.5	18.3
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	204	1403	-	-	1531	-	-	631
HCM Lane V/C Ratio	0.251	0.186	-	-	0.004	-	-	0.58
HCM Control Delay (s)	28.5	8.2	0	-	7.4	0	-	18.3
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1	0.7	-	-	0	-	-	3.7

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	5	0	155	0	3
Future Vol, veh/h	90	5	0	155	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	6	0	176	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	105
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	949
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	949
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	949	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-
HCM Control Delay (s)	8.8	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	85	8	0	155	0	1
Future Vol, veh/h	85	8	0	155	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	9	0	176	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	102
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	953
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	953
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	953	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-
HCM Control Delay (s)	8.8	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	6	4	145	10	1
Future Vol, veh/h	80	6	4	145	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	91	7	5	165	11	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	98	0	270	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	175	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1495	-	719	962
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1495	-	716	962
Mov Cap-2 Maneuver	-	-	-	-	716	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	852	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	733	-	-	1495	-
HCM Lane V/C Ratio	0.017	-	-	0.003	-
HCM Control Delay (s)	10	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	104	54	405	159	49	320
Future Vol, veh/h	104	54	405	159	49	320
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	-	-	200	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	118	61	460	181	56	364

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	754	460	0	0	641	0
Stage 1	460	-	-	-	-	-
Stage 2	294	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	361	600	-	-	941	-
Stage 1	635	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	334	600	-	-	941	-
Mov Cap-2 Maneuver	334	-	-	-	-	-
Stage 1	635	-	-	-	-	-
Stage 2	676	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.6	0	1.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	394	941	-
HCM Lane V/C Ratio	-	-	0.456	0.059	-
HCM Control Delay (s)	-	-	21.6	9.1	0.3
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	2.3	0.2	-

Intersection	
Int Delay, s/veh	11.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	235	136	17	3	96	55	11	18	1	47	27	225
Future Vol, veh/h	235	136	17	3	96	55	11	18	1	47	27	225
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	267	155	19	3	109	63	13	20	1	53	31	256

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	172	0	0	174	0	0	989	877	165	856	855	141
Stage 1	-	-	-	-	-	-	699	699	-	147	147	-
Stage 2	-	-	-	-	-	-	290	178	-	709	708	-
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	1405	-	-	1403	-	-	226	287	879	278	296	907
Stage 1	-	-	-	-	-	-	430	442	-	856	775	-
Stage 2	-	-	-	-	-	-	718	752	-	425	438	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1405	-	-	1403	-	-	122	226	879	217	233	907
Mov Cap-2 Maneuver	-	-	-	-	-	-	122	226	-	217	233	-
Stage 1	-	-	-	-	-	-	339	349	-	675	773	-
Stage 2	-	-	-	-	-	-	494	750	-	315	346	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.9	0.1	30.5	24.5
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	175	1405	-	-	1403	-	-	515
HCM Lane V/C Ratio	0.195	0.19	-	-	0.002	-	-	0.66
HCM Control Delay (s)	30.5	8.2	0	-	7.6	0	-	24.5
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.7	0.7	-	-	0	-	-	4.8

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	12	0	154	0	2
Future Vol, veh/h	170	12	0	154	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	193	14	0	175	0	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	200
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	841
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	841
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	841	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	165	7	0	154	0	1
Future Vol, veh/h	165	7	0	154	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	188	8	0	175	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	192
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	850
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	850
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	850	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-
HCM Control Delay (s)	9.2	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	160	6	4	145	9	4
Future Vol, veh/h	160	6	4	145	9	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	182	7	5	165	10	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	189	0	361	186
Stage 1	-	-	-	-	186	-
Stage 2	-	-	-	-	175	-
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	-	-	1385	-	638	856
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1385	-	635	856
Mov Cap-2 Maneuver	-	-	-	-	635	-
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	852	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	690	-	-	1385	-
HCM Lane V/C Ratio	0.021	-	-	0.003	-
HCM Control Delay (s)	10.3	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	75	25	125	50	25	180
Future Vol, veh/h	75	25	125	50	25	180
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	-	-	200	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	28	142	57	28	205

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	403	142	0	0	199	0
Stage 1	142	-	-	-	-	-
Stage 2	261	-	-	-	-	-
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	603	906	-	-	1373	-
Stage 1	885	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	591	906	-	-	1373	-
Mov Cap-2 Maneuver	591	-	-	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	767	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	647	1373	-
HCM Lane V/C Ratio	-	-	0.176	0.021	-
HCM Control Delay (s)	-	-	11.7	7.7	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	125	65	10	5	100	105	15	15	5	50	10	135
Future Vol, veh/h	125	65	10	5	100	105	15	15	5	50	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	142	74	11	6	114	119	17	17	6	57	11	153

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	233	0	0	85	0	0	632	609	80	561	555	174
Stage 1	-	-	-	-	-	-	364	364	-	186	186	-
Stage 2	-	-	-	-	-	-	268	245	-	375	369	-
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	1335	-	-	1512	-	-	393	410	980	438	440	869
Stage 1	-	-	-	-	-	-	655	624	-	816	746	-
Stage 2	-	-	-	-	-	-	738	703	-	646	621	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1335	-	-	1512	-	-	288	362	980	383	389	869
Mov Cap-2 Maneuver	-	-	-	-	-	-	288	362	-	383	389	-
Stage 1	-	-	-	-	-	-	582	554	-	725	742	-
Stage 2	-	-	-	-	-	-	595	699	-	553	551	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5	0.2	16.4	13.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	355	1335	-	-	1512	-	-	626
HCM Lane V/C Ratio	0.112	0.106	-	-	0.004	-	-	0.354
HCM Control Delay (s)	16.4	8	0	-	7.4	0	-	13.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0.4	-	-	0	-	-	1.6

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	5	0	210	0	5
Future Vol, veh/h	115	5	0	210	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	131	6	0	239	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	134
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	915
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	915
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	915	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-
HCM Control Delay (s)	9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	110	10	0	210	0	5
Future Vol, veh/h	110	10	0	210	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	125	11	0	239	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	131
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	919
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	919
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	919	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-
HCM Control Delay (s)	8.9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	110	5	10	205	5	5
Future Vol, veh/h	110	5	10	205	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	125	6	11	233	6	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	131	0	383	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	255	-
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	-	-	1454	-	620	922
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1454	-	614	922
Mov Cap-2 Maneuver	-	-	-	-	614	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	781	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	737	-	-	1454	-
HCM Lane V/C Ratio	0.015	-	-	0.008	-
HCM Control Delay (s)	10	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	65	135	100	60	155
Future Vol, veh/h	70	65	135	100	60	155
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	-	-	200	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	74	153	114	68	176

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	465	153	0	0	267	0
Stage 1	153	-	-	-	-	-
Stage 2	312	-	-	-	-	-
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	556	893	-	-	1297	-
Stage 1	875	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	527	893	-	-	1297	-
Mov Cap-2 Maneuver	527	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	703	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	2.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	657	1297	-
HCM Lane V/C Ratio	-	-	0.233	0.053	-
HCM Control Delay (s)	-	-	12.1	7.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.2	-

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	165	115	15	5	100	75	10	10	5	60	15	150
Future Vol, veh/h	165	115	15	5	100	75	10	10	5	60	15	150
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	188	131	17	6	114	85	11	11	6	68	17	170

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	199	0	0	148	0	0	778	727	140	693	693	157
Stage 1	-	-	-	-	-	-	516	516	-	169	169	-
Stage 2	-	-	-	-	-	-	262	211	-	524	524	-
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	1373	-	-	1434	-	-	314	351	908	358	367	889
Stage 1	-	-	-	-	-	-	542	534	-	833	759	-
Stage 2	-	-	-	-	-	-	743	728	-	537	530	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1373	-	-	1434	-	-	215	297	908	305	311	889
Mov Cap-2 Maneuver	-	-	-	-	-	-	215	297	-	305	311	-
Stage 1	-	-	-	-	-	-	461	454	-	709	755	-
Stage 2	-	-	-	-	-	-	584	724	-	443	451	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.5	0.2	18.7	17.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	292	1373	-	-	1434	-	-	544
HCM Lane V/C Ratio	0.097	0.137	-	-	0.004	-	-	0.47
HCM Control Delay (s)	18.7	8	0	-	7.5	0	-	17.3
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0.5	-	-	0	-	-	2.5

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	10	0	180	0	5
Future Vol, veh/h	170	10	0	180	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	193	11	0	205	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	199
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	842
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	842
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	842	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	5	0	180	0	5
Future Vol, veh/h	170	5	0	180	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	193	6	0	205	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	196
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	845
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	845
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	845	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	5	10	175	5	5
Future Vol, veh/h	170	5	10	175	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	193	6	11	199	6	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	199	0	417	196
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	221	-
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	-	-	1373	-	592	845
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	816	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1373	-	587	845
Mov Cap-2 Maneuver	-	-	-	-	587	-
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	809	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	693	-	-	1373	-
HCM Lane V/C Ratio	0.016	-	-	0.008	-
HCM Control Delay (s)	10.3	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	97	26	125	58	25	180
Future Vol, veh/h	97	26	125	58	25	180
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	-	-	200	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	110	30	142	66	28	205

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	403	142	0	0	208	0
Stage 1	142	-	-	-	-	-
Stage 2	261	-	-	-	-	-
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	603	906	-	-	1363	-
Stage 1	885	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	590	906	-	-	1363	-
Mov Cap-2 Maneuver	590	-	-	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	767	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	637	1363	-
HCM Lane V/C Ratio	-	-	0.219	0.021	-
HCM Control Delay (s)	-	-	12.2	7.7	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	125	65	11	6	101	107	17	21	7	51	12	135
Future Vol, veh/h	125	65	11	6	101	107	17	21	7	51	12	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	142	74	13	7	115	122	19	24	8	58	14	153

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	237	0	0	87	0	0	639	616	81	571	561	176
Stage 1	-	-	-	-	-	-	365	365	-	190	190	-
Stage 2	-	-	-	-	-	-	274	251	-	381	371	-
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	1330	-	-	1509	-	-	389	406	979	432	436	867
Stage 1	-	-	-	-	-	-	654	623	-	812	743	-
Stage 2	-	-	-	-	-	-	732	699	-	641	620	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1330	-	-	1509	-	-	284	359	979	371	385	867
Mov Cap-2 Maneuver	-	-	-	-	-	-	284	359	-	371	385	-
Stage 1	-	-	-	-	-	-	581	553	-	721	739	-
Stage 2	-	-	-	-	-	-	588	696	-	540	551	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5	0.2	16.7	14.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	359	1330	-	-	1509	-	-	610
HCM Lane V/C Ratio	0.142	0.107	-	-	0.005	-	-	0.369
HCM Control Delay (s)	16.7	8	0	-	7.4	0	-	14.3
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0.4	-	-	0	-	-	1.7

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	118	5	0	214	0	6
Future Vol, veh/h	118	5	0	214	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	134	6	0	243	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	137
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	911
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	911
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	911	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-
HCM Control Delay (s)	9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	113	11	0	214	0	6
Future Vol, veh/h	113	11	0	214	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	128	13	0	243	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	135
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	914
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	914
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	914	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-
HCM Control Delay (s)	9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	114	5	11	206	8	8
Future Vol, veh/h	114	5	11	206	8	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	130	6	13	234	9	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	136	0	393	133
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	260	-
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	-	-	1448	-	611	916
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	783	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1448	-	605	916
Mov Cap-2 Maneuver	-	-	-	-	605	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	775	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	729	-	-	1448	-
HCM Lane V/C Ratio	0.025	-	-	0.009	-
HCM Control Delay (s)	10.1	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	85	65	135	125	61	155
Future Vol, veh/h	85	65	135	125	61	155
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	-	-	200	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	74	153	142	69	176

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	467	153	0	0	295	0
Stage 1	153	-	-	-	-	-
Stage 2	314	-	-	-	-	-
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	554	893	-	-	1266	-
Stage 1	875	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	524	893	-	-	1266	-
Mov Cap-2 Maneuver	524	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	700	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	2.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	638	1266	-
HCM Lane V/C Ratio	-	-	0.267	0.055	-
HCM Control Delay (s)	-	-	12.7	8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0.2	-

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	165	116	17	8	101	76	11	14	6	62	21	150
Future Vol, veh/h	165	116	17	8	101	76	11	14	6	62	21	150
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	188	132	19	9	115	86	13	16	7	70	24	170

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	201	0	0	151	0	0	791	737	142	705	703	158
Stage 1	-	-	-	-	-	-	518	518	-	176	176	-
Stage 2	-	-	-	-	-	-	273	219	-	529	527	-
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	1371	-	-	1430	-	-	307	346	906	351	362	887
Stage 1	-	-	-	-	-	-	541	533	-	826	753	-
Stage 2	-	-	-	-	-	-	733	722	-	533	528	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1371	-	-	1430	-	-	206	292	906	294	306	887
Mov Cap-2 Maneuver	-	-	-	-	-	-	206	292	-	294	306	-
Stage 1	-	-	-	-	-	-	460	453	-	702	748	-
Stage 2	-	-	-	-	-	-	569	717	-	434	449	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.5	0.3	19.3	18.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	287	1371	-	-	1430	-	-	519
HCM Lane V/C Ratio	0.123	0.137	-	-	0.006	-	-	0.51
HCM Control Delay (s)	19.3	8	0	-	7.5	0	-	18.9
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0.5	-	-	0	-	-	2.9

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	11	0	185	0	6
Future Vol, veh/h	173	11	0	185	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	197	13	0	210	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	204
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	837
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	837
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	837	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	6	0	185	0	6
Future Vol, veh/h	173	6	0	185	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	197	7	0	210	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	201
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	840
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	840
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	840	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	6	16	178	7	7
Future Vol, veh/h	173	6	16	178	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	197	7	18	202	8	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	204	0	439	201
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	238	-
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	-	-	1368	-	575	840
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	802	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1368	-	566	840
Mov Cap-2 Maneuver	-	-	-	-	566	-
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	790	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	676	-	-	1368	-
HCM Lane V/C Ratio	0.024	-	-	0.013	-
HCM Control Delay (s)	10.5	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

TERRAMAX, INC.

CONSULTING ◊ ENGINEERING

Engineering Review Memo

To: Stephen Hebert, AICP, Bennett Planning & Economic Development Manager

From: Dan Giroux, PE, Engineering Consultant to the Town

Date: Monday, December 7, 2020

Case: Worthman Acres, Final Plat and Associated Variance Requests, 1st Submittal

Subject: Civil Engineering Review

Per the request of the Town of Bennett, Terramax, Inc. has reviewed the first submittal of the Final Plat application materials, as well as the Variance Requests, for the proposed Worthman Acres subdivision development. This review does not relieve the applicant from meeting the Town's requirement that the development comply with all Town Codes and Standards, except in the case of explicit instruction with regard to the Variance Request items. All prior comments on the development application, including the Sketch Plan, are still in force, until acceptably addressed.

I have the following comments to offer on the application materials:

General

1. The Final Plat should have "Ownership" and "Party Responsible for Maintenance" columns added to the Tract Summary.
    - These may be combined if the Ownership and Party Responsible for Maintenance are always consistent.
2. Metro District Ownership is required for all Tracts.
3. Town "blanket" access easement shall be provided for all Tracts.
4. This may be done/granted via Final Plat Note.
5. Other standard Town Notes may be required, and added as redlined or provided by the Town before final approval and recording.

Variance Requests

1. Kiowa Avenue
    - The 34-foot to 32-foot Local street section and taper proposed, specifically to provide for an acceptable detached sidewalk layout and configuration, is acceptable.
    - The matching 0.3 percent minimum curb & gutter grade is permissible only for limited sections of the south flowline without other practical, feasible options.
    - 0.6 percent minimum curb & gutter running slopes to storm sewer inlets shall be provided to the greatest extent practical along the south curb & gutter.
    - Street "running slope" of 0.3 percent is permissible with pavement cross-slopes greater than 2 percent for asphalt, 1 percent for concrete pavement.

dangiroux@terramax.us ◊ (303) 929-3194

- Intersection pavement slopes shall provide for minimum 2 percent cross-slope for asphalt, 1 percent for concrete, for all conditions.
- Kiowa Street expansion or reconstruction pavement type shall be consistent for the street width, and shall not be "quilted" – the pavement width, edge of gutter to edge of gutter, shall be concrete or asphalt pavement, but shall not be mixed.
- Kiowa Street pavement type shall not change west-to-east more than once to twice total, overall, from concrete to asphalt, and vice versa.
- That is, Kiowa abutting Worthman Acres may be fully concrete, fully asphalt, OR may have one section of asphalt within concrete sections at each end.

2. Custer Street
    - It is my recommendation the Town assist the applicant with easement procurement east of the section line, as requested.
    - The assistance would be primarily introduction and facilitation, with information support to the adjacent property owner regarding Custer Street, future plans and obligations, and benefit to the adjacent east property of dedication.
    - The 24-foot interim street section should feature an 8-foot all-weather (CDOT Class 6 ABC roadbase) east breakdown shoulder to support full emergency vehicle access and use.
    - East easement provisions shall also consider the interim drainage impacts, including the breakdown shoulder.
    - The Custer Street west right-of-way line, width, and curb & gutter taper from Kiowa to Cottonwood is allowed.
    - The Custer Street minimum running slope of 0.75 percent is allowed.

3. Bennett Avenue
    - Bennett Crossing participation and obligations are not a consideration with Bennett Avenue.
    - The Bennett Avenue full build-out provisions should receive additional and specific consideration between the Town and the developer.
    - The Bennett Avenue full-width continuation obligation for this property has been consistently addressed through various development proposal reviews by the Town from several years prior, dating since the LGI Bennett Crossing Filing 2 Subdivision Improvement Agreement and development, and including the time frame of the Worthman property Metro District review and approval process.
    - The right-of-way continuation east from Brothers 4 is acceptable, as outlined, with provisions for detached sidewalk.
    - The Town requests that the applicant work to design and provide a north-side detached sidewalk within Worthman Acres along Bennett Avenue.
    - The sidewalk and setback area layout would be based on the Residential Collector section from back of Bennett Avenue north curb & gutter.
    - This would require an enlarged easement along the north side of Bennett Avenue, which may coincide with IREA easement requests/requirements in any case.
    - This may affect fencing limitations along Bennett Avenue north-side homes.
    - The Town has discussed other potential accommodations to facilitate installation of the Bennett Avenue detached sidewalk, including sliding and width reductions of

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Tracts, rights-of-way and lots to the north, and is open to discussion of alternate approaches.

- Any 24-foot interim street section proposed should feature an 8-foot all-weather (CDOT Class 6 ABC roadbase) south breakdown shoulder to support full emergency vehicle access and use.
- It appears that in any case, a canted, not crowned, Bennett Avenue cross-section, sloping to the north side, would assist with the street drainage, as well as grading.
- Demolition and reconstruction work on Bennett Avenue west of Worthman Acres should be considered with installation of the required Town Pressure Reducing Valve (PRV) station for water system tie-in. Additional discussion follows.
- The Bennett Avenue minimum running slope of 0.75 percent is allowed.

4. Drainage
    - The off-site stormwater easement(s) can be made a Condition of Approval for the Final Plat, so that submittal reviews and approvals, as well as construction plan reviews and approvals, may proceed.
    - Off-site easements and related Conditions of Approval are at the applicant's risk, and if not secured, would prevent signing and recording of the Final Plat.
    - It is my recommendation the Town assist the applicant with off-site stormwater easement procurement, as requested.
    - The assistance would be primarily introduction and facilitation, with information support to the affected property owner(s) regarding future plans and obligations, and benefit to the subject properties of dedication.
    - The Town has addressed immediate stormwater issues south of Colfax, and may no longer be interested in storm sewer upsizing for this off-site improvement, dependent upon proximity, practicality and financial feasibility for future storm sewer extension to the west of Custer & Colfax.
    - The detention pond reference should refer to southwest of Kiowa and Custer.
    - No Final Drainage Report exceptions at this time pending construction plan (CD) review and comparison.
    - For other discharge points, I would note that the Town typically cautiously avoids the 1.0 cfs/acre developed discharge rate in practice, due to Bennett area soils, slopes, depressions, and ground covers, amongst other factors. However, with expected adequate outfall treatment and conveyance to Kiowa Creek at the outfall location proposed, I take no exception. Should the outfall point be changed to another location or property, I reserve the right on behalf of the Town to re-evaluate and reconsider the proposed outfall rates.

5. Sanitary Sewer
    - The "Mitchell Interceptor" off-site sanitary sewer, southeast of Worthman Acres, has adequate capacity to accommodate this development.
    - The Cordella Lift Station that accepts those sanitary sewer flows, however, does not, and would require an additional wet well, and a pump upgrade or additional pump.
    - In addition, the force main eject line from the Cordella Lift Station back to Custer and Kiowa, has insufficient capacity and is in poor condition, and would require replacement.

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- 10-inch sanitary sewer mains at Town-minimum grades within Worthman Acres should be checked for regular flushing velocities.
- Minimum slopes may not be acceptable for "top of line" runs with few homes contributing flows.

6. Water Main
    - Cut-in tees will likely be required, and are acceptable to the Town, for much of the existing system connections, due to existing Town distribution system pipe materials and conditions, as outlined in the Sketch Plan review, and applicant Waiver Request.
    - This development will be on the Town's "high pressure" zone, and will require PRV stations for connection to the existing Town distribution system in Kiowa Avenue.
    - This PRV location is desired to be outside the street if practical, especially given the reduced street section discussed above, but if so, could require additional easement and setback accommodations within the development.
    - The Bennett Avenue PRV is a part of the Town's Capital Improvement Project for the southwest corner of the development, but should be coordinated with the Town Public Works Department for best final location and layout/orientation, connection, schedule, and street demolition work.
    - The project construction plan (CD) review should effectively initiate the Bennett Avenue PRV coordination.
    - Any additional Town water distribution system connections, beyond the Town Bennett Avenue and one developer connection in Kiowa Avenue, would be closed-isolation-valve for normal system operations.

Steve, this concludes my civil engineering review of the first submittal application materials for the Worthman Acres Final Plat and Variance Requests. Please let me know if you have any questions, or require additional information pertaining to the submitted information, or my review.

dangiroux@terramax.us ◊ (303) 929-3194

Bennett-Watkins Fire Rescue

District Office: 303-644-3572 Fax: 303-644-3401
355 4th Street, Bennett, CO 80102
Email: LifeSafety@BennettFireRescue.org
"Striving to Preserve Life and Property"

November 12th, 2020

Steve Hebert
Town Planner
Town of Bennett
Re: Worthman Acres Final Plat – Case 20.25

Planner Hebert,

In regards to the submission for Worthman Acres Final Plat – Case 20.25, Bennett-Watkins Fire Rescue (BWFR) has the following comments and considerations:

- The developer shall confer with Bennett Fire Protection District and ensure that the proposed development conforms to adopted (IFC) fire code standards.

- The developer shall ensure the proposed municipal water systems pertaining to hydrant distribution fire suppression is adequate to protect the proposed development as well as meet design expectations of both the Town of Bennett as well as Bennett-Watkins Fire Rescue. Considerations for design requirement shall include adopted codes and standards as well as ISO distribution and fire flow requirements.

- The applicant will be required to submit a separate site overview and fire hydrant model exhibit demonstrating the placement and distances of all fire hydrants throughout the development. This model will be reviewed for IFC Appendix C compliance. Separate fees and submission for this review are required directly with the Fire District.

- It is recommended that the developer work directly with Bennett-Watkins Fire Rescue, ISO, and Town of Bennett Staff to provide and review information pertaining to the needed fire flows for the proposed development. This information should be vetted against International Fire Code Requirements as well as ISO requirements. It is also likely that this information will also be required by the Town to include for hydraulic system modeling.

- Fire hydrant installation shall conforming to the painting and color coding system outlined in NFPA 291. The developer/install contactor is responsible for ensuring all hydrants are painted conforming to the TOB/BWFR standards.

- The current development may include on street parking. On street parking may reduce the usable space of roadways throughout the development. The developer shall work with the Fire District and Town staff to identify where on-street parking may be approved or prohibited to ensure safe access for emergency response.

- Areas of the development that include wildland-urban interface, greenbelts, or other open space areas are of particular concern for the Fire District. BWFR is interested in working with the developer to ensure that adequate access is provided to these areas should there be a need for vehicle access for wildfire suppression. As each development is unique, it is recommended that the

developer work directly with BWFR to examine these interface areas and determine what access and service needs exist.

- Development access requirements are based on the adopted fire code applicable to the development. Two BWFR approved access points are required after the 30th dwelling unit is constructed. These access points are required to follow the remoteness guidelines, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses. The only exception to this requirement is if all dwelling units are constructed with approved automatic sprinkler systems and approved by BWFR.

- BWFR will incur unmet capital costs associated with new development. To address the needs of this unmet capital cost, BWFR recently enacted a development fee policy which establishes fees due for all new types of development. It is likely that fees will apply to the new proposed development. If the developer has additional questions or concerns regarding Fire District development fees or policies, they can contact the District Office at 303-644-3572.

Thank You

Caleb J. Connor
Fire Marshal
Life Safety Division
Bennett-Watkins Fire Rescue
303-644-3572 - Headquarters / 720-893-7672 - Direct
www.BennettFireRescue.org

Bennett School District 29-J

DISTRICT OFFICES
615 Seventh Street • Bennett, Colorado 80102-8015
(303) 644-3234 • (303) 571-1104 • FAX (303) 644-4121

December 3rd, 2020

This letter is being written to highlight discussions between Bennett School District 29J and the developers of Worthman Acres. We had a phone conference with Todd Johnson on November 4th to discuss Worthman Acres. During that discussion, it was reiterated that the District would be asking for cash in lieu per District policy.

Based on our Board Policy and town of Bennett approved site standards for this 134 home development that is presented in the ODP, and using a fair market average standard of .78 students per household, calculations point to bringing in approximately 105 new students. Using our Board Policy site standards and cash-in-lieu projections, the District would receive either 6.24 acres of land or cash-in-lieu. The District is respectfully requesting the cash-in-lieu to be figured at 45,000.00 per acre with a net value of 280,793.00 in cash.

Bennett School District has current policy in place that address the expectations for land dedications, cash-in-lieu, and land use impact statements. We have shared those policies and had those discussions with Mr. Todd Johnson to determine what is in the best interest of the Bennett School District.

To add into record to the ODP the following is in District Policy: When deciding school sites, the minimum acreage per school is 10 acres for an elementary, 25 acres for a middle school, and 40 acres for a high school. Cash-in-lieu of land will be 45 thousand per acre or full market value (appraisal) whichever is the greater amount.

We appreciate the fact that Mr. Johnson has reached out to us to see what meets the needs of our District and has been receptive to finding a solution that is in the best interests of future students of the Bennett School District.

Sincerely,

Robin Purdy

Mrs. Robin Purdy
Superintendent of Schools

Gmail

Steve Hebert <shebert@bennett.co.us>

RE: FW: Worthman Acres, 2nd Final Plat Submission

1 message

Brooks Kaufman <BKaufman@irea.coop> Tue, Feb 23, 2021 at 5:23 PM
To: Barry Moore <bmoore@emkc.com>, Steve Hebert <shebert@bennett.co.us>, Dan Giroux <dangiroux@terramax.us>
Cc: "Chad@peakdevgrp.com" <chad@peakdevgrp.com>, Todd Johnson <Todd@terraformas.com>, Vern Naber <vnaber@irea.coop>

Steve

IREA approves of revised Final Plat.

Respectfully

Brooks Kaufman

Intermountain Rural Electric Association

Lands and Rights of Way Manager

5496 N. US Hwy 85

Sedalia, CO 80135

Direct : 720.733.5493

Cell : 303.912.0765

bkaufman@irea.coop

From: Barry Moore <bmoore@emkc.com>
Sent: Tuesday, February 23, 2021 5:02 PM
To: Steve Hebert <shebert@bennett.co.us>; Dan Giroux <dangiroux@terramax.us>; Brooks Kaufman <BKaufman@Irea.Coop>
Cc: Chad@peakdevgrp.com; Todd Johnson <Todd@terraformas.com>
Subject: Re: FW: Worthman Acres, 2nd Final Plat Submission

CAUTION:

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attached is a revised plat with the IREA wording added to Note 14. I also added Note 15 for the Transportation Easement. The easements have been revised per the IREA request and due to the Bennett Avenue realignment.

Barry O. Moore, PE

Vice President Project Manager

EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING SURVEYING

7006 S. Alton Way, Bldg. F Centennial, CO 80112
Office: 303-694-1520x106 Fax: 303-694-1617
www.EMKC.com EMK map link

Start with what is right rather than what is acceptable.
Franz Kafka, writer

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On 2/16/2021 4:56 PM, Todd Johnson wrote:

Steve/Dan,

Can you confirm you agree with the language proposed, I would assume they have a franchise agreement and can go in the Towns easements but please confirm??

The other comments are minor, we can address.

Thanks

From: Brooks Kaufman <BKaufman@Irea.Coop>
Sent: Tuesday, February 16, 2021 3:20 PM

To: Steve Hebert <shebert@bennett.co.us>
Cc: Justin Gutierrez <JGutierrez@summitutilitiesinc.com>; Todd Johnson <Todd@terraformas.com>
Subject: RE: Worthman Acres, 2nd Final Plat Submission

Steve

Attached IREA markup comments. The biggest issue utility easements need to be dedicated by plat, the dedication language is not sufficient in the dedication to public utilities an easement.

Some minor comments that may help allow the homes to fit withing the 40 foot wide lot without encroaching into a utility easement, which is not permitted.

Respectfully

Brooks Kaufman

Intermountain Rural Electric Association

Lands and Rights of Way Manager

5496 N. US Hwy 85

Sedalia, CO 80135

Direct : 720.733.5493

Cell : 303.912.0765

bkaufman@irea.coop

From: Sara Aragon <saragon@bennett.co.us>
Sent: Tuesday, February 2, 2021 2:11 PM
To: Steve Hebert <shebert@bennett.co.us>; Debra Merkle <dmerkle@bennett.co.us>; Lieutenant Karl Smalley <ksmalley@adcogov.org>; Caleb J. Connor <calebconnor@bennettfirerescue.org>; Victoria Flamini <VictoriaFlamini@bennettfirerescue.org>; Zawatzki, Sarah E - Bennett, CO <sarah.e.zawatzki@usps.gov>; Robin Purdy <robinp@bsd29j.com>; Melissa Kendrick <kendrickplanning@gmail.com>; Daymon Johnson <djohnson@bennett.co.us>; Robin Price <rprice@bennett.co.us>; Leila Schaub <LSchaub@bennettrec.org>; Cross - CDOT, Marilyn <Marilyn.Cross@state.co.us>; David Dixon - CDOT <david.dixon@state.co.us>; gabrielle.renner@apexdesignpc.com; Daniel Giroux <dangiroux@terramax.us>; Gabriel Vanderstraten <gvanderstraten@summitutilitiesinc.com>; Justin Gutierrez <JGutierrez@summitutilitiesinc.com>; Pat White <patw@esrta.com>; Brooks Kaufman <BKaufman@Irea.Coop>; Melinda Culley

<melinda@kellypc.com>; Gina Burke <gburke@jehnwater.com>; Julio.Iturreria@i-70reap.com
Subject: Worthman Acres, 2nd Final Plat Submission

CAUTION:

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Below is a link to the Worthman Acres Final Plat 2nd Submission. Comments are due back on February 16, 2021. Comments may be sent to Steve Hebert shebert@bennett.co.us or mailed to Town Hall (address in signature line). Please let us know if you have any questions.

Worthman Acres Final Plat 2nd Submission

Thank you for your time and attention to this matter.

town of Bennett
welcome neighbors.

Sara Aragon | Community Development Coordinator
207 Muegge Way | Bennett CO, 80102
(303)644-3249 ext. 1012 | saragon@bennett.co.us
townofbennett.colorado.gov

WORTHMAN ACRES FINAL PLAT 210223.pdf
1880K

DocuSign Envelope ID: 3F54338F-857E-4C4E-A7CB-5898C01E1CE1

BENNETT PLANNING AND ZONING COMMISSION

RESOLUTION NO. 2021-05

A RESOLUTION RECOMMENDING APPROVAL OF THE REZONING OF THE BENNETT VILLAGE PROPERTY, CASE NO. 21.11

WHEREAS, there has been submitted to the Planning and Zoning Commission of the Town of Bennett a request for approval of rezoning the property known as Bennett Village, which property is legally described in Exhibit A (the "Property"); and

WHEREAS, the Property is currently zoned MH – Mobile Home District and the property owner has requested the property be rezoned to R-2 – Mid Density Residential District; and

WHEREAS, all materials related to the proposed rezoning have been reviewed by Town staff and found to be in compliance with Town ordinances, regulations, and policies; and

WHEREAS, after a duly-noticed public hearing, at which evidence and testimony were entered into the record, the Planning and Zoning Commission finds that the proposed rezoning should be approved.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF BENNETT, COLORADO:

Section 1. The Planning and Zoning Commission of the Town of Bennett hereby recommends that the Bennett Village property described in Exhibit A be rezoned R-2 – Mid Density Residential District.

PASSED AND ADOPTED THIS 17TH DAY OF MAY 2021.

DocuSigned by:
Wayne Clark
BC36A4D5E7184A2...
Chairperson

ATTEST:

DocuSigned by:
Christina Hart
00336DAA7ED246D...
Christina Hart, Secretary

DocuSign Envelope ID: 3F54338F-857E-4C4E-A7CB-5898C01E1CE1

EXHIBIT A

LEGAL DESCRIPTION OF PROPERTY

A PART OF THE SW ¼ OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH P.M., ADAMS COUNTY, COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 27; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID SECTION 27 A DISTANCE OF 50 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTHERLY AND PARALLEL WITH THE WEST LINE OF SAID SECTION 27, A DISTANCE OF 187.78 FEET TO A POINT OF CURVE ; THENCE ALONG A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 38' 38'1 8" AND A RADIUS OF 905.00 FEET, A DISTANCE OF 610.30 FEET; THENCE EASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 90' WITH THE WEST LINE OF SAID SECTION 27, A DISTANCE OF 2394 .39 FEET TO A POINT LYING ON THE EAST LINE OF SAID SOUTHWEST ¼ OF SAID SECTION 27; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SOUTHWEST ¼ OF SECTION 27, A DISTANCE OF 733.28 FEET TO THE SOUTH QUARTER CORNER OF SAID SECTION 27; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID SECTION 27 A DISTANCE OF 2592 .97 FEET TO THE TRUE POINT OF BEGINNING;

LESS AND EXCEPT THAT PORTION CONVEYED TO MARILYN CORPORATION RECORDED MARCH 6, 1979 IN BOOK 2323 AT PAGE 715 AS RECEPTION NO. 185094; AND RIGHT OF WAY FOR HIGHWAY PURPOSES,

AND LESS AND EXCEPT THOSE PORTIONS LYING WITHIN BROTHERS FOUR SUBDIVISION TO THE TOWN OF BENNETT, RECORDED JUNE 24, 1977 AT RECEPTION NO. B080132, BROTHER FOUR SUBDIVISION TO THE TOWN OF BENNETT RECORDED MARCH 6, 1979 AT RECEPTION NO. B185095, SECOND ADDITION TO BROTHERS FOUR SUBDIVISION TO THE TOWN OF BENNETT RECORDED SEPTEMBER 12, 1980 AT RECEPTION NO. B284828 AND THIRD ADDITION TO BROTHERS FOUR SUBDIVISION TO THE TOWN OF BENNETT RECORDED SEPTEMBER 12, 1980 AT RECEPTION NO. B284829.

ORDINANCE NO. 727-21

AN ORDINANCE APPROVING A REZONING FOR THE WORTHMAN/BENNETT VILLAGE PROPERTY

WHEREAS, there has been submitted to the Board of Trustees of the Town of Bennett a request for approval of a rezoning of the Worthman/Bennett Village property, which property is legally described in Exhibit A (the "Property"); and

WHEREAS, the Property is currently zoned MH – Mobile Home District; and

WHEREAS, the proposed zoning for the Property is R-2 – Mid Density Residential District; and

WHEREAS, the Bennett Planning and Zoning Commission held a properly noticed public hearing on the application, at which Town Staff, the applicant and other interested persons presented testimony to the Commission and at which a number of documents were made part of the record; and

WHEREAS, all materials related to the proposed rezoning have been reviewed by Town Staff and the Bennett Planning and Zoning Commission and found to be in compliance with the Town of Bennett Land Use Code and related Town ordinances, regulations and policies; and

WHEREAS, the Board of Trustees considered the proposed rezoning at a duly noticed public hearing; and

WHEREAS, the Board of Trustees finds that the proposed rezoning is consistent with the applicable criteria of the Town of Bennett Land Use Code and related Town ordinances, regulations, and policies and that the application should be approved; and

WHEREAS, no protests were received by the Town pursuant to C.R.S. 31-23-305.

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

Section 1. The Board of Trustees of the Town of Bennett, Colorado does hereby approve rezoning for the Worthman/Bennett Village property described in Exhibit A to R-2 – Mid Density Residential;

Section 2. The Town zoning map shall be amended accordingly.

Section 3. All other ordinances or portions thereof inconsistent or conflicting with the ordinance or any portion hereof are hereby repealed to the extent of such inconsistency or conflict.

INTRODUCED, READ, ADOPTED, APPROVED, AND ORDERED PUBLISHED BY TITLE ONLY THIS 8th DAY OF JUNE 2021.

TOWN OF BENNETT, COLORADO

_____

Royce D. Pindell, Mayor

ATTEST:

_____

Christina Hart, Town Clerk

EXHIBIT A
LEGAL DESCRIPTION
WORTHMAN/BENNETT VILLAGE PROPERTY

A PART OF THE SW ¼ OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH P.M., ADAMS COUNTY, COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 27; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID SECTION 27 A DISTANCE OF 50 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTHERLY AND PARALLEL WITH THE WEST LINE OF SAID SECTION 27, A DISTANCE OF 187.78 FEET TO A POINT OF CURVE ; THENCE ALONG A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 38' 38'1 8" AND A RADIUS OF 905 .00 FEET, A DISTANCE OF 610.30 FEET; THENCE EASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 90' WITH THE WEST LINE OF SAID SECTION 27, A DISTANCE OF 2394 .39 FEET TO A POINT LYING ON THE EAST LINE OF SAID SOUTHWEST ¼ OF SAID SECTION 27; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SOUTHWEST ¼ OF SECTION 27, A DISTANCE OF 733.28 FEET TO THE SOUTH QUARTER CORNER OF SAID SECTION 27; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID SECTION 27 A DISTANCE OF 2592 .97 FEET TO THE TRUE POINT OF BEGINNING;

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Suggested Motion

I move to approve Ordinance No. 727-21 – An ordinance approving a rezoning for the Worthman/Bennett Village Property.

HINKLE & COMPANY PC
Strategic Business Advisors

Honorable Mayor and Members of the Board of Trustees
Town of Bennett
Bennett, Colorado

We have audited the financial statements of the Town of Bennett (the Town) as of and for the year ended December 31, 2020 and have issued our report thereon dated May 25, 2021. Professional standards require that we provide you with the following information related to our audit.

Our Responsibility under Generally Accepted Auditing Standards

As communicated in our engagement letter dated February 15, 2021, our responsibility, as described by professional standards, is to form and express an opinion about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America. Our audit of the financial statements does not relieve you or management of your respective responsibilities.

Our responsibility, as prescribed by professional standards, is to plan and perform our audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement. An audit of financial statements includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control over financial reporting. Accordingly, as part of our audit, we considered the internal control of the Town solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

We are responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures for the purpose of identifying other matters to communicate to you.

We applied certain limited procedures to the required supplementary information (RSI). However, we did not audit the RSI and do not express an opinion or provide any assurance on the RSI. With respect to the supplementary information accompanying the financial statements, we performed procedures to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing the information has not changed from the prior year, and the information is appropriate and complete in relation to our audit of the financial statements.

5950 S. Willow Dr., Ste. 302
Greenwood Village,
Colorado 80111
TEL: 303.796.1000
FAX: 303.796.1001
www.HinkleCPAs.com

Compliance with All Ethics Requirements Regarding Independence

The engagement team, others in our firm, as appropriate, and our firm have complied with all relevant ethical requirements regarding independence.

Significant Accounting Policies

Management has the responsibility to select and use appropriate accounting policies. A summary of the significant accounting policies adopted by the Town is included in Note 1 to the financial statements. There have been no initial selection of accounting policies and no changes in significant accounting policies or their application during 2020. No matters have come to our attention that would require us, under professional standards, to inform you about (1) the methods used to account for significant unusual transactions and (2) the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

Accounting Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. We evaluated the key factors and assumptions used to develop the significant estimates in determining that they are reasonable in relation to the financial statements as a whole.

Corrected and Uncorrected Misstatements

For purposes of this communication, professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Further, professional standards require us to also communicate the effect of uncorrected misstatements related to prior periods on the relevant classes of transactions, account balances or disclosures, and the financial statements as a whole and each applicable opinion unit. There were no uncorrected financial statement adjustments whose effects in the current and prior periods, as determined by management, are immaterial, both individually and in the aggregate, to the financial statements taken as a whole and each applicable opinion unit.

In addition, professional standards require us to communicate to you all material, corrected adjustments that were brought to the attention of management as a result of our audit procedures. The attached schedule summarizes the corrected financial statement adjustments.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditors' report. We are pleased to report that no such disagreements arose during the course of our audit.

Difficulties Encountered in Performing the Audit

We encountered no difficulties dealing with management during the audit process.

Representations Requested from Management

We have requested certain written representations from management, which are included in the attached letter dated May 25, 2021.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters. Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.

Other Audit Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Town's auditors. However, these discussions occurred in the normal course of our professional relationship and the responses were not a condition to our retention.

Conclusion

This report is intended solely for the information and use of the Board of Trustees and management of the Town of Bennett and is not intended to be, and should not be, used by anyone other than these specified parties.

Hinkle & Company, PC

Greenwood Village, Colorado
May 25, 2021

Client: ***Bennett, Town of***
Engagement: ***AUD 2020 - Town of Bennett***
Period Ending: ***12/31/2020***
Trial Balance: ***02-01 - Government Fund Trial Balance***
Workpaper: ***04-01 - AJEs***
Fund Level: ***All***
Index: ***All***

Account	Description	Debit	Credit
Adjusting Journal Entries			
Adjusting Journal Entries JE # 101			
To adjust long term debt and beginning fund balance to the proper balance			
27800.000.500	Note Payable - 2015 CWCB	29,352.00	
31110.000.500	Beginning Fund Blance		29,352.00
Total		**29,352.00**	**29,352.00**
Adjusting Journal Entries JE # 103			
To adjust interest payable to the proper amount			
59020.240.500	Debt Service Payments	14,721.00	
59020.931.550	Debt Service Payments	13,844.00	
27500.000.500	Accrued Interest		14,721.00
27500.000.550	Accrued Interest		13,844.00
Total		**28,565.00**	**28,565.00**
Adjusting Journal Entries JE # 104			
To reclass payment of debt to the proper account			
72930.670.800	AH GID Bonds Payable	117,395.00	
59220.620.800	AH GID Bond Interest		25,000.00
59220.620.800	AH GID Bond Interest		92,395.00
Total		**117,395.00**	**117,395.00**
Adjusting Journal Entries JE # 106			
To reverse compensated absences to be recorded in the Governmental Wide			
26100.000.100	Compensated Absences	74,994.00	
26100.000.200	Compensated Absences	1,384.00	
51120.100.100	Salaries		74,994.00
51120.230.200	Salaries		1,384.00
Total		**76,378.00**	**76,378.00**
Adjusting Journal Entries JE # 107			
To record addition of capital assets from Business Type Activitites			
15200.000.500	Construction in Process	303,299.00	
15200.000.500	Construction in Process	551,758.00	
15200.000.550	Construction in Process	968,060.00	
17200.000.500	Water Plant	2,439,765.00	
17800.000.550	Lines & Connections	3,602,886.00	
58002.100.550	Transfer to Water	551,758.00	
15200.000.550	Construction in Process		551,758.00
46242.000.500	Transfer from wastewater		551,758.00
47000.240.500	Developer Contribution		1,863,422.00
47000.250.550	Developer Contribution		3,602,886.00
54100.240.500	Equipment > 2500		576,343.00
54105.245.500	Water Rights		303,299.00
54150.250.550	WW Mechainical Plant Capital Proje		369,780.00
54150.250.550	WW Mechainical Plant Capital Proje		11,600.00
57008.250.550	DOLA Grants		586,680.00
49000.620.800	AH GID Property Tax Revenue		
Total		**8,417,526.00**	**8,417,526.00**

Adjusting Journal Entries JE # 108

To record depreciation expense for business type activities

59050.500.500	Depreciation Expense	344,902.00	
59050.500.550	Depreciation Expense	329,278.00	
18200.000.500	Accum Depr Plant		280,184.00
18300.000.500	Accum Depr Equipment		64,718.00
18500.000.550	Accum Depr Sewer		16,304.00
18600.000.550	Accum Depr Building		179,498.00
18700.000.550	Accum Depr Equipment		37,078.00
18800.000.550	Accum Depr Lines		96,398.00
Total		**674,180.00**	**674,180.00**

Adjusting Journal Entries JE # 109

To record proceeds from loan to the proper account

44195.245.500	Water Revenue Bond	5,490,860.00	
59350.245.500	Bond Issue Costs	130,784.00	
28000.000.500	2020 Bond		4,905,000.00
28100.000.500	2020 Bond Premium		716,644.00
Total		**5,621,644.00**	**5,621,644.00**

Adjusting Journal Entries JE # 110

To record prepaid insurance for 2020 Water Bond

14000.000.500	Prepaid Insurance - 2020 Bond	31,471.00	
59350.245.500	Bond Issue Costs		31,471.00
Total		**31,471.00**	**31,471.00**

Adjusting Journal Entries JE # 111

To record 1st year out of 26 year amortization of the prepaid insurance for 2020 Water Bond

59020.240.500	Debt Service Payments	1,210.00	
14000.000.500	Prepaid Insurance - 2020 Bond		1,210.00
Total		**1,210.00**	**1,210.00**

Adjusting Journal Entries JE # 112

To record 1st year out of 26 year amortization of the 2020 Water Bond Premium

28100.000.500	2020 Bond Premium	16,105.00	
59020.240.500	Debt Service Payments		16,105.00
Total		**16,105.00**	**16,105.00**

Adjusting Journal Entries JE # 113

To transfer expenses that occured in grant for wastewater to the proper account

54150.250.550	WW Mechainical Plant Capital Proje	369,780.00	
58002.911.250	Transfer to Wastewater	369,780.00	
46243.921.550	TRANSFER FROM WASTEWATE		369,780.00
57001.730.250	Adams County Open Space		369,780.00
Total		**739,560.00**	**739,560.00**

Adjusting Journal Entries JE # 114

To reclass expenses to offset the principal balance

27150.000.500	Note Payable2016 CWRPDA	111,012.00	
27400.000.550	Note Payable - 2006 CWRPDA	9,069.00	
27600.000.550	Note Payable - 2010 DOLA	7,092.00	
27800.000.500	Note Payable - 2015 CWCB	30,306.00	
27850.000.550	2018 CWRPDA	91,105.00	
27900.000.550	Note Payable-2017 CWRPDA	83,020.00	
27970.000.500	Capital Lease Payable	34,209.00	
27970.000.550	Capital Lease Payable	34,209.00	
59020.240.500	Debt Service Payments		175,527.00
59020.931.550	Debt Service Payments		224,495.00
Total		**400,022.00**	**400,022.00**

Town of Bennett, Colorado

Financial Statements
with Independent Auditors' Report

December 31, 2020

HINKLE & COMPANY PC
Strategic Business Advisors

Town of Bennett, Colorado

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December 31, 2020

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Town of Bennett, Colorado

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HINKLE & COMPANY PC
Strategic Business Advisors

Independent Auditors' Report

Honorable Mayor and Members of the Board of Trustees
Town of Bennett
Bennett, Colorado

We have audited the accompanying financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Town of Bennett, Colorado as of and for the year ended December 31, 2020, and the related notes to the financial statements, which collectively comprise the basic financial statements of the Town of Bennett, Colorado as listed in the table of contents.

Management's Responsibility for the Financial Statements
Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility
Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditors' judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

5950 S. Willow Dr., Ste. 302
Greenwood Village,
Colorado 80111
TEL: 303.796.1000
FAX: 303.796.1001
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Opinions
In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Town of Bennett, Colorado as of December 31, 2020, and the respective changes in financial position and cash flows, where applicable, for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters
Required Supplementary Information
Accounting principles generally accepted in the United States of America require that the required supplementary information listed in the table of contents be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information
Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Town of Bennett's basic financial statements. The supplementary information and the local highway finance report listed in the table of contents are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling the information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects, in relation to the basic financial statements as a whole.

Hinkle & Company, PC

Greenwood Village, Colorado
May 25, 2021

TOWN OF BENNETT, COLORADO
Management's Discussion and Analysis
December 31, 2020

HISTORY

The Town of Bennett (the Town) is a statutory town located in both Adams and Arapahoe Counties. The Town is governed by a Board of Trustees elected for four-year terms. Bennett was incorporated on September 25, 1929.

Our local historical society has done a great deal of research to delve into the origins of our Town. Documents from the Bureau of Land Management show that four Bennet brothers (Hiram, John, Uriah and one un-named brother) filed homestead papers in 1862 for two sections (34 and 24), these two homesteads are now incorporated into the Town Bennett. These two sections were adjacent diagonally on the north and south to the current location of the Post Office in Bennett and, together with other sections homesteaded by the Bennet brothers, formed the Bennet Ranch.

One of these brothers, Hiram Pitt Bennet, was a respected judge in the early territory of Colorado. Mr. Bennet was elected the first Territorial Representative for Colorado in 1862 and was instrumental in obtaining statehood for Colorado. Mr. H. P. Bennet went on to become the third Postmaster of Denver in 1869 and began developing a method of delivering mail to all the new pioneer people in rural areas. Through the years, the English name of Bennet was Americanized to Bennett, first noted in railroad records; thus, the Town name evolved from the old Bennet Ranch.

The Town was not incorporated until 1930, but long before that time, the family that originally homesteaded the Town and for whom the Town was named were leaders in the development of the State of Colorado and in forging communications for the original settlers of the area.

INTRODUCTION

As management of the Town, we offer the readers of the Town's financial statements this narrative overview and analysis of the financial activities of the Town for the year ended December 31, 2020. We encourage readers to consider the information presented here in conjunction with the Town's financial statements, which follow this section. We are pleased to present to the Mayor, Board of Trustees, and the residents, the 2020 Management Discussion and Analysis (MD&A) for the Town. This analysis represents our continued commitment to prudent fiscal management and has proposed several innovations in the organization of government, thereby advancing our ongoing efforts to continuously improve the efficient and effective delivery of Town services.

The type of government is a Town Board with the seven (7) elected officials being responsible for all policy decisions that affect the Town's financial condition. The Board of Trustees of the Town has appointed Danette Ruvalcaba, Town Treasurer to prepare and submit a budget to our governing body in December for annual appropriation of sums of money to the various funds. The Town Treasurer is also responsible for financial reporting to the Town Board and to the public-at-large.

The Town maintains six (6) separate funds, as follows:

1. General Fund
2. Conservation Trust Fund
3. Sales Tax Capital Improvement Fund
4. Road and Bridge Fund
5. Water Fund
6. Waste Water Fund

The Town of Bennett also maintains the following funds which account for specific projects or programs within the above six (6) funds:

1. Adams County Open Space Fund
2. Arapahoe County Open Space Fund
3. Reserve Fund
4. Grants Fund
5. Capital Improvement Fund
6. Public Facilities Impact Fee Fund
7. Transportation Facilities Impact Fee Fund
8. Bennett Arts and Cultural Fund
9. Water Capital Fund
10. Waste Water Capital Fund
11. Storm Drainage Impact Fee Fund

2020 HIGHLIGHT ACCOMPLISHMENTS

We are pleased and proud of our accomplishments in 2020 and look forward to continued community growth and development in subsequent years. The following achievements are certainly noteworthy and reflect a lot of hard work by the entire Town staff, as our unity reflects our thorough commitment to the future of the Town of Bennett.

- **Cordella Lift Station-** In 2020, the Town of Bennett completed the installation of an upgraded lift station near the Cordella Sub-Division. This lift station will ensure the continued functionality of our waste water collection system as the Town expands to the south. This project was partially funded by a Department of Local Affairs Grant.

- **Reuse Water Distribution Station-** the Town completed the necessary modification to the old waste water treatment lagoons to allow for the storage of Category 1 Reuse water produced by our Water Resource Recovery Facility. This water can then be purchased for bulk use in construction applications at a distribution station. This is a particularly important milestone for the Town as we are currently experiencing significant growth and development within the Town and the Reuse Water Distribution Station will help relieve the demand on our potable water resources. In 2021, through a partnership with Adams County Open Space, the Town will begin installing a Purple Pipe Beltway. The Beltway will allow for the irrigation of Town parks with reuse water. Reuse water is an important component of the Town's Water Portfolio.

- **Brother's Four Playground**- The Town received a grant from Adams County Open Space to improve the drainage and install a new playground and rubber surfacing at Brother's Four Playground. Brother's Four Playground is in the Brother's Four part of Town which encompasses the original homestead filed by the Bennet Brothers in 1929. The playground features a fun Farm theme and is designed for children ages 2-12.

- **Trupp Park Phase IV**- the Town was awarded an Adams County Open Space Grant to continue improvements at Trupp Park. Phase IV included the backfilling of the Skate Bowl which was topped with a new concrete pad and shaded seating. In addition, the Town installed additional drainage and lighting in the parking area. The largest part of this project was the renovation of the lower soccer field including, trees, large boulders for seating, improved irrigation, and new sod to be installed spring of 2021.

- **Bennett Community Garden** – the Town was awarded an Adams County Open Space Grant and a Live Well grant for the installation of the Bennett Community Garden. The Garden is in Civic Center Park and features six raised cedar garden beds. 2020 was the first season the garden was open, and it was a great success. The Town intends to expand the garden in 2021.

- **Mount View Cemetery Improvements**-In 2020, the Town of Bennett made substantial improvements to the Mount View Cemetery. The improvements included road renovation, new fencing, and a new entry gate. The Cemetery now has two entry gates that were donated by Town residents to memorialize loved ones.

- **Bennett Days**- In September, the Town hosted our annual Bennett Days Celebration. Although the COVID-19 Pandemic presented many challenges to the traditional event, Town Staff was able to pivot and organize a bicycle event that allowed for the adherence to the State issued health orders while still providing a day of celebration for the Town.

- **COVID-19-** In 2020, the Town was faced with the COVID-19 Pandemic. The Pandemic presented many challenges to the Bennett Community and Town Staff worked diligently and successfully to ensure that our community could weather the storm. The Town received approximately $290,000 of CARES funding; this funding was used for our Bennett Stronger Together program which provided the following vital services for the Bennett community: Business Grants, Community Outreach, PPE, and remote technology to ensure that the essential Town staff and the Town Board could continue to run Town operations through the various Stages of the public health orders.

OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis are intended to serve as an introduction to the Town's basic financial statements. The Town's basic financial statements consist of the following three components: 1) Government-wide Financial Statements, 2) Fund Financial Statements and 3) Notes to the Basic Financial Statements. This report also includes supplementary information intended to furnish additional detail to support the basic financial statements themselves.

Government-wide Financial Statements

The government-wide statements are designed to provide readers with a broad overview of the Town's finances using the accrual basis of accounting, which is the basis of accounting used by most private-sector businesses.

The statement of net position presents information on all the Town's assets and liabilities and deferred inflows of resources, with the difference reported as net position. Over time, increases and decreases in net position may provide an indication of whether the Town's financial position is improving or deteriorating.

The statement of activities presents information reflecting how the Town's net position has changed during the fiscal year that just ended. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future periods (e.g., uncollected taxes and earned but unused compensated leave).

The government-wide financial statements distinguish functions of the Town that are principally supported by taxes and intergovernmental revenues (governmental activities) from other functions that are intended to recover all or a significant portion of their costs through user fees and charges (business-type activities). The governmental activities of the Town include general government, public safety, public works, cultural, parks and recreation, and community planning development services. The business-type activities of the Town include water and waste water.

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Town, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All the funds of the Town can be divided into three categories, governmental funds, proprietary funds, and component funds

Governmental Funds

Governmental funds are used to report those same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide statements, the governmental fund financial statements are prepared on the modified accrual basis of accounting. Under the modified accrual basis of accounting, revenues are recognized when they become measurable and available, and expenditures are recognized when the related fund liability is incurred, except for long-term debt and similar long-term items which are recorded when due. Most of the Town's basic services are reported in governmental funds, which focus on cash flows. The unrestricted balances left at year-end are available for spending in future years. The governmental funds statements provide a detailed short-term view as to cash, operations, and basic services provided.

The Town maintains four governmental funds: General Fund, Conservation Trust Fund, the Sales Tax Capital Improvement Fund and the Road and Bridge Fund. An internal service department within the General Fund is an accounting device used to accumulate and allocate costs internally among the Town's various functions. Information is presented in the Balance Sheet-Governmental Funds; and the Statement of Revenues and Expenditures; and Changes in Fund Balances-Governmental Funds. Annual budget appropriations are adopted for each of these funds. Budgetary comparison statements are provided to demonstrate compliance with budgets.

Proprietary Funds

The Town maintains one type of proprietary fund. Enterprise funds are used to report the same functions presented as business-type activities in the government-wide financial statements. The Town uses enterprises funds to account for its water and waste water operations. The proprietary fund financial statements are prepared on the accrual basis of accounting.

Enterprise funds are used to report the same functions presented in business-type activities in the governmental-wide financial statements, only in more detail. Information is presented in the Statement of Net Position- Enterprise Funds; Statement of Revenues, Expenses; Changes in Net Position – Enterprise Funds; and the Statement of Cash Flows – Enterprise funds.

The Town adopts an annual appropriated budget for each of its enterprise funds. A budgetary comparison schedule has been provided for each enterprise fund to demonstrate compliance with this budget.

Component Unit Funds

General Improvement District (GID) services are reported in the component unit funds.

The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements can be found immediately after the basic financial statements.

GOVERNMENT-WIDE FINANCIAL ANALYSIS

The Town's net position for the governmental and business-type activities exceeded liabilities by $47,784,513 at the close of 2020. The following tables illustrate present condensed statement of net position for all three of the Town's fund categories.

Table 1

Net Position

	Governmental Activities		Business-type Activities		Total	
	2019	2020	2019	2020	2019	2020
Assets						
Current Assets	$ 5,360,216	$ 8,187,963	$ 4,849,738	$ 13,884,370	$ 10,209,954	$ 22,072,333
Capital Assets	18,360,779	24,094,242	19,031,938	25,671,768	37,392,717	49,766,010
Total Assets	23,720,995	32,282,205	23,881,676	39,556,138	47,602,671	71,838,343
Liabilities						
Other	1,519,376	1,433,720	833,756	776,486	2,353,132	2,210,206
Long-Term	6,547,147	6,367,163	9,498,291	14,579,552	16,045,438	20,946,715
Total Liabilities	8,066,523	7,800,883	10,332,047	15,356,038	18,398,570	23,156,921
Deferred Inflows of Resources	428,548	880,134	-	16,775	428,548	896,909
Net Position						
Net Investment in Capital Assets	11,961,832	17,580,058	9,167,015	10,567,938	21,128,847	28,147,996
Restricted	810,610	2,086,405	336,226	334,566	1,146,836	2,420,971
Unrestricted	2,453,482	3,934,725	4,046,388	13,280,821	6,499,870	17,215,546
Total Net Position	$ 15,225,924	$ 23,601,188	$ 13,549,629	$ 24,183,325	$ 28,775,553	$ 47,784,513

The Town uses its capital assets to provide services to the citizens. At the end of 2020, the investment in capital assets of $49,766,010 (land, buildings, improvements, equipment, etc.), net of debt used to acquire those assets of $21,618,014 which amounts to $28,147,996, or 59% of the Town's total net position of $47,784,513. During the current fiscal year, the Town's net position increased by $19,008,960. This increase represents the degree to which increases in ongoing revenues have surpassed similar increases in ongoing expenses as well as infrastructure contributions made by developers.

An additional portion of the Town's net position of $2,420,971 (5%) represents resources that are subject to external restrictions on how they may be used. Unrestricted net position of $17,215,546 (36%) reflects the amount that may be used to meet the Town's ongoing obligations to citizens and creditors. Certain assets of the Town's Water and Waste Water funds are classified as restricted assets on the balance sheet because their use is limited by applicable debt covenants.

At the end of the current fiscal year, the Town of Bennett can report positive balances in all reported categories of net position, both for the government, as well as for its business-type activities. The same situation held true for the prior fiscal year.

Changes in Net Position

As presented in Table 2, the Town's overall net position increased $19,008,960 during 2020.

Table 2

Changes in Net Position

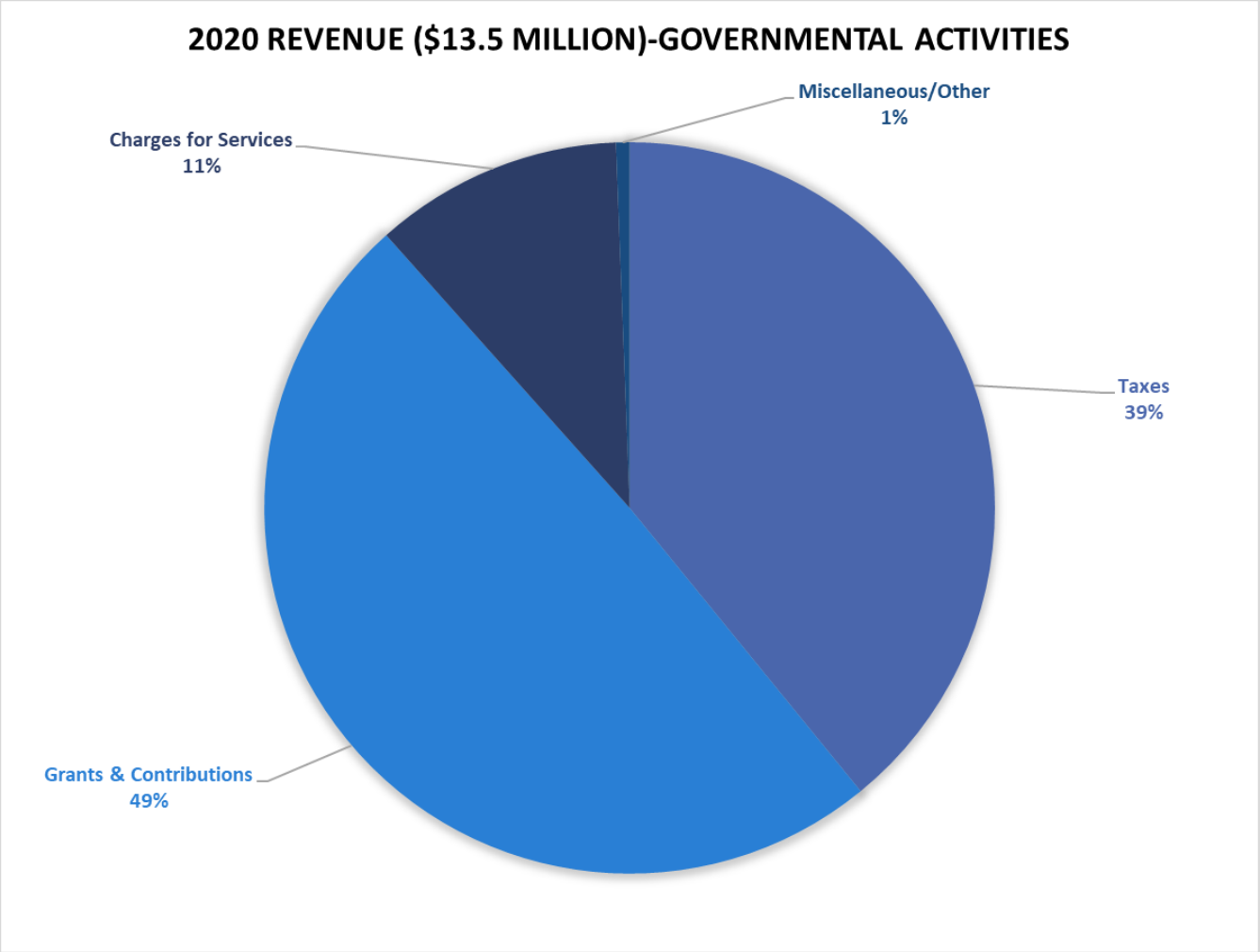
	Governmental Activities		Business-type Activities		Total	
	2019	2020	2019	2020	2019	2020
Revenues						
Program Revenues						
Permits, Fees, Fines Charges for Services	$ 732,300	$ 1,480,978	$ 2,313,791	$ 2,454,088	$ 3,046,091	$ 3,935,066
Operating Grants and Contributions	670,625	1,595,277	69,854	-	740,479	1,595,277
Capital Grants and Contributions	146,082	5,036,227	2,822,907	9,721,781	2,968,989	14,758,008
General Revenues and Taxes	3,968,460	5,260,413	-	-	3,968,460	5,260,413
Net Investment Income	46,951	36,899	-	31,850	46,951	68,749
Unrestricted Grant	69,957	20,951	-	756,000	69,957	776,951
Other	139,790	46,776	-	9,709	139,790	56,485
Transfers	96,278	(24,373)	(96,278)	24,373	-	-
Total Revenues	5,870,443	13,453,148	5,110,274	12,997,801	10,980,717	26,450,949
Expenses						
General Government	2,064,877	2,663,478	-	-	2,064,877	2,663,478
Public Safety	409,425	415,452	-	-	409,425	415,452
Public Works	1,079,010	1,141,020	-	-	1,079,010	1,141,020
Interest on Debt	212,206	206,582	-	-	212,206	206,582
Unallocated Depreciation	585,123	651,352	-	-	585,123	651,352
Water	-	-	970,571	1,525,514	970,571	1,525,514
Waste Water	-	-	745,882	838,591	745,882	838,591
Total Expenses	4,350,641	5,077,884	1,716,453	2,364,105	6,067,094	7,441,989
Change in Net position	1,519,802	8,375,264	3,393,821	10,633,696	4,913,623	19,008,960
Net Position-Beginning	13,706,122	15,225,924	10,155,808	13,549,629	23,861,930	28,775,553
Net Position-Ending	$ 15,225,924	$ 23,601,188	$ 13,549,629	$ 24,183,325	$ 28,775,553	$ 47,784,513

Governmental Activities

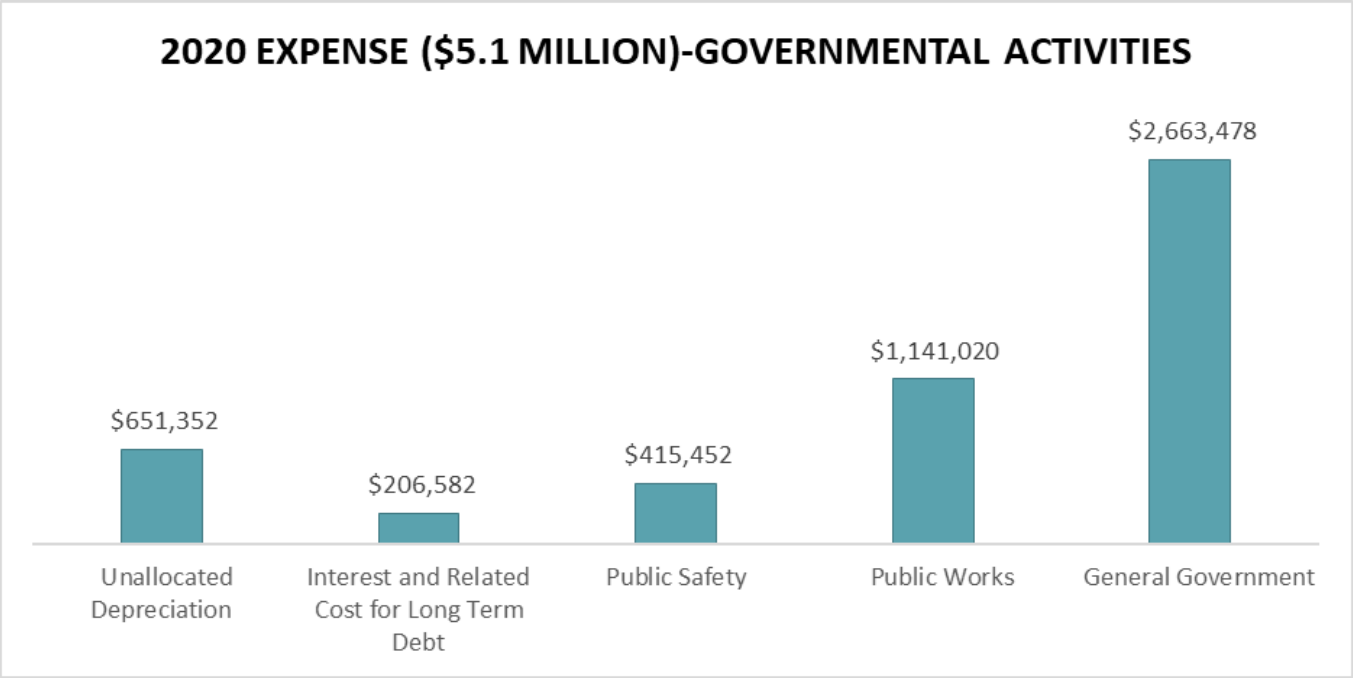
Governmental activities increased the Town's net position by $8,375,264. The major influences causing the change are the following:

The most notable change in Net Position is due to increased revenues in Operating Grant and Contributions, Capital Grant and Contributions, Taxes, and Charges for Services. In 2020, Capital and Operating Grants and Contributions Revenue increased eight times from $816,707 in 2019 to $6,631,504 in 2020. This increase can be primarily attributed to an increase in developer infrastructure construction that was accepted by the Town. Taxes increased by $1,291,953 (33%), the Town has seen an increase in this revenue source year after year however, 2020 saw an increase that was more substantial. While this increase may have been related to the COVID-19 Pandemic which resulted in a surge of grocery store purchasing, the Town strongly believes it is more closely related to the increased population along the corridor and the legislation that now requires Town sales tax to be collected on many online purchases. Therefore, the Town anticipates that this revenues sources will continue to increase in future years however it will likely return to a 5-10% increase as in years past. Charges for services in 2020 were up by $748,678 (102%) from the previous year; this can be primarily due to increase permit fees collected.

Graph 1. Governmental Activities Revenue Sources



Graph 2. Governmental Activities Expenses



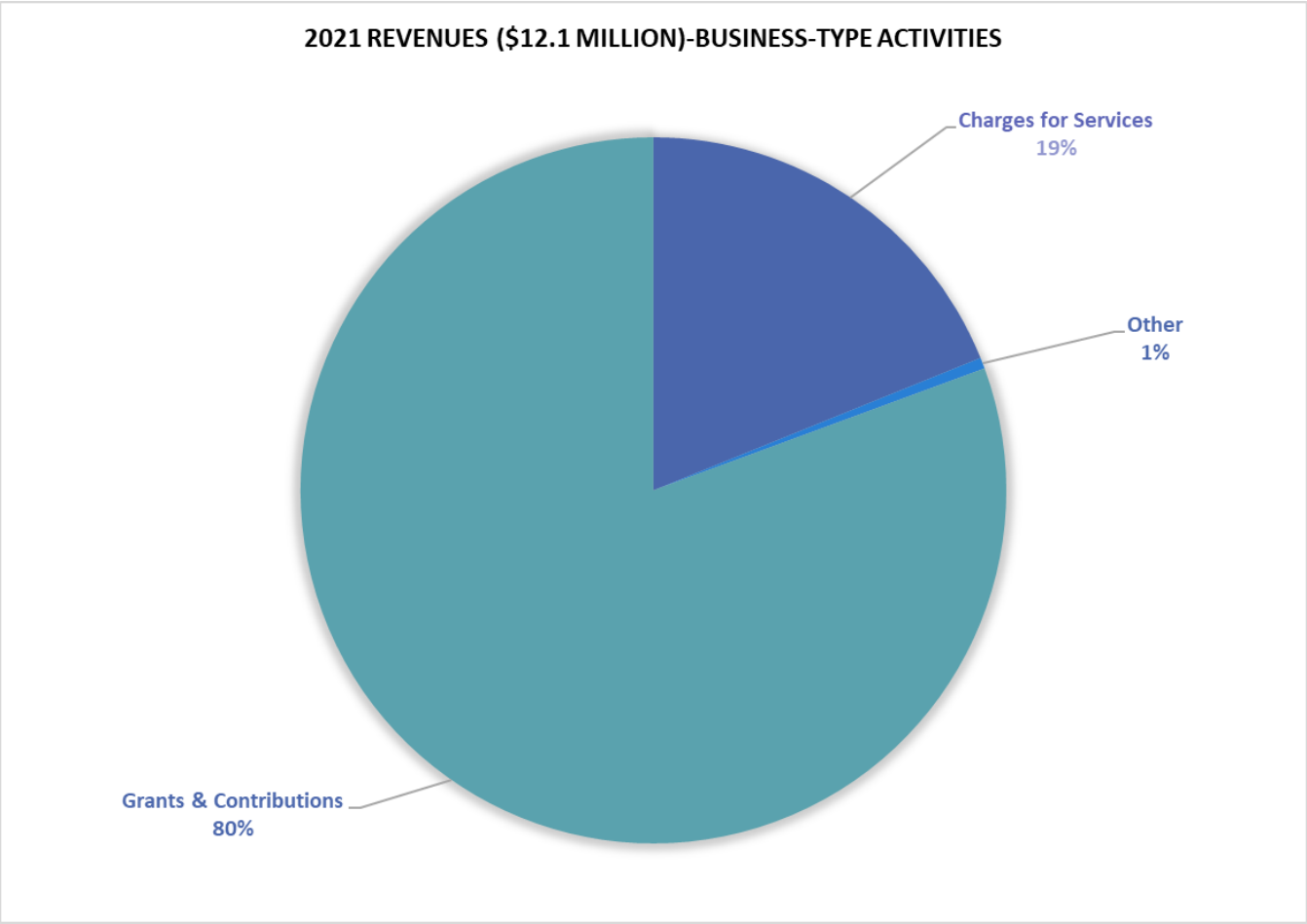
Expenses for the governmental activities in 2020 increased $727,243 or 17%. The increase can be primarily attributed to expenditures in General Government. A large portion of this increase is the expenditures related to the CARES funding allocation for Pandemic relief however a portion is also attributed to the Town General Government Operations. The increasing trend in operating expense is likely to continue as it is directly correlated to the Town population.

Business-Type Activities

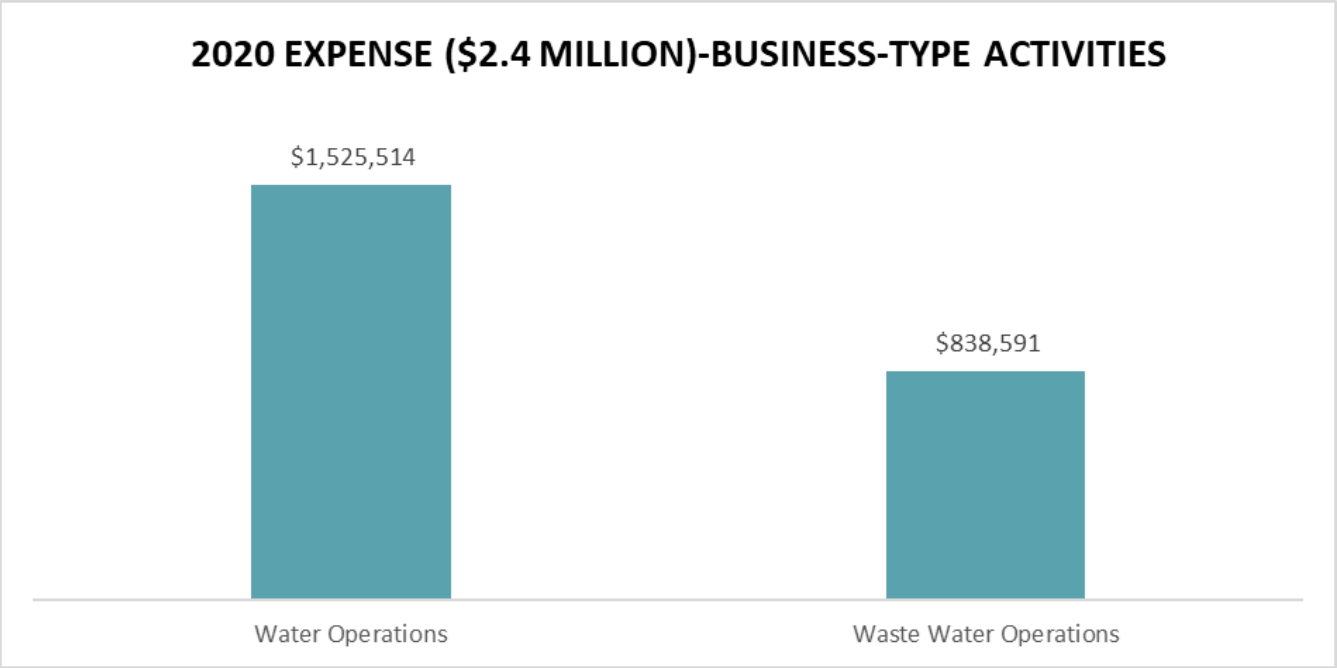
Net position of Business-Type Activities increased by $10,633,696 for 2020. The major influences are due to the following:

The Town received $9,721,781 in Capital Grants and Contributions primarily from developer infrastructure construction, this accounts for the $7,887,527 increase.

Graph 1. Business-Type Activities Revenue Sources



Graph 2. Business-Type Activities Expenses



In 2020, the water expense increased by, $554,943, or 57%. In waste water expense increased by $92,709 or an increase of 12%. This significant increase was due primarily to the following. First, the Town had two large capital repairs to two wells that lost service in the Summer of 2020. Second, there was an increase in operation cost related to the COVID-19 pandemic and related public health orders that required residents to stay at home increasing the need for chemicals and waste removal. Lastly, the Town completed a bond issuance in the water fund in August of 2020 this resulted in additional expense related to the issuance and debt expense for the bonds called in the second half of 2020.

Revenue for the waste water and water utility is derived from service charges and other miscellaneous sources such as late fees. Projected waste water and water service revenue under existing rates were not adequate to meet revenue requirements and sustain minimum reserves in 2020. Therefore, a rate increase was proposed and adopted for 2021.

FINANCIAL ANALYSIS OF THE TOWN'S FUNDS

As noted previously, the Town of Bennett uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental Funds

The focus of the Town's governmental funds is to provide information on near-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing the Town's financing requirements. Unassigned fund balance may serve as a useful measure of a government's net resources available for spending at the end of the fiscal year.

At the end of 2020 the Town's governmental funds reported a combined fund balance of $6,116,980, an increase of $2,472,581 (68%) over 2019. This can be attributed to a substantial increase in sales tax revenue as well as an increase in impact fees generated by development. Additionally, the Town recognized an increase in grant revenue. $3,589,154 constitutes unassigned fund balance, which is available for spending at the Town's discretion. $441,421 of the fund balance is assigned to parks and recreation and road maintenance.

The remainder of fund balance is restricted to indicate that it is not available for new spending as follows:

Restricted for TABOR Emergencies	$180,399
Parks and Recreation	$2,284
Restricted for Capital Projects	$1,183,122
Restricted for Debt Service	$720,600

The General Fund is the primary operating fund of the Town. At the end of 2020, unassigned fund balance of the General Fund was $3,589,154, while total fund balance was $3,949,684. As a measure of the General Fund's liquidity, it may be useful to compare unassigned fund balance to total fund expenditures. Unassigned fund balance represents 61% of total General Fund expenditures. This is a 24% increase from 2019.

The fund balance of the Town's General Fund increased by $1,967,974 during 2020. Key factors are as follows:

- An increase in revenues of $2,478,307 or 53%. Key changes in revenues include increases in sales and use tax revenue in the amount of $971,553 (36%) as well as increases in other taxes, fines and forfeitures, impact fees, investment income, and other revenues.

- Expenditures increased by $663,450 (15%) to $5,116,177. The increase in expenditures was primarily in General Government. In 2019 and continuing into 2020, the Town has had significant growth resulting in additional operating expense. Furthermore, the Town had significant expenditures related to the COVID-19 Pandemic. Lastly the Town did see an increase in Capital Outlay related to grant projects primarily in the parks and open space.

- Overall, the increase in fund balance can be attributed to an increase in revenues.

Other Governmental Funds

The Conservation Trust Fund was created to account for the money received from Lottery sales and is earmarked for specific purposes by the State, including parks and recreation equipment and capital projects. The Conservation Trust Fund had a fund balance of $2,284 at the end of 2020. $14,839 was expended on renovations at the Community Center.

The Road and Bridge Fund is used to account for state highway users trust funds, county road and bridge taxes, and other revenues designated for the construction and maintenance of roads and bridges. The Road and Bridge Fund had a fund balance of $261,290, an increase in the amount of $46,670 in 2020.

The Sales Tax Capital Improvement Fund was created to account for the money received from the 1% sales tax increase which became effective on January 1, 2016. The Sales Tax Capital Improvement Fund had a fund balance of $1,903,722 at the end of 2020. $635,866 was expended from the Sales Tax Capital Improvement Fund for the road capital projects and maintenance, as well as the principal and interest on the 2016 Sales Tax Revenue Bonds.

Proprietary Funds

The Town's proprietary funds provide the same type of information in the government-wide financial statements, but in more detail.

Net position of the enterprise operations on December 31 follows:

	2019	2020	Change
Net Position - Beginning of the Year	$ 10,155,808	$ 13,549,629	$ 3,393,821
Net Position- End of the Year	$ 13,549,629	$ 24,183,325	$ 10,633,696

Other factors concerning the finances of the enterprise funds have already been addressed in the discussion of the Town's business-type activities.

CAPITAL ASSETS AND DEBT ADMINISTRATION

Capital Assets

This investment in capital assets includes land, water rights, buildings and improvements, machinery, equipment, water, waste water and storm drainage infrastructure as well as street system infrastructure.

The Town has a five-year Capital Improvement Plan that is updated each year to assist the Town in long-term planning and budgeting for capital assets.

Major capital asset events during 2020 included the following:

- Landscaping in BRPOS
- Landscaping Future Park.
- Renovations at Centennial Park
- A skid steer and two mowers.
- Upgrades to the Highway 79 Trail.
- New playground at Brother's Four
- Improvements at Trupp Park
- Road expansion projects on Muegge Way and Market Place Drive.

The following table provides comparative information on the Town's capital assets for 2019 and 2020:

	Governmental Activities		Business -type Activities		Total	
	2019	2020	2019	2020	2019	2020
Land and Land Improvements	$ 2,758,194	$ 2,758,194	$ 67,138	$ 67,138	$ 2,825,332	$ 2,825,332
Water Rights	-		215,654	215,654	215,654	215,654
Construction in Process	246,694	1,238,771	407,454	1,678,813	654,148	2,917,584
Buildings and Improvements	3,683,545	3,715,420	7,204,664	7,204,664	10,888,209	10,920,084
IT/Software	67,447	67,447	-	-	67,447	67,447
Infrastructure	8,584,280	13,620,507	-	-	8,584,280	13,620,507
Parks and Ballfields	4,277,902	4,583,490	-	-	4,277,902	4,583,490
Public Art	40,989	40,989	-	-	40,989	40,989
Vehicle and Equipment	1,255,625	1,213,655	1,490,736	1,490,736	2,746,361	2,704,391
Ponds	-		656,605	656,605	656,605	656,605
Water System	-		9,612,554	12,052,319	9,612,554	12,052,319
Sewer Lines	-		3,310,973	6,913,859	3,310,973	6,913,859
Accumulated Depreciation	(2,553,897)	(3,144,231)	(3,933,840)	(4,608,020)	(6,487,737)	(7,752,251)
Net Capital Assets	$ 18,360,779	$ 24,094,242	$ 19,031,938	$ 25,671,768	$ 37,392,717	$ 49,766,010

Additional information on the Town's capital assets can be found in Note 3 of the financial statements.

Debt Administration

As of December 31, 2020, the Town had outstanding long-term obligations of $21,709,829, as follows:

	2019	Additions	Payments	2020
Governmental Activities	$ 6,809,337	$ 76,378	$ 295,153	$ 6,590,562
Business-type Activities	9,912,427	5,635,111	428,271	15,119,267
	$ 16,721,764	$ 5,711,489	$ 723,424	$ 21,709,829

During 2020, the Town issued a $4,905,000 Water Revenue Bond to finance the acquisition of water rights and the construction of well and well field improvements. Interest payments are due semi-annually on June 1 and December 1, with interest accruing at rates ranging from 3% to 4%. Principal payments are due annually on December 1, through 2045.

Additional information on the Town's long-term obligations can be found in Note 4 of the financial statements.

ECONOMIC FACTORS

As the next incorporated area east of Aurora, Bennett, Colorado is experiencing significant pressure from ongoing and future development. Bennett's community leaders are visionary and willing to take bold steps to secure the Town's future. The Town has identified a 91.4 square mile "Area of Planning Interest." Bennett's growth intentions are reflected by its objective to introduce public improvements related to development for job creation and retention. It is becoming increasingly vital that our infrastructure improvements have the capacity to support this anticipated development.

The projections for economic development in the Town show significant growth between 2010 and 2035. These projections were completed in 2005 by the Denver Regional Council of Governments (DRCOG), prior to the recent recession, and have been modified by Economic Planning Systems (EPS) to account for regional employment contraction. Notwithstanding this contraction, the future growth of the Bennett planning area remains strong.

The planning area is estimated to grow by 6,454 housing units and 2,568 new jobs. This projected growth in housing units and employment creates the demand for 1,382 acres. Furthermore, 1,149 acres of land are needed to allow for the projected growth in housing. There is a projected demand for 43 acres of office, 71 acres of retail, and 118 acres of industrial land. These base numbers were forecasted using DRCOG's growth rates (with modifications by EPS) to reflect more current projections made by the Colorado Department of Local Affairs (DOLA) and the Center for Business and Economic Forecasts (CBEF).

2021 BUDGET OUTLOOK

The principal general revenue sources for the Town are sales taxes, grant revenue, water sales and property taxes. The local, state, and national economies are always a consideration for projecting the revenues for the coming year. The economy for Bennett has shown moderate growth during 2020. Residential growth for Bennett does not exceed the national average but has benefited from the addition of many new commercial businesses. Conservative attainable revenue estimates have been projected in all funds.

Sales Tax - The General Fund anticipated sales tax revenues for 2021 are based on an economic growth projection rate of 3% over 2020 projected revenues. Sales tax equates to $3.1 million of the total $5 million General Fund revenues. In 2020 sales tax revenues exceeded our budgeted amounts by $697,000. On November 3, 2015, the Town successfully passed an additional 1.00% sales tax to be collected, retained, and spent to finance the construction and maintenance of existing and planned street and other street related capital improvements within the Town. In 2020, the 1% sales tax exceeded our budget by over $263,000 and we anticipate seeing a more modest incline in 2021.

Water & Wastewater Sales – 2021 will see the addition of an estimated 100 new users to our water and waste water system. Wastewater base rates were increased in 2021, the new base rate is $37.98. Additionally, the water base rate was increased to $32.80. Furthermore, the Town will see a continued increase in water and waste water development fees in 2021 as new development takes place in Bennett. These development funds will ensure the Town has funds reserved for continued and sustained improvement and expansion of the existing infrastructure in both water and waste water.

Grant Revenue – When viewed comprehensively, grant revenue is an ongoing effort to establish and research the highest level of resources available to us for capital improvement projects the Town cannot fund solely. Grant revenue in 2021 is projected to be $6,268,350 for new parks, facility improvements, and trails. The Town of Bennett has limited revenue sources and an abundance of capital improvement projects forthcoming. That, of course, raises the questions of where those resources will come from, and who will do the work. As the Town of Bennett works to develop other financing options in the future, the opportunity to obtain Assistance Grant Funds would supplement the cost of some of our major infrastructure projects. We have the funds available to provide match but are unable to complete the project without additional monetary support.

Property Tax – Revenues in Adams and Arapahoe County assessed valuations have increased for 2021, 2% in Adams County and 2% in Arapahoe County. We are noticing a trend of increasing property tax revenue and this is very positive news for the Town as a predictor for growth in the housing market for Bennett for this assessment year.

Overall, the 2021 budget revenues represent a 15% increase over the 2020 projected revenue. This increase is reflected in the sales tax projected increase. As the next incorporated area east of Aurora, Bennett, Colorado is experiencing significant pressure from ongoing and future development. Bennett's community leaders are visionary and willing to take bold steps to secure the Town's future. In 2021 the Town will see the start/continuation of a at least three new housing developments. The new houses will increase revenue streams across all funds.

2021 HIGHLIGHT PROJECTS

Looking forward to 2021, the primary guiding philosophy is, "The Lucky 7." This philosophy places an emphasis on the construction and procurement of necessary assets to ensure that Bennett remains a stable and successful community now and into the future. Items that will be the focus of 2021 are expansion and diversification of our water portfolio and expansion or improvement of our existing water, wastewater, roads, and park systems. Through the development of our Capital Asset and Inventory Master Plan, C.A.I.M.P. completed in 2019, the Town was able to identify capital needs of the Town in all major infrastructure categories. It then allowed for the prioritization of these projects based on capacity, condition, and criticality. This list was then balanced against expected revenue to help us identify the major projects in 2021.

BUILDINGS	
New North Municipal Complex	***2,000,000***
ROADS	
Market Place Drive Improvements	***650,000***
304 Bridge Modifications	***2,200,000***
PARKS	
BRPOS Fishing Pond	***650,000***
WATER	
Water Rights	***4,000,000***
At Grade Storage Tank Design and Construction	***1,610,000***
WASTEWATER	
Waste Water Resource Recovery Facility Expansion Design	***350,000***

At the heart of government finance is the concept of fund accounting. Governments create funds to account for related expenses and revenues. For example, the Water and Sewer Operating Fund contains the budget to run the Town's water supply and wastewater system and the revenues collected (primarily user charges) to pay for the system. The use of fund accounting is one of the basic requirements of generally accepted accounting principles (GAAP) for government and one of the major differences between governmental and commercial accounting. It requires separate record keeping for each individual fund a government uses.

Like prior budgets, the 2021 budget relies on projections regarding available revenue, thereby accepting the limits of the Town's financial resources. The budget is based upon an established ceiling of revenue derived from local property taxes and three-year projection averages of sales tax.

REQUESTS FOR INFORMATION

This financial report is designed to provide our residents, taxpayers, customers, investors and creditors with a general overview of the Town's finances and to show the Town's accountability for the funds and assets it receives. If you have questions about this report or need additional information, contact the Town Treasurer, 207 Muegge Way, Bennett, CO, 80102 or call (303) 644-3249.

Basic Financial Statements

Town of Bennett, Colorado
Statement of Net Position
December 31, 2020

	Primary Government			Component Unit
	Governmental Activities	Business-type Activities	Totals	General Improvement District
Assets				
Cash and Investments	$ 4,570,019	$ 13,302,443	$ 17,872,462	$ 106,820
Restricted Cash and Investments	1,794,532	15,324	1,809,856	-
Accounts Receivable	1,385,082	536,342	1,921,424	1,067
Taxes Receivable	438,330	-	438,330	224,450
Prepaid Expenses	-	30,261	30,261	-
Capital Assets, *Not Being Depreciated*	4,037,954	1,961,605	5,999,559	-
Capital Assets, *Net of Accumulated Depreciation*	20,056,288	23,710,163	43,766,451	-
Total Assets	32,282,205	39,556,138	71,838,343	332,337
Liabilities				
Accounts Payable	386,393	179,940	566,333	-
Other Liabilities	804,456	-	804,456	-
Accrued Interest Payable	19,472	56,831	76,303	-
Noncurrent Liabilities				
Due within one year	223,399	539,715	763,114	25,000
Due in More Than One Year	6,367,163	14,579,552	20,946,715	1,596,991
Total Liabilities	7,800,883	15,356,038	23,156,921	1,621,991
Deferred Inflows of Resources				
Property Taxes	488,198	-	488,198	224,450
Deferred Revenue	391,936	16,775	408,711	-
Total Deferred Inflows of Resources	880,134	16,775	896,909	224,450
Net Positions				
Net Investment in Capital Assets	17,580,058	10,567,938	28,147,996	-
Restricted for:				
Debt Service	720,600	334,566	1,055,166	-
Parks and Recreation	2,284	-	2,284	-
Capital Projects	1,183,122	-	1,183,122	-
Emergencies	180,399	-	180,399	2,968
Unrestricted	3,934,725	13,280,821	17,215,546	(1,517,072)
Total Net Position	$ 23,601,188	$ 24,183,325	$ 47,784,513	$ (1,514,104)

See Notes to Financial Statements.

Town of Bennett, Colorado
Statement of Activities
For the Year Ended December 31, 2020

Functions/Programs	Expenses	Program Revenues: Charges for Services	Program Revenues: Operating Grants and Contributions	Program Revenues: Capital Grants and Contributions	Net (Expense) Revenue and Change in Net Position: Governmental Activities	Net (Expense) Revenue and Change in Net Position: Business-type Activities	Net (Expense) Revenue and Change in Net Position: Totals	Component Unit: General Improvement District
Primary Government								
Governmental Activities								
General Government	$ 2,663,478	$ 885,053	$ 1,303,324	$ -	$ (475,101)	$ -	$ (475,101)	$ -
Public Safety	415,452	10,295	-	-	(405,157)	-	(405,157)	-
Public Works	1,141,020	585,630	291,953	5,036,227	4,772,790	-	4,772,790	-
Interest on Debt	206,582	-	-	-	(206,582)	-	(206,582)	-
Unallocated Depreciation	651,352	-	-	-	(651,352)		(651,352)	
Total Governmental Activities	5,077,884	1,480,978	1,595,277	5,036,227	3,034,598	-	3,034,598	-
Business-Type Activities								
Water Utility	1,525,514	1,387,780	-	5,048,647	-	4,910,913	4,910,913	-
Wastewater Utility	838,591	1,066,308	-	4,673,134	-	4,900,851	4,900,851	-
Total Business-Type	2,364,105	2,454,088	-	9,721,781	-	9,811,764	9,811,764	-
Total Primary Government	$ 7,441,989	$ 3,935,066	$ 1,595,277	$ 14,758,008	3,034,598	9,811,764	12,846,362	-
Component Unit								
General Improvement District	$ 98,945	14,000	-	-				(84,945)
General Revenues								
Property Taxes					429,470	-	429,470	218,968
Specific Ownership Taxes					31,245	-	31,245	15,453
Sales and Use Taxes					4,711,282	-	4,711,282	-
Franchise and Other Taxes					88,416	-	88,416	-
Investment Income					36,899	31,850	68,749	164
Grants and Contributions not Restricted to Specific Programs					20,951	756,000	776,951	-
Gain (Loss) on Disposal of Capital Assets					(21,076)	-	(21,076)	-
Miscellaneous					67,852	9,709	77,561	-
Transfers					(24,373)	24,373	-	-
Total General Revenues and Transfers					5,340,666	821,932	6,162,598	234,585
Change in Net Position					8,375,264	10,633,696	19,008,960	149,640
Net Position, *Beginning of year*					15,225,924	13,549,629	28,775,553	(1,663,744)
Net Position, *End of year*					$ 23,601,188	$ 24,183,325	$ 47,784,513	$ (1,514,104)

See Notes to Financial Statements.

Town of Bennett, Colorado

Balance Sheet
Governmental Funds
December 31, 2020

	General	Sales Tax Capital Improvement	Nonmajor Governmental Funds	Totals
Assets				
Cash and Investments	$ 3,934,709	$ -	$ 635,310	$ 4,570,019
Restricted Cash and Investments	-	1,794,532	-	1,794,532
Accounts Receivable	1,175,493	-	31,338	1,206,831
Taxes Receivable	438,330	178,251	-	616,581
Total Assets	$ 5,548,532	$ 1,972,783	$ 666,648	$ 8,187,963
Liabilities				
Accounts Payable	$ 306,194	$ 69,061	$ 11,138	$ 386,393
Deposits	87,350	-	-	87,350
Other Liabilities	717,106	-	-	717,106
Total Liabilities	1,110,650	69,061	11,138	1,190,849
Deferred Inflows of Resources				
Property Taxes	488,198	-	-	488,198
Deferred Revenue	-	-	391,936	391,936
Total Deferred Inflows of Resources	488,198	-	391,936	880,134
Fund Balances				
Restricted for:				
Park and Recreation	-	-	2,284	2,284
Capital Projects	-	1,183,122	-	1,183,122
Debt Service	-	720,600	-	720,600
Emergencies	180,399	-	-	180,399
Assigned to:				
Parks and Recreation	180,131	-	-	180,131
Road Maintenance	-	-	261,290	261,290
Unrestricted, Unassigned	3,589,154	-	-	3,589,154
Total Fund Balances	3,949,684	1,903,722	263,574	6,116,980
Total Liabilities, Deferred Inflows of Resources and Fund Balances	$ 5,548,532	$ 1,972,783	$ 666,648	$ 8,187,963

See Notes to Financial Statements.

Town of Bennett, Colorado

Reconciliation of the Balance Sheet of Governmental Funds
to the Statement of Net Position
December 31, 2020

Amounts Reported for Governmental Activities in the Statement of Net Position are Different Because:

Total Fund Balances of Governmental Funds	$ 6,116,980
Capital assets used in governmental activities are not financial resources and, therefore, are not reported in governmental funds	24,094,242
Long-term liabilities and related items are not due and payable in the current year and, therefore, are not reported in governmental funds:	
Bonds Payable	(4,920,000)
Premium on Sales Tax Revenue Bond	(397,184)
Capital Lease Payable	(1,197,000)
Interest Payable	(19,472)
Compensated absences payable	(76,378)
Total Net Position of Governmental Activities	$ 23,601,188

See Notes to Financial Statements.

Town of Bennett, Colorado

Statement of Revenues, Expenditures and Changes in Fund Balances
Governmental Funds
For the Year Ended December 31, 2020

	General	Sales Tax Capital Improvement	Nonmajor Governmental Funds	Totals
Revenues				
Taxes	$ 4,193,122	$ 1,036,046	$ 31,245	$ 5,260,413
Licenses and Permits	567,208	-	-	567,208
Intergovernmental	1,344,915	-	250,362	1,595,277
Charges for Services	317,845	-	-	317,845
Fines and Forfeitures	10,295	-	-	10,295
Investment Income	20,161	14,633	2,105	36,899
Impact Fees	585,630	-	-	585,630
Bennett Arts & Cultural Fund	12,761	-	-	12,761
Contributions	8,190	-	-	8,190
Miscellaneous	67,852	-	-	67,852
Total Revenues	7,127,979	1,050,679	283,712	8,462,370
Expenditures				
Current				
General Government	2,505,559	-	-	2,505,559
Public Safety	415,452	-	-	415,452
Public Works	1,101,273	55,992	218,561	1,375,826
Debt Service				
Principal	62,100	150,000	-	212,100
Interest	38,780	201,300	-	240,080
Capital Outlay	993,013	228,574	18,337	1,239,924
Total Expenditures	5,116,177	635,866	236,898	5,988,941
Excess of Revenues Over (Under) Expenditures	2,011,802	414,813	46,814	2,473,429
Other Financing Sources (Uses)				
Proceeds from Sale of Assets	23,525	-	-	23,525
Transfers In	731,356	42,980	-	774,336
Transfers Out	(798,709)	-	-	(798,709)
Total Other Financing Sources (Uses)	(43,828)	42,980	-	(848)
Net Change in Fund Balances	1,967,974	457,793	46,814	2,472,581
Fund Balances, *Beginning of year*	1,981,710	1,445,929	216,760	3,644,399
Fund Balances, *End of year*	$ 3,949,684	$ 1,903,722	$ 263,574	$ 6,116,980

See Notes to Financial Statements.

Town of Bennett, Colorado

Reconciliation of the Statement of Revenues, Expenditures and Changes in Fund Balances of Governmental Funds to the Statement of Activities
Governmental Funds
For the Year Ended December 31, 2020

Amounts Reported for Governmental Activities in the Statement of Activities are Different Because:

Net Change in Fund Balances of Governmental Funds	$	2,472,581
Capital outlays to purchase or construct capital assets are reported in governmental funds as expenditures. However, for governmental activities those costs are capitalized in the statement of net position and are allocated over their estimated useful lives as annual depreciation expense in the statement of activities.		
Capital additions		1,670,035
Developer contributions		5,036,227
Depreciation expense		(651,442)
Gain (Loss) on Capital Asset Disposals		(321,357)
Some expenses reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds.		
Bond Principal Payment		150,000
Bond Premium Amortization		32,963
Capital Lease Principal Payment		62,100
Interest Expense		535
Compensated absences payable		(76,378)
Change in Net Position of Governmental Activities	$	8,375,264

See Notes to Financial Statements.

Town of Bennett, Colorado
Statement of Net Position
Proprietary Funds
December 31, 2020

	Water	Wastewater	Totals
Assets			
Current Assets			
Cash and Investments	$ 10,404,382	$ 2,898,061	$ 13,302,443
Accounts Receivable	112,884	423,458	536,342
Restricted Cash	15,324	-	15,324
Prepaid Expense	30,261	-	30,261
Total Current Assets	10,562,851	3,321,519	13,884,370
Noncurrent Assets			
Capital Assets, *Not Being Depreciated*	1,218,311	743,294	1,961,605
Capital Assets, *Net of Accumulated Depreciation*	9,848,440	13,861,723	23,710,163
Total Noncurrent Assets	11,066,751	14,605,017	25,671,768
Total Assets	21,629,602	17,926,536	39,556,138
Liabilities			
Current Liabilities			
Accounts Payable	62,422	117,518	179,940
Accrued Interest Payable	41,738	15,093	56,831
Current Portion of Noncurrent Liabilities			
Capital Lease Payable	35,841	35,841	71,682
Bond Payable	125,000	-	125,000
Note Payable	147,827	195,206	343,033
Total Current Liabilities	412,828	363,658	776,486
Noncurrent Liabilities			
Compensated Absences	7,760	7,677	15,437
Capital Lease Payable	110,478	110,477	220,955
Bond Payable	5,480,539	-	5,480,539
Note Payable	3,359,326	5,503,295	8,862,621
Total Noncurrent Liabilities	8,958,103	5,621,449	14,579,552
Total Liabilities	9,370,931	5,985,107	15,356,038
Deferred Inflows of Resources			
Deferred Revenue	16,775	-	16,775
Net Position			
Net Investment in Capital Assets	1,807,740	8,760,198	10,567,938
Restricted for Debt Service	229,439	105,127	334,566
Unrestricted	10,204,717	3,076,104	13,280,821
Total Net Position	$ 12,241,896	$ 11,941,429	$ 24,183,325

See Notes to Financial Statements.

Town of Bennett, Colorado

Statement of Revenues, Expenses and Changes in Net Position
Proprietary Funds
For the Year Ended December 31, 2020

	Water	Wastewater	Totals
Operating Revenues			
Charges for Services	$ 1,387,780	$ 1,066,308	$ 2,454,088
Total Operating Revenues	1,387,780	1,066,308	2,454,088
Operating Expenses			
Operations and Maintenance	917,756	420,506	1,338,262
Depreciation	344,902	329,278	674,180
Total Operating Expenses	1,262,658	749,784	2,012,442
Net Operating Income	125,122	316,524	441,646
Nonoperating Revenues (Expenses)			
Investment Income	15,083	16,767	31,850
Grant Income	-	257,618	257,618
Debt Interest and Fiscal Charges	(262,856)	(88,807)	(351,663)
Other Revenue	406,000	359,709	765,709
Total Nonoperating Revenues (Expenses)	158,227	545,287	703,514
Net Income Before Capital Contributions and Transfers	283,349	861,811	1,145,160
Capital Contributions			
Developer Contributions	1,863,422	3,602,886	5,466,308
System Investment Fees	3,185,225	812,630	3,997,855
Transfer In	1,220,824	996,741	2,217,565
Transfers Out	(886,357)	(1,306,835)	(2,193,192)
Change in Net Position	5,666,463	4,967,233	10,633,696
Net Position, *Beginning of year*	6,575,433	6,974,196	13,549,629
Net Position, *End of year*	$ 12,241,896	$ 11,941,429	$ 24,183,325

See Notes to Financial Statements.

Town of Bennett, Colorado
Statement of Cash Flows
Proprietary Funds
For the Year Ended December 31, 2020

	Water	Wastewater	Totals
Cash Flows From Operating Activities			
Cash Received from Customers	$ 1,802,815	$ 1,197,398	$ 3,000,213
Cash Payments to Employees	(142,294)	(141,391)	(283,685)
Cash Payments to Vendors and Suppliers	(744,937)	(244,177)	(989,114)
Net Cash Provided by Operating Activities	915,584	811,830	1,727,414
Cash Flows From Noncapital Financing Activities			
Transfers to Other Funds	334,467	(310,094)	24,373
Net Cash Used in Noncapital Financing Activities	334,467	(310,094)	24,373
Cash Flows From Capital and Related Financing Activities			
Purchases of Capital Assets	(1,431,396)	(416,307)	(1,847,703)
System Investment Fees Received	3,185,225	812,630	3,997,855
Debt Principal Payments	5,430,012	(224,495)	5,205,517
Debt Interest Payments	(248,134)	(74,963)	(323,097)
Net Cash Provided by (Used in) Capital and Related Financing Activities	6,935,707	96,865	7,032,572
Cash Flows From Investing Activities			
Interest Received	15,083	16,767	31,850
Net Increase In Cash	8,200,841	615,368	8,816,209
Cash, *Beginning of Year*	2,218,865	2,282,693	4,501,558
Cash, *End of Year*	$ 10,419,706	$ 2,898,061	$ 13,317,767
Reconciliation of Net Operating Income to Net Cash Provided by (Used in) Operating Activities			
Net Operating Income	$ 531,122	$ 933,851	$ 1,464,973
Adjustments to Reconcile Net Operating Income to Net Cash Provided by (Used in) Operating Activities			
Depreciation	355,862	29,278	385,140
Changes in Assets and Liabilities			
Accounts Receivable	(1,925)	(186,237)	(188,162)
Prepaid Expense	(30,261)	-	(30,261)
Accounts Payable	59,807	34,594	94,401
Compensated Absences Payable	979	344	1,323
Net Cash Provided by (Used in) Operating Activities	$ 915,584	$ 811,830	$ 1,727,414

See Notes to Financial Statements.

Note 1: Summary of Significant Accounting Policies

The financial statements of the Town of Bennett, Colorado (the Town) have been prepared in conformity with generally accepted accounting principles (GAAP) as applicable to governmental entities. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the Town's accounting policies are described below.

Reporting Entity

The financial reporting entity consists of the Town, organizations for which the Town is financially accountable and organizations that raise and hold economic resources for the direct benefit of the Town. All funds, organizations, institutions, agencies, departments, and offices that are not legally separate are part of the Town. Legally separate organizations for which the Town is financially accountable are considered part of the reporting entity. Financial accountability exists if the Town appoints a voting majority of the organization's governing board and is able to impose its will on the organization, or if there is a potential for the organization to provide benefits to, or impose financial burdens on, the Town.

The Town includes the Antelope Hills General Improvement District (the District) within its reporting entity. The District is a legally separate entity from the Town. The Town Trustees sit as the Board of Directors of the District. The District has the power to acquire, construct or install public improvements within its own boundaries and to finance such improvements by levying a general property tax upon the benefiting property. The District is discretely presented in the Town's financial statements and does not issue separate financial statements.

Government-wide and Fund Financial Statements

The government-wide financial statements (i.e., the statement of net position and the statement of activities) report information on all activities of the Town. For the most part, the effect of interfund activity has been removed from these statements. Exceptions to this general rule are charges for interfund services that are reasonably equivalent to the services provided. *Governmental activities*, which normally are supported by taxes and intergovernmental revenues, are reported separately from *business-type activities*, which rely to a significant extent on fees and charges for support.

The statement of activities demonstrates the degree to which the direct expenses of the given function or segment are offset by program revenues. *Direct expenses* are those that are clearly identifiable with a specific function or segment. *Program revenues* include 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or segment and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Taxes and other items not properly included among program revenues are reported instead as *general revenues*. Internally dedicated resources are reported as general revenues rather than as program revenues.

Separate financial statements are provided for governmental funds and proprietary funds. Major individual funds are reported as separate columns in the fund financial statements.

Note 1: Summary of Significant Accounting Policies (Continued)

Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The government-wide financial statements are reported using the *economic resources measurement focus* and the *accrual basis of accounting*, as are the proprietary fund financial statements. Revenues are recorded when earned and expenses are recorded when the liability is incurred, regardless of the timing of related cash flows. Property taxes are recognized as revenues in the year for which they are levied. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Governmental fund financial statements are reported using the *current financial resources measurement focus* and the *modified accrual basis of accounting*. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be *available* when they are collected within the current year or soon enough thereafter to pay liabilities of the current year. For this purpose, the Town considers revenues to be available if they are collected within 60 days of the end of the current year.

Taxes, intergovernmental revenues, and interest associated with the current year are considered to be susceptible to accrual and so have been recognized as revenues of the current year. All other revenues are considered measurable and available only when cash is received by the Town.

Expenditures generally are recorded when a liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences, are recorded only when payment is due.

Proprietary funds distinguish operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a fund's principal ongoing operations. Operating expenses for enterprise funds include the cost of sales and services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

When both restricted and unrestricted resources are available for a specific use, it is the Town's practice to use restricted resources first, then unrestricted resources as they are needed.

In the fund financial statements, the Town reports the following major governmental funds:

> The *General Fund* is the Town's primary operating fund. It accounts for all financial resources of the Town, except those accounted for in another fund.
>
> The *Sales Tax Capital Improvement Fund* accounts for the proceeds of the Town's 2016 Sales Tax Revenue Bonds and the additional 1% sales tax approved by the voters in November 2015 restricted to construction and maintenance of the Town's roads.

Note 1: Summary of Significant Accounting Policies (Continued)

Measurement Focus, Basis of Accounting, and Financial Statement Presentation *(Continued)*

In addition, the Town reports the following major proprietary funds:

The *Water Fund* accounts for the financial activities associated with the provision of water services to the Town residents.

The *Wastewater Fund* accounts for the financial activities associated with the operation and maintenance of the sewer system.

Assets, Liabilities and Net Position/Fund Balances

Cash Equivalents - For purposes of the statement of cash flows, cash equivalents include investment with original maturities of three months or less.

Receivables - Receivables are reported at their gross value and, where appropriate, are reduced by the estimated portion that is expected to be uncollectible.

Prepaid Expenses - Certain payments to vendors reflect costs applicable to future years and are reported as prepaid expenses using the consumption method.

Capital Assets - Capital assets, which include land, buildings, utility systems, equipment, and all infrastructure owned by the Town, are reported in the applicable governmental or business-type activities columns in the government-wide financial statements and the proprietary funds in the fund financial statements. Capital assets are defined by the Town as assets with an initial, individual cost of $5,000 or more and an estimated useful life in excess of one year. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at the acquisition value on the date of donation. The costs of normal maintenance and repairs that do not add to the value of the assets or materially extend asset lives are not capitalized.

Capital assets are depreciated using the straight-line method over the following estimated useful lives.

Buildings	40 years
Buildings Improvements	15 years
Streets, Curbs and Gutters	15 - 30 years
Parks and ball Fields	10 - 40 years
Water and Wastewater Systems	15 - 50 years
Furniture and Equipment	5 - 10 years

Note 1: Summary of Significant Accounting Policies (Continued)

Assets, Liabilities and Net Position/Fund Balances *(Continued)*

Deferred Inflows of Resources - Property taxes earned but levied for a subsequent year are reported as deferred inflows of resources in the financial statements.

Compensated Absences - Vacation leave is based on an employee's length of employment and is earned ratably during the span of employment. Upon termination, employees are paid full value for any accrued general leave earned. It is the Town's policy to permit employees to accumulate earned but unused vacation leave benefits.

All leave is accrued when incurred in the government-wide and proprietary fund financial statements. A liability for these amounts is reported in governmental funds only if it is expected to be liquidated with expendable available financial resources.

Long-Term Debt - In the government-wide financial statements and the proprietary funds in the fund financial statements, long-term debt and other long-term obligations are reported as liabilities. Debt premiums, discounts and accounting losses resulting from debt refunding's are deferred and amortized over the life of the debt using the straight-line method. In the governmental fund financial statements, the face amount of debt issued is reported as other financing sources. Premiums received on debt issuances are reported as other financing sources while discounts are reported as other financing uses.

Debt issuance costs, whether or not withheld from the debt proceeds, are reported as current expenses or expenditures.

Net Position/Fund Balances - In the government-wide and fund financial statements, net position and fund balances are restricted when constraints placed on the use of resources are externally imposed. In the fund financial statements, governmental funds report committed fund balances when the Board of Trustees approves an ordinance that places constraints on the use of resources for a specific purpose. Assigned fund balances arise from an informal action of the Board of Trustees.

The Town has not established a formal policy for its use of restricted and unrestricted fund balances. However, if both restricted and unrestricted fund balances are available for a specific purpose, the Town uses restricted fund balances first, followed by committed, assigned, and unassigned balances.

Property Taxes

Property taxes attach as an enforceable lien on property on January 1, are levied the following December, and collected in the subsequent calendar year. Taxes are payable in full on April 30 or in two installments on February 28 and June 15. The County Treasurer's Office collects property taxes and remits to the Town on a monthly basis. Since property tax revenues are collected in arrears during the succeeding year, receivables and corresponding deferred inflows of resources are reported at year end.

Note 1: Summary of Significant Accounting Policies (Continued)

Subsequent Event

We have evaluated subsequent events through May 25, 2021. The date the financial statements were available to be issued.

Note 2: Cash and Investments

A summary of cash at December 31, 2020, follows:

Cash and Investments	$	17,979,282
Restricted Cash and Investments		1,809,856
Total Cash and Investments	$	19,789,138

Cash is reported in the financial statements as follows:

Cash	$	505
Deposits		1,660,385
Investments		18,128,248
Total	$	19,789,138

Cash Deposits

The Colorado Public Deposit Protection Act (PDPA) requires all local government entities to deposit cash in eligible public depositories. Eligibility is determined by State regulations. Amounts on deposit in excess of federal insurance levels must be collateralized by eligible collateral as determined by the PDPA. The PDPA allows the financial institution to create a single collateral pool for all public funds held. The pool is to be maintained by another institution or held in trust for all uninsured public deposits as a group. The market value of the collateral must be at least equal to 102% of the uninsured deposits. At December 31, 2020, the Town had bank deposits of $1,437,959 collateralized with securities held by the financial institution's agent but not in the Town's name.

Investments

The Town is required to comply with State statutes which specify investment instruments meeting defined rating, maturity, and concentration risk criteria in which the Town may invest, which include the following. State statutes do not address custodial risk.

- Obligations of the United States and certain U.S. Agency securities
- Certain international agency securities
- General obligation and revenue bonds of U.S. local government entities
- Bankers' acceptances of certain banks

Note 2: Cash and Investments (Continued)

Investments *(Continued)*

- Commercial paper
- Local government investment pools
- Written repurchase agreements collateralized by certain authorized securities
- Certain money market funds
- Guaranteed investment contracts (GICs)

Fair Value Measurements - At December 31, 2020, the Town's investment in Colotrust and the Corporation's investment in a money market fund were reported at the net asset value per share.

Interest Rate Risk - State statutes generally limit the maturity of investment securities to five years from the date of purchase unless the governing board authorizes the investment for a period in excess of five years.

Credit Risk - State statutes limit certain investments to those with specified ratings from nationally recognized statistical rating organizations, depending on the type of investment.

Concentration of Credit Risk - State statutes do not limit the amount the Town may invest in one issuer of investment securities, except for corporate securities.

Local Government Investment Pool - At December 31, 2020, the Town had $18,128,248 invested in the Colorado Local Government Liquid Asset Trust (Colotrust), an investment vehicle established for local government entities in Colorado to pool surplus funds for investment purposes. The Colorado Division of Securities administers and enforces the requirements of creating and operating Colotrust. Colotrust operates in conformity with the Securities and Exchange Commission's Rule 2a-7, with each share valued at $1. Colotrust is rated AAAm by Standard and Poor's. Investments of Colotrust are limited to those allowed by State statutes. A designated custodial bank provides safekeeping and depository services in connection with the direct investment and withdrawal functions. The custodian's internal records identify the investments owned by the participating governments.

Restricted Cash and Investments

At December 31, 2020, the Town reported restricted cash of $1,794,532 and $15,324 in the Sales Tax Capital Improvement and Water Funds, respectively. The restricted cash are restricted for capital projects and debt service.

Note 3: Capital Assets

Capital asset activity for the year ended December 31, 2020, is summarized below.

Governmental Activities	Balance 12/31/19	Additions	Deletions	Balance 12/31/20
Capital Assets, *Not Being Depreciated*				
Land and Land Improvements	$ 2,758,194	$ -	$ -	$ 2,758,194
Public Art	40,989	-	-	40,989
Construction in Progress	246,694	1,205,837	(213,760)	1,238,771
Total Capital Assets, *Not Being Depreciated*	3,045,877	1,205,837	(213,760)	4,037,954
Capital Assets, *Being Depreciated*				
Buildings	3,683,545	31,875	-	3,715,420
Infrastructures	8,584,280	5,036,227	-	13,620,507
Parks and Ballfields	4,277,902	305,588	-	4,583,490
Vehicle and Equipment	929,289	63,086	(168,705)	823,670
Information Technology/Software	67,447	-	-	67,447
Street and Park Equipment	326,336	63,649	-	389,985
Total Capital Assets, *Being Depreciated*	17,868,799	5,500,425	(168,705)	23,200,519
Less Accumulated Depreciation				
Buildings	(618,072)	(110,871)	-	(728,943)
Infrastructures	(613,612)	(271,386)	-	(884,998)
Parks and Ballfields	(869,164)	(167,323)	-	(1,036,487)
Vehicle and Equipment	(333,553)	(59,564)	61,108	(332,009)
Information Technology/Software	(47,139)	(7,889)	-	(55,028)
Street and Park Equipment	(72,357)	(34,409)	-	(106,766)
Total Accumulated Depreciation	(2,553,897)	(651,442)	61,108	(3,144,231)
Total Capital Assets, *Being Depreciated, net*	15,314,902	4,848,983	(107,597)	20,056,288
Governmental Activities Capital Assets, *net*	$ 18,360,779	$ 6,054,820	$ (321,357)	$ 24,094,242

Note 3: Capital Assets (Continued)

Capital asset activity for Business-Type activities for the year ended December 31, 2020, is summarized below:

Business-Type Activities	Balance 12/31/19	Additions	Deletions	Balance 12/31/20
Capital Assets, *Not Being Depreciated*				
Land and Land Improvements	$ 67,138	$ -	$ -	$ 67,138
Water Rights	215,654	-	-	215,654
Construction in Progress	407,454	1,271,359	-	1,678,813
Total Capital Assets, not b*eing Depreciated*	690,246	1,271,359	-	1,961,605
Capital Assets, being depreciated				
Buildings and Plants	7,204,664	-	-	7,204,664
Collection and Distribution Systems	3,310,973	3,602,886	-	6,913,859
Water System	9,612,554	2,439,765	-	12,052,319
Ponds	656,605	-	-	656,605
Equipment	1,490,736	-	-	1,490,736
Total Capital Assets, *Being Depreciated*	22,275,532	6,042,651	-	28,318,183
Less Accumulated Depreciation				
Buildings and Plants	(209,369)	(179,498)	-	(388,867)
Collection and Distribution Systems	(413,733)	(96,398)	-	(510,131)
Water System	(2,659,529)	(280,184)	-	(2,939,713)
Ponds	(283,145)	(16,304)	-	(299,449)
Equipment	(368,064)	(101,796)	-	(469,860)
Total Accumulated Depreciation	(3,933,840)	(674,180)	-	(4,608,020)
Total Capital Assets, *Being Depreciated, net*	18,341,692	5,368,471	-	23,710,163
Business - Type Activities Capital Assets, *net*	$ 19,031,938	$ 6,639,830	$ -	$ 25,671,768

Note 4: Long-Term Debt

Governmental Activities

Following is a summary of long-term debt transactions of the governmental activities for the year ended December 31, 2020:

	12/31/19	Additions	Payments	12/31/20	One Year
2016 Sales tax Revenue Bond	$ 5,070,000	$ -	$ (150,000)	$ 4,920,000	$ 150,000
2016 Bonds Premium	430,147	-	(32,963)	397,184	-
2017 Capital lease	1,259,100	-	(62,100)	1,197,000	65,900
Compensated Absences	50,090	76,378	(50,090)	76,378	7,499
Total	$ 6,809,337	$ 76,378	$ (295,153)	$ 6,590,562	$ 223,399

During 2016, the Town issued $5,700,000 Sales Tax Revenue Bond to finance the construction and maintenance of existing and planned street-related capital improvements within the Town. Interest payments are due semi-annually on June 1 and December 1, with interest accruing at rates ranging from 2% to 4%. Principal payments are due annually on December 1, through 2040.

The Bonds maturing on and after December 2025 are subject to redemption prior to maturity, at the option of the Town, in whole or in part. If in part, the Town shall determine and by lot within a maturity, on December 2024 and on any date thereafter at a redemption price equal to the principal amount with the accrued interest to the redemption date.

Following is a summary of debt service requirements under the agreement.

Year Ended December 31,	Principal	Interest	Total
2021	$ 150,000	$ 196,800	$ 346,800
2022	150,000	190,800	340,800
2023	175,000	184,800	359,800
2024	175,000	177,800	352,800
2025	175,000	170,800	345,800
2026-2030	1,015,000	739,800	1,754,800
2031-2035	1,230,000	521,200	1,751,200
2036-2040	1,850,000	255,400	2,105,400
Total	$ 4,920,000	$ 2,437,400	$ 7,357,400

In 2017, the Town entered into a lease/purchase agreement for to provide funds for the construction of a new Town Hall. Interest payments are due semi-annually on June 1 and December 1, with interest accruing at rates 3.08%. Principal payments are due annually on December 1, through 2031.

Note 4: Long-Term Debt (Continued)

Governmental Activities *(Continued)*

Following is a summary of debt service requirements under the agreement.

Year Ended December 31,	Principal	Interest	Total
2021	$ 64,000	$ 36,868	$ 100,868
2022	65,900	34,896	100,796
2023	68,000	32,867	100,867
2024	70,100	30,772	100,872
2025	72,200	28,613	100,813
2026-2030	396,000	118,295	514,295
2031	460,800	14,193	474,993
Total	$ 1,197,000	$ 296,504	$ 1,493,504

Business-type Activities

Following are the changes in long-term debt of the business-type activities for the year ended December 31, 2020:

	Balance 12/31/19	Additions	Payments	Balance 12/31/20	Due Within One Year
Energy and Impact Assistance Loan					
2010 Wastewater Loan	48,238	-	(7,093)	41,145	7,819
Colorado Water Conservation Board					
2015 Water Loan	1,425,048	-	(30,306)	1,394,742	32,308
Colorado Water Resources and Power Development Authority		-	-		
2006 Wastewater Loan	71,168	-	(9,069)	62,099	9,769
2016 Water Loan	2,223,423	-	(111,012)	2,112,411	115,519
2017 Wastewater Loan	2,366,058	-	(83,019)	2,283,039	83,020
2018 Wastewater Loan	3,403,323	-	(91,105)	3,312,218	94,598
2019 Capital Lease	361,055	12,144	(80,562)	292,637	71,682
2020 Water Bond	-	4,905,000	-	4,905,000	125,000
2020 Water Bond Premium	-	716,644	(16,105)	700,539	-
Compensated Absences	14,114	1,323		15,437	-
Total	$ 9,912,427	$ 5,635,111	$ (428,271)	$ 15,119,267	$ 539,715

During 2010, the Town issued $99,057 Wastewater Note with Energy and Impact Assistance Program to construct a wastewater line that passes underneath railroad tracks to the wastewater plant. Interest payments are due annually on September 1, with interest accruing at rate of 5%. Principal payments are due annually on September 1, through 2025.

Note 4: Long-Term Debt (Continued)

Business-type Activities *(Continued)*

Following is a summary of debt service requirements under the agreement.

Year Ended December 31,	Principal	Interest	Total
2021	$ 7,446	$ 2,058	$ 9,504
2022	7,819	1,685	9,504
2023	8,209	1,295	9,504
2024	8,620	884	9,504
2025	9,051	452	9,503
Total	$ 41,145	$ 6,374	$ 47,519

During 2015, the Town issued $1,454,400 Water Loan with Colorado Water Conservation Board to replace two wells. Interest payments are due annually on August 1, with interest accruing at rate of 3.25%. Principal payments are due annually on August 1, through 2048.

The Town must maintain a reserve of $7,662 annually beginning in 2019, with a maximum of $76,620. The Town has funded these reserves through restrictions of its cash balances in the Water Fund (Note 2), in the amount of $15,324 as of December 31, 2020.

Following is a summary of debt service requirements under the agreement.

Year Ended December 31,	Principal	Interest	Total
2021	$ 31,291	$ 45,329	$ 76,620
2022	32,308	44,312	76,620
2023	33,358	43,262	76,620
2024	34,442	42,178	76,620
2025	35,562	41,059	76,621
2026-2030	195,914	187,187	383,101
2031-2035	229,889	153,214	383,103
2036-2040	269,754	113,348	383,102
2041-2045	316,532	66,569	383,101
2046-2048	215,692	14,170	229,862
Total	$ 1,394,742	$ 750,628	$ 2,145,370

During 2006, the Town issued $161,000 Water Pollution Control Revolving Fund Loan with Colorado Water Resources and Power Development Authority to upgrade the existing wastewater treatment lagoons. Interest payments are due semi-annually on May 1 and November 1, with interest accruing at rate 3.75%. Principal payments are due semi-annually on May 1 and November 1, through 2026. The loan contains a net revenue pledge Wastewater Fund revenue towards repayment.

The Town is required to maintain an operations and reserve fund in an amount equal to three months of operations and maintenance expenses, excluding depreciation. Accordingly, the Town has restricted $104,306 of the Wastewater Fund's net position.

Note 4: Long-Term Debt (Continued)

Business-type Activities *(Continued)*

During 2016, the Town issued $2,500,000 Drinking Water Revolving Fund Loan with Colorado Water Resources and Power Development Authority to replace existing water system storage. Interest payments are due semi-annually on May 1 and November 1, with interest accruing at rate 2%. Principal payments are due semi-annually on May 1 and November 1, through 2036. The loan contains net revenue pledge Water Fund revenues towards repayment.

The Town is required to maintain an operations and reserve fund in an amount equal to three months of operations and maintenance expenses, excluding depreciation. Accordingly, the Town has restricted $229,418 of the Water Fund's net position.

During 2017, the Town issued $2,500,000 Water Pollution Control Revolving Fund Loan with Colorado Water Resources and Power Development Authority to construct a new mechanical wastewater treatment facility to replace the existing lagoon system. Principal payments are due semi-annually on May 1 and November 1, through 2038. The loan contains net revenue pledge of Wastewater Fund revenues towards repayment.

During 2018, the Town issued $3,500,000 Water Pollution Control Revolving Fund Loan with Colorado Water Resources and Power Development Authority to construct a new mechanical wastewater treatment facility to replace the existing lagoon system. Interest payments are due semi-annually on May 1 and November 1, with interest accruing at rate 1.89%. Principal payments are due semi-annually on May 1 and November 1, through 2048. The loan contains net revenue pledge of Wastewater Fund revenues towards repayment.

Annual debt service requirements for the outstanding loans at December 31, 2020, were as follows.

Year Ended December 31,	Principal	Interest	Total
2021	$ 298,511	$ 106,091	$ 404,602
2022	302,906	101,696	404,602
2023	307,395	97,207	404,602
2024	311,978	92,624	404,602
2025	316,656	87,946	404,602
2026-2030	1,607,237	369,157	1,976,394
2031-2035	1,716,261	248,479	1,964,740
2036-2040	1,207,057	137,971	1,345,028
2041-2045	1,117,474	72,626	1,190,100
2046-2048	584,292	10,747	595,039
Total	$ 7,769,767	$ 1,324,544	$ 9,094,311

Note 4: Long-Term Debt (Continued)

Business-type Activities *(Continued)*

In 2019, the Town entered into a lease/purchase agreement for a Vac-Con Jetvac Truck in the original principal amount of $361,055. Lease payments are due annually on August 15, with interest accruing at rate 3.97%, through 2024.

Following is a summary of debt service requirements under the agreement.

Year Ended December 31,	Principal	Interest	Total
2021	$ 68,944	$ 11,618	$ 80,562
2022	71,681	8,881	80,562
2023	74,527	6,035	80,562
2024	77,485	3,076	80,561
Total	$ 292,637	$ 29,610	$ 322,247

During 2020, the Town issued $4,905,000 Water Revenue Bond to finance the acquisition of renewable water rights and the construction of well and well field improvements. Interest payments are due semi-annually on June 1 and December 1, with interest accruing at rates ranging from 3% to 4%. Principal payments are due annually on December 1, through 2045.

Following is a summary of debt service requirements under the agreement.

Year Ended December 31,	Principal	Interest	Total
2021	$ 125,000	$ 164,700	$ 289,700
2022	130,000	160,950	290,950
2023	135,000	157,050	292,050
2024	140,000	153,000	293,000
2025	140,000	148,800	288,800
2026-2030	790,000	662,400	1,452,400
2031-2035	965,000	490,800	1,455,800
2036-2040	1,150,000	305,100	1,455,100
2041-2045	1,330,000	121,950	1,451,950
Total	$ 4,905,000	$ 2,364,750	$ 7,269,750

Component Unit

Following are the changes in long-term debt of the component unit for the year ended December 31, 2020:

	Balance 12/31/19	Additions	Payments	Balance 12/31/20	Due Within One Year
2017 General Obligation Refunding Note	$ 1,739,386	$ -	$ (117,395)	$ 1,621,991	$ 25,000

Note 4: Long-Term Debt (Continued)

Component Unit *(Continued)*

During 2017, the District issued $1,995,000 General Obligation Refunding Note to refund and pay the outstanding Series 2006 bond. Interest payments are due semi-annually on June 1 and December 1, with interest accruing at rate of 5.50%. Principal payments are due annually on December 1, through 2040. The District has pledged its net revenue derived from the District, after payment of any costs of collection to pay the principal on the Note as they become due.

The Note is subject to redemption prior to maturity, at the option of the District, as a whole or in part, on any date thereafter, upon payment of par and accrued interest to the date of redemption.

The 2017 Note is secured by and payable solely from and to the extent of the Net Pledged Revenue, which includes the following, after the payment of costs for Allowable Operations Expenses which are limited to an initial amount of $12,500, which may be increased 2% per year (up to a maximum of $15,000):

a) the District's covenant to levy the Limited Mill Levy on all taxable property in the District
b) any specific ownership tax revenues attributable to the Limited Mill Levy
c) revenues collected from the Facilities Fees imposed by the District
d) any other legally available funds of the District

The Limited Mill Levy is defined as an ad valorem mill levy not less than 35 mills and not in excess of 36.71 mills. Such minimum and maximum mill levies are subject to adjustment due to changes in the method of calculating assessed valuation after the issuance of the 2017 Note. For the purposes of this provision, collection year 2017 is the base year for the ratio for assessment to actual valuation and for making any determination of mill levy equivalency.

Following is a summary of debt service requirements under the agreement.

Year Ended December 31,	Principal	Interest	Total
2021	$ 25,000	$ 89,210	$ 114,210
2022	25,000	87,835	112,835
2023	25,000	86,460	111,460
2024	25,000	85,085	110,085
2025	25,000	83,710	108,710
2026-2030	125,000	397,923	522,923
2031-2035	125,000	363,548	488,548
2036-2040	1,246,991	329,173	1,576,164
Total	$ 1,621,991	$ 1,522,944	$ 3,144,935

Note 5: Interfund Transactions

Interfund transfers for the year ended December 31, 2020, were comprised of the following:

Transfers In	Transfers Out	Amount
General Fund	Water Fund	$ 217,291
General Fund	Wastewater Fund	128,116
Sales Tax Capital Improvement Fund	General Fund	42,980
Wastewater Fund	General Fund	369,780
Water Fund	Wastewater Fund	551,758
Total		$ 1,309,925

The Water and Wastewater Funds reimburse the General Fund for services provided, including administration, finance, clerk and IT costs for use and employee time. The Wastewater Fund transferred Construction in Progress to Water Fund. Sales Tax Capital Improvement Fund and Wastewater Fund reimburse the General Fund for developer expenses and matching expenses for capital assets expenditures.

Note 6: Risk Management

Public Entity Risk Pool

The Town is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. For these risks of loss, the Town participates in the Colorado Intergovernmental Risk Sharing Agency (CIRSA), a separate and independent governmental and legal entity formed by intergovernmental agreement by member municipalities pursuant to the provisions of 24-10-115.5, Colorado Revised Statutes, and the Colorado Constitution, Article XIV, Section 18(2).

The purposes of CIRSA are to provide members defined liability, property, and workers compensation coverages and to assist members to prevent and reduce losses and injuries to municipal property and to persons or property which might result in claims being made against members of CIRSA, their employees and officers.

It is the intent of the members of CIRSA to create an entity in perpetuity which will administer and use funds contributed by the members to defend and indemnify, in accordance with the bylaws, any member of CIRSA against stated liability of loss, to the limit of the financial resources of CIRSA. It is also the intent of the members to have CIRSA provide continuing stability and availability of needed coverages at reasonable costs. All income and assets of CIRSA shall be at all times dedicated to the exclusive benefit of its members.

Note 7: Retirement Commitments

Defined Contribution Pension Plan

The Town participates in the Colorado County Officials and Employees Retirement Association (CCOERA), a multiple employer defined contribution plan, to which permanent employees contribute. In a defined contribution plan, benefits depend solely on amounts contributed to the plan plus investment earnings. Employees become plan members after one year of regular fulltime, or regular part-time service. Under this plan, 3% of the plan members' compensation is withheld and remitted to the Plan Administrator along with a matching payment of 3% from the Town. Employees are immediately vested in their own contributions and earnings on those contributions.

For the year ended December 31, 2020, the Town recognized pension expense of $52,218.

Deferred Compensation Plan

The Town has a deferred compensation plan created in accordance with Internal Revenue Code Section 457. The plan is administered by CCOERA. Participation in the plan is optional for all employees. The plan allows employees to defer a portion of their salary until future years.

Note 8: Commitments and Contingencies

TABOR Amendment

In November 1992, Colorado voters passed the TABOR Amendment to the State Constitution which limits state and local government taxing powers and imposes spending limitations. The Town is subject to the TABOR Amendment. Fiscal year 1992 provides the basis for limits in future years, to which may be applied allowable increases for inflation and property valuation. Revenue received in excess of the limitations may be required to be refunded unless the Town's electorate vote to retain the revenue. The TABOR Amendment is subject to many interpretations, but the Town believes it is in substantial compliance with the Amendment.

In November 1994, voters permitted the Town, without increasing or adding any taxes of any kind, to collect, retain or expend revenues generated from all sources during 1994 and each subsequent year for trails, parks, and open space, storm water facilities and drainage, street, curb and sidewalk construction, repair and maintenance, police services, and for other basic municipal services and lawful purposes, without limitation.

Note 8: Commitments and Contingencies (Continued)

TABOR Amendment *(Continued)*

The Town has established an emergency reserve, representing 3% of qualifying expenditures, as required by the Amendment. At December 31, 2020, the emergency reserve was reported as restricted fund balance in the General Fund, in the amount of $180,399.

Current Economic Conditions

During the year ended December 31, 2020, the United States of America and State of Colorado declared an emergency associated with the COVID-19 pandemic. This public health emergency creates uncertain economic conditions. The Town has adapted and made changes to operations due to the potential impacts on health and safety, however the full economic effect on the Town is uncertain. Should these conditions continue, the Town could continue to be negatively impacted.

Note 9: Rate Maintenance

All the Colorado Water Resources and Power Development Authority requires that Net Revenues shall represent a sum equal to 110% of the amount necessary to pay when due the principal and interest on the loans coming due during the fiscal year.

The Town believes that it is in compliance with the requirements as of December 31, 2020.

	Water Enterprise		Wastewater Enterprise	
	2016 CWRPDA Loan	**2006 CWRPDA Loan**	**2017 CWRPDA Loan**	**2018 CWRPDA Loan**
Revenues				
Operating Revenues	$ 1,387,780	$ 1,387,780	$ 1,066,308	$ 1,066,308
Other revenue	421,083	421,083	634,094	634,094
Capital Contributions	5,048,647	5,048,647	4,415,516	4,415,516
Less: Capital Related Grants	-	-	-	-
Total Revenue	6,857,510	6,857,510	6,115,918	6,115,918
Expenses				
Operations and maintenance expense	(1,262,658)	(1,262,658)	(749,784)	(749,784)
Less: Depreciation	344,902	344,902	329,278	329,278
Net Expenses	(917,756)	(917,756)	(420,506)	(420,506)
Net Revenues	$ 5,939,754	$ 5,939,754	$ 5,695,412	$ 5,695,412

(Continued)

Note 9: Rate Maintenance (Continued)

	Water Enterprise		Wastewater Enterprise	
	2016 CWRPDA Loan	**2006 CWRPDA Loan**	**2017 CWRPDA Loan**	**2018 CWRPDA Loan**
Debt Services Requirements (Parity and Senior Debt Service) *(Continued)*				
2006 CWRPDA Wastewater Loan	$ -	$ 67,456	$ -	$ -
2016 CWRPDA Water Loan	154,928	-	-	-
2017 CWRPDA Wastewater Loan	-	-	83,020	-
2018 CWRPDA Wastewater Loan	-	-	-	155,000
	154,928	67,456	83,020	155,000
Required Coverage	110%	110%	110%	110%
Debt Service Coverage Amount	170,421	74,202	91,322	170,500
Net Revenue Excess (Shortfall)	$ 5,769,333	$ 5,865,552	$ 5,604,090	$ 5,524,912

Note 10: Subsequent Events

In May 2021, the Town has entered a Certificate of Participation Agreement of $3,685,000, to refinance the 2017 lease and construction of a new public works facility.

Required Supplementary Information

Town of Bennett, Colorado
Budgetary Comparison Schedule
General Fund
For the Year Ended December 31, 2020

	Original Budget	Final Budget	Actual	Variance *Positive (Negative)*
Revenues				
Taxes				
Property Taxes	$ 428,550	$ 428,550	$ 429,470	$ 920
Sales & Use Tax	3,055,835	3,055,835	3,675,236	619,401
Cigarette Tax	6,515	6,515	6,414	(101)
Franchise Tax	73,710	73,710	77,980	4,270
Severance Tax	6,790	6,790	4,022	(2,768)
Total Taxes	3,571,400	3,571,400	4,193,122	621,722
Intergovernmental				
Grants	2,345,180	2,345,180	1,288,479	(1,056,701)
Open Space Shareback	44,005	44,005	56,436	12,431
Total Intergovernmental	2,389,185	2,389,185	1,344,915	(1,044,270)
Licenses and Permits				
Building Permits	456,350	456,350	384,200	(72,150)
Plan Reviews	55,395	55,395	54,053	(1,342)
Animal Licenses	1,245	1,245	1,237	(8)
Liquor Licenses	900	900	853	(47)
Infrastructure Inspection Fee	15,000	15,000	19,500	4,500
Miscellaneous	75,180	75,180	107,365	32,185
Total Licenses and Permits	604,070	604,070	567,208	(36,862)
Charges for Services				
Rentals	41,810	41,810	32,659	(9,151)
Internal Department Charges	268,340	268,340	269,696	1,356
Cemetery Charges	10,495	10,495	15,475	4,980
Other Charges for Services	200	200	15	(185)
Total Charges for Services	320,845	320,845	317,845	(3,000)
Fines and Forfeitures	21,350	21,350	10,295	(11,055)
Impact Fees	593,525	593,525	585,630	(7,895)
Capital Credits	9,000	9,000	-	(9,000)
Bennett Arts & Cultural Fund	87,000	87,000	12,761	(74,239)
Contributions	100	100	8,190	8,090
Investment Income	47,215	47,215	20,161	(27,054)
Miscellaneous	191,010	191,010	67,852	(123,158)
Total Revenues	7,834,700	7,834,700	7,127,979	(706,721)

(Continued)

Town of Bennett, Colorado

Budgetary Comparison Schedule
General Fund
For the Year Ended December 31, 2020
(Continued)

	Original Budget	Final Budget	Actual	Variance *Positive (Negative)*
Expenditures				
Current				
General Government				
Administration	$ 811,425	$ 811,425	$ 1,050,807	$ (239,382)
Finance	169,530	169,530	189,817	(20,287)
Boards and Commissions	82,570	82,570	67,778	14,792
Town Clerk	144,195	144,195	87,725	56,470
Municipal Court	25,350	25,350	18,297	7,053
Community Development	381,735	381,735	448,806	(67,071)
Bennett Arts & Cultural Fund	111,380	111,380	76,708	34,672
Economic Development	137,020	137,020	191,830	(54,810)
Information Technology	130,975	130,975	111,646	19,329
Internal Services	268,040	268,040	262,145	5,895
Contingency	773,283	773,283	-	773,283
Total General Government	3,035,503	3,035,503	2,505,559	529,944
Public Safety	451,235	451,235	415,452	35,783
Public Works	1,002,580	1,002,580	1,101,273	(98,693)
Capital Outlay	3,600,300	3,600,300	993,013	2,607,287
Others	36,645	36,645	-	36,645
Debt Service				
Principal	100,840	100,840	62,100	38,740
Interest	-	-	38,780	(38,780)
Total Expenditures	8,227,103	8,227,103	5,116,177	3,110,926
Excess of Revenues Over (Under) Expenditures	(392,403)	(392,403)	2,011,802	2,404,205
Other Financing Sources (Uses)				
Proceeds from Sale of Assets	67,000	67,000	23,525	(43,475)
Transfer In	1,565,455	1,565,455	731,356	(834,099)
Transfers Out	(1,063,119)	(1,063,119)	(798,709)	264,410
Total Other Financing Sources (Uses)	569,336	569,336	(43,828)	(613,164)
Net Change in Fund Balance	176,933	176,933	1,967,974	1,791,041
Fund Balance, *Beginning of year*	2,270,363	2,270,353	1,981,710	(288,643)
Fund Balance, *End of year*	$ 2,447,296	$ 2,447,286	$ 3,949,684	$ 1,502,398

See the accompanying Independent Auditors' Report.

Note 1: Stewardship, Compliance and Accountability

Budgets and Budgetary Accounting

Budgets are adopted for all funds of the Town in accordance with State statutes. Budgets for the governmental funds are adopted on a basis consistent with generally accepted accounting principles (GAAP). Budgetary comparisons for the enterprise funds are presented on a non-GAAP budgetary basis. Capital outlay and debt principal are budgeted as expenditures, but depreciation is not budgeted.

The Town follows these procedures to establish the budgetary information reflected in the financial statements:

- Management submits to the Board of Trustees a proposed operating budget for the fiscal year commencing the following January 1. The operating budget includes proposed expenditures and the means of financing them.
- Public hearings are conducted to obtain taxpayer comments.
- Prior to December 31, the budget is legally adopted through passage of a resolution.
- Town management is authorized to transfer budgeted amounts between departments within any fund. However, revisions that alter the total expenditures of any fund must be approved by the Board of Trustees. State statutes stipulate that expenditures may not exceed budget appropriations at the fund level.
- All appropriations lapse at year end.

Supplementary Information

Town of Bennett, Colorado

Combining Balance Sheet
Nonmajor Governmental Funds
December 31, 2020

	Conservation Trust Fund	Road & Bridge Fund	Totals
Assets			
Cash	$ 2,284	$ 633,026	$ 635,310
Accounts Receivable	-	31,338	31,338
Total Assets	$ 2,284	$ 664,364	$ 666,648
Liabilities			
Accounts Payable	$ -	$ 11,138	$ 11,138
Total Liabilities	-	11,138	11,138
Deferred Inflows of Resources			
Deferred Revenue	-	391,936	391,936
Fund Balances			
Restricted for Parks and Recreation	2,284	-	2,284
Assigned to Road Maintenance	-	261,290	261,290
Total Fund Balances	2,284	261,290	263,574
Total Liabilities and Fund Balances	$ 2,284	$ 664,364	$ 666,648

See the accompanying Independent Auditors' Report.

Town of Bennett, Colorado

Combining Statement of Revenues, Expenditures and Changes in Fund Balances
Nonmajor Governmental Funds
For the Year Ended December 31, 2020

	Conservation Trust Fund	Road & Bridge Fund	Totals
Revenues			
Taxes	$ -	$ 31,245	$ 31,245
Intergovernmental	14,845	235,517	250,362
Investment Income	138	1,967	2,105
Total Revenues	14,983	268,729	283,712
Expenditures			
Current			
Public Works	-	218,561	218,561
Capital Outlay	14,839	3,498	18,337
Total Expenditures	14,839	222,059	236,898
Excess of Revenues Over (Under) Expenditures	144	46,670	46,814
Net Change in Fund Balances	144	46,670	46,814
Fund Balances, *Beginning of year*	2,140	214,620	216,760
Fund Balances, *End of year*	$ 2,284	$ 261,290	$ 263,574

See the accompanying Independent Auditors' Report.

Town of Bennett, Colorado

Budgetary Comparison Schedule
Sales Tax Capital Improvement Fund
For the Year Ended December 31, 2020

	Original Budget	Final Budget	Actual	Variance *Positive (Negative)*
Revenues				
Sales Tax	$ 772,395	$ 772,395	$ 1,036,046	$ 263,651
Grants	450,000	450,000	-	(450,000)
Investment Income	25,200	25,200	14,633	(10,567)
Total Revenues	1,247,595	1,247,595	1,050,679	(196,916)
Expenditures				
Public Works	149,052	149,052	55,992	93,060
Capital Outlay	1,394,000	1,394,000	228,574	1,165,426
Debt Service				
Principal	360,300	360,300	150,000	210,300
Interest	-	-	201,300	(201,300)
Total Expenditures	1,903,352	1,903,352	635,866	1,267,486
Excess Revenues Over (Under) Expenditures	(655,757)	(655,757)	414,813	1,070,570
Other Financing Sources (Uses)				
Transfers In	-	-	42,980	42,980
Net Change in Fund Balance	(655,757)	(655,757)	457,793	1,113,550
Fund Balance, *Beginning of year*	1,376,357	1,376,357	1,445,929	69,572
Fund Balance, *End of year*	$ 720,600	$ 720,600	$ 1,903,722	$ 1,183,122

See the accompanying Independent Auditors' Report.

Town of Bennett, Colorado

Budgetary Comparison Schedule
Road and Bridge Fund
For the Year Ended December 31, 2020

	Original Budget	Final Budget	Actual	Variance *Positive (Negative)*
Revenues				
Specific Ownership Tax	$ 27,920	$ 27,920	$ 31,245	$ 3,325
Highway Users Tax	73,315	73,315	73,780	465
County Road and Bridge Tax	117,480	117,480	152,955	35,475
Motor Vehicle Registration Fees	9,905	9,905	8,782	(1,123)
Investment Income	2,970	2,970	1,967	(1,003)
Total Revenues	231,590	231,590	268,729	37,139
Expenditures				
Public Works	149,505	149,505	218,561	(69,056)
Capital Outlay	415,000	415,000	3,498	411,502
Total Expenditures	564,505	564,505	222,059	342,446
Excess Revenues Over (Under) Expenditures	(332,915)	(332,915)	46,670	379,585
Other Financing Sources (Uses)				
Transfers In	400,000	400,000	-	(400,000)
Transfers Out	(67,085)	(67,085)	-	67,085
Net Change in Fund Balance	-	-	46,670	46,670
Fund Balance, *Beginning of year*	167,805	167,805	214,620	46,815
Fund Balance, *End of year*	$ 167,805	$ 167,805	$ 261,290	$ 93,485

See the accompanying Independent Auditors' Report.

Town of Bennett, Colorado

Budgetary Comparison Schedule
Conservation Trust Fund
For the Year Ended December 31, 2020

	Original Budget	Final Budget	Actual	Variance *Positive (Negative)*
Revenues				
Intergovernmental	$ 14,600	$ 14,600	$ 14,845	$ 245
Investment Income	240	240	138	(102)
Total Revenues	14,840	14,840	14,983	143
Expenditures				
Parks and Recreations	12,500	12,500	14,839	(2,339)
Emergency Reserves	2,340	2,340	-	2,340
Total Expenditures	14,840	14,840	14,839	1
Net Changes in Fund Balance	-	-	144	144
Fund Balance, *Beginning of year*	14,840	14,840	2,140	(12,700)
Fund Balance, *End of year*	$ 14,840	$ 14,840	$ 2,284	$ (12,556)

See the accompanying Independent Auditors' Report.

Town of Bennett, Colorado

Budgetary Comparison Schedule
Water Fund
For the Year Ended December 31, 2020

	Original Budget	Final Budget	Actual	Variance *Positive (Negative)*
Revenues				
Water Sales	$ 1,109,165	$ 1,109,165	$ 1,079,186	$ (29,979)
Bulk Water	45,000	45,000	72,857	27,857
Water Development Fees	5,148,300	5,148,300	3,185,225	(1,963,075)
Net Investment Income	37,130	37,130	15,083	(22,047)
Other	53,095	53,095	641,737	588,642
Transfer In	1,615,280	1,615,280	1,220,824	(394,456)
Total Revenues	8,007,970	8,007,970	6,214,912	(1,793,058)
Expenditures				
Operations and Maintenance	672,520	672,520	1,262,658	(590,138)
Capital Outlay	1,897,000	1,897,000	1,431,396	465,604
Debt Principal	271,830	271,830	181,599	90,231
Debt Interest and Fiscal Charges	-	-	262,856	(262,856)
Transfers Out	2,441,415	2,441,415	886,357	1,555,058
Total Expenditures	5,282,765	5,282,765	4,024,866	1,257,899
Change in Net Position, *Budgetary Basis*	$ 2,725,205	$ 2,725,205	2,190,046	$ (535,159)
Adjustments to GAAP Basis				
Capital Outlay			1,431,396	
Debt Principal			181,599	
Developer Contribution			1,863,422	
Change in Net Position, *GAAP Basis*			$ 5,666,463	

See the accompanying Independent Auditors' Report.

Town of Bennett, Colorado

Budgetary Comparison Schedule
Wastewater Fund
For the Year Ended December 31, 2020

	Original Budget	Final Budget	Actual	Variance *Positive (Negative)*
Revenues				
Charges for Services	$ 885,995	$ 885,995	$ 1,066,308	$ 180,313
Wastewater Development Fees	1,276,950	1,276,950	812,630	(464,320)
Grant	200,000	200,000	257,618	57,618
Investment Income	32,745	32,745	16,767	(15,978)
Transfer In	847,980	847,980	996,741	148,761
Miscellaneous	30,700	30,700	359,709	329,009
Total Revenues	3,274,370	3,274,370	3,509,773	235,403
Expenditures				
Operations and Maintenance	459,640	459,640	749,784	(290,144)
Capital Outlay	1,045,600	1,045,600	416,307	629,293
Debt Principal	299,460	299,460	230,567	68,893
Debt Interest and Fiscal Charges	-	-	88,807	(88,807)
Transfers Out	1,074,115	1,074,115	1,306,835	(232,720)
Total Expenditures	2,878,815	2,878,815	2,792,300	86,515
Change in Net Position, *Budgetary Basis*	$ 395,555	$ 395,555	717,473	$ 321,918
Adjustments to GAAP Basis				
Capital Outlay			416,307	
Debt Principal			230,567	
Developer Contribution			3,602,886	
Change in Net Position, *GAAP Basis*			$ 4,967,233	

See the accompanying Independent Auditors' Report.

Compliance Section

The public report burden for this information collection is estimated to average 380 hours annually.

LOCAL HIGHWAY FINANCE REPORT	City or County: Bennett
	YEAR ENDING : December 2020
This Information From The Records Of Town of Bennett	Prepared By: Danette Ruvalcaba Phone: 303-644-3249

I. DISPOSITION OF HIGHWAY-USER REVENUES AVAILABLE FOR LOCAL GOVERNMENT EXPENDITURE

ITEM	A. Local Motor-Fuel Taxes	B. Local Motor-Vehicle Taxes	C. Receipts from State Highway-User Taxes	D. Receipts from Federal Highway Administration
1. Total receipts available				
2. Minus amount used for collection expenses				
3. Minus amount used for nonhighway purposes				
4. Minus amount used for mass transit				
5. Remainder used for highway purposes				

II. RECEIPTS FOR ROAD AND STREET PURPOSES

ITEM	AMOUNT
A. Receipts from local sources:	
1. Local highway-user taxes	
a. Motor Fuel (from Item I.A.5.)	
b. Motor Vehicle (from Item I.B.5.)	
c. Total (a.+b.)	
2. General fund appropriations	
3. Other local imposts (from page 2)	1,221,160
4. Miscellaneous local receipts (from page 2)	59,579
5. Transfers from toll facilities	
6. Proceeds of sale of bonds and notes:	
a. Bonds - Original Issues	
b. Bonds - Refunding Issues	
c. Notes	
d. Total (a. + b. + c.)	0
7. Total (1 through 6)	1,280,739
B. Private Contributions	
C. Receipts from State government (from page 2)	82,562
D. Receipts from Federal Government (from page 2)	0
E. Total receipts (A.7 + B + C + D)	1,363,300

III. DISBURSEMENTS FOR ROAD AND STREET PURPOSES

ITEM	AMOUNT
A. Local highway disbursements:	
1. Capital outlay (from page 2)	258,578
2. Maintenance:	54,392
3. Road and street services:	
a. Traffic control operations	
b. Snow and ice removal	
c. Other	23,832
d. Total (a. through c.)	
4. General administration & miscellaneous	171,203
5. Highway law enforcement and safety	
6. Total (1 through 5)	508,006
B. Debt service on local obligations:	
1. Bonds:	
a. Interest	201,300
b. Redemption	150,000
c. Total (a. + b.)	351,300
2. Notes:	
a. Interest	
b. Redemption	
c. Total (a. + b.)	0
3. Total (1.c + 2.c)	351,300
C. Payments to State for highways	
D. Payments to toll facilities	
E. Total disbursements (A.6 + B.3 + C + D)	859,305

IV. LOCAL HIGHWAY DEBT STATUS

(Show all entries at par)

	Opening Debt	Amount Issued	Redemptions	Closing Debt
A. Bonds (Total)	5,628,179	0	150,000	5,478,179
1. Bonds (Refunding Portion)				
B. Notes (Total)				0

V. LOCAL ROAD AND STREET FUND BALANCE

A. Beginning Balance	B. Total Receipts	C. Total Disbursements	D. Ending Balance	E. Reconciliation
1,660,673	1,363,300	859,305	2,164,668	0

Notes and Comments:

LOCAL HIGHWAY FINANCE REPORT	STATE: Colorado
	YEAR ENDING (mm/yy): December 2020

II. RECEIPTS FOR ROAD AND STREET PURPOSES - DETAIL

ITEM	AMOUNT	ITEM	AMOUNT
A.3. Other local imposts:		**A.4. Miscellaneous local receipts:**	
a. Property Taxes and Assessments		a. Interest on investments	16,599
b. Other local imposts:		b. Traffic Fines & Penalities	
1. Sales Taxes	1,036,046	c. Parking Garage Fees	
2. Infrastructure & Impact Fees		d. Parking Meter Fees	
3. Liens		e. Sale of Surplus Property	
4. Licenses		f. Charges for Services	
5. Specific Ownership &/or Other	185,114	g. Other Misc. Receipts	42,980
6. Total (1. through 5.)	1,221,160	h. Other	
c. Total (a. + b.)	1,221,160	i. Total (a. through h.)	59,579
	(Carry forward to page 1)		(Carry forward to page 1)

ITEM	AMOUNT	ITEM	AMOUNT
C. Receipts from State Government		**D. Receipts from Federal Government**	
1. Highway-user taxes	73,780	1. FHWA (from Item I.D.5.)	
2. State general funds		2. Other Federal agencies:	
3. Other State funds:		a. Forest Service	
a. State bond proceeds		b. FEMA	
b. Project Match		c. HUD	
c. Motor Vehicle Registrations	8,781	d. Federal Transit Admin	
d. Other (Specify) - DOLA Grant		e. U.S. Corps of Engineers	
e. Other (Specify)		f. Other Federal	
f. Total (a. through e.)	8,781	g. Total (a. through f.)	0
4. Total (1. + 2. + 3.f)	82,562	3. Total (1. + 2.g)	
			(Carry forward to page 1)

III. DISBURSEMENTS FOR ROAD AND STREET PURPOSES - DETAIL

	ON NATIONAL HIGHWAY SYSTEM (a)	OFF NATIONAL HIGHWAY SYSTEM (b)	TOTAL (c)
A.1. Capital outlay:			
a. Right-Of-Way Costs		0	0
b. Engineering Costs		7,000	7,000
c. Construction:			
(1). New Facilities			0
(2). Capacity Improvements			0
(3). System Preservation		246,769	246,769
(4). System Enhancement & Operation		4,809	4,809
(5). Total Construction (1) + (2) + (3) + (4)	0	251,578	251,578
d. Total Capital Outlay (Lines 1.a. + 1.b. + 1.c.5)	0	258,578	258,578
			(Carry forward to page 1)

Notes and Comments:

FORM FHWA-536 (Rev.1-05) PREVIOUS EDITIONS OBSOLETE

RESOLUTION NO. 874-21

A RESOLUTION ACCEPTING THE 2020 AUDIT FOR THE TOWN OF BENNETT

WHEREAS, the Town retained Hinkle & Company, P.C., Certified Public Accountants, to perform an annual audit of the Town's financial statements for the 2020 fiscal year; and

WHEREAS, Hinkle and Company, P.C. has completed an audit of the Town's financial statements for 2020; and

WHEREAS, the Board of Trustees desires to accept the 2020 Audit for the Town of Bennett.

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

Section 1. The Board of Trustees hereby accepts the 2020 Audit for the Town of Bennett prepared by Hinkle & Company, P.C., Certified Public Accountants, in essentially the same form as the copy of such Audit accompanying this resolution.

INTRODUCED, ADOPTED AND RESOLVED THIS 8TH DAY OF JUNE, 2021.

TOWN OF BENNETT

_____

Royce D. Pindell, Mayor

ATTEST:

_____

Christina Hart, Town Clerk

Suggested Motion

I move to approve Resolution No. 874-21 – A resolution accepting the 2020 Audit for the Town of Bennett.

STAFF REPORT

TO: Mayor and Town of Bennett Board of Trustees

FROM: The Bennett Gives Back Advisory Board

DATE: June 8, 2021

SUBJECT: 2021 Bennett Gives Back Grant Recommendations

Background

The purpose of the Bennett Gives Back Grant (BGB Grant) program is for eligible organizations and special districts to obtain additional resources to help supplement services or resources provided to the residents of Bennett.

The Town of Bennett, through the BGB Grant, may provide a grant up to 90% of the costs of a qualifying event, project, program, or activity in an amount up to $10,000 per organization per year from the Town's general fund.

2021 Applicants

The Town received 11 BGB Grant applications, for a total requested amount of $83,621.15. The maximum funds available for this program in 2021 are $40,000, therefore, the Bennett Gives Back Advisory Board met on May 24th to develop funding recommendations.

The applications received were as follows:

- **Bennett Boy Scout Troop 30-Replace Boy Scout Equipment and Storage**
  - Project Budget-$11,112
  - Grant Request-$10,000

- **Bennett Cub Scout Pack 30-Centralized Location for Pack 30 Resources**
  - Project Budget-$4,753
  - Grant Request-$4,278

- **Bennett Fire Protection District-Bennett Fire Station 92 Personal Protective Equipment Washer**
  - Project Budget-$14,880
  - Grant Request-$7,440

- **Bennett Imagination Library Program-Bennett Imagination Library Program**
  - Project Budget-$3,050
  - Grant Request-$2,745

- **Bennett Park and Recreation District-Maintenance Surprises**
  - Project Budget-$20,000
  - Grant Request-$10,000

- **Bennett Park and Recreation District-Pool Must Haves**
  - Project Budget-$22,500
  - Grant Request-$10,000

- **Bennett Wrestling Club-BWC Gear and Scales**
  - Project Budget-$8,954
  - Grant Request-$8,058

- **CASA of Adams and Broomfield Counties-CASA Volunteer Program**
  - Project Budget-$713,432
  - Grant Request-$3,000

- **Discovery Time Kids Early Learning Center-Water Mitigation and Beautification of Area Surrounding Discovery Time Kids Early Learning Center**
  - Project Budget-$15,800
  - Grant Request-$10,000

- **Bennett Community Food Bank-Semi-Trailer and Forklift**
  - Project Budget-$9,000
  - Grant Request-$8,100

- **Hearts, Hands and Hope Foundation-Continuous Support for Cancer Patients**
  - Project Budget-$11,000
  - Grant Request-$10,000

Bennett Gives Back Advisory Board Recommendation

The Bennett Gives Back Advisory Board recommends that the Board of Trustees approve funding for the following grant applications in the amounts specified below.

- **Bennett Boy Scout Troop 30-Replace Boy Scout Equipment and Storage**
  - Grant Award-$5,815

- **Bennett Fire Protection District-Bennett Fire Station 92 Personal Protective Equipment Washer**
  - Grant Award-$7,440

- **Bennett Imagination Library Program - Bennett Imagination Library Program**
  - Grant Award-$2,745

- **Bennett Park and Recreation District- Pool Must Haves**
  - Grant Award-$7,500

- **Bennett Wrestling Club-BWC Gear and Scales**
  - Grant Award-$4,000

- **Discovery Time Kids Early Learning Center-Water Mitigation and Beautification of Area Surrounding Discovery Time Kids Early Learning Center**
    - Grant Award-$5,000

- **Hearts, Hands and Hope Foundation-Continuous Support for Cancer Patients**
    - Grant Award-$10,000

Suggested Motion

I move to approve funding for the following grant applications:

- Bennett Boy Scout Troop 30 in the amount of $5,815 for replacement of equipment and storage.
- Bennett Fire Protection District-Bennett Fire Station 92 in the amount of $7,440 for personal protective equipment washer.
- Bennett Imagination Library Program – Bennett Imagination Library Program in the amount of $2,745.
- Bennett Parks and Recreation District in the amount of $7,500 for pool must haves.
- Bennett Wrestling Club in the amount of $4,000 for Bennett Wrestling Club gear and scales.
- Discovery Time Kids Early Learning Center in the amount of $5,000 for center-water mitigation and beautification of area surrounding Discovery Time Kids Early Learning Center.
- Hearts, Hands and Hope Foundation in the amount of $10,000 for continuous support for cancer patients.

STAFF REPORT

TO:	Mayor and Town of Bennett Board of Trustees
FROM:	Taeler Houlberg, Assistant to the Town Administrator
	Danette Ruvalcaba, Finance and Technology Director
	Robin Price, Public Works Director
	Ricky Martinez, Utilities Services Supervisor
DATE:	June 8, 2021
SUBJECT:	Proposed Updates for Chapter 13 of the Bennett Municipal Code

Background

Over the next several months, Staff will be reviewing the entirety of the Bennett Municipal Code and proposing updates to the Board of Trustees. Updates may include, but are not limited to, changes in assigned designees, clarifying language, grammatical updates, removal of unnecessary or redundant items, etc. Staff will also propose any needed and necessary ordinances that are required for safety and/or current Town projects.

Draft Ordinance 724-21 lists all of the proposed changes Staff is recommending for Chapter 13 of the Bennett Municipal Code. These changes were brought about through both review and necessity. The following section of this report lists proposed code updates from the Clerk and Court, Finance and Public Works Departments. Included in the ordinance is Article V of Chapter 13, which will provide the structure and regulations for the Backflow Prevention and Cross-Connection Control Program that has been discussed in previous meetings.

Per State Regulation 11.39, each water distributor is required to have a Backflow Prevention and Cross-Connection Control Plan (BPCCC) in place to comply with State rules and regulations. An ordinance that includes the BPCCC has been compiled and specifically fits Town needs, including the ability for the Town to enforce the rules and regulations set forth by the Colorado Department of Health and Environment (CDPHE). The intent of Article V is to allow the Board of Trustees to protect the Town's water system from contamination and pollution that can occur via backflow from a privately owned distribution or water system. Article V also provides for maintaining a Cross-Connection Control Program, which will systematically prevent the contamination or pollution of the Town's water system.

Chapter 13 Proposed Updates

Article I – Water and Sewer Development

Sec. 13-1-5

- Defines specific words and phrases to be used for the purposes of Chapter 13.

Sec. 13-1-10

- Updates language to specify that development fees are set forth in the Town of Bennett Schedule of Fees. This creates consistency with other chapters in the code.

Sec. 13-1-80

- Designates the Town Administrator as the individual to authorize and determine provisions associated with reimbursement agreements with developers and subdividers for extending water and sewer mains by or through vacant properties.
- Updates language so that no party can seek reimbursement if a determination of costs was not made prior to construction of the main extension.

Sec. 13-1-140

- Designates the Finance Director as the individual who can prepare and record a "notice of assessment."

Article II – Sewer Regulations

Sec. 13-2-30

- Designates the Finance Director as the individual responsible for the annual winter monthly consumption (AWMC) determinations.
- Designates the Finance Director as the individual to receive requests to reinstate sewer service.

Sec. 13-2-40

- Designates the Finance Director to certify unpaid fees to the County Treasurer.
- Updates language to specify that development fees are set forth in the Town of Bennett Schedule of Fees.

Article III – Water Regulations

Sec. 13-3-10

- Outlines the requirement that any property owner seeking water service with the Town shall execute a water service agreement that sets forth parameters of water service for the property, including a SFE allocation and water usage limits. The SFE allocation shall be based on the SFEs allocated to the development pursuant to Section 13-1-10 of this Code, or if no such allocation has been made then the allocation will be one (1) SFE.
- Outlines that if actual water usage on a property exceeds the water usage limits corresponding to the SFE allocation for the property, the property owner may be responsible for paying an additional water development fee in accordance with Section 13-1-10 of this Code.

Sec. 13-3-40

- Designates the Finance Director as the individual to receive water discontinuance notifications and specifies that fees are set forth in the Town of Bennett Schedule of Fees.

Sec. 13-3-60

- Designates the Finance Director to certify unpaid water accounts to the County Treasurer.

Sec. 13-3-280

- Designates the Finance Director as the individual to receive readings from meters.

Article V – Cross-Connection Control Program

Sec. 13-5-5

- Defines all words and phrases necessary to understand the provisions laid out in Article V of Chapter 13.

Sec. 13-5-10

- Outlines the purpose of the article to protect the Town's water system from contaminants or pollutants that could enter the system by backflow through a service connection.

Sec. 13-5-20

- Outlines by what authority the Town can institute the Cross-Connection Control Program and that the Town has authority to do the following:
  - Survey all service connections within the distribution system;
  - Impose fees for the administration of the article;
  - Maintain records of cross-connection surveys and all items installed for containment; and
  - Enforce all provisions of the article.

Sec. 13-5-30

- Outlines all the buildings, entities and users to which Article V does and doesn't apply.

Sec. 13-5-40

- Designates the responsibility for implementing the Cross-Connection Control Program to the Public Works Director or their designee.

Sec. 13-5-50

- States that the most stringent provisions in the code will prevail if a dispute arises between Article V and the International Plumbing Code.

Sec. 13-5-60

- Outlines the requirements for the Cross-Connection Control Program including the following items:
  - Applicable service connections shall be subject to a survey for cross-connections;
  - If a cross-connection is identified, an appropriate backflow prevention assembly or method must be installed at the customer's water service connection within 120 days;
  - Limitations on where a backflow prevention assembly can be installed;
  - Devices must be protected from drainage, freezing and thermal expansion;
  - Backflow prevention assemblies and methods are subject to inspection testing, maintenance and repairs, as needed;
  - All costs associated with the backflow prevention assembly or method shall be the responsibility of the customer;
  - Building plans must be submitted for all new buildings and approved by the Town prior to the issuance of water service; and
  - Provide special instructions for various fire sprinkling or antifreeze systems.

Sec. 13-5-70

- Outlines the Town's water system and the source and distribution facilities to the point of the water service connection.

Sec. 13-5-80

- Outlines the expectations for the customer associated with inspections, testing and repair including:
  - Certified inspections and operational tests on backflow preventers upon installation and at least once per year;
  - Backflow prevention assembly or method being repaired or replaced when it is found defective; and
  - The Town reserves the right to test or check the installation and operation of any backflow prevention assembly or method.

Sec. 13-5-90

- The Town shall have the right and authority to do the following if an uncontrolled cross-connection is discovered:
  - Control the cross-connection;
  - Remove the cross-connection;
  - Suspend water service to the cross-connection; and
  - Suspend water service to the property.
- The Town shall give written notice to any customer to install a backflow prevention assembly or method when their plumbing system has been found to present a risk to the Town's water distribution system through uncontrolled cross-connection.

Sec. 13-5-100

- Outlines the expectations for recordkeeping and reporting for the owner and Public Works Department and states what information should be included on all test reports.

Sec. 13-5-110

- Outlines the penalties for violations of any provision in Article V and the possibility of discontinuance of water service if there is an imminent threat to public health.

Staff Recommendation

Staff recommends the Board of Trustees approve Ordinance 724-21 to amend Chapter 13 of the Bennett Municipal Code and add Cross-Connection Control Program requirements.

Attachments

1. PowerPoint Presentation Proposed Updates to Chapter 13 of the Bennett Municipal Code
2. Draft Ordinance 724-21

Chapter 13 Proposed Updates Ordinance No. 724-21

June 8, 2021

Taeler Houlberg, Assistant to the Town Administrator
Danette Ruvalcaba, Finance and Technology Director
Robin Price, Public Works Director
Ricky Martinez, Utilities Services Supervisor

Chapter 13 Update

- Purpose of update
  - Changes designated employees.
  - Adds clarify language.
  - Removes unnecessary or redundant language.
  - Removes grammatical mistakes.
  - Adds language for water service agreements and Single Family Equivalent allocation to properties.
  - Adds Article V for Cross-Connection Control Program.

Article I – Sewer & Water Development

- Adds definitions.
- Specifies development fees are set forth in the Town's Schedule of Fees.
- Enables Town Administrator to authorize and determine provisions associated with reimbursement agreements with developers and subdividers.
- Updates language so no developer or subdivider can seek reimbursement if a determination of costs was not made prior to construction.
- Designates Finance Director as the individual who can prepare and record a "notice of assessment."

Article II – Sewer Regulations

- Designates Finance Director as individual to receive requests to reinstate sewer service and certify unpaid fees to the County Treasurer.
- Designates Finance Director as person responsible for the annual winter monthly consumption (AWMC) determinations.
- Specifies development fees are set forth in the Town's Schedule of Fees.

Article III – Water Regulations

- Requires any property owner seeking water service to-execute a water service agreement that establishes a Single Family Equivalent (SFE) allocation and water usage limits.
- The SFE allocation based on the SFEs allocated to the development. If no such allocation made, the allocation will be one (1) SFE.
- If water usage on a property exceeds water usage limits, the property owner may be responsible for paying an additional water development fee.
- Designates Finance Director to receive water discontinuance notifications.
- Designates Finance Director to certify unpaid water accounts to the County Treasurer.
- Designates Finance Director to receive readings from meters.

Article V – Cross Connection Control Program

- Adds definition to clarify provisions in Article V.
- Purpose of the article is to protect the Town's water system from contaminants or pollutants that could enter the system by backflow through a service connection.
- Requirements for the Cross Connection Control Program include the following:
  - Survey for cross connections;
  - Appropriate backflow prevention installed within 120 days;
  - Limitations on where a backflow prevention assembly can be installed;
  - Requires protection from drainage, freezing and thermal expansion;
  - Backflow prevention subject to inspection testing, maintenance and repairs.
  - All costs shall be the responsibility of the customer;
  - Building plans must be submitted for all new buildings and approved by the Town prior to the issuance of water service; and
  - Provide special instructions for various fire sprinkling or antifreeze systems.

Article V – Cross Connection Control Program

- Outlines expectations for the customer associated with inspections, testing and repair.
- The Town has authority to do the following if uncontrolled cross-connection is discovered:
  - Control the cross-connection;
  - Remove the cross-connection;
  - Suspend water service to the cross-connection;
  - Suspend water service to the property; and
  - Require the installation of a backflow prevention if customer's system presents a risk.
- Outlines expectations for recordkeeping and reporting.
- Outlines penalties for violations of any provision in Article V
  - Discontinuance of water service if there is an imminent threat to public health.

ORDINANCE NO. 724-21

AN ORDINANCE AMENDING CHAPTER 13 OF THE BENNETT MUNICIPAL CODE AND ADDING CROSS-CONNECTION CONTROL PROGRAM REQUIREMENTS

WHEREAS, the Town of Bennett (the "Town") operates a municipal water system; and

WHEREAS, State regulations require the Town to adopt a backflow prevention and cross-connection control program; and

WHEREAS, the Board of Trustees desires to amend Chapter 13 of the Bennett Municipal Code to adopt and codify a new backflow prevention and cross-connection control program as provided herein; and

WHEREAS, the Board of Trustees also desires to make other amendments to Chapter 13 of the Bennett Municipal Code.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF TRUSTEES OF THE TOWN OF BENNETT, COLORADO, AS FOLLOWS:

Section 1. Section 13-1-5 of the Bennett Municipal Code is hereby amended to read as follows (words to be added are underlined; words to be deleted are ~~stricken through~~):

Sec. 13-1-5. - Definitions.

For purposes of this Chapter ~~Article~~, the following words shall have following meanings:

Finance Director means the Finance Director of the Town of Bennett or that person's designee.

Single Family Equivalent or SFE means a numerical value assigned to a specific property based upon the demand placed on the water and sewer systems of the Town by an average single-family residential unit.

Town Administrator means the Town Administrator of the Town of Bennett or that person's designee.

Section 2. Section 13-1-10(f) of the Bennett Municipal Code is hereby amended to read as follows (words to be added are underlined; words to be deleted are ~~stricken through~~):

Sec. 13-1-10. - Water development fees.

(f) Fire lines for sprinkler protection system. Any party who desires to utilize

individual fire protection sprinkler systems within the construction of business, commercial, industrial, motel, hotel or residential buildings shall be allowed a sprinkler connection without development fees for that connection. Additionally, the sprinkler line may itself be tapped by the party or user for normal water use, provided that this connection will be assessed the development fees in an amount as set forth in the Town of Bennett Schedule of Fees ~~established from time to time by resolution of the Board of Trustees~~ and metered for regular non-fire water usage charges. The developer or user shall be responsible to pay all actual costs and expenses incurred in the construction of the fire line and connection. All water meters used will be specified by the Town.

Section 3. Section 13-1-80 of the Bennett Municipal Code is hereby amended to read as follows (words to be added are underlined; words to be deleted are ~~stricken through~~):

Sec. 13-1-80. - Allowance for reimbursement.

Developers, subdividers or other parties who have paid the costs of extending water and sewer mains by or through vacant property and have entered into a main extension agreement with the Town may be reimbursed part or all of the costs as provided in this Section:

(1) Prior to the extension of any water or sewer main, the party must receive from the Town Administrator ~~Director of Public Works~~ a determination of cost, which determination shall be made by the Town Administrator ~~Director of Public Works~~ in accordance with bids, statements or other appropriate evidence as determined by the Town Administrator ~~Director of Public Works~~. In no event, ~~after November 30, 1987,~~ shall any party be allowed reimbursement if such determination of costs has not been made prior to the construction of the main extensions.

(2) All mains must be determined to be beneficial to the intervening property owners, either directly or by reason of the intervening property owners' responsibility, to extend the mains. In the event more than one (1) property owner is intervening, it shall be administratively determined by the Town Administrator ~~Director of Public Works~~ which property owners shall be responsible for what percentage of the costs of the construction based upon linear feet. Additionally, where such lines shall be beneficial to adjoining property owners on either side of the line, it may be administratively determined by the Town Administrator ~~Director of Public Works~~ that such intervening property owners may only be responsible for a percentage of the linear feet traversed by said line. In no event shall the total costs assessed against intervening property owners exceed one hundred percent (100%) of the total cost of the construction of the mains.

(3) For an intervening property owner to be affected by this Section, his or her property must be within the municipal limits of the Town or must be subject to an annexation or water service request to the Town.

(4) No party extending water or sewer mains shall be permitted to do so until such time as proper evidence is provided to the Town as to the availability of proper easement

for the construction and maintenance of the water and sewer mains.

(5) No party shall benefit through reimbursement from an intervening owner under this Section unless evidence is provided to the Town that such intervening owner was notified in writing by certified mail, return receipt requested, as to the parties' intention to extend such water or sewer mains for the intervening property owner's benefit and that such intervening property owner may be subject to a future assessment of a specified amount. Such notice must be given no less than thirty (30) days prior to construction of said mains in order that the intervening property owner may make appropriate arrangements with the other party to participate or otherwise resolve his or her obligation.

Section 4. Section 13-1-140 of the Bennett Municipal Code is hereby amended to read as follows (words to be added are underlined; words to be deleted are ~~stricken through~~):

Sec. 13-1-140. - Notice of assessment.

The Board of Trustees empowers, authorizes and directs the Finance Director ~~Town Clerk~~ to cause a notice of assessment to be prepared and recorded against any intervening property determined to be liable for any reimbursement under this Section to any party. Such notice of assessment shall specify the owner of the property, the nature of the assessment and such other specifics as deemed necessary by the Finance Director ~~Town Clerk~~. The notice shall be delivered to the County Clerk and Recorder for recording in the official records of the County.

Section 5. Sections 13-2-30(e) and (g) of the Bennett Municipal Code are hereby amended to read as follows (words to be added are underlined; words to be deleted are ~~stricken through~~):

Sec. 13-2-30. - Sewer rate fees.

(e) The Finance Director ~~Town utility billing clerk~~ shall be responsible for annual AWMC determinations, which shall be consistent with the requirements of this Section. Any such annual determination may, upon written request of the owner, be administratively reviewed by the Town Administrator or his or her designee according to written policies promulgated by the Town Administrator. The Town Administrator's administrative determination upon any such review shall be final and binding for the then-current year.

(g) Any person wishing reinstatement of sewer service who is not a water customer of the Town shall request such reinstatement in writing to the Finance Director ~~Town Clerk~~ and shall pay a fee for such reconnection in an amount set forth in the Town of Bennett Schedule of Fees.

Section 6. Sections 13-2-40(c), (e) and (f) of the Bennett Municipal Code are hereby amended to read as follows (words to be added are underlined; words to be deleted are ~~stricken through~~):

Sec. 13-2-40. - Billing and collection procedures.

(c) All unpaid water and sewer service fees and charges, together with any delinquency charges and any costs of collection, shall constitute a perpetual lien on the property so served, which shall be recorded with the Clerk and Recorder of the County in which the property is located, whenever an account has been delinquent for ninety (90) days or longer. However, the lien shall not be dependent on its recordation with the County Clerk and Recorder's office to be valid. The Finance Director ~~Town Clerk~~ is hereby authorized to certify the unpaid water and sewer fees, charges and other costs to the County Treasurer in which the property is located, to be levied and assessed against the property so served, and collected and paid over by the County in the same manner as delinquent general taxes and assessments are collected. However, no interest shall be charged or assessed on a delinquency charge or on any amount other than the amount due, prior to the date a tax lien is sold at a tax lien sale pursuant to Article 11 of Title 39, C.R.S.

(e) In all instances in which water service is disconnected because of nonpayment or inadequate payment, such service shall not be restored until all arrearages have been paid in full, including all delinquency charges and costs of collection, together with a water disconnection/ reconnection charge in an amount as set forth in the Town of Bennett Schedule of Fees ~~established from time to time by resolution of the Board of Trustees~~. The disconnection/reconnection charge shall be assessed to each delinquent account when the Public Works Department takes receipt of the final delinquent list.

(f) All water and sewer service account transfers shall incur a transfer charge in an amount as set forth in the Town of Bennett Schedule of Fees ~~established from time to time by resolution of the Board of Trustees~~.

Section 7. Section 13-3-10 of the Bennett Municipal Code is hereby repealed in its entirety and replaced with a new Section 13-3-10 to read as follows:

Sec. 13-3-10. – Initiation of water service; service agreement.

(a) The owner of any property seeking water service from the Town shall execute a water service agreement that sets forth the parameters of water service to the property, including a SFE allocation and water usage limits. The SFE allocation shall be based on the SFEs allocated to the development pursuant to Section 13-1-10 of this Code or if no such allocation has been made then the allocation will be one (1) SFE.

(b) If actual water usage on a property exceeds the water usage limits corresponding to the SFE allocation for the property, the property owner may be responsible for paying an additional water development fee in accordance with Section 13-1-10 of this Code.

Section 8. Section 13-3-40 of the Bennett Municipal Code is hereby amended to read

as follows (words to be added are underlined; words to be deleted are ~~stricken through~~):

Sec. 13-3-40. - Turn-on charge.

Any person wishing to discontinue the use of Town water must give written notice thereof to the Finance Director ~~Town Clerk~~. Any person wishing to reinstate the use of the Town water must first pay a reinstatement fee to the Finance Director ~~Town Clerk~~ in an amount as set forth in the Town of Bennett Schedule of Fees ~~established from time to time by resolution of the Board of Trustees~~.

Section 9. Section 13-3-60 of the Bennett Municipal Code is hereby amended to read as follows (words to be added are underlined; words to be deleted are ~~stricken through~~):

Sec. 13-3-60. - Financial responsibility.

Owners of property shall be held financially responsible for water used on their premises. Such liability shall be joint and several with that of the customer and shall not relieve the customer from his or her obligation of payment for services when the customer is not the owner. All unpaid water accounts shall be a lien against the property to which water service is provided when certified by the Finance Director ~~Town Clerk~~ to the County Treasurer in accordance with state law. Such lien shall be prior and superior to all other liens, claims, titles and encumbrances, whether or not prior in time, except liens for general property taxes. The Town may enforce and foreclose the lien against the property, or the personal liability of the owner and customer, or both.

Section 10. Section 13-3-280 of the Bennett Municipal Code is hereby amended to read as follows (words to be added are underlined; words to be deleted are ~~stricken through~~):

Sec. 13-3-280. - Meter reading.

(a) All meters shall be read as near as practical to the 15th of the month in which the bill is to be sent. These readings shall be given to the Finance Director ~~Town Clerk~~ no later than the 20th of such month.

Section 11. Chapter 13 of the Bennett Municipal Code is hereby amended by the addition of a new Article V to read as follows:

ARTICLE V- Cross-Connection Control Program

Sec. 13-5-5. - Definitions.

For the purposes of this Article, the following words and phrases used shall have the meanings defined below unless otherwise specifically provided or unless clearly required by the context.

Approved backflow prevention assembly means an assembly listed or approved by

any of the following:

(1) University of Southern California, Foundation for Cross-Connection Control and Hydraulic Research list of approved backflow prevention assemblies.

(2) An assembly listed and approved by the American Society of Sanitary Engineering (ASSE).

Approved testing agency means an organization primarily established for purposes of testing to approved standards and approved by the Town.

Auxiliary water supply means any water supply on or available to the premises other than the Town approved public potable water supply. These auxiliary waters may include water from another purveyor's public potable water supply or any natural source such as a well, spring, river, stream, pond, lake, etc., or "used waters" or "industrial fluids." These waters may be polluted or contaminated or may be objectionable and constitute an unacceptable water source over which the Town does not have sanitary control.

Backflow means the undesirable reversal of the direction of flow of the water or mixtures of water and other liquid, gases, or other substances into the distribution pipes of the potable water supply from any source or sources caused by back-pressure and/or back-siphonage.

Backflow connection means any arrangement whereby backflow can occur.

Backflow prevention assembly means any device, assembly, method, or type of construction designed to prevent backflow into the public water supply by containing the owner’s water system from the public water system, including any of the following:

(1) *Air-gap (AG)* means the physical separation between the free flowing discharge end of a potable water supply pipeline and an open or non-pressure receiving vessel installed in accordance with standard ASME A112.1.2.

(2) *Double check valve assembly (DC or DCVA)* means an assembly of two independently operating approved check valves with tightly closing shut-off valves on each side of the check valves, plus properly located test cocks for the testing of each check valve. The entire assembly shall be an approved backflow prevention assembly. The entire backflow preventer shall meet the design and performance specifications and approval of a recognized and Town-approved testing agency for backflow preventers. To be approved, these backflow preventers must be readily accessible for in-line testing and maintenance.

(3) *Reduced pressure principle assembly (RP or RPPA)* means an assembly of two independently operating approved check valves with a hydraulic

automatic operating differential relief valve between the two check valves. The assembly shall be located between two tightly closing (resilient seated) shut-off valves, and have four properly located test cocks for the testing of the check and relief valves. The entire assembly shall be an approved backflow prevention assembly. The assembly will operate to maintain the pressure in the zone between the two check valves at a level less than the pressure on the public water supply side of the assembly. At cessation of normal flow, the pressure between the two check valves will be less than the pressure on the public water supply of the backflow preventer. In case of leakage of either of the check valves, the differential relief valve will operate to maintain the reduced pressure in the zone between the check valves by discharging to the atmosphere. When the inlet pressure is two pounds per square inch or less, the relief valve will open to the atmosphere. To be approved, these backflow preventers must be readily accessible for in-line testing and maintenance, and be installed in a location where no part of the backflow preventer will be submerged.

(4) *Spill-resistant vacuum breaker* means an assembly consisting of one check valve force-loaded closed and an air-inlet vent valve force-loaded open to atmosphere, positioned downstream of the check valve, and located between and including two tightly closing shutoff valves and a test cock.

(6) *Vacuum breaker, atmospheric non-pressure type* means a vacuum breaker consisting of an air inlet opening and a nonloaded floating check disk valve designed to prevent back-siphonage only. The assembly shall not be subjected to continuous static line pressure or backpressure or be installed where it would be under pressure for more than 12 continuous hours.

(7) *Vacuum breaker, pressure type* means a vacuum breaker, designed to prevent back-siphonage only, consisting of a spring loaded check valve, a spring-loaded air inlet opening, a tightly closing shut off valve on each side of the assembly, and two appropriately located test cocks. The assembly shall not be subjected to backpressure. The entire assembly shall be an approved backflow prevention assembly.

Backflow prevention method means any method and/or non-testable device installed at a water service line or at a plumbing fixture to prevent a backflow contamination event, provided that the method or non-testable device is appropriate for the identified contaminant at the cross-connection.

Back-pressure means the backflow of water or other contaminated fluids caused by a pump, elevated tank, boiler or other means that could create pressure within the owner's system greater than the Town supply pressure.

Back-siphonage means the backflow of potentially contaminated water into the potable water supply as a result of the pressure in the potable water system falling below atmospheric pressure of the plumbing fixtures, pools, tanks, or vats connected to the potable

water distribution piping.

Building supply means all piping and fittings carrying potable water from the water main or other source of water supply to a building or other point of use or distribution on the lot. Building supply shall also mean water service.

Certified cross-connection control technician means a person who possesses a valid Backflow Prevention Assembly Tester certification from one of the following approved organizations: American Society of Sanitary Engineering (ASSE) or the American Backflow Prevention Association (ABPA). If a certification has expired, the certification is invalid.

Check valve means a self-closing device, which is designed to permit the flow of fluids in one direction and to close if there is a reversal of flow.

Containment means the installation of a backflow prevention assembly or a backflow prevention method at any connection to the public water system that supplies an auxiliary water system, location, facility, or area such that backflow from a cross-connection into the public water system is prevented.

Containment by isolation means the installation of backflow prevention assemblies or backflow prevention methods at all cross-connections identified within a customer's water system such that backflow from a cross-connection into the public water system is prevented.

Contamination means any impairment of the quality of the potable water by pollution from sewage, industrial fluids or waste liquids, compounds or other materials to a degree, which creates an actual hazard to the public health through poisoning or through the spread of disease, any physical, chemical, biological, or radiological substance or matter that has an adverse effect on water.

Controlled means having a properly installed, maintained, and tested or inspected backflow prevention assembly or backflow prevention method that prevents backflow through a cross-connection.

Cross-connection means any connection that could allow any water, fluid, or gas such that the water quality could present an unacceptable health and/or safety risk to the public, to flow from any pipe, plumbing fixture, or a customer's water system into a public water system's distribution system or any other part of the public water system through backflow.

Hazard, degree of is determined from an evaluation of the potential risk to public health and the adverse effect of the hazard upon the public potable water system and includes the following types:

(1) *Hazard, health* means any condition, assembly, or practice in the water supply system and its operation, which could create, or in the judgment of the Public Works

Director, may create a danger to the health and the well-being of the water consumer. An example of a health hazard is a structural defect, including cross-connections, in a water supply system or a direct connection of a potable water supply line to a sanitary sewer.

(2) *Hazard, plumbing* means a plumbing type cross-connection in a consumer's potable water system that has not been properly protected by a vacuum breaker, air-gap separation or backflow preventer. Unprotected plumbing type cross-connections are considered to be a health hazard.

(3) *Hazard, pollution* means an actual or potential threat to the physical properties of the water system or to the potability of the public or the consumer's potable water system which would constitute a nuisance or be aesthetically objectionable or could cause damage to the system or its appurtenances, but would not be a threat to life or be dangerous to health.

(4) *Hazard, system* means an actual or potential threat of severe damage to the physical properties of the public potable water system or the consumer's potable water system or of a pollution or contamination which would have a protracted effect on the quality of the potable water in the system caused by a cross-connection.

Main means the principal artery of any system of continuous piping to which branches may be connected.

Multifamily dwelling means a building containing two or more residential units that are supplied by the same service line. Multifamily dwelling includes apartment buildings, condominium buildings, townhouse buildings and lofts or other combination of residence/work space in a building or buildings that are primarily residential facilities.

Plumbing system means and includes all potable water supply and distribution pipes, all plumbing fixtures and traps, all drainage and vent pipes, all building drains, including their respective joints and connections, devices, receptacles and appurtenances within the property lines of the premises and shall include potable water piping, potable water treating or using equipment, fuel gas piping, water heaters and vents for same.

Pollution means an impairment of the quality of the potable water to a degree which does not create a hazard to the public health, but which does adversely and unreasonably affect the aesthetic qualities of such potable water for domestic use.

Potable water means water free from impurities in amounts sufficient to cause disease or harmful physiological effects. The bacteriological, chemical, and radiological quality shall conform to the Colorado Primary Drinking Water Regulations and be satisfactory for drinking, culinary, and domestic purposes.

Public Works Director means the person appointed by the Town Administrator to supervise the operation of the municipal water utility and who is charged with certain duties and responsibilities by this article or the Public Works Director's designee.

Single-family dwelling means: (i) a single dwelling that is occupied by a single family and is supplied by a dedicated service line; or (ii) a single dwelling that is comprised of multiple living units where each living unit is supplied by a separate service line.

Uncontrolled means not having a properly installed and maintained and tested or inspected backflow prevention assembly or backflow prevention method, or the backflow prevention assembly or backflow prevention method does not prevent backflow through a cross-connection.

Vacuum means any pressure less than atmospheric pressure.

Water-distributing pipe means a water-distributing pipe in a building or premises, which conveys potable water from the building supply pipe to the plumbing fixtures and other water outlets.

Water service line or connection means the piping and related appurtenances connecting the Town's water main to the building being served. There will be no unprotected takeoffs from the service line ahead of any meter or backflow preventer located at the point of delivery to the owner's water system. This shall include irrigation systems and fire sprinkler systems. Service connection will also include water service connection from a fire hydrant and all other temporary or emergency water service connections from the public potable water system.

Water utility main means a water supply pipe or system of pipes, installed and maintained by the Town, county, public utility company or other public entity on public property in the street or in an approved dedicated easement of public or community use.

Water supply system means the building supply pipe, the water distributing pipes and the necessary connecting pipes, fittings, control valves and all appurtenances carrying or supplying potable water in or adjacent to the building or premises.

Sec. 13-5-10. - Purpose.

The purpose of this article is to protect the Town's water system from contaminants or pollutants that could enter the distribution system by backflow from a customer's water supply system through the service connection.

Sec. 13-5-20. - Authority.

(a) The authority to implement this article is contained in State laws and regulations, including but not limited to, Article 1-114 and Article 1-114.1 of Title 25 of the Colorado Revised Statutes; Section 39 of 5 CCR 1002-11, Colorado Primary Drinking Water Regulations; and the Colorado Plumbing Code.

(b) The Town shall have the authority to survey all service connections within the distribution system to determine if the connection is a cross-connection.

(c) The Town may impose fees for the administration of this article by resolution of the Board of Trustees.

(d) The Town will maintain records of cross-connection surveys and the installation, testing and repair of all backflow prevention assemblies installed for containment and containment by isolation purposes.

(e) Except as otherwise provided herein, the Town shall administer, implement and enforce the provisions of this article.

Sec. 13-5-30. - Applicability.

This article applies to all commercial, industrial and multi-family residential service connections within the Town's water system and to any persons outside the Town who are, by contract or agreement with the Town, users of the Town's water system. This article does not apply to single-family residential service connections unless the Town becomes aware of a cross-connection at the single-family connection.

Sec. 13-5-40. - Responsibility.

The Public Works Director is hereby delegated the responsibility for implementing a cross-connection control program in accordance with this article and for enforcement thereof.

Sec. 13-5-50. - Applicability of other codes.

(a) No provision of this article exempts the owner from the cross-connection control provisions for internal water distribution systems as contained in the most recently adopted International Plumbing Code, which has been adopted by reference in Article 4 of Chapter 18 by the Bennett Municipal Code.

(b) If a dispute or conflict arises between this article, the International Plumbing Code as adopted by reference in Article 4 of Chapter 18 of this Code, and any other plumbing, mechanical, building, electrical, fire or other code adopted by the Town, then the most stringent provisions will prevail.

Sec. 13-5-60. - Requirements.

(a) Commercial, industrial and multi-family service connections shall be subject to a survey for cross-connections. If a cross-connection has been identified, an appropriate backflow prevention assembly and or method shall be installed at the customer's water service connection within 120 days of its discovery. The assembly shall be installed downstream of the water meter or as close to that location as deemed practical

by the public water system. If the assembly or method cannot be installed within 120 days, the Public Works Director has the authority to take action to control or remove the cross-connection, suspend service to the cross-connection or receive an alternative compliance schedule from the Colorado Department of Public Health and Environment.

(b) In no case, shall it be permissible to have connections or tees between the meter and the containment backflow prevention assembly.

(1) In instances where a reduced pressure principle backflow preventer cannot be installed, the owner must install approved backflow prevention devices or methods at all cross-connections within the owner's plumbing system.

(c) Backflow prevention assemblies and methods shall be installed in a location which provides access for maintenance, testing and repair.

(d) Reduced pressure principle backflow preventers shall not be installed in manner subject to flooding.

(e) Provisions shall be made to provide adequate drainage from the discharge of water from reduced pressure principle backflow prevention assemblies. Such discharge shall be conveyed in a manner which does not impact waters of the State.

(f) All assemblies and devices shall be protected to prevent freezing. Those assemblies and methods used for seasonal services may be removed in lieu of being protected from freezing. The devices must be reinstalled and then tested by a certified cross-connection control technician prior to the service being activated.

(g) Where a backflow prevention assembly or method is installed on a water supply system using storage water heating equipment such that thermal expansion causes an increase in pressure, a device for controlling pressure shall be installed.

(h) The Town will require inspection testing, maintenance and, as needed, repairs and replacement of all backflow prevention assemblies and methods, and of all required installations within the owner's plumbing system in the cases where containment assemblies and or methods cannot be installed.

(i) All costs for design, purchase, installation, maintenance, testing and as needed repair and replacement shall be borne by the customer.

(j) No grandfather clauses exist except for fire sprinkler systems where the installation of a backflow prevention assembly or method will compromise the integrity of the fire sprinkler system.

(k) For new buildings, all building plans must be submitted to the Town and approved prior to the issuance of water service. Building plans must show:

(1) Water service type, size and location.

(2) Meter size and location.

(3) Backflow prevention assembly size, type and location.

(4) Fire sprinkler system(s) service line, size and type of backflow prevention assembly.

(l) All fire sprinkling lines shall have a minimum protection of an approved double check valve assembly for containment of the system.

(m) All glycol (ethylene or propylene), or antifreeze systems shall have an approved reduced pressure principle backflow preventer for containment.

(n) Dry fire systems shall have an approved double check valve assembly installed upstream of the air pressure valve.

(o) In cases where the installation of a backflow prevention assembly or method will compromise the integrity of the fire sprinkler system, backflow protection will not be required. The Town will measure chlorine residual at the service connection once a month and perform periodic bacteriological testing at the site. If the Town suspects water quality issues, the Town will evaluate the practicability of requiring that the fire sprinkler system be flushed periodically.

Sec. 13-5-70. - Water system.

The Town water system consists of the source and distribution facilities of the water system to the point of the water service connection. The source includes all components of the facilities utilized in the production, treatment, storage, and delivery of water to the distribution system. The distribution system includes the network of conduits used for the delivery of water from the source to the owner's system. The owner's system begins at the point where the water leaves the water utility main.

Sec. 13-5-80. - Inspections, testing, and repair.

(a) It is the responsibility of the customer to have certified inspections and operational tests made on backflow preventers upon installation and at least once per year thereafter. All irrigation sprinkler systems must be tested within two weeks of start-up of the system in the spring. The Public Works Director may require certified inspections at more frequent intervals.

(b) These inspections and tests shall be made at the expense of the customer and will be performed by a certified cross-connection control technician. A backflow prevention assembly or method will be repaired or replaced at the expense of the customer whenever

a backflow prevention assembly or method is found to be defective.

(c) All equipment used in the testing of backflow prevention assemblies or methods shall be calibrated and checked for accuracy yearly, or more often, and proof of compliance shall be submitted to the Public Works Director upon request.

(d) The Public Works Director retains the right to test or otherwise check the installation and operation of any backflow prevention assembly or method at any time to assure proper installation and operation.

(e) Upon presentation of proper credentials, the Public Works Director shall have the right to enter and inspect all buildings and premises for cross-connections to determine whether hazards exist. This right of entry shall be a condition of water service in order to protect the health, safety, and welfare of the people of the Town. Throughout the Town's water distribution system, where building security is required, the backflow prevention assemblies shall be located in an area not subject to security. In the event that entry is denied, the Public Works Director may seek a search warrant or terminate water service.

Sec. 13-5-90. - Compliance.

(a) Customers shall cooperate with the installation, inspection, testing, maintenance, and as needed repair and replacement of backflow prevention assemblies and with the survey process. For any identified uncontrolled cross-connections, the Town shall have the authority to complete one of the following actions within 120 days of its discovery:

(1) Control the cross-connection
(2) Remove the cross-connection
(3) Suspend water service to the cross-connection
(4) Suspend water service to the property

(b) The Town shall give notice in writing to any customer whose plumbing system has been found to present a risk to the Town’s water distribution system through an uncontrolled cross-connection. The notice and order shall state that the owner must install a backflow prevention assembly or method at each service connection to the owner’s premises to contain the water service. The notice and order will give a date by which the owner must comply with the order.

(c) In instances where a backflow prevention assembly or method cannot be installed, the owner must install approved backflow prevention devices or methods at all cross-connections within the owner’s water supply system. The notice and order will give a date by which the owner must comply with the order.

(d) In the event water service is suspended, the water customer and/or owner of the property to which the service is proved will be jointly and severally responsible for

paying any cost and fees associated with recommencing water service in accordance with this article.

Sec. 13-5-100. - Reporting and Recordkeeping.

(a) Copies of records of test reports, repairs and retests, or replacements shall be kept by the customer for a minimum of three (3) years.

(b) Copies of records of test reports, repairs and retests shall be submitted to the Public Works Director by mail, facsimile or e-mail by the testing company or testing technician.

(c) Information on test reports shall include, but may not be limited to:

(1) Assembly or method type;
(2) Assembly or method location;
(3) Assembly make, model and serial number;
(4) Assembly size;
(5) Test date;
(6) Test results including all results that would justify a pass or fail outcome;
(7) Certified cross-connection control technician certification agency;
(8) Technician's certification number;
(9) Technician's certification expiration date;
(10) Test kit manufacturer, model and serial number;
(11) Test kit calibration date.

Sec. 13-5-110. - Violation.

(a) Any person who violates any provision of this article shall be subject to the penalties set forth in section 1-4-20 of this Code. Each day that such violation occurs or continues shall constitute a separate offense.

(b) Failure of the customer to cooperate in the installation, maintenance, testing or inspection of backflow prevention assemblies or methods required by this article or who violates any provision of this article shall be subject to the penalties set forth in section 1-4-20 and may be subject to termination of water service.

(c) Service of water to any premises may be discontinued if unprotected cross-connections exist on the premises. The water service may be discontinued if the backflow preventer has been removed or bypassed or when any defect is found in an installed backflow preventer. Service shall not be restored until such conditions or defects are corrected.

(d) Discontinuance of water service may be summary, immediate and without written notice whenever, in the judgment of the Public Works Director, such action is

necessary to protect the public potable water supply or the distribution system from an imminent threat to public health.

Section 12. This Ordinance and the amendments to the Bennett Municipal Code set forth herein shall take effect thirty days after publication.

Section 13. If any portion of this ordinance is held to be invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance. The Board of Trustees hereby declares that it would have passed this ordinance and each part hereof irrespective of the fact that any one part be declared invalid.

Section 14. The repeal or modification of any provision of the Municipal Code of the Town of Bennett by this ordinance shall not release, extinguish, alter, modify, or change in whole or in part any penalty, forfeiture, or liability, either civil or criminal, which shall have been incurred under such provision, and each provision shall be treated and held as still remaining in force for the purpose of sustaining any and all proper actions, suits, proceedings, and prosecutions for the enforcement of the penalty, forfeiture, or liability, as well as for the purpose of sustaining any judgment, decree, or order which can or may be rendered, entered, or made in such actions, suits, proceedings, or prosecutions.

Section 15. 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.

INTRODUCED, READ, and ADOPTED THIS 8th DAY OF JUNE, 2021.

TOWN OF BENNETT, COLORADO

_____
Royce D. Pindell, Mayor

ATTEST:

_____
Christina Hart, Town Clerk

Suggested Motion

I move to approve Ordinance No. 724-21 – An ordinance amending Chapter 13 of the Bennett Municipal Code and adding Cross-Connection Control Program requirements.

EXECUTIVE SESSION SCRIPT

(Note: Two-thirds of the quorum present must vote yes; the session may only occur at a regular or special meeting of the Board)

I MOVE TO GO INTO EXECUTIVE SESSION:

For the purpose of determining positions relative to matters that may be subject to negotiations; developing strategy for negotiations; and instructing negotiators under C.R.S. Section 24-6-402(4)(e); Bennett Village Subdivision Agreement

Let's take a ____ minute break to give everyone time to get to a private location for the executive session.

BEGIN THE EXECUTIVE SESSION:

It's June 8, 2021, and the time is _____. For the record, I am the presiding officer, Mayor Royce D. Pindell. As required by the Open Meetings Law, this executive session is being electronically recorded.

Also present at this executive session are the following persons:

As a reminder, everyone participating in the executive session has a duty to maintain the confidentiality and privacy of this executive session. Because this is an electronic executive session, I am going to ask everyone to confirm for the record that they are in a private location where others cannot hear or see this executive session. Let's each take a turn and confirm this for the record.

ANNOUNCEMENT NO. 1

This is an executive session for the following purpose:

For the purpose of determining positions relative to matters that may be subject to negotiations; developing strategy for negotiations; and instructing negotiators under C.R.S. Section 24-6-402(4)(e); Bennett Village Subdivision Agreement.

I caution each participant to confine all discussion to the stated purpose of the executive session, and that no formal action may occur in the executive session.

If at any point in the executive session any participant believes that the discussion is going outside the proper scope of the executive session, please interrupt the discussion and make an objection.

ANNOUNCEMENT NO. 2

ANNOUNCEMENT TO BE MADE BY THE PRESIDING OFFICER
BEFORE CONCLUDING THE EXECUTIVE SESSION
(WHILE THE TAPE RECORDER IS STILL ON)

I hereby attest that this recording reflects the actual contents of the discussion at the executive session and has been made in lieu of any written minutes to satisfy the recording requirements of the Open Meetings Law.

The recording will be retained for a 90-day period.

The time is now _____, and we now conclude the executive session and return to the open meeting.

(turn off tape and return to open meeting)

ANNOUNCEMENT NO. 3

STATEMENT TO BE MADE BY THE PRESIDING OFFICER
UPON RETURNING TO THE OPEN MEETING

The time is now _____, and the executive session has been concluded. The participants in the executive session were:

For the record, if any person who participated in the executive session believes that any substantial discussion of any matters not included in the motion to go into the executive session occurred during the executive session, or that any improper action occurred during the executive session in violation of the Open Meetings Law, I would ask that you state your concerns for the record.

Seeing none, the next agenda item is…