# Town Board of Trustees 

Tuesday, June 14, 2022 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/82969043900

Meeting ID: 82969043900

Passcode: 166365

One tap mobile
+13462487799
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 24, 2022 - Regular Meeting Minutes

Attachments:

- May 24, 2022 - Regular Meeting Minutes (05-24-2022_-_Regular_Meetin g_Minutes.pdf)
b. CDOT Intergovernmental Agreement (IGA) for Access Control Plan (ACP)

Resolution No. 919-22 - A Resolution Approving an Intergovernmental Agreement (IGA) between the Town of Bennett and CDOT for the Bennett - State Highway 79 Access Control Plan
Attachments:

- Staff Report CDOT Intergovernmental Agreement (IGA) for Access Co
ntrol Plan (ACP) (0_-_Staff_Report_CDOT_ACP_IGA_June_2022_-_Final.pdf)
- Intergovernmental Agreement Between the Town of Bennett and the State of Colorado Department of Transportation for the Bennett Acc ess Control Plan (1_-_Complete_Draft_IGA_331002725_Bennett_ACP_May_2 5_2022.pdf)
- Resolution No. 919-22 - A Resolution Approving an Intergovernment al Agreement (IGA) Between the Town of Bennett and CDOT for the Bennett - State Highway 79 Access Control Plan (2_-_Resolution_No._91 9-22_Access_Control_PLan_IGA_2022.reso.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 followup. Thank you.

## Regular Business

## 6. Public Hearing

a. Case No. 21.43 - Bennett Self Storage Final Development Plan (FDP) in Bennett Crossing
Resolution No. 918-22 - A Resolution Approving the Bennett Self Storage Final Development Plan (FDP) Steve Hebert, Planning and Economic Development Manager

## Attachments:

- Public Hearing Script (0_-_Public_Hearing_Script.PC.pdf)
- Staff Report Case No. 21.43-Bennett Self Storage Final Developmen t Plan (FDP) in Bennett Crossing (1_BennettSelfStorage_StaffReport_BoT_ 06_14_22_FINAL.pdf)
- PowerPoint Presentation Case No. 21.43-Bennett Self Storage Final Development Plan (FDP) in Bennett Crossing (2_BennettSelfStorage__B oT_Presentation_06_14_22.pdf)
- Land Use Application (3_Bennett_Self_Storage_-_LandUseApplication.pdf)
- Letter of Intent/Narrative (4_Bennett_Self_Storage_-_FDP_Letter_of_Intent. pdf)
- Bennett Self Storage Final Development Plan (FDP) (5_Bennett_Self_St orage_FDP.pdf)
- Bennett Crossing Outline Development Plan (ODP) (6_Recorded_Benne tt_Crossing_ODP_Amend_No._1.pdf)
- Traffic Impact Analysis (7_Bennett_Crossing_Combine_TIS_8-28-16.pdf)
- Combined Referral Agency Comments (8_Bennett_Self_Storage_FDP_2nd Submittal_CombinedRefComments.pdf)
- Resolution No. 918-22 - A Resolution Approving the Bennett Self Sto rage Final Development Plan (FDP) (9_BennettSelfStorage_FDP_BOT_res o_918-22.pdf)
- Suggested Motion (10_-_suggested_motion.pdf)


## 7. Action/Discussion Items

a. 2022 Bennett Gives Back Grant Recommendations

The Bennett Gives Back Advisory Board

Danette Ruvalcaba, Town Treasurer, Finance Director

## Attachments:

- Staff Report 2022 Bennett Gives Back Grant Recommendations (2022 _BGB_Recommendations_Staff_Report.pdf)

8. Public Hearing
a. Recommended Updates to Chapter 16, Articles I and II of the Bennett Municipal Code
Ordinance No. 742-22 - An Ordinance Amending Chapter 16 of the Bennett Municipal Code Regarding General Provisions and Zoning
Taeler Houlberg, Administrative Services Director

Steve Hebert, Planning and Economic Development Manager

## Attachments:

- Public Hearing Script (0_-_Public_Hearing_Script.pdf)
- Staff Report Recommended Updates to Chapter 16, Articles I and II o f the Bennett Municipal Code (1_-_Staff_Report_Chapter_16_Article_1_2_B oard_Final.pdf)
- PowerPoint Presentation Recommended Updates to Chapter 16, Arti cles I and II of the Bennett Municipal Code (2_-_PowerPoint_Chapter_16_ Articles1_2_recommended_updates.pdf)
- Signed Planning and Zoning Resolution 2022-09 (3_-_Resolution_No._20 22-09_-_Recommending_Approval_of_an_Ordinance_Amending_Chapter_16_o f_the_Bennett_Municipal_Code_Regarding_General_Provisions_and_Zoning.pd f)
- Ordinance No. 742-22 - An Ordinance Amending Chapter 16 of the B ennett Municipal Code Regarding General Provisions and Zoning (4__Ordinance_Amendment_to_Chapter_16_Article_1_and_2_clean_.pdf)
- Suggested Motion (5_-_suggested_motion.pdf)
b. Second Reading of the $\mathbf{2 0 2 0}$ Model Traffic Code

Ordinance No. 740-22 - An Ordinance Adopting by Reference the 2020 Edition of the "Model Traffic Code" for the Regulation of Traffic in the Town of Bennett

Keith Buono, Lead Community Services Officer

Steve King, Special Projects Coordinator

## Attachments:

- Public Hearing Script (0_-_Public_Hearing_Script.pdf)
- Staff Report Second Reading of the 2020 Model Traffic Code (0_-_Staf f_Report_2020_MTC_second_reading-final.pdf)
- PowerPoint Presentation Second Reading of the 2020 Model Traffic Code (1_-_PowerPoint_MTC_updates_BOT.pdf)
- 2020 Model Traffic Code (2020-model-traffic-code-for-colorado.pdf)
- Ordinance No. 740-22 - An Ordinance Adopting by Reference the 202 0 Edition of the "Model Traffic Code" for the Regulation of Traffic in the Town of Bennett (Ordinance_No._740-22_2022_MTC.ord.pdf)
- Suggested Motion (suggested_motion.pdf)


## 9. Action/Discussion Items

a. Proposed Amendments to Chapter 8 of the Bennett Municipal Code

Ordinance No. 743-22 - An Ordinance Amending Chapter 8 of the Bennett Municipal Code Regarding
Parking, Vehicles and Traffic Within the Town
Steve King, Special Projects Coordinator

Taeler Houlberg, Administrative Services Director

## Attachments:

- Staff Report Proposed Amendments to Chapter 8 of the Bennett Mu nicipal Code (0_-_Proposed_amendments_to_Chapter_8_Staff_Report_-_Fin al.pdf)
- Ordinance No. 743-22 - An Ordinance Amending Chapter 8 of the Be nnett Municipal Code Regarding Parking, Vehicles and Traffic Within the Town (1_-_Chapter_8_draft_ordinance_clean_.pdf)
- Suggested Motion (2_-_suggested_motion.pdf)
b. Request for Proposal (RFP) 22-007 - Trupp Park Phase 2 Landscape and Storm Sewer Improvements
Robin Price, Public Works Director


## Attachments:

- Staff Report Request for Proposal (RFP) 22-007 - Trupp Park Phase 2

Landscape and Storm Sewer Improvements (0_-_Staff_Report-_RFP_22-0
07_Trupp_Park_Phase_2_Landscape_and_Storm_Sewer_Improvements_-_clea n_2_.pdf)

- Request for Proposal (RFP) 22-007 (1_-_22-007_Trupp_Park_Phase_2_RFP
_5-19-22_-.pdf)
- Plan Set Jimenez Design Group Trupp Park PH2 (2_-_Plan_Set」imenez_ Design_Group_Trupp_Park_PH2.pdf)
- Plan Set Terramax, Inc. Town of Bennett 2022 Trupp Park Storm Sew er (3_-_Plan_Set_Terramax_Inc._Town_of_Bennett_2022_Trupp_Park_Storm _Sewer.pdf)
- Kuhn Construction, Inc. (4_-_Kuhn_Construction_Inc..pdf)
- Aardvark Excavating, LLC (5_-_Aardvark_Excavating__LLC.pdf)
- Essential Contractors (7._Essential_Contractors.pdf)
- BrightView Landscape Services (6_-_BrightView_Landscape_Services.pdf)
- Suggested Motion (suggested_motion.pdf)
c. Custer Street Bypass Construction - An updated agenda with supporting documentation will be available on Monday, June 23rd.
Daymon Johnson, Capital Projects Director

Dan Giroux, Town Engineer

## 10. Town Administrator Report

Trish Stiles, Town Administrator

## 11. Trustee Comments and Committee Reports

Mayor and Trustees
12. Executive Session

Trish Stiles, Town Administrator
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); Copeland Acquisition

## Attachments:

- Executive Session Script (Bennett_Exec_Session_Script_-_Copeland_Acquis ition.pdf)
b. Return to Open Meeting
c. Report from Executive Session


## 13. 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.

# Town Board of Trustees <br> Minutes 

Tuesday, May 24, 2022 at 7:00 pm
PLEASE SILENCE ALL CELL PHONE AND ELECTRONIC DEVICES. THANK YOU.

## 1. Meeting Information

207 Muegge Way, Bennett, CO 80102
2. Call to Order

Royce D. Pindell, Mayor
a. Roll Call

Minutes:
Present:
Royce D. Pindell, Mayor
Darvin Harrell, Mayor Pro Tem
Kevin Barden, Trustee
Steve Dambroski, Trustee
Whitney Oakley, Trustee
Denice Smith, Trustee
Donna Sus, Trustee

## Staff Present:

Trish Stiles, Town Administrator
Taeler Houlberg, Administrative Services Director
Danette Ruvalcaba, Town Treasurer, Finance Director
Alison Belcher, Communications and IT Director
Adam Meis, IT and Communications Manager
Sara Aragon, Community Development Manager
Dan Giroux, Town Engineer
Mike Heugh, Town Traffic Engineer
Steve King, Special Projects Coordinator
Melinda Culley, Town Attorney
Christina Hart, Town Clerk

Public Present:
Kathy Smiley

Sylvie Camino
Cory Tipton
Mike Talcott
Nick Kooyman
Jahn Castillo

## 3. Pledge of Allegiance

Royce D. Pindell, Mayor

## Minutes:

The Pledge of Allegiance was led by Royce D. Pindell, Mayor.

## 4. Approval of Agenda

Royce D. Pindell, Mayor

## Minutes:

MAYOR PRO TEM HARRELL MOVED, TRUSTEE OAKLEY SECONDED to approve
the agenda as presented:
Ayes: Dambroski, Harrell, Oakley, Pindell, Smith, Sus, Barden
Nays: None
Royce D. Pindell, Mayor, declared the motion carried by unanimous vote.

## 5. Consent Agenda

Royce D. Pindell, Mayor
a. May 10, 2022 - Regular Meeting Minutes

Minutes:
TRUSTEE OAKLEY MOVED, TRUSTEE SUS SECONDED to approve the consent agenda as amended adding Best Practices of Action Minutes. The voting was as follows:
Ayes: Harrell, Oakley, Pindell, Smith, Sus, Barden, Dambroski
Nays: None
Royce D. Pindell, Mayor, declared the motion carried by unanimous vote.

## A. Action: Approval of May 10, 2022 Regular Meeting Minutes <br> B. Action: Approval to change from summary minutes to action minutes for the public meeting minutes

## 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 followup. Thank you.

## Regular Business

## 6. Public Hearing

## a. QuikTrip Corporation - New Fermented Malt Beverage License Application

## Minutes:

Royce D. Pindell, Mayor, called the matter of the application for a new fermented malt beverage license at 1190 South First Street, Bennett, Colorado under the business name QuikTrip Corporation doing business as QuikTrip \#4216 to order.

The public hearing was opened at 7:04 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 May 13, 2022. Legal \#2645.

Christina Hart, Town Clerk, QuikTrip Corporation, d/b/a QuikTrip \#4216, submitted the completed DR8403 Colorado Fermented Malt Beverage License application for a new fermented malt beverage license on January 20, 2022. All requirements for a new fermented malt beverage license have been met.

Mike Talcott, QuikTrip Real Estate Project Manager, reported to the Trustees, QuikTrip is anticipating the Bennett location to open in September 2022.

Nick Kooyman, Division Operations Manager for the Denver Division, reported to the Trustees that he will oversee all store operations.

Sylvie Camino, Liquor Licensing Professionals dba LiquorPros, reported to the Trustees LiquorPros performed the survey of the needs and desires of the neighborhood regarding the fermented malt beverage application.

## PUBLIC COMMENTS

No public comments were presented.

The public hearing was closed at 7:35 p.m.
in Bennett, Colorado thereby licensing QuikTrip \#4216 to sell off-premise fermented malt beverages. The voting was as follows:
Ayes: Oakley, Pindell, Smith, Sus, Barden, Dambroski, Harrell
Nays: None
Royce D. Pindell, Mayor, declared the motion carried by unanimous vote.

## 7. Action/Discussion Items

## a. 2022 First Quarter Finance Report

## Minutes:

Danette Ruvalcaba, Town Treasurer, Finance Director, presented the 2022 First Quarter Finance Report.

No action was needed.
b. Update to Section 18-10-60 of the Bennett Municipal Code

Ordinance No. 741-22 - An Ordinance Amending Chapter 18 of the Bennett Municipal Code Regarding Exemptions from Building Permits

## Minutes:

Discussion and possible action on Ordinance No. 741-22 - An ordinance amending Chapter 18 of the Bennett Municipal Code regarding exemptions from building permits.

## MAYOR PRO TEM HARRELL MOVED, TRUSTEE OAKLEY SECONDED to

approve Ordinance No. 741-22 - An ordinance amending Chapter 18 of the Bennett Municipal Code regarding exemptions from building permits. The voting was as follows:

Ayes: Pindell, Smith, Sus, Barden, Dambroski, Harrell, Oakley Nays: None
Royce D. Pindell, Mayor, declared the motion passed unanimously.

## c. Request for Proposal (RFP) 22-005 - Kiowa Bennett Concrete Trail Extension

## Minutes:

Discussion and possible action on RFP 22-005 - Kiowa Bennett Concrete Trail Extension.

TRUSTEE BARDEN MOVED, TRUSTEE OAKLEY SECONDED to authorize the Mayor and the Town of Bennett to enter into a standard Town contract agreement with Kuhn Construction Inc. in an amount not to exceed \$231,435.81 for the Kiowa Bennett Concrete Trail Extension. The voting was as follows:
Ayes: Smith, Sus, Barden, Dambroski, Harrell, Oakley, Pindell
Nays: None
Royce D. Pindell, Mayor, declared the motion passed unanimously.

## Abatement

## Minutes:

Discussion and possible action on the Arapahoe County IGA - Opioid Abatement.

TRUSTEE OAKLEY MOVED, TRUSTEE SUS SECONDED to enter into an
Intergovernmental Agreement with Arapahoe County titled the "Opioid
Abatement". The voting was as follows:
Ayes: Sus, Barden, Dambroski, Oakley, Pindell, Smith
Nays: Harrell
Royce D. Pindell, Mayor, declared the motion passed 6 votes to 1 .

## 8. Town Administrator Report

## Minutes:

- The Broker Lunch and Business Appreciation events on May 12, 2022 were very successful. JD's Liquor sponsored the Business Appreciation.
- In observance of Memorial Day on Monday, May 30, Town Hall will be closed.
- The Town's Annual Clean-Up Day event is scheduled for June 25, 2022.
- Permit fees will be reduced during the month of June.
- The ADCOG sub-regional forum is scheduled for May 25 th and will be virtual.
- Will attend the DOLA Energy Impact Fund on June 2, 2022.


## 9. Trustee Comments and Committee Reports

Mayor and Trustees

## Minutes:

Whitney Oakley, Trustee, reported on the following:

- Attended the May I-70 Corridor Chamber of Commerce Lunch and Learn.
- Scheduled to attend a meeting with CDOT regarding the Loves Truck Stop Private, Public, Partnership discussion.


## Kevin Barden, Trustee, reported on the following:

- Shout-out to Public Works Assistant Director Ricky Martinez for his due diligence.


## Royce D. Pindell, Mayor, reported on the following:

- Thanked Staff for organizing the Broker Lunch and Business Appreciation.

10. Executive Session
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); Copeland Acquisition Minutes:
TRUSTEE OAKLEY MOVED, TRUSTEE BARDEN SECONDED 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. 24-6-402(4)(e); Copeland Acquisition and the Bennett Fire Department agreement. Voting was as follows:
Ayes: Barden, Dambroski, Harrell, Oakley, Pindell, Smith, Sus
Nays: None
Royce D. Pindell, Mayor, declared the motion carried by unanimous vote.

The Board went into executive session at 9:13 p.m.
b. Return to Open Meeting

## Minutes:

The Board came out of executive session at 10:15 p.m.

## c. Report from Executive Session

## Minutes:

Royce D. Pindell, Mayor, announced that the Board has been in executive session and the following persons participated via hybrid in that session: Royce D. Pindell, Mayor, Trish Stiles, Trustee Dambroski, Trustee Oakley, Melinda Culley, Trustee Smith, Trustee Barden, Trustee Sus, Mayor Pro Tem Harrell, Dan Giroux, Danette Ruvalcaba, and Christina Hart. Mayor Royce D. Pindell asked if there were any matters not included in the motion for an executive session or violations of the Open Meetings Law, and if so, that these concern be stated for the record.

No concerns were presented.

## 11. Adjournment

## Minutes:

MAYOR PRO TEM HARRELL MOVED, TRUSTEE SMITH SECONDED to adjourn the meeting. The meeting was adjourned at 10:16 p.m. Voting was as follows:

Ayes: Dambroski, Harrell, Oakley, Pindell, Smith, Sus, Barden
Nays: None
Royce D. Pindell, Mayor, declared the motion carried by unanimous vote.

## Minutes Approved:

Royce D. Pindell, Mayor

## Christina Hart, Town Clerk

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Contact: Christina Hart (chart@bennett.co.us 1303-644-3249 X1001) | Minutes published on 06/09/2022 at 1:12 PM

TO: $\quad$ Mayor and Town of Bennett Board of Trustees<br>FROM: Trish Stiles, Town Administrator<br>DATE: June 14, 2022<br>SUBJECT: CDOT Intergovernmental Agreement (IGA) for Access Control Plan (ACP)

## Background

The Town of Bennett has been working on an Access Control Plan (ACP) for access points along HWY 79 to be set for future growth and development along HWY 79 and future potential realignments.

The goal of the ACP is to proactively plan for land uses and transportation improvements that support new growth while balancing the needs of local traffic and regional transportation. To this end, the Town has been planning to realign SH 79 in order to allow regional traffic to bypass the original town center, creating a safer and more pedestrian-friendly characteristic. All of this leads to an ACP that achieves a balance between state and local transportation planning objectives while preserving the current and future functional integrity of the SH 79 roadway network while ensuring that SH 79 remains compliant with the requirements of the State Highway Access Code requirements.

This ACP represents a long-term plan that identifies access points along SH 79 in between I-70 and East 38th Avenue. The ACP is designed to support an adequate local roadway network, including local arterials and collectors, that complements the alignment of SH 79 . Because the SH 79 roadway realignment will take time to develop, the ACP will serve as a tool for expectations, and to shape the roadway network via a hierarchy of streets and associated connections. To ensure that improvements can be consistently implemented with future developments, it is important that the ACP is adopted by all the Agencies and consistently used in planning efforts along the corridor; as well as, ensuring that land use developments and subdivisions are made aware of and adhere to the direction of this ACP. Improvements along the relocated segments of SH 79 will be constructed to CDOT roadway standards.

In order to formalize the Agencies' agreement regarding access points and an amendment process for the ACP, an Intergovernmental Agreement (IGA) will be adopted by CDOT and the Town of Bennett.

Town Staff and Consultants have worked with CDOT staff to bring forward the IGA presented here along with this staff report. The full IGA and ACP are included and will be adopted by both CDOT and the Town of Bennett through this agreement.

The plan is important to the Town and future developments and will be incorporated into the Town's Master Transportation Plan and the current process the Town is undertaking for said plan.

## Staff Recommendation

Staff recommends the Board of Trustees approve Resolution 919-22 approving the IGA between CDOT and the Town of Bennett for the Access Control Plan.

1. Intergovernmental Agreement (IGA) Between the Town of Bennett and the State of Colorado Department of Transportation for the Bennett Access Control Plan.
2. Resolution 919-22

# INTERGOVERNMENTAL AGREEMENT BETWEEN <br> THE TOWN OF BENNETT <br> AND <br> THE STATE OF COLORADO DEPARTMENT OF TRANSPORTATION FOR THE BENNETT ACCESS CONTROL PLAN 

THIS INTERGOVERNMENTAL AGREEMENT (hereinafter referred to as the "Agreement") is entered into effective as of the date defined below by and among the Town of Bennett (hereinafter referred to collectively as the "Town"), and the State of Colorado, Department of Transportation (hereinafter referred to as the "Department"), said parties being referred to herein as the "Agencies."

## RECITALS

A. The Town of Bennett is in the process of completing a Transportation Master Plan. That Plan will include the identification of arterials and roadway cross-sections plus other modes of transportation. This Agreement and Access Control Plan (ACP) are for the purpose of vehicular access control to and from the State Highway system.
B. The Agencies are authorized by the provisions of Article XIV, Section 18(2)(a), Colorado Constitution, and Sections 29-1-201, et. seq., C.R.S., to enter into contracts with each other for the performance of functions that they are authorized by law to perform on their own.
C. Each Agency is authorized by Section 43-2-147(1)(a), C.R.S., to regulate access to public highways within its jurisdiction.
D. The coordinated regulation of vehicular access to public highways is necessary to maintain the efficient and smooth flow of traffic, to reduce the potential for traffic accidents, to protect the functional level and optimize the traffic capacity, to provide an efficient spacing of traffic signals, and to protect the public health, safety and welfare.
E. The Agencies desire to provide for the coordinated regulation of vehicular access for the sections of State Highway 79A between south of I-70 (MP 0.000) and Colfax Avenue (MP 1.240), and State Highway 79B, between United States Highway 36 (MP 1.580) and East $38^{\text {th }}$ Avenue (MP 2.876) (hereinafter referred to as the "Segment"), which is within the jurisdiction of the Agencies.
F. The Agencies desire to collaborate to assure all transportation modes including pedestrian, bicycle, and mass transit are given sufficient consideration and adequate funding support with each transportation improvement project that affects access within the identified project limits.
G. The Agencies are authorized pursuant to Section 2.12 of the 2002 State Highway Access Code, 2 C.C.R. 601-1 (the "Access Code") to achieve such objective by written agreement among themselves adopting and implementing a comprehensive and mutually acceptable highway access control plan for the Segment for the purposes recited above; and
H. The development of this Access Control Plan adheres to the requirements of the Access Code, Section 2.12.
I. This ACP shows where full movement or signalized intersections could exist. All signals must meet warrants. Signals may be replaced with alternate designs such as roundabouts
without amending the ACP.

NOW THEREFORE, for and in consideration of the mutual promises and undertakings herein contained, the Agencies agree as follows:

1. The following documents are attached and incorporated herein by reference:

- The Access Control Plan for the Segment (hereinafter referred to as the "Access Control Plan") is attached as Exhibit A.
- Amendments to the Access Control Plan (Exhibit A) shall be in conformance with the Access Code as well as the Access Control Plan Amendment Process, attached as Exhibit B.

2. The Agencies shall regulate access to the Segment in compliance with the Access Control Plan, the Highway Access Law, section 43-2-147, C.R.S., (the "Access Law") and the applicable sections of the Access Code. Vehicular access to the Segment shall be permitted when such access is in compliance with the Access Control Plan, the Access Law and the applicable sections of the Access Code.
3. Accesses that were in existence in compliance with the Access Law prior to the effective date of this Agreement may continue in existence until such time as a change in the access is required by the Access Control Plan or in the course of highway reconstruction. When closure, modification, or relocation of access is necessary or required, the Agency(ies) having jurisdiction shall utilize appropriate legal process to effect such action.
4. Actions taken by any Agency with regard to transportation planning and traffic operations within the areas described in the Access Control Plan shall be in conformity with this Agreement. Per Section 2.12 (3) of the Access Code, design waivers may be approved if agreed upon by the Agencies.
5. Parcels of real property created after the effective date of this Agreement that adjoin the Segment shall not be provided with direct access to the Segment unless the location, use and design thereof conform to the provisions of this Agreement.
6. This Agreement is based upon and is intended to be consistent with the Access Law and the Access Code as now or hereafter constituted. An amendment to either the Access Law or the Access Code that becomes effective after the effective date of this Agreement and that conflicts irreconcilably with an express provision of this Agreement may be grounds for revision of this Agreement.
7. This Agreement does not create any current financial obligation for any Agency. Any future financial obligation of any Agency shall be subject to the execution of an appropriate encumbrance document, where required. Agencies involved in or affected by any particular or site-specific undertaking provided for herein will cooperate with each other to agree upon a fair and equitable allocation of the costs associated therewith, however, notwithstanding any provision of this Agreement, neither Agency shall be required to expend its public funds for such undertaking without the express prior approval of its governing body or director. All financial obligations of the Agencies hereunder shall be contingent upon sufficient funds therefore being appropriated, budgeted, and otherwise made available as provided by law.
8. Should anyone or more sections or provisions of this Agreement be judicially determined to be invalid or unenforceable, such judgment shall not affect, impair or invalidate the remaining provisions of this Agreement, the intention being that the various provisions hereof are severable.
9. This Agreement supersedes and controls all prior written and oral agreements and representations of the Agencies and constitutes the whole agreement between them with respect to the subject matter of this instrument. No additional or different oral representation, promise or agreement shall be binding on either Agency. This Agreement may be amended or terminated only in writing executed by the Agencies on express authorization from their respective governing bodies or legally designated officials.
10. This Agreement may be amended or terminated only in writing executed by the Agencies with express authorization from their respective governing bodies or legally designated officials.
11. By signing this Agreement, the Agencies acknowledge and represent to one another that all procedures necessary to validly contract and execute this Agreement have been performed, and that the persons signing for each Agency have been duly authorized by such Agency to do so.
12. No portion of this Agreement shall be deemed to constitute a waiver of any immunities the parties or their officers or employees may possess, nor shall any portion of this Agreement be deemed to have created a duty of care that did not previously exist with respect to any person not a party to this Agreement.
13. It is expressly understood and agreed that the enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to the undersigned parties and nothing in this Agreement shall give or allow any claim or right of action whatsoever by any other person not included in this Agreement. It is the express intention of the undersigned parties that any entity other than the undersigned parties receiving services or benefits under this Agreement shall be an incidental beneficiary only.
14. Term and Effective Date. The Effective Date of this Agreement shall be the date of the last party to sign. This Agreement shall terminate on June 30, 2072, unless sooner terminated or further extended, in writing, by the Agencies.
15. As noted in Exhibit A, specifically pages 10 and 11 , when the new alignment of SH 79 is officially dedicated, CDOT will devolve the current alignment of SH 79, which will be done by a separate agreement. At that time, the ACP will automatically be amended to remove those plan sheets and tables associated with the devolved segment. The Town will utilize the Access Code, the Utility Accommodation Code, this Plan, and CDOT standards when evaluating access requests and construction along the future dedications and alignment of SH 79.

IN WITNESS WHEREOF, the Agencies have executed this Agreement effective as of the day and the year first written above.

Town of Bennett, Colorado
Mayor, Town of Bennett $\quad$ Date
APPROVED AS TO FORM:

Town Attorney Date

State of Colorado
Jared S. Polis, Governor
Department of Transportation
Shoshana M. Lew, Executive Director

Stephen Harelson, P.E., Chief Engineer

Date
APPROVED AS TO FORM:

Stephen

ATTEST:

Town Clerk Date

## Bennett - State Highway 79 Access Control Plan

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## Introduction

State Highway 79 (SH 79) is a north-south Colorado State Highway with a southern terminus at the Interstate 70 (I-70) interchange. SH 79 continues north through the Town of Bennett, merging briefly with SH 36 (East Colfax Avenue) heading east, then turning north and crossing at-grade over Union Pacific Railroad (UPRR) Tracks, before continuing eastward, and finally curving northwards, ending at SH 52 approximately 24 miles north of I-70. SH 79 is divided into two separate highways within Town limits, SH 79A and SH 79B. SH 79A is the portion of SH 79 which is south of US 36 , and SH 79B is the portion of SH 79 that is north of US 36 . Note that "SH 79" is often used interchangeably throughout this report with "SH 79A" and "SH 79B". SH 79 functions as the Town of Bennett's primary north/south traffic facility and has been designated by Adams County as a strategic corridor to support regional mobility.

The functional classification of SH 79 between I-70 and East $38^{\text {th }}$ Avenue is defined by the Colorado Department of Transportation (CDOT) as a Non-Rural Arterial (NR-B). An NR-B roadway is intended to accommodate moderate-to-high traffic volumes at moderate travel speeds and is appropriate for sections of regional highway passing through rural communities, such as the Town of Bennett. The NR-B designation allows at least one access per parcel, although the access movements may be restricted. In order to be approved, additional parcel accesses must not impair operations or auxiliary lanes of an adjacent intersection. Along NR-B roadways full-movement intersections are intended to be at locations intersections with collector or arterial roadways, and spaced at half-mile intervals, as stated in the State of Colorado State Highway Access Code (SHAC).

The Town of Bennett has been proactively planning for land uses and transportation improvements that support new growth while balancing the needs of local traffic and regional transportation. To this end, the Town has been planning to realign SH 79 in order to allow regional traffic to bypass the original town center, creating a safer and more pedestrian-friendly characteristic.

Recognizing that all state highways are access controlled (§43-2-147, C.R.S.) and a predominance of regional pass-through traffic will continue to utilize SH 79, the stakeholders of CDOT, Town of Bennett, Adams and Arapahoe Counties (the Agencies) agreed that a realignment of SH 79 should be examined. A Planning and Environmental Linkage (PEL) analysis and report was funded and prepared. The PEL evaluated alternatives based on impact and feasibility considering regional mobility and connectivity, safety, environmental impacts, community impacts, multi-modal accommodations, engineering, and cost.

Multiple alignments and alternatives for SH 79 were evaluated under the PEL. A preferred alignment that fits into the typical roadway grid network was identified and formally adopted in November of 2013. The proposed future alignment of SH 79 meets the purpose of improving regional connectivity, reducing conflicts and delays at the crossing of the UPRR, and addressing safety concerns along the corridor for existing and future conditions. The Town of Bennett
committed to preparing an Access Control Plan (ACP) from I-70 to East $38^{\text {th }}$ Avenue that would evaluate both existing accesses and the potential for new accesses along the highway alignment. The ACP was deemed a necessary tool to serve as a short-term and long-term guide for meeting transportation needs.

Figure 1 on the following page shows the study boundaries for this ACP, including existing alignments of SH 79A and SH 79B, the future alignment of SH 79 as identified by the PEL, and the SH 79 segments that will be devolved to the Town.

It should be noted that while the PEL also examined US 36, this ACP largely excludes discussions pertaining to the highway. Access to US 36 is governed by the SHAC.

## Purpose \& Objectives

The purpose of this ACP is to achieve a balance between state and local transportation planning objectives while preserving the current and future functional integrity of the SH 79 roadway network while ensuring that SH 79 remains compliant with the requirements of the SHAC.

The Objectives of this ACP are to:

- Maintain the functional integrity of existing and future SH 79 operations
- Provide a framework for the local roadway network in the Town of Bennett

This ACP represents a long-term plan that identifies access points along SH 79 in between I-70 and East $38^{\text {th }}$ Avenue. The ACP is designed to support an adequate local roadway network, including local arterials and collectors, that complements the alignment of SH 79 . Because the SH 79 roadway realignment will take time to develop, the ACP will serve as a tool for expectations, and to shape the roadway network via a hierarchy of streets and associated connections. To ensure that improvements can be consistently implemented with future developments, it is important that the ACP is adopted by all the Agencies and consistently used in planning efforts along the corridor; as well as, ensuring that land use developments and subdivisions are made aware of and adhere to the direction of this ACP. Improvements along the relocated segments of SH 79 will be constructed to CDOT roadway standards.

In order to formalize the Agencies' agreement regarding access points and an amendment process for the ACP, an Intergovernmental Agreement (IGA) will be adopted by CDOT and the Town of Bennett.

Figure 1
ACP Study Area:
Existing and Future SH 79 Alignments


[^0]
## Public Involvement

Throughout the development of this ACP the public has been encouraged to provide feedback. Early in the process Adams County Assessor records were used to identify and reach out to property owners along both existing and proposed-future SH 79 alignments.

An advertised public meeting was held on April 30, 2014 at the Bennett Community Center from 6 pm to 8 pm . Most of the comments received during the public meeting were related to the preferred alignment of the future-realigned SH 79 and not with individual access recommendations.

In 2018, an additional public meeting was held to update the public about the development and refinements of this ACP, with additional public comments being heard and considered. The publicly advertised meeting took place on June 26, 2018 at the Bennett Town Hall. While there was public interest in the ACP, no comments were received that prompted changes to this ACP.

## Bennett Roadway Network

## Existing Roadway Network

Figure 2 depicts the existing roadway network for the Town of Bennett. The main roadways, SH 79A, SH 79B, and overlapping segment of US 36, are currently two-lane highways with one travel lane in each direction.

## Realigned SH 79 Roadway Network

Figure 3 depicts the future roadway network supporting the proposed final alignment of SH 79. Once SH 79 is realigned, the entirety of SH 79 will become the new "SH 79A", thus enabling the devolution of SH 79B. The alignment of SH 79A shown in Figure 3, which is based on the findings of the PEL, shows the probable location for the future alignment of SH 79 . The planned alignment of SH 79 and the intersections along the roadway are envisioned to be core facilities within the Towns of Bennett's emerging road network, providing efficient throughput and local route alternatives to regional and local road users. Final land development plans may entail minor changes to the exact alignment shown. Access to SH 79 will be restricted to meet the requirements of the SHAC and to not adversely affect traffic operations.

## Interim Roadway Network

Prior to SH 79 realignment, various local roadways are anticipated to be built in order to support local development creating an "Interim Roadway Network". Figure 4 shows the roadway network that is expected to support development along the existing alignment of SH 79.

The approximate timeframe for beginning use of the Ultimate Roadway Network (shown in Figure 8-3) is driven by when the realignment of SH 79, in its entirety, is constructed and in operation. The timeframe is related to project funding and adjacent development in the area. When the new, ultimate roadway section for SH 79 is in use, the appropriate sections of the interim roadway network will be devolved to the Town of Bennett following the required CDOT process and agreements.

Figure 2 Existing Roadway Network


Exhibit A
Access Control Plan Bennett - State Highway 79 Access Control Plan Routing \# 22-000-XC-00037 September 2021

SH 79A - SH 79B

Figure 3
Proposed Roadway Network After SH 79 Realignment


Exhibit A
Access Control Plan Bennett - State Highway 79 Access Control Plan

Routing \# 22-000-XC-00037
September 2021

Figure 4
Interim Roadway Network Supporting
Development along Existing SH 79


Legend
Town of Bennett Boundary

- SH 79



## Urban and Rural Portions of SH 79

One way to help define the character of a roadway is to designate a chosen roadway segment as either an urban or a rural classification. Generally, such classifications come with their own sets of design standards. Urban design standards assume more intensive surrounding land uses, and rural design standards assume less intensive land uses. On the following pages, Figure 5 and Figure 6 depict where urban and rural design standards will be used along existing and future SH 79 alignments, respectively.

The urban and rural cross sections can be referenced in the Town of Bennett Transportation Master Plan, to be finalized in 2022, and the Town of Bennett Roadway Design and Construction Standards (December 2018).

## Existing Alignment

SH 79A, the portion of SH 79 in between I-70 and Edwards Avenue, is assumed to be within an urban environment in Bennett.

SH 79A, the portion of SH 79 in between Edwards Avenue and US 36, is assumed to be the future Main Street after devolvement of SH 79 as part of the SH 79 realignment.

SH 79B, the portion of SH 79 north of US 36, is assumed to be an urban environment in between US 36 to East $38^{\text {th }}$ Avenue, and a rural setting north of East $38^{\text {th }}$ Avenue.

## Final Alignment

Once realigned, SH 79 in between I-70 and East $38^{\text {th }}$ Avenue will all be considered "SH 79A". Along the realigned SH 79 corridor, the Urban Arterial classification will define SH 79 from I-70 to East $38^{\text {th }}$ Avenue, and the Rural Arterial classification will be used north of East $38^{\text {th }}$ Avenue.

Figure 5
Existing SH 79
Urban / Rural Roadway Classification


Figure 6
Realigned SH 79
Urban / Rural Roadway Classification


Legend

- Town of Bennett Boundary
- Urban Roadway Standards
$\underbrace{1 / 2 \mathrm{MEL}}_{\text {Apperatmate Seale }}$
——Rural Roadway Standards


## Access Control Plan

This section of the document presents the SH 79 Access Control Plan, which, based on existing and expected conditions along the corridor, demonstrates how accesses should be planned and developed along SH 79 within the ACP limits.

SH 79 - Existing : Figure 7-1
Figure 7-1 gives an overview of the existing access points along SH 79 within the study limits. Table 7-1 provides a detailed listing of the existing access points along SH 79. The table identifies the mile post, description, existing and proposed configurations, intersection control, and any condition that applies to each access.

SH 79 - Interim Supporting Development : Figure 7-2
Figure 7-2 gives an overview of the expected access points along SH 79 that will support development before SH 79 is realigned. Table 7-2 provides a detailed listing of the existing and proposed access points along SH 79. The table identifies the mile post, description, existing configuration, intersection control, proposed configuration, and any condition that applies to each access.

SH 79 - Final Alignment : Figure 7-3
Figure 7-3 gives an overview of the anticipated access points along realigned SH 79. Table 7-3 provides a detailed listing of the proposed access points. The table identifies the mile post, description, existing configuration, intersection control, proposed configuration, and any condition that applies to the access.


## SH 79A - SH 79B

| Table 7-1 (1 of 2) <br> Existing Accesses along SH 79 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Access <br> ID No. | Mile Post | Access Type | Access Name | Existing Configuration | Proposed Intersection Control | Proposed Configuration | Condition / Trigger |
| AE01 | 0.000 | Private Drive | Bennett Lumber | Full Movement | Unsignalized | No Change | No Change |
| AE02 | 0.073 | Public Roadway | CR 129 | Full Movement | Unsignalized | No Change | Consider closing/moving to south when property to the west is redeveloped |
| AE03 | 0.121 | Public Roadway | 1-70 EB Off-Ramp | Full Movement | Signalized | No Change | Signalize when warranted |
| AE04 | 0.121 | Public Roadway | 1-70 EB On-Ramp | Full Movement | Signalized | No Change | Signalize when warranted |
| AE05 | 0.203 | Public Roadway | 1-70 WB On-Ramp | Full Movement | Unsignalized | No Change | No Change |
| AE06 | 0.203 | Public Roadway | I-70 WB Off-Ramp | Full Movement | Unsignalized | No Change | No Change |
| AE07 | 0.326 | Private Drive | Conoco South Access | Full Movement | Unsignalized | Possibly $3 / 4$ or RI/RO | Convert to $3 / 4$ or RI/RO based on traffic operations |
| AE08 | 0.362 | Private Drive | Conoco North Access | Right-in/Right-out | Unsignalized | No Change | No Change |
| AE09 | 0.442 | Public Roadway | Marketplace Dr. | Full Movement | Signalized | No Change | Signalize when warranted |
| AE10 | 0.463 | Private Drive |  | Full Movement | Unsignalized | Remove Access | Remove Access with Extension of Marketplace Drive (AF01) east of SH 79 |
| AE11 | 0.566 | Private Drive | King Soopers North Access | Full Movement | Unsignalized | Convert to $3 / 4$ or RI/RO | Convert when requested by CDOT |
| AE12 | 0.639 | Private Drive |  | Full Movement | Unsignalized | Remove Access | Pearl Street Access (AF03) will replace this access |
| AE13 | 0.903 | Private Drive | Water Tank Access | Full Movement | Unsignalized | No Change | No Change |
| AE14 | 0.956 | Private Drive | Muegge Way | Full Movement | Unsignalized | No Change | No Change |
| AE15 | 1.027 | Public Roadway | Bennett Ave. | Full Movement | Unsignalized | Convert to 3/4 | Convert when requested by CDOT. |
| AE16 | 1.134 | Public Roadway | Centennial Dr. | Full Movement | Unsignalized | No Change | No Change |
| AE17 | 1.191 | Private Drive |  | Right-in/Right-out | Unsignalized | No Change | Combine with AE18 if possible when redeveloped |
| AE18 | 1.203 | Private Drive |  | Right-in/Right-out | Unsignalized | No Change | Combine with AE17 if possible when redeveloped |
| AE19 | 1.230 | Public Roadway | US 36 | Full Movement | Signalized | No Change | Signalize when warranted |

# Exhibit A <br> Access Control Plan <br> Bennett - State Highway 79 Access Control Plan 

OLA\# 331002725
Routing \# 22-000-XC-00037
September 2021
SH 79A - SH 79B

| Table 7-1 (2 of 2) <br> Existing Accesses along SH 79 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Access ID No. | $\begin{aligned} & \text { Mile } \\ & \text { Post } \end{aligned}$ | Access Type | Access Name | Existing Configuration | Proposed Intersection Control | Proposed Configuration | Condition / Trigger |
| BE01 | 1.602 | Private Drive | Roggens Access | Right-in/Right-out | Unsignalized | No Change | No Change |
| BE02 | 1.603 | Private Drive | Roggens Access | Right-in/Right-out | Unsignalized | No Change | No Change |
| BE03 | 1.632 | Private Drive | Park Access | Right-in/Right-out | Unsignalized | No Change | No Change |
| BE04 | 1.666 | Public Roadway | Paimer Ave. | Full Movement | Unsignalized | No Change | No Change |
| BE05 | 1.671 | Private Drive |  | Right-in/Right-out | Unsignalized | No Change | Combine with BE06 if possible when redeveloped |
| BE06 | 1.677 | Private Drive |  | Right-in/Right-out | Unsignalized | No Change | Combine with BE05 if possible when redeveloped |
| BE07 | 1.689 | Public Roadway | 6th St. | Full Movement | Unsignalized | No Change | No Change |
| BE08 | 1.707 | Private Drive |  | Full Movement | Unsignalized | Right-in/Right-out | Conversion will occur with roadway improvements |
| BE09 | 1.726 | Private Drive |  | Full Movement | Unsignalized | Right-in/Right-out | Conversion will occur with roadway improvements |
| BE10 | 1.732 | Private Drive | Park Access | Full Movement | Unsignalized | Right-in/Right-out | Conversion will occur with roadway improvements |
| BE11 | 1.740 | Private Drive |  | Full Movement | Unsignalized | Right-in/Right-out | Conversion will occur with roadway improvements |
| BE12 | 1.747 | Private Drive |  | Full Movement | Unsignalized | Right-in/Right-out | Conversion will occur with roadway improvements |
| BE13 | 1.757 | Public Roadway | 7th St. | Full Movement | Unsignalized | No Change | No Change |
| BE14 | 1.768 | Private Drive |  | Full Movement | Unsignalized | Close Access | Access to be obtained from 7th Street when redeveloped |
| BE15 | 1.779 | Private Drive |  | Full Movement | Unsignalized | Right-in/Right-out | Conversion will occur with roadway improvements |
| BE16 | 1.785 | Private Drive |  | Full Movement | Unsignalized | Right-in/Right-out | Conversion will occur with roadway improvements |
| BE17 | 1.801 | Private Drive | Emergency Access | Full Movement | Unsignalized | No Change | No Change |
| BE18 | 1.822 | Public Roadway | 8th St. | Full Movement | Unsignalized | No Change | No Change |
| BE19 | 1.950 | Public Roadway | Morgan Way | Full Movement | Unsignalized | No Change | No Change |
| BE20 | 2.169 | Private Drive |  | Full Movement | Unsignalized | No Change | No Change |
| BE21 | 2.251 | Public Roadway | Old Victory Rd. | Full Movement | Signalized | No Change | Signalize when warranted |
| BE22 | 2.369 | Public Roadway (One Way) | Old Victory Rd. | Right-Tum Only | Unsignalized | Close Access | When Old Victory Road intersection is reconstructed |
| BE23 | 2.562 | Private Drive |  | Full Movement | Unsignalized | No Change | No Change |
| BE24 | 2.599 | Private Drive |  | Full Movement | Unsignalized | No Change | No Change |
| BE25 | 2.657 | Private Drive |  | Full Movement | Unsignalized | No Change | No Change |
| BE26 | 2.768 | Private Drive | Cemetery Access | Full Movement | Unsignalized | $\begin{aligned} & \text { Convert to } 3 / 4 \text { or } \\ & \text { RI/RO } \end{aligned}$ | Convert to $3 / 4$ or RI/RO based on traffic operations |
| BE27 | 2.876 | Public Roadway | E. 38th Ave. | Full Movement | Signalized | No Change | Signalize when warranted |

ACP: Existing and Proposed Accesses - Interim SH 79 Before Realignment


# Exhibit A <br> Access Control Plan <br> Bennett - State Highway 79 Access Control Plan 

OLA\# 331002725
Routing \# 22-000-XC-00037
September 2021
SH 79A - SH 79B

| Table 7-2 (1 of 3) <br> Accesses Supporting Development before SH 79 Realignment |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Access ID No. | $\begin{aligned} & \text { Mile } \\ & \text { Post } \end{aligned}$ | Access Type | Access <br> Name | Existing Configuration | Proposed Intersection Control | Proposed Configuration | Condition / Trigger |
| AE01 | 0.000 | Private Drive | Bennett Lumber | Full Movement | Unsignalized | No Change | No Change |
| AE02 | 0.073 | Public Roadway | CR 129 | Full Movement | Unsignalized | No Change | Consider closing/moving to south when property to the west is redeveloped |
| AE03 | 0.121 | Public Roadway | 1-70 EB Off-Ramp | Full Movement | Signalized | No Change | Signalize when warranted |
| AE04 | 0.121 | Public Roadway | I-70 EB On-Ramp | Full Movement | Signalized | No Change | Signalize when warranted |
| AE05 | 0.203 | Public Roadway | 1-70 WB On-Ramp | Full Movement | Unsignalized | No Change | No Change |
| AE06 | 0.203 | Public Roadway | 1-70 WB Off-Ramp | Full Movement | Unsignalized | No Change | No Change |
| AE07 | 0.326 | Private Drive | Conoco South Access | Full Movement | Unsignalized | No Change | Convert to $3 / 4$ or RURO based on traffic operations |
| AE08 | 0.362 | Private Drive | Conoco North Access | Right-in/Right-out | Unsignalized | No Change | No Change |
| AF01 | 0.442 | Public Roadway | Marketplace Dr. | New Access | Signalized | Full Movement | Signalize when warranted |
| AE09 | 0.442 | Public Roadway | Marketplace Dr. | Full Movement | Signalized | No Change | Signalize when warranted |
| AF02 | 0.568 | Private Drive | Bennett Crossing F1 Access | New Access | Unsignalized | Right-in/Right-out | New Access |
| AE11 | 0.566 | Private Drive | King Soopers North Access | Full Movement | Unsignalized | Convert to $3 / 4$ or RI/RO | Convert when requested by CDOT |
| AF03 | 0.850 | Public Roadway | Pearl St. | New Access | Unsignalized | Full Movement | Convert to $3 / 4$ or RI/RO when requested by CDOT |
| AF04 | 0.850 | Public Roadway | Pearl St. | New Access | Unsignalized | Three-Quarter | New Access |
| AF20 | 0.720 | Private Drive |  | New Access | Unsignalized | Right-in/Right-out | New Access |
| AF21 | 0.720 | Private Drive |  | New Access | Unsignalized | Right-in/Right-out | New Access |
| AF22 | 0.790 | Private Drive |  | New Access | Unsignalized | 3/4 or Right-in/Rightout | New Access |
| AF23 | 0.790 | Private Drive |  | New Access | Unsignalized | $3 / 4$ or Right-in/Rightout | New Access |
| AF05 | 0.870 | Public Roadway | Interim Edwards Ave. | New Access | Signalized | Full Movement | Signalize when warranted. Access to move with realignment of SH79 |
| AF06 | 0.870 | Public Roadway | Civic Center Dr. | New Access | Signalized | Full Movement | Signalize when warranted. Access to move with realignment of SH79 |
| AE13 | 0.903 | Private Drive | Water Tank Access | Full Movement | Unsignalized | No Change | No Change |
| AE14 | 0.856 | Private Drive | Muegge Way | Full Movement | Unsignalized | No Change | No Change |
| AF24 | 1.006 | Private Drive |  | New Access | Unsignalized | Right-in/Right-out | New Access |
| AF07 | 1.027 | Public Roadway | Bennett Ave. | New Access | Unsignalized | Full Movement | If signal warrants met, restrict to $3 / 4$ movement |
| AE15 | 1.027 | Public Roadway | Bennett Ave. | Full Movement | Unsignalized | Convert to $3 / 4$ | If signal warrants met, restrict to $3 / 4$ movement |
| AE16 | 1.134 | Public Roadway | Centennial Dr. | Full Movement | Unsignalized | No Change | No Change |
| AF10 | 1.142 | Public Roadway | Adams St. | New Access | Unsignalized* | Full Movement | - Adams St. intersection to be signalized if UPRR crossing NOT constructed at Custer St. |
| AE17 | 1.191 | Private Drive |  | Right-in/Right-out | Unsignalized | No Change | Combine with AE18 if possible when redeveloped |
| AE18 | 1.203 | Private Drive |  | Right-in/Right-out | Unsignalized | No Change | Combine with AE17 if possible when redeveloped |
| AE19 | 1.230 | Public Roadway | US 36 | Full Movement | Signalized | No Change | Signalize when warranted |
| AF12 | 1.331 | Public Roadway | Custer St. | New Access | Signalized | Full Movement | Custer St. intersection to be signalized if new RR crossing constructed at Custer St. |


| Table 7-2 (2 of 3) <br> Accesses Supporting Development before SH 79 Realignment |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Access ID No. | $\begin{aligned} & \text { Mile } \\ & \text { Post } \end{aligned}$ | $\begin{gathered} \text { Access } \\ \text { Type } \end{gathered}$ | Access <br> Name | Existing Configuration | Proposed Intersection Control | Proposed Configuration | Condition / Trigger |
| BE01 | 1.802 | Private Drive | Roggens Access | Right-in/Right-out | Unsignalized | No Change | No Change |
| BE02 | 1.803 | Private Drive | Roggens Access | Right-in/Right-out | Unsignalized | No Change | No Change |
| BE03 | 1.632 | Private Drive | Park Access | Right-in/Right-out | Unsignalized | No Change | No Change |
| BE04 | 1.866 | Public Roadway | Palmer Ave. | Full Movement | Unsignalized | No Change | No Change |
| BE05 | 1.671 | Private Drive |  | Right-in/Right-out | Unsignalized | No Change | Combine with BEO 0 if possible when redeveloped |
| BE06 | 1.677 | Private Drive |  | Right-in/Right-out | Unsignalized | No Change | Combine with BE05 if possible when redeveloped |
| BE07 | 1.689 | Public Roadway | 6th St. | Full Movement | Unsignalized | No Change | No Change |
| BE08 | 1.707 | Private Drive |  | Full Movement | Unsignalized | Right-in/Right-out | Conversion will occur with roadway improvements |
| BE09 | 1.726 | Private Drive |  | Full Movement | Unsignalized | Right-in/Right-out | Conversion will occur with roadway improvements |
| BE10 | 1.732 | Private Drive | Park Access | Full Movement | Unsignalized | Right-in/Right-out | Conversion will occur with roadway improvements |
| BE11 | 1.740 | Private Drive |  | Full Movement | Unsignalized | Right-in/Right-out | Conversion will occur with roadway improvements |
| BE12 | 1.747 | Private Drive |  | Full Movement | Unsignalized | Right-in/Right-out | Conversion will occur with roadway improvements |
| BE13 | 1.757 | Public Roadway | 7th St. | Full Movement | Unsignalized | No Change | No Change |
| BE14 | 1.768 | Private Drive |  | Full Movement | Unsignalized | Close Access | Access to be obtained from 7th Street when redeveloped |
| BE15 | 1.779 | Private Drive |  | Full Movement | Unsignalized | Right-in/Right-out | Conversion will occur with roadway improvements |
| BE16 | 1.785 | Private Drive |  | Full Movement | Unsignalized | Right-in/Right-out | Conversion will occur with roadway improvements |
| BE17 | 1.801 | Private Drive | Emergency Access | Full Movement | Unsignalized | No Change | No Change |
| BF01 | 1.822 | Private Drive | Maintenance Acc. | New Access | Unsignalized | Full Movement | Align with 8th Street |
| BE18 | 1.822 | Public Roadway | 8th St. | Full Movement | Unsignalized | No Change | No Change |


| Table 7-2 (3 of 3) <br> Accesses Supporting Development before SH 79 Realignment |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Access ID No. | $\begin{aligned} & \text { Mile } \\ & \text { Post } \\ & \hline \end{aligned}$ | Access Type | Access Name | Existing Configuration | Proposed Intersection Control | Proposed Configuration | Condition / Trigger |
| BE19 | 1.950 | Public Roadway | Morgan Way | Full Movement | Unsignalized | No Change | No Change |
| BF02 | 2.018 | Access | Commercial Access | New Access | Unsignalized | Full Movement | New Access |
| BE20 | 2.169 | Private Drive | Maintenance Acc. | Full Movement | Unsignalized | No Change | No Change |
| BF03 | 2.250 | Public Roadway | Washington Way | New Access | Unsignalized | Full Movement | New Road into Development |
| BE21 | 2.251 | Public Roadway | Old Victory Rd. | Full Movement | Signalized | No Change | Signalize when warranted |
| BE22 | 2.369 | Public Roadway (One Way) | Old Victory Rd. | Right-Turn Only | Unsignalized | Close Access | When Old Victory Road intersection is reconstructed |
| BF04 | 2.514 | Public Roadway | Roosevelt Ave. | New Access | Unsignalized | Full Movement | New Road into Development |
| BE23 | 2.562 | Private Drive |  | Full Movement | Unsignalized | No Change | No Change |
| BE24 | 2.599 | Private Drive |  | Full Movement | Unsignalized | No Change | No Change |
| BE25 | 2.857 | Private Drive |  | Full Movement | Unsignalized | No Change | No Change |
| BF05 | 2.730 | Public Roadway | New Road | New Access | Unsignalized | Three-Quarter | New Road into Development |
| BFOB | 2.364 | Private Drive | New Road | New Access | Unsignalized | Right-in/Right-out | New Road into Development |
| BF07 | 2.514 | Private Drive | Roosevelt Ave. | New Access | Unsignalized | Full Movement | New Road into Development |
| BE26 | 2.768 | Private Drive | Cemetery Access | Full Movement | Unsignalized | Convert to $3 / 4$ or RI/RO | Convert to $3 / 4$ or RU/RO based on traffic operations |
| BE27 | 2.876 | Public Roadway | E. 38th Ave. | Full Movement | Signalized | No Change | Signalize when warranted |



# Exhibit A <br> Access Control Plan <br> Bennett - State Highway 79 Access Control Plan 

OLA\# 331002725
Routing \# 22-000-XC-00037
September 2021
SH 79A - SH 79B

| Table 7-3 (1 of 2) Accesses along Realigned SH 79 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Access ID No. | Mile Post | $\begin{gathered} \text { Access } \\ \text { Type } \\ \hline \end{gathered}$ | Access Name | Existing Configuration | Proposed Intersection Control | Proposed Configuration | Condition / Trigger |
| AE01 | 0.000 | Private Drive | Bennett Lumber | Full Movement | Unsignalized | No Change | No Change |
| AE02 | 0.073 | Public Roadway | CR 129 | Full Movement | Unsignalized | No Change | Consider closing/moving to south when property to the west is redeveloped |
| AE03 | 0.121 | Public Roadway | 1-70 EB Off-Ramp | Full Movement | Signalized | No Change | Signalize when warranted |
| AE04 | 0.121 | Public Roadway | 1-70 EB On-Ramp | Full Movement | Signalized | No Change | Signalize when warranted |
| AE05 | 0.203 | Public Roadway | 1-70 WB On-Ramp | Full Movement | Unsignalized | No Change | No Change |
| AE06 | 0.203 | Public Roadway | I-70 WB Off-Ramp | Full Movement | Unsignalized | No Change | No Change |
| AE07 | 0.326 | Private Drive | Conoco South Access | Full Movement | Unsignalized | No Change | Convert to $3 / 4$ or RI/RO based on traffic operations |
| AE08 | 0.362 | Private Drive | Conoco North Access | Right-in/Right-out | Unsignalized | No Change | No Change |
| AF01 | 0.442 | Public Roadway | Marketplace Dr. | New Access | Signalized | Full Movement | Signalize when warranted |
| AE09 | 0.442 | Public Roadway | Marketplace Dr. | Full Movement | Signalized | No Change | Signalize when warranted |
| AF02 | 0.566 | Private Drive | Bennett Crossing F1 Access | New Access | Unsignalized | Right-in/Right-out | New Access |
| AE11 | 0.566 | Private Drive | King Soopers North Access | Full Movement | Unsignalized | Convert to $3 / 4$ or RI/RO | Convert when requested by CDOT |
| AF03 | 0.650 | Public Roadway | Pearl St. | New Access | Unsignalized | Full Movement | Convert to $3 / 4$ or RI/RO when requested by CDOT |
| AF04 | 0.650 | Public Roadway | Pearl St. | New Access | Unsignalized | Three-Quarter | New Access |
| AF20 | 0.720 | Private Drive |  | New Access | Unsignalized | 3/4 or Right-in/Right-out | New Access |
| AF21 | 0.720 | Private Drive |  | New Access | Unsignalized | $3 / 4$ or Right-in/Right-out | New Access |
| AF09 | 0.833 | Public Roadway | Civic Center Dr. | New Access | Unsignalized | Full Movement | Traffic control identified is a roundabout when warranted. Access (AF06) to move with realignment of SH79 |
| AF24 | 1.006 | Private Drive |  | New Access | Unsignalized | Right-in/Right-out | New Access |
| AF10 | 1.142 | Public Roadway | Adams St. | New Access | Unsignalized* | Full Movement | * Adams St. intersection to be signalized if UPRR crossing NOT constructed at Custer St. |
| AF11 | 1.142 | Public Roadway | Adams St. | New Access | Unsignalized* | Full Movement | * Adams St. intersection to be signalized if UPRR crossing NOT constructed at Custer St. |
| AF12 | 1.331 | Public Roadway | Custer St. | New Access | Signalized | Full Movement | Custer St. intersection to be signalized if new RR crossing constructed at Custer St. |
| AF13 | 1.331 | Public Roadway | Custer St. | New Access | Signalized | Full Movement | Custer St. intersection to be signalized if new RR crossing constructed at Custer St. |

SH 79A - SH 79B

| Table 7-3 (2 of 2) Accesses along Realigned SH 79 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Access ID No. | $\begin{aligned} & \text { Mile } \\ & \text { Post } \end{aligned}$ | Access Type | Access Name | Existing Configuration | Proposed Intersection Control | Proposed Configuration | Condition / Trigger |
| AF14 | 1.624 | Public Roadway | New Road | New Access | Unsignalized | Three-Quarter | New Access |
| AF15 | 1.624 | Public Roadway | New Road | New Access | Unsignalized | Three-Quarter | New Access |
| AF16 | 1.795 | Public Roadway | US 36 | New Access | Signalized | Full Movement | Signalize when warranted |
| AF17 | 1.795 | Public Roadway | US 36 | New Access | Signalized | Full Movement | Signalize when warranted |
| AF18 | 2.333 | Public Roadway | Old Victory Rd. | New Access | Signalized | Full Movement | Signalize when warranted |
| AF19 | 2.333 | Public Roadway | Old Victory Rd | New Access | Signalized | Full Movement | Signalize when warranted |
| BF06 | 2.364 | Private Drive | New Road | New Access | Unsignalized | Right-in/Right-out | New Road into Development |
| BF04 | 2.514 | Public Roadway | Roosevelt Ave. | New Access | Unsignalized | Full Movement | New Road into Development |
| BF07 | 2.514 | Private Drive | Roosevelt Ave. | New Access | Unsignalized | Full Movement | New Road into Development |
| BE23 | 2.562 | Private Drive |  | Full Movement | Unsignalized | No Change | No Change |
| BE24 | 2.599 | Private Drive |  | Full Movement | Unsignalized | No Change | No Change |
| BE25 | 2.657 | Private Drive |  | Full Movement | Unsignalized | No Change | No Change |
| BF05 | 2.730 | Public Roadway | New Road | New Access | Unsignalized | Three-Quarter | New Road into Development |
| BE26 | 2.768 | Private Drive | Cemetery Access | Full Movement | Unsignalized | Convert to $3 / 4$ or RI/RO | Convert to $3 / 4$ or RI/RO based on traffic operations |
| BE27 | 2.876 | Public Roadway | E. 38th Ave. | Full Movement | Signalized | No Change | Signalize when warranted |

Access changes may be necessary along SH 79. If access changes are proposed, modifications may need to be made to update the ACP. The IGA, which formalizes the ACP, specifies a process for modifying the ACP in Exhibit B. This includes any proposed changes to the ACP sponsored by the Agencies.

Specifically, this ACP does not identify where all right-in/right-out accesses will be located. The decision of granting additional right-in/right-out acceses will be handled on a case-by-case basis, and a CDOT approved access permit will be required. For any additional right-in/right-out accesses to be justified, analysis must be documented in an acceptable traffic impact study which demonstrates the additional access can meet the design requirements set forth by the Agencies and be consistent with the direction of this ACP.

In addition to site-specific amendments, the ACP stakeholders should revisit the SH 79 ACP every 10 years from the date of original adoption to ensure that the land uses and traffic assumptions remain valid. When examining the validity of the ACP at that time, a traffic analysis should be performed to determine the functionality of the corridor in the future.

## EXHIBIT B

## STATE HIGHWAY 79 ACCESS CONTROL PLAN AMENDMENT PROCESS

1. Any request for amendment of this Access Control Plan must be submitted to and agreed upon by the Agencies. The amendment request shall include:

- Description of changes requested to the Access Control Plan
- Justification for proposed changes
- Traffic Impact Study or analysis, depending upon the magnitude of the change requested. Either party to the Access Control Plan can request this supporting documentation.

2. The Agencies shall review the amendment request for completeness and for consistency with the access objectives, principles, and strategies described and approved in the Access Control Plan (Exhibit A).
3. If an amendment to the Access Control Plan is made, the Access Control Plan, including applicable figures and tables, should be updated to reflect the amendment.
4. Any amendments to the IGA may involve a public notice or process, mutually agreed upon by both agencies.

## RESOLUTION NO. 919-22

## A RESOLUTION APPROVING AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE TOWN OF BENNETT AND CDOT FOR THE BENNETT - STATE HIGHWAY 79 ACCESS CONTROL PLAN

WHEREAS, C.R.S. § 29-1-203 authorizes governments to contract with each other to provide any function or service lawfully authorized to each of the contracting units; and

WHEREAS, C.R.S. § 43-2-147(1)(a) authorizes the Town and the Colorado Department of Transportation (CDOT) to regulate access to public highways within their jurisdiction; and

WHEREAS, the State Highway Access Code authorizes the Town and CDOT written agreements adopting and implementing a comprehensive and mutually acceptable access control plan; and

WHEREAS, an agreement and access control plan for portions of State Highway 79 have been proposed; and

WHEREAS, the Board of Trustees of the Town of Bennett has determined that it is beneficial to the residents of the Town to enter into such agreement and that cooperation between the Town and CDOT will enhance efficient transportation in the region.

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

Section 1. The Intergovernmental Agreement Among and Between the Town of Bennett and the State of Colorado Department of Transportation ("IGA") for the Bennett - State Highway 79 Access Control Plan is hereby approved in essentially the same form as the copy of such IGA accompanying this Resolution.

Section 2. The Mayor is hereby authorized to execute the IGA on behalf of the Town, except that the Mayor is hereby further authorized to negotiate and approve such revisions to the IGA as the Mayor and Traffic Engineer determine are necessary or desirable for the protection of the IGA, so long as the essential terms and conditions of the IGA are not altered.

Section 3. The Mayor, Town Administrator, Town Clerk, Traffic Engineer and Town staff are hereby authorized to execute all documents and do all other things necessary on behalf of the Town to effectuate the IGA.

INTRODUCED, READ, AND ADOPTED THIS 14 ${ }^{\text {th }}$ DAY OF JUNE 2022.

## TOWN OF BENNETT

Royce D. Pindell, Mayor
ATTEST:

Christina Hart, Town Clerk

## QUASI-JUDICIAL PUBLIC HEARING SCRIPT BOARD OF TRUSTEES

MAYOR: I will now open the public hearing on the following application: An application for Case No. 21.43 Bennett Self Storage Final Development Plan in Bennett Crossing.

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 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 to speak 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 Board, not the applicant or Town staff.

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

NEXT, the Board 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 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.]
Town staff, 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 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, 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 Resolution in front of us and I would entertain a motion.

May we have a Roll-Call vote?

Motion carries/fails.

## TO: $\quad$ Mayor and Town of Bennett Board of Trustees

FROM: Steve Hebert, Planning and Economic Development Manager
DATE: June 14, 2022
SUBJECT: Case No. 21.43 - Bennett Self Storage Final Development Plan in Bennett Crossing
Applicant/Representative(s): BCM Management Partners / Strategic Site Designs, Michael Cleary
Location: 1082 Cedar Street, Approx. 700 Feet East of CO Hwy 79/S. $1^{\text {st }}$ Street
Purpose: Final Development Plan for Bennett Self Storage

## Background

The applicant has submitted a Final Development Plan (FDP) on Lot 3B of the Bennett Crossing Filing No. 3, First Amendment subdivision. The applicant proposes four buildings, totaling 88,600-square-feet, on approximately 5 acres, at 1082 Cedar Street, for a self-storage business. The property lies within Planning Area 8 - Highway Commercial in the Bennett Crossing Outline Development Plan (ODP). The property is approximately 700 feet east of CO Highway 79 and approximately 230 feet south of Pearl Street. See the vicinity map below.


## Proposed Site Improvements

## Proposed Site Plan

The proposed plan includes a main building of 59,200 square feet on the west side that will include several storage units and a 900 square-foot office. In addition, the plan shows three single-story buildings on the east end of the site. They range in size from 9,000 to 10,500 square feet.

The table below summarizes the proposed improvements:

| SUMMARY TABLE |  |  |  |
| :---: | :---: | :---: | :---: |
| LOT AREA (S.F.) | LIMIT/REQUIRED | PROVIDED | NOTES |
| BUILDING SITE COVERAGE (S.F.) | 173,891 | 217,364 |  |
| BUILDING AREA | NA | 89,740 | BUILDING \& PARKING = $80 \%$ MAX. |
| BUILDING FLOOR AREA (FAR) | $50 \%$ | 88,600 |  |
| MAX. BUILDING HEIGHT (FT.) | 60 | $42 \%$ | FRONT, SIDE, REAR |
| MINIMUM BUILDING SETBACK (FT.) | $20,5,20$ | 25 |  |
| PARKING AREA SETBACK (FT.) | 6 | $41.4,44.33,68.22$ | 10 |
| PARKING AREA (S.F.) | NA | 1,140 |  |
| PARKING AREA (\%) | NA | $0.5 \%$ | PER 2 EMPLOYEES |
| PARKING COUNT | 1 | 5 | PER A.D.A. |
| ACCESSIBLE PARKING COUNT | 1 | 1 | 20\% OF LOT AREA |
| LANDSCAPED AREA (LA) | 43,473 | 34,138 | 75\% OF LA |
| PLANT MATERIAL | 8,534 | 5,803 |  |

## Access and Parking

The main vehicular access will be on Cedar Street (currently under construction), with emergency access on the east end of the property. Internal drives provide access around all sides of the storage buildings. The plan shows five parking spaces near the office area.

## Proposed Landscaping

The proposed landscape plan includes a collection of shade trees; ornamental trees; deciduous and evergreen shrubs; ornamental grasses and rock mulch. The plan has been designed to focus on water conservation while providing aesthetic enhancement. The site plan, shown below, also includes a 6foot perimeter security and screen fence. See the packet for other sheets and details.


East Side, Back Buildings


## Proposed Building Elevations and Architecture

Below is the proposed west elevation of the main building. This is the elevation along Cedar Street that will be the most visible to the public. Other elevations will be behind a 6 -foot tall screen fence. Also below is a subsection of the north elevation, which illustrates the character of the proposed architecture on all buildings. (See all other building elevations in the Final Development Plan document.)


## Surrounding Zoning and Land Use

The surrounding zoning and land uses are summarized in the table below.

| Direction | Zone District | Current Land Use |
| :--- | :--- | :--- |
| North | PD - Highway Commercial (HC) | Vacant |
| East | PD - Open Space, Residential and HC | Vacant |
| South | PD - Highway Commercial (HC) | Light Industrial (CORE Electric) |
| West | PD - Business Commercial | Vacant |

## Zoning and Land Use Regulations

Below is a subsection of the Bennett Crossing ODP. The complete ODP document is attached to this report. The proposed self-storage business is a permitted use in the PA-8 Highway Commercial subzone district.


## Public Services and Utilities

## Water

Water service will be provided by the Town of Bennett.

## Sanitary Sewer

Sanitary sewer service will be provided by the Town of Bennett.

## Stormwater Management

Stormwater will be accommodated by the Bennett Crossing regional stormwater system.

## Access and Traffic

Access will be via the soon to be constructed Cedar and Pearl Streets. The proposed use is consistent with the anticipated land uses in the master Traffic Impact Analysis for Bennett Crossing. It is not expected to generate a significant amount of peak hour traffic.

## Fire and Rescue

Bennett-Watkins Fire Rescue (BWFR) will provide service. The applicant has worked closely with BWFR regarding fire hydrant locations and emergency vehicle access, including an emergency access on the east side of the property. The applicant is expected to continue to work with BWFR through the construction document and building permit stage to assure conformance with the International Fire Code.

## Gas, Electricity and Telecommunications

Natural gas will be provided by Colorado Natural Gas, electricity by CORE Electric Cooperative and telecommunications by Eastern Slope Technologies (ESRTA) or Comcast. The applicant is encouraged to communicate with all these utility providers to assure design and service can be provided in a timely manner relative to site improvements.

## Consistency with the Comprehensive Plan

The proposed use is consistent with the mixed-use commercial zoning in the Bennett Crossing Outline Development Plan, which is consistent with the Guiding Principles, Vision Statement and Goals of the 2021 Comprehensive Plan. In particular, it is consistent with the principle of promoting a mix of land uses and providing services to the community.

## Compliance with the Town's Land Use and Development Regulations

The following is a summary of how the proposal complies with the Land Use and Development regulations in Chapter 16 of the Bennett Municipal Code. Staff analysis includes compliance with the Bennett Crossing Outline Development Plan and other provisions in the Code not explicitly addressed in the ODP.

## 1. Conformance with the Bennett Crossing Outline Development Plan

a. Permitted Uses: The proposed storage facility is allowed as a permitted use-by-right in the Bennett Crossing Highway Commercial subarea zone district.
b. Building Height:The proposed building height of 25 feet is well below the maximum allowed height of 50 feet.
c. Maximum Lot Coverage: The proposed lot coverage for buildings and parking does not exceed the maximum of $80 \%$.
d. Floor Area Ratio (FAR): The proposed FAR is less than the maximum of 0.5 FAR
e. Minimum Setbacks: The proposed front, side and rear building setbacks and parking lot setbacks all meet or exceed the minimums outlined in the ODP.
f. Connectivity: Vehicular access is via Cedar Street. Pedestrian connections, with ADA accessibility to the facility, are provided by sidewalks along Cedar Street.
g. Building Orientation and Site Design:
i. The buildings are well-articulated on all four sides with attention to materials, and detailing. Staff believes the proposed design, materials and colors are of high quality and compatible with existing and future development in the area. Roof-top mechanical equipment will be screened.
ii. The trash enclosure is to be constructed with similar and compatible materials used on the main building.

## 2. Parking Standards

The Town's Municipal Code includes off-street parking requirements for a variety of uses, including warehousing and storage. The proposed number of parking spaces exceeds the Town's minimum parking requirement.
3. Landscape Standards

Staff supports the landscape plan as proposed. It provides significant aesthetic value on all sides visible to the public, while being water conservation focused.
4. Lighting Standards

The proposal includes full cut-off light fixtures on the building and around the site.
5. Sign Regulations

All signs, including wall signs, monument signs and pole signs, are subject to the sign regulations in the Bennett Municipal Code, Chapter 16, Article III. Final dimensions and colors will be determined at the time of sign permit.

## Conformance with the Town's Development Design Guidelines

The proposed site plan, building character and design, and landscape character meet the objectives of the Town's Development Design Guidelines relative to:

- Building location
- Parking
- Service areas
- Pedestrian access \& circulation
- Enclosures \& screening
- Site Lighting
- Building orientation, mass and character
- Landscape character and design

Referral Agency Review and Comments
The proposed Bennett Self Storage Final Development Plan was sent to several referral agencies for comment, including:

1. Town Planning
2. Town Engineer
3. Town Traffic Engineer
4. Town Attorney
5. Bennett-Watkins Fire Rescue (BWFR)
6. CORE Electric Cooperative (IREA)
7. Colorado Natural Gas (CNG)

Recommendations from each of the referral agencies have been incorporated into the Final Development Plan.

## Staff Findings and Recommendation

Staff finds the proposed Final Development Plan:

1. is consistent with the Town of Bennett Comprehensive Plan;
2. complies with the provisions of Chapter 16 - Land Use and Development of the Bennett Municipal Code;
3. is consistent with the proposed Bennett Crossing Outline Development Plan; and
4. conforms to the Town of Bennett Development Design Guidelines.

Staff recommends the Board of Trustees adopt Resolution 918-22 approving the Bennett Self Storage Final Development Plan, subject to the following conditions:

1. The applicant shall confer with the Bennett Fire Protection District and ensure the proposed development conforms to adopted (IFC) fire code standards and design expectations of both the Town of Bennett and the District.
2. Before recording the FDP, the applicant shall make minor modifications directed by Town Staff, the Town Attorney and the Town Engineer.

## Attachments

1. Staff PowerPoint Presentation (PDF)
2. Land Use Application
3. Letter of Intent/Narrative
4. Bennett Self Storage Final Development Plan
5. Bennett Crossing Outline Development Plan
6. Traffic Impact Analysis
7. Combined Referral Agency Comments
8. Resolution No. 918-22

# Case No. 21.43 <br> Bennett Self Storage <br> Final Development Plan <br> <br> Board of Trustees 

 <br> <br> Board of Trustees}

June 14, 2022
Steve Hebert, Planning \& Economic Development Manager

## Summary of Proposal

- Self-storage facility on 5 acres
- Lot 3B, Block 1, Bennett Crossing Filing 3, $1^{\text {st }}$ Amendment
- Zoned Highway Commercial (HC) in the Bennett Crossing Outline Development Plan
- Four buildings, 88,600 SF total
- Immediately north of CORE
 Electric Cooperative

View Looking Northeast from Cedar Street


## Vicinity Map



## Bennett Self Storage - Site Plan (West Side)



## Bennett Self Storage Site Plan - East Side



## Bennett Self Storage Proposed Landscape Plan



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## Proposed Building Elevations


(1) WEST ELEVATION

(1) EAST ELEVATION

## Proposed Building Elevations



Page 65

## Proposed Building Materials and Colors



## Available Services and Utilities

- Town of Bennett Water
- Town of Bennett Sewer
- Bennett Crossing Regional Stormwater System
- Access Via Cedar Street
- Bennett-Watkins Fire Rescue
- CORE Electric Cooperative
- Colorado Natural Gas
- Eastern Slope Technologies and/or Comcast


## Consistent with the Comprehensive Plan

- Consistent with the Bennett Crossing Outline Development Plan
- Promotes a mix of land uses in the Bennett Crossing area
- Fosters an attractive community with good design


## Compliance with Chapter 16 - Land Use and Development Regulations

- Conforms with the Bennett Crossing Outline Development Plan (ODP)
- Permitted Uses
- Building Height
- Maximum Lot Coverage
- Floor Area Ratio (FAR)
- Minimum Setbacks
- Connectivity
- Building Orientation and Site Design
- Conforms with other applicable sections of the code
- Landscaping
- Lighting
- Signage (subject to future sign permit process)


## Conformance with Development Design Guidelines

The proposed site plan, building character and design, and landscape character meet the objectives of the Town's Development Design Guidelines relative to:

- Building location
- Parking
- Service areas
- Pedestrian access \& circulation
- Enclosures \& screening
- Site lighting
- Building orientation, mass \& character
- Landscape character \& design


## Overall Staff Findings

## Staff finds the proposed Bennett Self Storage Final Development Plan:

1. is consistent with the Town of Bennett Comprehensive Plan;
2. complies with the provisions of Chapter 16 - Land Use and Development of the Bennett Municipal Code;
3. is consistent with the Bennett Crossing Outline Development Plan; and
4. conforms to the Town of Bennett Development Design Guidelines.

## Staff Recommendation

Staff recommends the Town Board of Trustees adopt Resolution No. 918 22 approving the Bennett Self Storage Final Development Plan, subject to the following conditions:

1. The applicant shall confer with the Bennett Fire Protection District and ensure the proposed development conforms to adopted (IFC) fire code standards and design expectations of both the Town of Bennett and the District.
2. Before recording of the Final Development plan, the applicant shall make minor modifications to the document as directed by Town Staff, Town Attorney and Town Engineer.

| Town of Bennett Land Use Application Form |  |  |  |
| :---: | :---: | :---: | :---: |
| TO BE COMPLETED BY APPLICANT |  |  |  |
| Application Type: FDP |  |  | er |
| Primary Contact Name:Michael Cleary |  |  |  |
| Name of Firm: Strategic Site Designs, LLC |  |  |  |
| Address:88 Inverness Circle East, Suite E101 |  |  |  |
| City:Englewood | State:CO | Zip:80130 | Phone: 7 |
| Email:mcleary@ssdeng.com |  |  |  |
| Owner Name: BCM Management Partners/ Beau D. Reinberg (as authorized agent by Larry Gayeski) |  |  |  |
| Address: 3167 Fee Fee Road |  |  |  |
| City:Bridgeton | State: MO | Zip: 63004 | Phone: 3 |
| Email:beaureinberg@dss-bcm.com |  |  |  |
| Mineral Estate Holder/Lease: |  |  |  |
| Name of Firm: |  |  |  |
| Address: |  |  |  |
| City: | State: | Zip: | Phone: |
| Parcel\#:TBD Subdivision Name:Bennett Crossing |  |  |  |
| Site Address: 1082 Cedar Street |  |  |  |
| Nearest Major Intersection:NE of Marketplace and State Highway 79 |  |  |  |
| Legal Description: Bennett Crossing, Filing No. 3, Block 1, Lot 3B |  |  |  |
| Current Zoning: Planned Development (PD) |  | Proposed |  |
| Total Acreage:4.99 |  | Gross Flo |  |
| Proposed Gross Densities (du/ac): |  |  |  |
| Additional Notes: Lot 3B is a new lot to be defined under separate and concurrent application. |  |  |  |

[^1]
## Town of Bennett, Planning Department

207 Muegge Way
Bennett, CO 80102
Attention: Steve Hebert, AICP


Re: Bennett Self Storage
Final Development Plan

Dear Steve,
On behalf of BCM Partners (Owner), our team has prepared the following documents in accordance with the Final Development Plan Application guidelines for proposed development of a self-storage facility on lot Lots 3B of Bennett Crossing, Filing No. 3 of the Final Subdivision Plat:

1. A completed Land Use Application Form
2. Cost Reimbursement Agreement
3. Funds Deposit Agreement
4. This Cover Letter
5. Final Development Plans
6. Technical Studies in the form of a Conformance Letter
7. Drainage Report
8. Review Fee Check in the amount of $\$ 11,640.00$
9. Flash Drive containing Digital Files of Application Material

The Owner is seeking to develop a commercial self-storage facility on what is to be known as Lot 3B of Bennett Crossing Filing No. 3, located near the intersection of Cedar and Pearl Streets. The attached documents outline the scope of the proposed development and includes supporting documentation demonstrating the development's compliance with Town requirements and the Bennett Crossing Master Development Plan(s).

I trust that the attached information is sufficient to initiate Town and Referral Agency reviews. Should you require additional information or have questions as you begin processing this application, please don't hesitate to contact me directly at (720) 206-6931 or via email at CPerdue@ssdeng.com or Michael Cleary at mcleary@ssdeng.com.

Thank you, our team looks forward to working with Town Staff to make this project a benefit for the Owner, the development, and the Town.

Sincerely,
Strategic Site Designs, LLC


Christopher L. Perdue, P.E., M.B.A.
Owner

Enclosures: Refer to List in Body of Letter

## FINAL DEVELOPMENT PLAN

## BENNETT SELF STORAGE

## LOT 3B, BENNETT CROSSING FILING NO. 3, FIRST AMENDMENT

TOWN OF BENNETT
ADAMS COUNTY, STATE OF COLORADO
SHEET 01 OF 23

| SHEET INDEX |  |
| :---: | :---: |
| SHEET <br> $\#$ | SHEET TITLE |
| 01 | COVER SHEET |
| 02 | SITE PLAN |
| 03 | SITE PLAN |
| 04 | UTILITY PLAN |
| 05 | UTILITY PLAN |
| 06 | GRADING AND DRAINAGE |
| 07 | GRADING AND DRAINAGE |
| 08 | SIGNAGE AND ACCESS PLAN |
| 09 | SIGNAGE AND ACCESS PLAN |
| 10 | LANDSCAPE PLAN |
| 11 | LANDSCAPE PLAN |
| 12 | LANDSCAPE NOTES |
| 13 | LANDSCAPE NOTES |
| 14 | LANDSCAPE DETAILS |
| 15 | ELEVATIONS |
| 16 | ELEVATIONS |
| 17 | ELEVAATIONS |
| 18 | PHOTOMETRIC PLAN |
| 19 | PHOTOMETRIC DETAILS |
| 20 | SITE ACCESSORIES |
| 21 | SITE ACCESSORIES PLAN |
| 22 | SITE ACCESSORIES PLAN |
| 23 | SITE ACCESSORIES DETAILS |
|  |  |

PROJECT TEAM
APPLICANT: BCM MANAGEMENT PARTNERS
3167 FEE FEE ROAD
BRIDGETON, MO 63004
ATTENTION: BEAU D. REINBERG
(314) 736-1076

GAYESKI CAPITAL EQUITIES LLC 905 WEST 124 TH AVENUE, SUITE 200 WESTMINSTER, CO 80234 TTTENTION: LARRY GAYESKI (307) 457-9700

ENGINEER: STRATEGIC SITE DESIGNS, LLC 88 INVERNESS CIRCLE EAST, SUITE E101 ENGLEWOOD, CO 80112 ATTENTION: CHRISTOPHER PERDUE (720) 206-6931

ARCHITECT: GAREN MILLER, INC.
115 SAINT LOUIS AVENUE
SAINT LOUIS, MO 63115
ATTENTION: GAREN MILLER
314) 960-6006

CONTRACTOR:
TBD

## OWNER'S SIGNATURE BLOCK

BY SIGNING THIS FINAL DEVELOPMENT PLAN THE OWNER ACKNOWLEDGE AND ACCEPTS ALL THE REQUIREMEN

NOTARY CERTIFICATE
state of colorado

COUNTY OF
the foregoing instrument was acknowledged before me this $\qquad$ DAY OF $\qquad$ 20 _ BY - INSTRU

WITNESS MY HAND OFFICIAL SEAL
NOTARY PUBLIC
MY COMMISSION EXPIRES
TOWN APPROVAL BLOCK
approved by the town board of trustees of the town of bennett, colorado on the APPROVED BY THE TOWN BOARD OF TRUSTEES
$\mathrm{OF} \xrightarrow{20}$ BY RESOLUTION NO.
$\overline{\text { MAYOR }}$
ATTEST: TOWN CLERK
COUNTY CLERK AND RECORDER CERTIFICATE
IHEREBY CERTIFY THAT THIS INSTRUMENT WAS FLLED IN MY OFFICE AT ___ O'CLOCK __M. M. THIS OF, 20 , AND DIS
RECORDED UNDER RECEPTION NO. $\qquad$ —.
$\overline{\text { CLERK AND RECORDER }}$
DEPUTY




## FINAL DEVELOPMENT PLAN

 BENNETT SELF STORAGELOT 3B, BENNETT CROSSING FILING NO. 3, FIRST AMENDMENT

ADAMS COUNTY, STATE OF COLORADO


## UTILITY PLAN

SCALE: $11^{\prime \prime}=30^{\prime}$

| LEGEND |  |  |  |
| :---: | :---: | :---: | :---: |
| - | RIGHT OF WAY | O | Existing fire hydrant |
|  | Property line | s"w | ex. 8 " Water line |
| ------ | UTLITY EASEMENT | -_8"ss | EX. 8 " Sanitary line |
| sswr | SANITARY SERVIICE | - | ex. sswr manhole |
| - water | water service |  | ex. storm drain |
| 圊 | 5' TYPE RINLET |  | VERTICAL CURB AND GUTTER (1' SPILL) |
| - $\square+\square$ | street lights |  | MOUNTABLE CURB AND GUTTER (2' SPILL) |
|  | storm drain |  | Vertical curb and gutter (1' Catch) |
| O | STORM MH SSWR MH |  | ble Curb |

## FINAL DEVELOPMENT PLAN

 BENNETT SELF STORAGELOT 3B, BENNETT CROSSING FILING NO. 3, FIRST AMENDMENT TOWN OF BENNETT
ADAMS COUNTY, STATE OF COLORADO
SHEET 05 OF 2
$\begin{array}{lll}\text { LOT } 5 & \text { DEDICATED BY } \\ \text { SEPARATE DOCUMENT }\end{array}$

## UTILITY PLAN <br> SCALE: $1^{\prime \prime}=30^{\prime}$

| LEGEND |  |  |  |
| :---: | :---: | :---: | :---: |
| - - - | RIGHT OF WAY | a | Existing fire hydrant |
|  | PROPERTY LINE | $8{ }^{\text {P/w }}$ | ex. 8 " Water Line |
| ----- | UTLITY EASEMENT | - ${ }^{\text {8 }}$ ss | EX. 8 " SANITARY LINE |
| sswr | sanitary service | $\bigcirc$ | ex. sswr manhole |
| WATER | water service |  | ex. storm drain |
| 圊 | 5 ' TYPE RINLET | W [- | Vertical curb and gutter (1 SPILL) |
| - व-ロ | STREET LIGHTS |  | MOUN |
|  | storm drain |  |  |
| $\bigcirc$ | STORM MH |  | VERTICAL CURB AND GUtter (1' Catch) |
| (1) | sswr mh |  | MOUNTABLE CURB AND GUTTER (2' CA |



## FINAL DEVELOPMENT PLAN

## BENNETT SELF STORAGE

LOT 3B，BENNETT CROSSING FILING NO．3，FIRST AMENDMENT


## BENNETT SELF STORAGE

GRADING AND DRAINAGE


GRADING AND DRAINAGE PLAN

| LEGEND |  |  |  |
| :---: | :---: | :---: | :---: |
|  | RIGHt OF WAY | － | Existing fire hydrant |
|  | property line | $8^{\text {b }} \mathrm{W}$ | ex． 8 ＂Water line |
| － | UTILITY EASEMENT | －${ }^{\text {8 }}$ ss | EX． 8 ＂SANITARY LINE |
| SsWr | SANITARY SERVICE | － | ex．SSWr manhole |
| water | water service |  | EX．Storm drain |
| 包 | 5 ＇TYPE R INLET | 呈可以 | VERTICAL CURB AND GUTTER（1 SPILL） |
| $\cdots \square$ | STREET LIGHTS |  | M |
|  | storm drain |  | MOUNTAble Curb and gutter（2＇St |
| $\bigcirc$ | stormme |  | VERTICAL CURB AND GUTTER（1＇CATCH） |
| （ | SSWR mh |  | mountable curb and gutter（2＇CATCH） |

## FINAL DEVELOPMENT PLAN <br> BENNETT SELF STORAGE

LOT 3B, BENNETT CROSSING FILING NO. 3, FIRST AMENDMENT
TOWN OF BENNETT
ADAMS COUNTY, STATE OF COLORADO
SHEET 07 OF 21



## FINAL DEVELOPMENT PLAN BENNETT SELF STORAGE

## LOT 3B, BENNETT CROSSING FILING NO. 3, FIRST AMENDMENT

 TOWN OF BENNETTADAMS COUNTY, STATE OF COLORADO
SHEET 08 OF 23


## SIGNAGE AND ACCESS PLAN

## SCALE: $1^{\prime \prime}=30$

FIRE LANE NOTES:
2. TYPICALLY, THE MAXIMUM SPACING OF THE FIRE LANE SIGNS IS 100 ON CENTER WITH SIGNS BEING PLACED ON BOTH SIDES OF THE FIRE LANE EASEMENT. WHERE EXCESSIVE CURVATURE OF THE FIRE LANE EXISTS, THE
3. THE SIGNS SHALL BE SET AT ANGLE OF NOT LESS THAN 30 DEGREES AND NOT MORE THAN 45 DEGREES WITH THE CURB OR LINE OF TRAFFIC FLOW.
4. FIRE LANE SIGNS SHOULD BE INSTALLED 2 ' behind CURB or sidewalk.
5. THE CLEARANCE TO THE BOTTOM OF THE SIGN SHALL be 7 FEET. THERE SHALL BE NO OTHER SIGNS ATTACHED TO THE SIGN OR POS
6. PLACEMENT OF THESE SIGNS CANNOT ENCROACH INTO THE 29' INSIDE TURNING RADIUS OR THE 52' OUTSIDE TURNING RADIUS OF THE FIRE LANE EASEMENT, OBSTRUCT ANY FIRE HYDRANT OR FIRE DEPARTMENT 7.
7. FIRE LANE SIGNAGE SHALL BE PLACED IN ACCORDANCE WITH 2018 IFC, APPENDIX D, SECTION 103.6. PER bWFD, WHERE EVER FIRE LANE SIGNAGE IS REQuired; The CURB shall also be painted red.


## FINAL DEVELOPMENT PLAN BENNETT SELF STORAGE

## LOT 3B, BENNETT CROSSING FILING NO. 3, FIRST AMENDMENT

TOWN OF BENNETT
ADAMS COUNTY, STATE OF COLORADO
SHEET 09 OF 23


SIGNAGE AND ACCESS PLAN
SCALE: 1 = $=30^{\prime}$
FIRE LANE NOTES:
2. TYPICALLY, THE MAXIMUM SPACING OF THE FIRE LANE SIGNS IS 100 ON CENTER WITH SIGNS BEING PLACED ON BOTH SIDES OF THE FIRE LANE EASEMENT. WHERE EXCESSIVE CURVATURE OF THE FIRE LANE EXISTS, THE
3. THE SIGNS SHALL BE SET AT ANGLE OF NOT LESS THAN 30 DEGREES AND NOT MORE THAN 45 DEGREES WITH THE CURB OR LINE OF TRAFFIC FLOW.
4. FIRE LANE SIGNS SHOULD BE INSTALLED 2 ' behind CURB OR SIDEWALK
5. THE CLEARANCE TO THE BOTTOM OF THE SIGN SHALL be 7 FEET. THERE SHALL BE NO OTHER SIGNS ATTACHED TO THE SIGN OR POS
6. PLACEMENT OF THESE SIGNS CANNOT ENCROACH INTO THE 29' INIIDE TURNING RADIUS OR THE 52' OUTSIDE TURNING RADIUS OF THE FIRE LANE EASEMENT, OBSTRUCT ANY FIRE HYDRANT OR FIRE DEPARTMENT -
7. FIRe LANe SIGNAGE SHALL be placed in accordance with 2018 Ifc, APPendix d, section 103.6. Per bwfo, where ever fire lane signage is required; the curb shall also be painted red.


## FINAL DEVELOPMENT PLAN

BENNETT SELF STORAGE
LOT 3B, BENNETT CROSSING FILING NO. 3, FIRST AMENDMENT
TOWN OF BENNETT
ADAMS COUNTY, STATE OF COLORADO
SHEET 10 OF 23



## LANDSCAPE LEGEND

## LANDSCAPE DATA CHART:

```
REQUIRED TREES (1/1000 SF): 35
REQUIRED SHRUBS ( \(10 / 1000\) SF): \(342,25 \%\) EVERGREEN PROVIDED TREES: 45 PROVIDED SHRUBS: 358 SHRUBS
```


## LIVE PLANT MATERIAL

```
REQUIRED LIVE PLANT AREA (75\% LANDSCAPE AREA): 8,534.50 SF PROVIDED LIVE PLANT AREA: 5803 SF (83\%)
ZONING:COMMERCIAL
ZONING:COMMERCIAL
    PROVIDEDLIVE PLANT AREA: 5,803 SF (83%)
```

 WARM SEASON MIX 40\% LITTLE BLUESTEM $20 \%$ SIDE OATS GRAMA 20\% BLUE GRAMA $20 \%$ BUFFALOGRASS LBS/ACRE 0 LBS/ACRE LBS/ACRE 12 LBS/ACRE
$\square$ SHREDDED CEDAR MULCH
$\square$ 1"-3" Unpolished River Rock - Cobbl

## FINAL DEVELOPMENT PLAN

BENNETT SELF STORAGE
LOT 3B，BENNETT CROSSING FILING NO．3，FIRST AMENDMENT
TOWN OF BENNETT
ADAMS COUNTY，STATE OF COLORADO
SHEET 11 OF 23
 $20 \%$ SIDE OATS GRAMA $20 \%$ BLUE GRAMA

5 LBS／ACRE 10 LBS／ACRE LBS／ACRE 12 LBS／ACRE

Shredded cedar mulch


## FINAL DEVELOPMENT PLAN <br> BENNETT SELF STORAGE

LOT 3B, BENNETT CROSSING FILING NO. 3, FIRST AMENDMENT
ADAMS COUNTY, STATE OF COLORADO
SHEET 12 OF 23

## GENERAL PLANTING NOTES:

1. PRIOR TO BEGINNING ANY WORK ON THE SITE THE LANDSCAPE CONTRACTOR SHALL CONTACT THE OFFICE OF THE GENERAL CONTRACTOR AND LANDSCAPE ARCHITECT FOR SPECIFIC INSTRUCTIONS RELEVANT TO THE SEQUENCING OF WORK.
2. LANDSCAPE CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS AND SERVICE NECESSARY TO FURNISH AND INSTALL PLANTINGS AND MATERIALS AS SPECIFIED HEREIN AND AS SHOWN ON PLANS.
3. NO MATERIAL SUBSTITUTIONS SHALL BE MADE WITHOUT THE LANDSCAPE ARCHITECTS APPROVAL IN WRITING, ALTERNATE MATERIALS OF SIMILAR SIZE AND CHARACTER MAY BE CONSIDERED IF SPECIFIED PLANT MATERIALS CANNOT BE OBTAINED
4. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REVISE PLANT MATERIAL LIST AS DEEMED NECESSARY.
5. ALL PLANT LOCATIONS ARE APPROXIMATE. ADJUST AS NECESSARY TO AVOID CONFLICTS
6. QUANTITIES OF MATERIALS SHOWN ON THE PLANTING PLAN TAKE PRECEDENCE OVER QUANTITIES SHOWN ON THE PLANT MATERIAL SCHEDULE. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFY ALL QUANTITIES ON THE PLANTING PLAN(S)
7. LANDSCAPE CONTRACTOR SHALL LOCATE ALL UTILITIES BEFORE COMMENCEMENT OF WORK. VERIFY EXACT LOCATION OF ALL UTILTIES BY CONTACTING APPROPRIATE UTUITY COMPANIES LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR THE REPAIR / REPLACEMENT FOR ANY DAMAGE CAUSED TO UTILITIES.
8. FINISH GRADE SHALL BE ADJUSTED FOR TURF THICKNESS
9. ALL PLANT MATERIALS SHALL HAVE BACKFILL, CAREFULLY PLACED AROUND BASE AND IDES OF BALL TO TWO-THIRDS ( $\frac{2}{3}$ ) DEPTH OF BALL THEN THOROUGHLY SOAKED WITH WATER TO ALLOW SETTLEMENT. ALL WIRE, BURLAP FASTENERS, TOP ONE-THIRD ( $\frac{1}{3}$ ) OF BURLAP AND LOOSE BURLAP SHALL BE REMOVED AT THIS TIME THE SETTLEMENT OF BACKFILL. BACKFILL SHALL THEN BE THOROUGHLY WATERED ONCE AGAIN.
10. AFTER PLANTING IS COMPLETED REPAIR INJURIES TO ALL PLANTS AS REQUIRED. LIMIT AMOUNT OF PRUNING TO A MINIMUM NECESSARY TO REMOVE DEAD OR INJURED TWIGS AND BRANCHES. PRUNE IN SUCH A MANNER AS NOT TO CHANGE THE NATURAL GROWING HABIT OR SHAPE OF THE PLANT. MAKE ALL CUTS FLUSH, LEAVING NO SHALL BE REPLACED.
11. PLANT SPECIFIED GROUND COVER WITHIN ONE FOOT OF TRUNK OF TREES AND SHRUBS PLANTED WITHIN THE AREA. PLANTING ARRANGEMENTS SHALL BE TRIANGULAR WITH PROPER SPACING BETWEEN PLANTS
12. COMMERCIAL GRADE $\frac{3}{16}$ INCH BY 4" POWDER COATED STEEL EDGING WITH ROLLED EDGE OR PROTECTIVE CAP SHALL BE USED TO SEPARATE ALL TURF AREAS FROM PLANTING BEDS. PLACE EDGING FLUSH WITH GRADE AND STAKE TO GROUND PER MANUFACTURES RECOMMENDATIONS.
13. LANDSCAPE CONTRACTOR TO PROVIDE THE LANDSCAPE ARCHITECT A SAMPLE OF PROPOSED STEEL EDGING FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
14. LANDSCAPE CONTRACTOR SHALL PROVIDE A 1 CUBIC FOOT SAMPLE OF PROPOSED MULCH TO LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL
15. PLACE FOUR INCHES OF MULCH IN ALL SHRUB BEDS, PLACE FOUR INCHES OF MULCH IN ALL GROUND COVER, PERENNIAL BEDS AND PLACE 4 INCHES OF MULCH AT ALL TREE SAUCERS.
16. PLANTING BEDS RECEIVING MULCH ARE TO BE FREE OF WEEDS AND GRASS. TREAT BEDS WITH PLANTING BEDS RECEIVING MULCH ARE TO BE FREE OF WEEDS AND GRASS. TREAT BEDS WITHA PRE-EMMERGENT HERBICIDE
17. LANDSCAPE CONTRACTOR TO REMOVE TREE STAKES AND ALL DEAD WOOD ON TREES AND SHRUBS ONE YEAR AFTER SUBSTANTIAL COMPLETION IS GRANTED ON THE COMPLETE PROJECT.
18. REPORT ANY DISCREPANCIES IN THE PLANTING PLAN TO THE LANDSCAPE ARCHITECT PRIOR TO STARTING CONSTRUCTION.


## FINAL DEVELOPMENT PLAN <br> BENNETT SELF STORAGE

LOT 3B, BENNETT CROSSING FILING NO. 3, FIRST AMENDMENT
TOWN OF BENNETT
ADAMS COUNTY, STATE OF COLORADO
SHEET 13 OF 23

## IRRIGATION STANDARDS:

1. ALL SHRUB BEDS AND NEW PLANTINGS TO BE IRRIGATED PER TOWN STANDARDS.
2. IRRIGATION TO BE DESIGN BUILD BY CONTRACTOR. CONTRACTOR (OR HIS DESIGN CONSULTANT) IS REQUIRED TO MEET BRIEFLY WITH TOWN STAFF TO ESTABLISH IRRIGATION PROGRAM REQUIREMENTS.

## MAINTENANCE GUARANTEE:

IN ORDER TO PROVIDE FOR THE ONGOING HEALTH AND APPEARANCE OF REQUIRED AND APPROVED LANDSCAPE IMPROVEMENTS, ALL LANDSCAPING SHALL BE MAINTAINED IN APPROVED LANDSCAPE IMPROVEMENTS, ALL LANDSCAPING SHALL BE MAINTAINED IN
GOOD HEALTH AND REPLACED BY THE LANDOWNER OR OCCUPANT AS NECESSARY. ALL GROPERTY OWNERS OR OCCUPANTS SHALL BE RESPONSIBLE FOR MAINTENANCE OF LANDSCAPING WITHIN THE PORTION OF THE PUBLIC RIGHT-OF-WAY BETWEEN THE BACK OF THE CURB OR STREET PAVEMENT AND THE ADJACENT PROPERTY.

| PLANT MATERIAL SCHEDULE: |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| QTY | KEY | Botanical name | COMMON NAME | MATURE | $\begin{aligned} & \hline \text { PLANTING } \\ & \text { SIZE } \end{aligned}$ | NOTES |
| SHADE TREES |  |  |  |  |  |  |
| 1 | af | ACER X FREMANII | AUTUMN BLAZE MAPLE | 25'-30' | $21 / 2^{\prime \prime} \mathrm{CAL}$. | $B \& B$ |
| 5 | em | EMERALD QUEEN MAPLE | ACER PLATANOIDES 'EMERALD QUEEN' | 25'-30' | $21 / 2^{\prime \prime} \mathrm{CAL}$. | $B \& B$ |
| 1 | co | CELTIS OCCIDENTALIS | COMMON HACKBERRY | 40'-50' | $21 / 2^{\prime \prime} \mathrm{CAL}$. | $B \& B$ |
| 6 | ta | TILIA AMERICANA | AMERICAN LINDEN | $25^{\prime}-30^{\prime}$ | $21 / 2^{\prime \prime} \mathrm{CAL}$. | B \& B |
| 2 | qb | QUERCUS BICOLOR | SWAMP WHITE OAK | 40'-80' | $21 / 2^{\prime \prime} \mathrm{CAL}$. | B \& B |
| 6 | gt | GLEDITSIA TRIACANTHOS | HONEY LOCUST | 40'-40' | $21 / 2^{\prime \prime} \mathrm{CAL}$. | $B \& B$ |
| 6 | gd | GYMNOCLADUS DIOICA | KENTUCKY COFFEE TREE | 50'-40' | $21 / 2^{\prime \prime} \mathrm{CAL}$. | $B \& B$ |
| EVERGREEN TREES |  |  |  |  |  |  |
| 14 | pn | PINUS NIGRA | AUSTRIAN PINE | 30'-40' | $6^{\prime} \mathrm{HT}$. | B \& B |
| 6 | pe | PINUS EDULIS | PINON PINE | 12'-15' | 6 ' HT. | B \& B |
| ORNAMENTAL TREES |  |  |  |  |  |  |
| 2 | sm | MALUS SP. 'SPRINGSNOW' | SPRINGSNOW CRABAPPLE | 15'-20' | 2" CAL. | $B \& B$ |
| 2 | pc | PYRUS CALLERYANA 'CHANTICLEER' | CHANTICLEER PEAR | 20'-30' | $2^{\prime \prime} \mathrm{CAL}$. | $B \& B$ |
| SHRUBS |  |  |  |  |  |  |
| 8 | sb | SPIRAEA X BUMALDA | BUMALDA SPIREA | 2'-3' | 5 GAL . | CONT. |
| 9 | ac | RIBES ALPINUM | ALPINE CURRANT | 3'-3-6" | 5 GAL . | CONT. |
| 6 | pb | PRUNUS BESSEYI 'P011S' | PAWNEE BUTTES SAND CHERRY | 5'-6' | 5 GAL . | CONT. |
| 26 | ea | EUONYMUS ALTATUS 'COMPACTA' | DWARF BURNING BUSH | 4'-5' | 5 GAL . | CONT. |
| 7 | ja | JUNIPERUS CHINENSIS 'ARMSTRONGII' | ARMSTRONG JUNIPER | 3'-4' | 5 GAL . | CONT. |
| 52 | pm | PHILADELPHUS MICROPHYLLUS | LITTLELEAF MOCKORANGE | 3'-3' | 5 GAL . | CONT. |
| 4 | pf | POTENTILLA FRUTICOSA | POTENTILLA | 3'-3' | 5 GAL . | CONT. |
| 32 | aw | SPIREA BUMALDA 'ANTHONEY WATERER' | ANTHONEY WATERER SPIREA | 3'-3' | 5 GAL . | CONT. |
| 23 | po | PHYSOCARPUS OPULIFOLIUS 'LUETEUS' | GOLDEN NINEBARK | 5'-6' | 5 GAL . | CONT. |
| 12 | jm | JUNIPERUS X MEDIA 'SEAGREEN' | SEAGREEN JUNIPER | 5'-6' | 5 GAL . | CONT. |
| 36 | en | ERICAMERIA NAUSEOSA | RABBIT BRUSH | 4'-6' | 5 GAL . | CONT. |
| ORNAMENTAL GRASS |  |  |  |  |  |  |
| 66 | ms | MISCANTHUS SINESIS 'YAKU JIMA' | DWARF MAIDEN GRASS 'YAKU JIMA' | 3'-4' | 5 GAL . | CONT. |
| 35 | fo | FESUCA OVINA GLAUCA | BLUE FESCUE | 8"-12" | 5 GAL . | CONT. |
| 42 | kf | CALAMAGROSTIS ACUTIFLORA | FEATHER REED GRASS | $2^{\prime}-3{ }^{\prime}$ | 5 GAL . | CONT. |



## FINAL DEVELOPMENT PLAN

BENNETT SELF STORAGE

## LOT 3B, BENNETT CROSSING FILING NO. 3, FIRST AMENDMENT

TOWN OF BENNETT
ADAMS COUNTY, STATE OF COLORADO
SHEET 14 OF 23





## FINAL DEVELOPMENT PLAN

## BENNETT SELF STORAGE

LOT 3B, BENNETT CROSSING FILING NO. 3, FIRST AMENDMENT
TOWN OF BENNETT
ADAMS COUNTY, STATE OF COLORADO
SHEET 18 OF 23


## FINAL DEVELOPMENT PLAN

 BENNETT SELF STORAGELOT 3B, BENNETT CROSSING FILING NO. 3, FIRST AMENDMENT
TOWN OF BENNETT
ADAMS COUNTY, STATE OF COLORADO
SHEET 19 OF 23

## FINAL DEVELOPMENT PLAN

BENNETT SELF STORAGE
LOT 3B, BENNETT CROSSING FILING NO. 3, FIRST AMENDMENT TOWN OF BENNETT
ADAMS COUNTY, STATE OF COLORADO
SHEET 20 OF 23


SL5


SL5


[^2]

## FINAL DEVELOPMENT PLAN <br> BENNETT SELF STORAGE

LOT 3B, BENNETT CROSSING FILING NO. 3, FIRST AMENDMENT

ADAMS COUNTY, STATE OF COLORADO
SHEET 21 OF 23


## FINAL DEVELOPMENT PLAN

BENNETT SELF STORAGE
LOT 3B, BENNETT CROSSING FILING NO. 3, FIRST AMENDMENT

ADAMS COUNTY, STATE OF COLORADO

SHEET 22 OF 23


## FINAL DEVELOPMENT PLAN

BENNETT SELF STORAGE
LOT 3B, BENNETT CROSSING FILING NO. 3, FIRST AMENDMENT


ADAMS COUNTY, STATE OF COLORADO
SHEET 23 OF 23


ENNETT CROSSING PD LEGAL DESCRIPTION
are
 (2) Basis of bearingss. The Northerly line of the Northyest Quater
West of the ofn Pincicipal Meridian Bears
Commencing a the No Nothwest omener of said Section 34;
Thenece North 8993300" East, along the Northery line

Parcel Two:

 commencing at the Northwest comer of said section 34 ;

We Westerly line of the Northwest Quarere of said Section 34





(Note: the above deseribed parcel is also known as Lot 1 , Root Subdivision, as per the plat reoorded
November 1,1971 at Receppion No.

## Parcel Three:


 Commencing a the Northwest comer of said Section 34








 | ence Nort |
| :--- |
| begining |


OUTLINE DEVELOPMENT PLAN - - AMENDMENT No.

$\begin{aligned} & \text { Update } J \text { S. Sericess. by adding (13) Crematorium as an accecs. } \\ & \text { too funeral home or motruay in inte HC Plamming Areas. }\end{aligned}$
$\begin{aligned} & \text { This amendment only afects properies in the } \\ & \text { Bement C Cossing } F \text { Fining No. } 3 \text { subdivision plat. }\end{aligned}$

BENNETT CROSSING
A parcel in the W $1 / 2$ of Section 34, Township 3 South, Range 63 west of the 6 th Principal Meridian, Town of Bennett, County of Adams, State of Colorado


OUTLINE DEVELOPMENT PLAN AMENDMENT NO. 1


TMay, Revicel




State of colorado
countr or Adams, iss,
THE ABove AND Foregoing signature or Michelle Gayeskilanaget

WTNESS MY HAND AND official seal.
MY Commission exprires on: $\frac{10 / 3 / 2023 .}{}$
Notary Pyplicio
Ruchy $\qquad$

COUNTY CLERK AND RECORDER CBTTFICATE:
COLORADO, AT__OCLICKK,___M.THIS M. THIS day of $\qquad$ ${ }^{20}$
reception number $\qquad$ $\sim_{\text {INFILE }}$ —at map number $\qquad$
ADAMS COUNTY CLERK ANO RECORDER
DEPUTY
BENNETT CROSSING OUTLINE DEVELOPMENT PLAN AMENDMENT NO. 1


# OUTLINE DEVELOPMENT PLAN AMENDMENT NO. 1 

## BENNETT CROSSING

A parcel in the W $1 / 2$ of Section 34, Township 3 South, Range 63 west of the 6 th Principal Meridian,
Town of Bennett, County of Adams, State of Colorado

## BENNETT CROSSING

Planned Developmen
OUTLINE DEVELOPMENT PLAN

## INTRODUCTION




. Create a comfortable, pedestrian environment to reinforce a healthy resident 2. Providet the opportunity for atterative housing types to serve a diverse population of
 traffic on interstate 7 Po.
Promote development

Intent
Buidining on the historic Kiowa Crossing, the rairroad crossing of the Kiowa Creek, Bennett
Crossing is slanned to create the crossing, or transition, form interstaie influences to the smal
Cown
 Oopportunity for developmentint of highway retail and commercial uses lang with smal town
living. The commerial uss
Ind
 SH79.
The Bennet Crossing ODP Maximizes a synergistic relationstip of well-coordinated land uses
between Planning Areas. Simimiar planning areas are located adicent to land uses with
 on their proximity tol-70. The new residential
orten Townis exising residential community.
The regional trail networkis coonnected through Bennett Crossing with hinks tothe exisising trail
to the northwest and future conections to the sutheast. Bennett Crossing will provide direct
 Planned Development Zoning
The Bennett Crossing Planned Develolpment (PD) is intended to provide the framework for Crossing PDincoumes a mix of ersidentiti, retail, office, commercial. and ilinh industrial uses
 Bennetl Crossing PD provides Developmentin Standardst thet will assure maximum fexxibility and
promote innovative development to help enhance the character and quality of the Town of Docens she brovishons ortene Town's now zoming oram nanco
The intent of this Development Guide is to establish specific criteria for the comprenensive
develoment tand improvement of the property. The standardst will help puide the development in an orderly manner to porovide the residenents of Beeneneta c comidotratale place to tolve, work, play

The Bennett Crossing Planned Development is intended to be compatible with the Town of
Bennett Comprehnonsive Plan. As a result. this document has incorporated the Comprehensivive Plan guviding principiles as core values, includuing the following

Design new develomments in a manner to blend with the ural setting and preserve
 Offer access to open space, trails and parks 10 provide more opportunities or wakiking king, resereation, and concontact with niturue
frative community that retains our young peoplet to support tuuture resenve open space, farmland, and areas that have environmental significance to the New development should be contiguous, or nearly so, to existing infrastucture and


## LAND USE PLANNING OVERVIEW

Overall Development Program
The purpose of the Bennett Crossin
The purpose of the Bennett Crossing Outline Development Plan and Guidelines is opestablish
standardas for the comprenensive development and improvement of the property. The




access easementis to the twō resididnces east of the property will be maintaned throughour
development All development will be subject to the Final Development Plan (FDPP) process as development. Al development will be subiect the the Fina Develiopment Plan (FDP) proc
detailed in the Zoning section of the Town of Beennet Muncicipal Code, as amended.
Residential Development
Planning Areas 1 trrough 5 are
neighbortoods in the Town ore op Beanned primarily A as an extension of the existing residential opporunity for diverse housing in the Town. The opportunity for mixed density housing is
intended to seveve the current and future demand for comioratale places to live in Bennett Limited commericial and retail ses in the residential planning areas are intended to be of



 rails system will halp mexe the new res
hnegral extension of the existing town.
Specific development guidelines with development and design citieria are part of each specific
Panning area. planning area.
Retail, Commercial, and Industrial
Planning A freas 7 through 10 are intended to maximize the benefit of the following:

1) Visibility from Interstate 70 frontag
2) Direct access to and from $1-70$
3) Proposed improvements to State Highway 7 .

The highway-generated commercial, Ilght industrial and retail uses will provide goods and
services to the residents of Bennet and the region. Many of the proposed and anticipated usee Would not be supponted with thenetland thiter region. Many of the proposesd and antitiopated uses an expanded employment base are included to help build diverse and sustainable
develoment for he beennet communty. A wide range of uses are proposed to help atract mixd sevices.
Pedestrian connections to the town and regional trails will link the commercial and retail
development to the exsiting town. Easy, unimpaired access and parkieg


Buiding and develoment along 1.70 , , $5 \mathrm{7a}$, and Marketplace Drive should present an
attractive dosign and image as the gateway int one Town of Bennett. Senice, storage, and attrative desisin and image as the gateway into the Town of Bennett. Sevice, storage, and
parkikg should be screrened to to presenntatractive devevelopment characaer. Specific Develomment Guidelines and Standards are part of each specific planning area and
are contained in this 0 OPP.-PD Development Standards and Guidelines. SITE ANALYSIS



 of the property. Accesss to thess residences will remain. The dilapidatadd remains of an old
famm compound is located in the south east edge of the site. Historical records of the earmstead fave compountit toen ideoctified.
 Per the $\frac{\text { SH }}{\text { sisint }}$
propeperty.
Environmentally Siginifcant Areas
Kiowa Creek passes to the east of the Bennett Crossing PD, with the linit of the FEMA
 Study (November 2013), there are no environmentallys ignificant areasa associaied with the

## GENERAL CONDITIONS

Planning Area Boundaries
The boundaies and acreage af alaning Areas wivtit the Benneth Crossing PD
Develolomentat are shown on the Devevelomement lian. Changes in the boundaries and area of Develoomenter are shown on the e evelilopment Plan. Changes in the boundaries and area of
Planning Areas shall be permited as follows:


 when the final platit is repeareded for that area.
Amendments to planning areas shall be subject to the Town of Bennet Muricipal Code, as
amended.
Schedulu of Development, Proposed Phasing and Vesting
Commercial and residential develomement as reperesented
Commericial and residential deveveloment as reppesented in the Bennett Crossing PD
Deveveloment plan are anticiopeted to be phased over numerol
 a site spedifcc Final Development Plan (FDD) for any part of the Bennett Crossing ODP
outined in the Bennett Land Use Code, Aricicl, Division 5 , and Vested Property Rights.

It is anticipipated that the de
Ms anticipated that the development of Bennett Crossing will require the formation of ongoing maintenance cossts Where appropiaiae. Creation of the Mertu Districts will be

## DEFINITIONS

All terms not specificaly defined in the Bennent C Cossing PDDevelopment Plan, shall have the
meanings ascribed to them as detialed in Article II, Zoning of the Tom of Bennet Land Use neanings ascribed to them as detailad in Aricice Il.
Code, as amended, , thesss specificaly notete below.
Flex Office
Flex office
Fiex Officicalows a fixixibl land use for oficice, prodoct research and development the



Patio Home
atio Home
single fanily detached or a atached residential unit typically one story, constructed on a smal
 maintenance. Patio Homes can be clustered around common car courts, privete streetss
alleys, or rublic streets. Outside areas avaiable to to pheblic may be included ina ownhome
Te and ww story residential units of three or more dwelling units atached, side-by.s.side by emmon wall or party wall. Where such a unitis Iocated on a platted olt, the property line shal
en the center of the common wall or party wall. The owner of townhome unit may have an dive

## END OF SECTION

## evelopment standards and guidelines

## introduction

Following are descripitions of the 10 Planning Areas includirig: An intent Statement,
Development Program, Land Uses, Standards (Quantitative) and Guidelines (Qualifitive):
AIN STREET COMMERCIAL DISTRICT ( MSC)
Related to Town of Benneet Commercial Districic w/ Main Street Overay)
tent
The Town of Bornow, Downtown Main Street Concept Plan outlines a desisie to craate a

 rossing).
 cades and public spaces are internded to help trame the street and start to tuild an active

 Main Stret Character as a pedestrian active and firendyly contral gathering place and inviting
 itended to
Development Program
The development intent isto
The develionment intent it to atrtact business that will benefift from the combination of olocal and



. Larger parking lots and se the commercial builidings
 neet current and future market demand to provide goods and senicices to the Town and region.
The intersecion of South First Street and the realigned SH SH is currenty under review with



 he intent of this section as determined by the Zoning Administrator.
OT AND BUILIING STANDARDS IN MSC-MAIN STREET COMMERCIAL

| StAndards |  | Msc |
| :---: | :---: | :---: |
| Maximum Height (Pincipipal Stucture) |  |  |
| (Accessory Stuctur) |  | 30 Ft |
| Minimum Lot Area I Dwelling Unit |  | NA |
| Minimum Lot Wiath |  | NA |
| Maximum Lot Coverage (Buliding \& Parking) |  | 80\% |
| Minimum Floor Area/ Dwelling Unt |  | 500 |
| Maximum Density |  | 20 dua |
| SEtBacks |  |  |
|  |  |  |
|  |  |  |
| Front Setback | Accossory Structure | NA" |
| Side Setback | Principal Stucture | 0 to $10 \mathrm{Ft}{ }^{\text {cm }}$ |
|  | Accossory Stucture | NA ${ }^{\text {a }}$ |
| Rear Setback | Pincipal Structure | 15 Ft |
|  | Accessor Stucture | 5 F |
|  |  | 20 Ft |
| $\frac{\text { Al Buidings setbacks from SH } 79}{\text { Parking Lot selback fom S. Fist Street \& SH79 }}$ |  | 10 |



## development guidelines

Connectivity
Development in the Main Street District shall provide sidewalks along the entire frontage of the development
Each development shall extend the walk to the edge of their property or include an comections to exisiting properities Iocated in the Main Street District shall make even effort to conneect tot the existing pedestrian sidevawks:
Walks shall be connected to the walks along South First Stree

BENNETT CROSSING OUTLINE DEVELPMENT PLAN AMENDMENT NO. 1
DEVELOPMENT STANDARDS AND GUIDLINES


## OUTLINE DEVELOPMENT PLAN AMENDMENT NO. 1

## bennett Crossing

A parcel in the W $1 / 2$ of Section 34, Township 3 South, Range 63 west of the 6 th Principal Meridian,
Town of Bennett, County of Adams, State of Colorad

Building Orientation and Site Design
All buildings will be ariculuated on all four sides with attention to materials, entrances,

- Builiding Front doonsflicacauses shal be oriented toward South First Street.
- Outdor calés and dining area are encouraged but not required.
- First floor retail and upper floor commercial or residential is encouraged but not
required
- reauired. Senice shall be trom the rear alon allevs where possible
- Sencice shall be firm the revar along alleys where possille.
- Trast collection shall be screened and accessed from the rear, away foom South First
Stret.

Street.
On-street paxking shall be planned along South First Street in
redevelomenent of south fist Street inpovementis by the Town.
END OF SECTION

Intent
Intent
Located just south of the exising development in the Town of Bennett, planning areas 2 and 3
are intended to be an extesion



 base for current and future residents of Bennett. A A number of housing types are proposed to
provide the opportuntiy for a place to tive in Town at a r easonabale cost to meet a diverse and
 convenientito retail goods, parks, ivic serices, and emfat
growth within the smal town, rural characier of Bennett:
Development Program
The design intent is to crea
 to reinificce the pedestrian environment. Wakks need to comnect the users with the surrounding

 the pedestrian and neighborthood fural lharacter. Parks. outcoror pienic areas, tot-lits and
 requirements, as atrac
residential communty.
The Bennet Crossing HDR zoning will permita range of development styles, and lot sizes.
Residential development can include single-family detached, two-famiy, patio homes, Residential development can include single
townhomes, and multi-amily residential uses.
Land Uses Permitted in High Density Residential - HDR District
The pemitited uses are as listed in the Land Use Matrix - Table 1 -1- in the appendix of these development standards and other uses that ares sin
section as determined by the Zoning Administrator

Concrete or asphalt constructions. production is permited with a


LOT AND BUILDING STANDARDS FOR THE HDR-HIGH DENSITY RESIDENTIAL DISTRICT

| STANDARDS | HDR |
| :---: | :---: |
| Maximum Height (Principal Structure) | 40 Ft |
| (Accessory Stucture) | 18 Ft |
| Mrimum Lot Area I Dwelling Unit | 2,400 SF for SFD |
|  | NA for oiner <br> residential |
| Minimum Lot Wiath |  |
|  | $\begin{array}{r} \text { None for other } \\ \text { residential } \\ \hline \end{array}$ |
| Maximum Lot Coverage (Buliling and Parking) | 75\% |
| Minimum Flor Areal I welling Unit | 600 SF |
| Density - Maximum | 20 du per acre |


| Minimum Building and Parking Settack fom SH79 |  |  |
| :---: | :---: | :---: |
| All bilding setbacks foom SH 79 - Front, Side, and Rear |  | 20 Ft |
| Parking lot setbacks |  | 10 fo |
| Minimum Settacks from interior lot ines and local street Row |  |  |
| Front Setback | Principal Stucture | 10 Ft |
|  | Accessor Structure | 20 Ft |
| Garage Setback | From face of garage door to edge of sidewalk along any street | 20 Ft |
| Side Setback | Principal Stucture | 5 Ft |
|  | Accessor Structure | $0 \mathrm{Ft5} \mathrm{5t}{ }^{*}$ |
| Rear Settack | Principal Stucture | 15 Ft |
|  | Accessory Stucture | $0 \mathrm{Ft5} \mathrm{5t}{ }^{\text {c }}$ |
| Garage alley | Settack from garage door to paved edge of an alley | ${ }_{6} \mathrm{Ft}$ |
| Parking Lot from the Street |  | ${ }^{6}$ with landscapapedbuffer |


| nimum Setbacks from Residential Collectors |  |  |
| :---: | :---: | :---: |
| Front Setback | $\begin{array}{l}\text { Principal Structure w/ alley loaded } \\ \text { house }\end{array}$ | 10 Ft |
|  | Accessory Stuctures | 20 Ft |
| Garage Setback | No ogaraes along Residential collectos | N/A |
| Side Setback | Principal Stucture | 5 F |
|  | Accessor Structure | 10 Ft |
| Rear Setback | Principal Stucture | 20 Ft |
| Setback from SH 79 |  |  |
| Parking lots |  | 20 Ft |
|  |  | 6 feet with landscaped |

Minmum or 18' wace. Tho minimum distance
Parking lots are required to be screened to obstruct the view of cars and 0 lots from

ELOPMENT GUIDELINES
Connectivity
Residential neighborthoods in Planning Areas 2, 3, and 4 should provide sidewalks
through the neighborhoods.
Residential neighbortoods in

 provided at the time of development of the adiacent property.
Provide trail or walk connections to regional trals in and adicient to Bennett Crossing.
Building Orientation and Site Design
Window patters and detaliling.
Front tooisslfacacades of houses should be oriented toward public streets, public
Mutifumis oupidings shauld have at least one facade facing the public street or open
space with a pedeststrine entry/front doors.

$$
20-2
$$

lo

- area. Paiksplayyroundstot lots should be strategically located within each neighborthood
- Allys are encouraged to createi pedestrian-tiendly streetscapes but not reauired. Surface parking lots for nultitiamily residential should be dispersed throughout the
development and conneted to the residential units with walks. $A v o i d ~ l a r g e ~$
 Parking lots or mutit-ramily residentia builiding tye
landscape island for every continuouss 10 spaces.


## MEDIUM DENSITY RESIDENTIAL DISTRICT (MDR) Planning Area 5

 PlanningIntent
Perched
Itent
Perthed above the Kiowa Creek floodplain, the Medium Density Residential Districict of Bennett
Crossing, Planning Area 5 , alows singole-fally detached,


 Development Program
The design intent is to create safe. pedestrian oriented residential neighbortoods. Walks and
trais should be connected to to reional trals and provide convenient conneciion to the Town south first street retailiccommercial, school campus, recreation centers, existing and futurre








- Mobile Hons. Parks.an alowo ac
- Concrete or asphalt construction procuction is permitted with a temporary use permit

Lot and Buidang Standards in MDR-Medium Density Residential District

| STANDARDS |  | MOR |
| :---: | :---: | :---: |
| Maximum Height | (Pinicipal Stucture) | 35 Ft |
|  | (Accessor Stuctur) | 18 Ft |
| Minimum Lot Area/ Owelling Unit |  | 500 SF |
| Minimum Lot Wath |  | 25 Ft |
| Maximum Lot Coverage (Building and Paking) |  | 70\% |
| Minimum Floor Area / Dwelling Unit |  | 800 SF |
|  |  | 12 du per acre |


Minimum Setback from SH 79
Parking Lot

| setback figures in the appendix |
| :---: |
| 0 fot setback provided here are no opening |
|  |
| door shall be between |

## evelopment guidelines

Connectivity
.
Residentia
Resideniaia neighbortoods in Planning Area 5 should provide sidewaiks through the
neighoornood.
 suilding Orientation and Site Design

- Front toorssfacacose of housses should be oriented toward public streets, public
courtyars, or open space. courtyerds, or open space.
A view of the Kiowa Creek s.
A view of the Kiowa creek should be provided from at least one public vantage point
or public open space in the neighboriood
 Surface Parking lot for townhomes should be kept to a minininum. Parking should be providided byon or-strapert parksing as part of the lot develosment. Guest parking should bo provided by on-street parking.
Parking lots for townhome res resididntial building types should be designed to provide a
10 spaces. landscape island for every 10 spaces
Internal Itreets should be designed to to accommodate on-street parking
- Itternal Streets should be designed to accommodate on-stret parking.
Alleys are encourged to to create pedestritan fiendly streiscape

END OF SECTION

## BENNETT CROSSING

 OUTLINE DEVELPMENT PLAN AMENDMENT NO. 1

# OUTLINE DEVELOPMENT PLAN AMENDMENT NO. 1 

BENNETT CROSSING
A parcel in the W $1 / 2$ of Section 34, Township 3 South, Range 63 west of the 6 th Principal Meridia

| MIXED USE DISTRICT (MU) Planning Area 6 |  |  |
| :---: | :---: | :---: |
|  |  |  |
| Planing Area 6 in Bennet Crosing is strategically locted at the future intersection of |  |  |
| ocated about halfway between State Highway 79 and Colfax Avenue, Planning Area 6 has the potential to attract commercial, office and retail users as well as medium to high density attached housing. The relocation of State Highway 79, as a long-term improvement, requires flexible land use planning for this critical planning area. The mixed use planning and development guidelines define the framework on how supporting uses can be combined to Bennett. |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
| development program |  |  |
| The design intent is to promote development with an attractive image at this prominen intersection into the Town of Bennett. Uses may be commercial, retail, or residential. The deveiopment program is to create a pedestrian friendly environment that will be visually and physically connected to the surrounding developments. Development should capitalize on the easy access to Town and I-70. Sidewalks will connect to the adjacent developments and regional trail systems. Horizontal and vertical mixed use development is encouraged but not required. |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
| Residential and Commercial Mixed Use |  |  |
| If residential land uses are developed in the Mixed Use planning area, support retail, commercial and services will be limited to principal uses that are compatible with the residential neighborhood. If residential uses are not developed in a mixed use planning area, a list of additional permitted uses and the design standards for non-residential uses apply, |  |  |
| Residential Land Use |  |  |
|  |  |  |
| The residential land use pattern should incorporate a traditional design theme that creates pedestrian-friendly streets and pubbic outdoor spaces. Parking areas should be dispersed topromote a vibrant pedestrian neighborhood character. Building frontages are encouraged to be street oriented to promote a pedestrian friendly environment and activate the neighborthood streets. |  |  |
|  |  |  |
|  |  |  |
| Commercial Land Uses in support of Residential Development |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
| Land Uses In MU Mixed Use Planning Area <br> The permitted uses are listed in the Land Use Matrix -- Table 1-1 in the appendix of these development standards and other uses that are similar and compatible with the intent of this section as determined by the Zoning Administrator: |  |  |
|  |  |  |
|  |  |  |
| Lot and Building Standards <br> The lot and building requirements for commercial, retail and residential uses are contained in the following table: See setback figures in the appendix |  |  |
|  |  |  |
|  |  |  |
| STANDARDS-COMMERCIAL \& RETAIL USES |  | mu |
| ximum Height | (Principal Stucture) |  |
|  | Minimum Lot Area/ I Dwelling Unit |  |  |
|  |  |  |  |
| Minimum Lot Wioth |  |  |
| Maximum Lot Coverage (Buliding and Parking |  |  |
| Maximum Floor Area Ratio- |  | 0.50:1 |
| Maximum Floor Area Ratio - Industrial |  | 0.30:1.00 |
| SETBACK - COMMERCIAL AND RETAIL USES |  |  |
| Minimum Setback on interior lot lines and local street RoW |  |  |
| Front Setback | Principal Stucture | 10 |
| Side Setback | Accessor Structue |  |
|  | Principal Stucture |  |
|  | Accessor S Stucture |  |
| Rear Setback | Principal Stuctur |  |
|  | Accessory Str |  |
| Parking | Subject to buf |  |
| * See Parking lot screen detalis |  |  |
| Minimum Setback from SH79 |  |  |
| All buildings setbacks-Fron |  |  |
| Parking Lots |  | $\overbrace{\text { feet with landsapaped }}^{\substack{\text { bufer }}}$ |
| STANDARDS - RESIDENTIA |  |  |
| Maximum Height | (Pinciopal Stucture) | ${ }_{40 \mathrm{Ft}}$ |
|  | (Accessory Stucture) |  |
| Minimum Lot Area/ I Deeling unit |  | NA |
|  |  |  |
|  |  |  |
| Maximum Lot Cove | age (Bulic |  |
| ensity - Maximum |  |  |


| SETBACKS - Residen |  |  |  |
| :---: | :---: | :---: | :---: |
| Minimum Setback on interior lot lines and local street Row |  |  |  |
|  | Front Setback | Prinicipal Structure | 10 Ft |
|  |  | Accessory Structure |  |
|  |  | Garage Door Face to sidewalk |  |
|  | Side Setback | Principal Structure | 10 Ft |
|  | Rear Setback | Accossory Structure | $\frac{5 \mathrm{Ft}}{10 \mathrm{Ft}}$ |
|  |  | Accessor Stucture | 5 Ft |
|  | Parking | Subject to buffer and screen | 6 Ft |
| See Parking lot screen details |  |  |  |
| Minimum Setback fom SH79 |  |  |  |
| All buildings settbacks-Front, Side and Rear |  |  | 20 Ft |
| Parking Lots |  |  | 6 feet with landscaped buffer |

development guidelines
Connectivity
Retall, commercial, and residential uses should provide pedestrian connections toallow

edge of Planning Area 6.
Building Orientation and Site Design

- All buididings will be articulated on all four sides with atention to materials, entrances

Window patterns and detaliling.
Sidewalks in fort of in intine com
a comfortable end adequate pedestrian environment.

- Shared parking is encouraraged to maximenimize density and efficiency and reduce total
- Pakking, Ioading docks, and trash collection should be screened from prominent views

END OF SECTION
BUSINESS COMMERCIAL DISTRICT (BC)
Planning $A$
In
The sisualized intersection of Highway 79 and Marketolace Drive will become the commercia




 developments to help create
Development Program
Creative site planning and design will heip define an atractive commercial image and character It the entry to the Town of Bennett. Site planning in the Business Commercial Planning Are should orient primary architectural facades toward State Highway 79 and along Marketplac
Trive. The commercial and retail users shall maintain a high ievel of visibility fom SHH 79 , offer
 70 as wel as the local and regional residents on a standard shopping trip. Site design shim
nncourage a peedestrian environment within each development and saite and attractiv
 Bennet
Land Sses Permitted in BC
The evenitited uses are contained in the Land Use Matix - Table 1 1-1 in the Appendix of these
tevelopment

ot and Building Standards in BC - Business Commercial District
The lot and building requirements sere contained in the forlowing table

## STANDARDS



| Minimum Setback on interior lot lines and local street Row |  |  |
| :---: | :---: | :---: |
| Front | Principal Stucture |  |
|  | Structure |  |
| SideSetback | Principal Stucture |  |
|  | Accessory Stuture |  |
| Rear | ${ }^{\text {Prinipalal Stucture }}$ |  |
| Parking Lots Accessor Structure |  |  |
|  |  | 6 feet with landscape buffer |
| Minimum Setback from SH 79 |  |  |
| All Builiding |  | 20 Ft . |
| Parking Lots |  | $\begin{array}{r} 6 \text { feet with } \\ \text { landscaped buffer } \end{array}$ |
| See setback figures in the appendix development guidelines |  |  |
|  |  |  |
| Connectivity <br> - Individual retail and commercial uses should provide pedestrian connections to allow <br> patrons the opportunity to walk between the buildings and developments. <br> - Connections should be provided to the regional trail. |  |  |
| Building Orientation and Site Design <br> - All buildings will be articulated on all four sides with attention to materials, entrances, window patterns and detailing. <br> - Building Front doors/facades should have a strong architectural orientation toward SH 79 and Marketplace Drive. <br> - Sidewalks in front of in-line commercial should be a minimum of 8 feet wide to provide a comfortable pedestrian environment. <br> - Shared parking is encouraged to maximize density and efficiency and reduce total parking spaces required. <br> - Outdoor dining areas are encouraged but not required. <br> - Truck loading and service areas should be screened from prominent views to maximize an attractive image along SH 79 and Marketplace Drive. The edge along SH 79 will include a unified landscape design as an introduction to the Town. |  |  |

END OF SECTIO
HIGHWAY COMMERCIAL (Hanning Areas 8 , 9 and10
Intinnt
The High
The Highway Commericial Planning Areas are intended to complement and buid on the
existing highway retail devevelomment located to the west of State Higmay 79. The inten is to


 mployment base in the Town
The visibility and direct access from 1.70 and the $5 \mathrm{SH}-79$ interchange will atrract a variety of
potential users and developments. The intent is to promote the combination of retail and ommercial uses with some ininited industrial usss tot the regional market and $1 .-70$ Iong distance
 evicestopment Progra
The development program is to provide fefixile development oppotunnties with easy access,
circulation, and parking for a cross section of motorized vehicies that includes automoties


 masset to the Town


Lot and usuiling Standarads in HC-Highway Commercial
The lot and building requirements are ontained in the foflowing table:



## development guidelines

Connectivity

$$
\begin{aligned}
& \text { Cechvirlopment in PA } 8,9 \text { and } 10 \text { should provide } \\
& \text { develoments, regional trai and open space }
\end{aligned}
$$

Building Orientation and Site Design
 Window patterns and detaliing, Flex office should screen loading and sevie Loading poiks, outcoor storage, and sericice areas should be screened fom 1.70 internal collectoro and in
primary architecure.
Circulation should be desisned with appropirite signage to separate automobiles for
o-haul tucks where possible.


## OUTLINE DEVELOPMENT PLAN AMENDMENT NO. 1

## BENNETT CROSSING

A parcel in the W $1 / 2$ of Section 34 , Township 3 South, Range 63 west of the 6 th Principal Meridian, Town of Bennett, County of Adams, State of Colorado
open space and tralls (OS)
Intent
Open Space Areas are intended to provide buffiers, passivivercreation, pedestrian trails and drainage coridiors top pesenene the unique characier
and satisy the requirements of devy
Development Program
Open Space is interded
Open Space is intended to provide passive recreational amentites. Park developmet is Land Uses Permitted in thesidnial neighoorhood development.
Land Uses Permitted in the Open Space - OS District
The following uses and other uses that are similiar and compatilile witht the intent of this section
as determined by the Zoning Administrater

- trails and traileads
pichic area wit
- nature enter open space, native and improved

Open space, native and improved parking as an accessoryon
watemay, poonds, watere quallity and detentention facilities
Regional Trail

- A regional trail will be provided through Bemnett Crossing as illustrated on the Outine



DEVELOPMENT GUIDELINES
Setbacks and development criteria to be determined during the site plan review
associated with development
End of SECTION

TOWN OF BENNETT MUNICIPAL CODE STANDARDS
The following Town standards, as amended, apply as noted.
The following Town standarcs, as amenead
adopted by the Town of Bennets shal apply,
Parking Standards
The Bennet Crossing
$P$
 of the Town of Bennett Land Use Code, as amended, unless specifically noted below:

- Congregate care, memory care, assisted livn shall be one space per 3 rooms,
- Congregate carr, memory cara, assisted living shal be one space per 3 rooms, the Reiriment home, , roup home, and nupsing home shall be 1 space per 2 units sthe
Rer number of bedroms per unit does not apply
Independent 1 ving shal be 1 space per independent living unit


## Landscape Standards


Lighting Standards
The Benneth Crossing PD incorporates the Lighting Standards Division 8 of Ariciel III. Zoning
of the Town of Sennet Municipal Land Use Code, as amended, unless specificall noted.
ot
END OF SECTIO



Figure 3 Local Street - Residential Front Setback
PA - 2,3,4, \& 5


Figure 4 SH-79 Mixed Use \& Business/Commerical Setback PA-6\&7


Figure 5 SH-79 Major \& Minor Collector Parking Setback
PA-8,9 \& 10

| omer | Plamer / Luosamencerriter | mor eemer |
| :---: | :---: | :---: |
|  |  |  |
|  | Onerso | $\begin{array}{lr} \text { job } & \text { no. } \\ \text { date } & \text { 2014/144 } \\ & 12 / 2021 \end{array}$ |
| meer |  |  |
|  |  |  |
|  |  | sheet 5 of $\mathbf{6}$ |

## OUTLINE DEVELOPMENT PLAN AMENDMENT NO. 1

## BENNETT CROSSING

A parcel in the W $1 / 2$ of Section 34, Township 3 South, Rang
Town of Bennett, County of Adams, State of Colorado



BENNETT CROSSING OUTLINE DEVELPMENT PLAN

AMENDMENT NO. 1
LAND USE MATRIX TABLES


Aldridge Transportation Consultants, LLC

# TRAFFIC IMPACT STUDY <br> for <br> Bennett Crossing <br> BENNETT, COLORADO 

Prepared for:
Gayeski Capital Equities, LLC
905 W. 124th Avenue, Suite 200
Westminster, CO 80111

Prepared by:
John M.W. Aldridge, PE, PTOE, AICP
Aldridge Transportation Consultants, LLC
1082 Chimney Rock Road
Highlands Ranch, Colorado 80126
303-703-9112

August 28, 2016


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Appendix

## 1. EXECUTIVE SUMMARY

The Bennett Crossing Planned Development is mixed-use development that includes a mix of residential, retail, office, commercial and light industrial uses along with trails and open space. It contains approximately 300 acres and is located on eastern side of the SH-79 between I-70 and Bennett Ave. The development plan is consistent with the Town of Bennett Comprehensive Plan and the preferred realignment of SH-79 described in the SH-79 and Kiowa-Bennett Corridor PEL Study.

Although it is anticipated that a project of this size in a rural area will take some 40 years to achieve full build-out, this traffic study analysis provides more aggressive construction scenarios for the 5year and 20 -year horizons. In the short-term ( 5 years), the project could generate approximately 7,800 daily trips. In the 20 -year design horizon with total build out the project could generate a little over 16,000 daily trips. This study provides AM and PM peak hour analysis for all site accesses and proximal intersections. The study area is from the EB and WB ramps on I-70 and north on SH-79 to Bennett Ave.

Based on the study and analysis herein, the following roadway and intersections improvements are recommended to accommodate traffic generated by Bennett Crossing. The findings and recommendations also reflect the reconstruction and realignment of $\mathrm{SH}-79$ according to the Alternative 1 in the recently completed PEL study. The major findings and recommendations are:

1) Upon initial development of the northern residential area in Bennett Crossing, Edwards Ave. or a portion of it as needed to serve the residential areas, should be constructed as a two-lane residential type collector roadway and connect to existing SH-79. Edwards Ave. should be constructed on the proposed alignment of SH-79 with sufficient dedicated right of way to permit future widening to the proposed highway 118 -foot cross-section in the PEL study. Note that the Town of Bennett will construct Civic Center Drive as the western leg of the intersection. Civic Center Drive will serve a new fire station and recreational facility.
2) The development of the commercial area in Bennett Crossing will occasion the construction of the eastern legs of Pearl Ave. and Marketplace with connections to SH-79. They should be two-lane commercial type collector roadways. Signalization of the intersections is possible when warranted by the minor street approach and the major street approaches according to Warrant 3, Peak Hour in the MUTCD.
3) A right in/right out only access is between Pearl Ave. and Marketplace Dr. is essential to serve the commercial development that includes restaurants and small retail uses. The access will include a continuous acceleration/deceleration lane from Marketplace Dr. to Pearl Ave.
4) The future intersection of SH-79 and Marketplace Dr. will include a northbound dual left turn lane. A 140 -foot cross-section is required to fit all the lanes, sidewalk, landscaping, and center median. The existing right-of-way is 100 feet. Consequently, Bennett Crossing will dedicate 20 feet along the frontage on the east side of SH-79.
5) No improvements to Colfax Ave. are necessitated by traffic from Bennett Crossing. However, the Town indicates that some improvements to the intersection of SH-79 and Colfax Ave. are needed.
6) The I-70 eastbound ramp intersection with SH-79 currently meets warrants for signalization. CDOT is pursuing a 1601 interchange modification study and contemplating a roundabout option for the ramp intersections. The PEL study recommends a new 80 -footwide bridge to replace the existing 32 -foot-wide bridge. Bennett Crossing traffic will not necessitate immediate improvements and/or will not alter the PEL recommendations for future improvements.

This study concludes that with the implementation of the improvements outlined herein that the traffic generated by Bennett Crossing can be accommodated at a high level of service.

## 2. INTRODUCTION/PROJECT DESCRIPTION

The Bennett Crossing Planned Development is mixed-use development that will include a mix of residential, retail, office, commercial and light industrial uses along with trails and open space. It contains approximately 300 acres and is located on eastern side of the SH-79 between I-70 and Bennett Ave. The development is consistent with the Town of Bennett Comprehensive Plan and the preferred realignment of SH-79 described in the SH-79 and Kiowa-Bennett Corridor PEL Study. Figure 1 shows the site plan on an aerial photograph.

The purpose of this Transportation Impact Study is to determine the location and type of accesses and what improvements the applicant will need to implement to mitigate the impacts from the proposed development.

Bennett Crossing will generate approximately 7,800 trips in the 2021 condition and 16,000 in the 2036 condition. This qualifies for a Level 5 Access Category according to the Town's Guidelines for the Preparation of Traffic Impact Studies and as such requires analysis of the opening day, five-year (2021) and a twenty-year AM and PM peak hour for all site accesses and proximal intersections.

The Town defined the study area from the EB and WB ramps on I-70, north on SH-79 to Bennett Ave.


Figure 1 Site Plan and Roadways

## 3. Existing Conditions

SH-79 is two-lane undivided highway that currently carries 11,000 AADT south of Marketplace Dr. assuming that the PM peak hour is approximately 11 percent ${ }^{1}$ of the daily traffic. The State Highway Access Code categorizes it as an NR-B, Non-Rural Arterial. The Code governs access to the highway. The speed limit is 45 mph for most of its length. It drops to 35 mph on the approach to Colfax Ave. The percentage of trucks is 8.6 and the design hour volume (DHV) percentage of daily traffic is 11 percent. The CDOT 20-year growth factor is 1.78 .

I-70 is a four-lane freeway that per CDOT's OTIS website currently carries 18,000 AADT east of SH-79. The CDOT 20-year growth factor is 1.45 or 26,000 AADT in 2036. The interchange at SH79 and I-70 is a typical diamond configuration and both ramps operate under two-way stop sign control.

The existing intersections analyzed in the study area include the following:

- EB Ramps/I-70 - this is a two-way stop sign controlled intersection for the eastbound on and off movements to/from eastbound I-70. There are no formal auxiliary turn lanes.
- WB Ramps/I-70 - this is a two-way stop sign controlled intersection for the westbound on and off movements to/from westbound I-70. There are no formal auxiliary turn lanes.
- Marketplace/SH-79 - this full-movement T type intersection features a 250 -foot northbound left turn lane and a 600 -foot southbound right turn lane. The eastbound approach contains separate right and left turn lanes. It is two-way stop sign controlled. Marketplace is stopped.

The intersection movement volumes in the AM and PM peak hours were counted on February 25, 2015 by All Traffic Data, a professional traffic counting firm. ATD counted again Marketplace and

[^3]SH-79 in July 2016. Figures $x$ and $x$ in the appendix show the AM and PM peak hour counts, respectively.

Note that AM and PM peak hour counts on intersections at Bennett/SH-79, Centennial/SH-79, Colfax/SH-79, Adams/Colfax, Custer/Colfax, and Viewridge/Colfax were also taken on February 25, 2015 and are included in the appendix for reference only.

## 4. TRIP GENERATION

The 5-year and 20-year development plans presented in Table 1 were developed with input from retail/commercial brokerage experts and assumes good market conditions. The trip generation has been determined from rates and values in the $\boldsymbol{g}^{\boldsymbol{t h}}$ Edition of the ITE Trip
Generation Manual. The following table shows the trip generation for the 5-Year and 20year average daily weekday, and the respective AM/PM peak hours.

Table 1 - Trip Generation

| 2020 Bennett Crossing |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Trip Generation Five Year Plan |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| Planning Area | Description | ITE Land Use | Unit | Quantity | ADT | AM In | AM out | PM in | PM out |
|  |  |  |  |  |  |  |  |  |  |
| 2 | Residential | 210 | DU | 138 | 1314 | 26 | 77 | 87 | 51 |
| 3 | Residential | 210 | DU | 138 | 1314 | 26 | 77 | 87 | 51 |
| 7 | Medical Dental | 720 | KSF | 10 | 361 | 19 | 5 | 10 | 26 |
| 7 | High Turnover Restaurant | 932 | KSF | 9.3 | 1182 | 55 | 10 | 26 | 36 |
| 7 | Fast Food Restaurant | 934 | KSF | 6 | 2977 | 139 | 134 | 102 | 94 |
| 9 | Mini-Storage | 151 | Acres | 2 | 74 | 2 | 3 | 4 | 4 |
| 10 | Hotels | 310 | Rooms | 70 | 572 | 22 | 15 | 21 | 21 |
|  |  |  |  |  |  |  |  |  |  |
| Totals |  |  |  |  | 7794 | 290 | 321 | 337 | 282 |



## 5. TRIP DISTRIBUTION

Figures 2 and 3 show the distribution and assignment distribution of the Bennett Crossing generated trips to the proposed 5 -year and 20-year roadway and intersection layouts. ATC incorporated the data into the Synchro v. 9 traffic operations modelling program for the volume and level of service analysis in Section 6. Note that the percentages are generalized and can represent multiple directions at the intersection.



Figure 32036 Trip Distribution

## 6. TRAFFIC VOLUMES

Figures 4 through 16 in the appendix show the existing AM and PM peak hour traffic counts, trip assignment of the site generated traffic for the 2021 and 2036 AM/PM peak hours, 2021 and 2036 AM/PM peak hour background traffic and the 2021 and 2036 AM/PM total traffic. The 2036 background roadway layout is from the SH-79 PEL study. The following table presents a comprehensive analysis of the daily volumes on segments of SH-79 in the existing, 2021, and 2036 conditions.

Table 2 - Daily Volume Analysis

| Daily Volume Analysis |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Roadway | Section | Existing | 2021 Background | 2021 Total | 2036 Background | 2036 Total |
| SH-79 | 1-70 to Marketplace | 11000 | 12000 | 15500 | 15400 | 22000 |
| SH-79/1st. | Marketplace to Bennett | 5250 | 5700 | n/a | 7350 | n/a |
| SH-79 | Marketplace to Pearl Ave. | n/a | n/a | 8450 | n/a | 12700 |
| SH-79 | Pearl Ave. to 1st St./Edwards Ave. | n/a | n/a | 10000 | n/a | 12000 |
| SH-79 | 1st to Road C | n/a | n/a | n/a | n/a | 5100 |

## 7. CAPACITY ANALYSIS

Snychro v.9.1 is used for the operations analysis. Synchro is based on procedures in the Highway Capacity Manual 2010 (HCM) and rates intersection operations by level of service (LOS). LOS is letter rating from A to F. LOS A indicates free-flow traffic conditions and no delay at intersections. LOS F is heavy traffic congestion with significant delay. LOS is provided for the overall operations at signalized intersections. LOS D is generally the benchmark for acceptable signalized intersection operations during the weekday peak hours. The critical movement, not the overall, provides the LOS rating for unsignalized intersections, which is generally a left turn out from the minor street. According to the HCM, caution must be used when evaluating the LOS at unsignalized intersections particularly when LOS F is shown. In case of an LOS F, the $\mathrm{HCM}^{2}$ suggests that other evaluation measures should be considered such as the volume over capacity ratio and $95^{\text {th }}$ percentile queue length to make the most effective traffic control decision. LOS F at unsignalized intersections is considered normal for the weekday peak hours.

The following table presents the intersection LOS for all the analysis conditions. In the case of the unsignalized intersections, the critical movement (worst) defines the LOS. All other movements rate higher. The Synchro reports show the LOS for the all the other movements at an unsignalized intersections. The table shows the intersections that warrant traffic signal control in yellow. This is the overall LOS. Even though some unsignalized intersections rate an LOS F, a traffic signal may not be warranted by a MUTCD volume warrant.

[^4]Table 3 - LOS Analysis

| Intersection Level of Service Analysis |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |
| LOS is determined by the seconds of control delay per vehicle |  |  |  |  |  |  |  |  |  |  |
| A 0-10 B >10-15 C >15-25 D >25-35 E > 35-50 F >50 |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  | Existing |  | 2021 Background |  | 2021 Total |  | 2036 Background |  | 2036 Total |  |
| Intersection (Pre 2036) | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| WB I-70 Ramp/SH-79 | B | B | B | B | B | B | A | C | A | A |
| EBI-70 Ramp/SH-79 | B | F | B | F | C | F | C | F | F | D |
| Marketplace/SH-79 | C | D | C | D | C | D | C | F | C | D |
| RI/RO/SH-79 |  |  |  |  | C | D |  |  | F | C |
| Pearl Ave./SH-79 |  |  |  |  | C | C |  |  | F | E |
| Edwards Ave./SH-79 (2021) |  |  |  |  | D | D |  |  |  |  |
| 1st St./SH-79 (2036) |  |  |  |  |  |  |  |  | C | D |
| Road C/SH-79 |  |  |  |  |  |  |  |  | C | B |
|  |  |  |  |  |  |  |  |  |  |  |
|  | Signalized Intersection |  |  |  |  |  |  |  |  |  |
|  | Signal Not Warranted by Volume |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |

In the 2021 total condition, key improvements are needed to bring the SH-79/Marketplace an up to an acceptable operational standard. This includes traffic signal control when warranted. In preparation for the future, sufficient right-of-way will be dedicated for a cross section of 140 feet. The cross-section will include an exclusive left turn lane, a through lane, and a channelized free right turn lane on the eastbound approach. The right turn lane should include a southbound acceleration lane on SH-79. The northbound approach should include dual left turns, two through lanes, and an exclusive right turn lane. The southbound approach should include an exclusive right turn lane, two through lanes and a single left turn lane. The westbound approach would tie into this configuration with an exclusive left turn lane, through lane, and an exclusive right turn lane. The westbound approach will be constructed when the Bennett Crossing development of the commercial property commences.

The I-70 eastbound ramp intersection will operate at LOS F in the 2021 and 2036 background and total, PM peak hour condition without improvement. Mitigation requires traffic signal control, bridge widening to accommodate two through lanes, and a left turn storage lane for the southbound to eastbound left turn. A two-lane ramp with a shared left and through and exclusive right turn lane
would be necessary to complete the eastbound ramp intersection. In addition, SH-79 should be widened to four lanes (two in each direction) from I-70 to Marketplace.

In the 2021 total condition, which includes the trip generation from the Bennett Crossing residential areas, hotels, and restaurants requires construction of Edwards Ave., Pearl Ave., and the westbound approach of Marketplace. In addition, construction of Cedar St. sections, as needed, to tie into Pearl Ave. and Marketplace. The intersections of Pearl Ave. and Edwards Ave. with SH-79 would be simple four-legged, two-way stop sign controlled. The westbound approach should consist of a shared through and right turn lane and an exclusive left turn lane. The southbound approach should include a left turn lane and the northbound approach an exclusive right turn lane.

The 2036 background conditions assume the reconstruction and realignment of SH-79 in accord with the recommended Alternative 1 described in the PEL study and other improvements recommended by the Town. These include the extension of Bennett Ave. through the Mitchell Property and intersecting with Colfax Ave., and the extension of Adams St. from Colfax Ave. (aka Road C) through to SH-79, Pearl Ave., and Marketplace Dr. The PEL study assumes traffic signals at the I-70 eastbound ramps, Marketplace, and Colfax Ave. The Town assumes signals warranted at the I-70 westbound ramps, $1^{\text {st }}$ St. and SH-79, and Pearl Ave. and SH-79. The Synchro operations analysis supports the PEL recommendations and those of Town regarding signalized intersections.

The daily volumes in the 2036 background condition show that SH-79 should be four-lanes (per the PEL study) from Marketplace to Colfax. From I-70 to Marketplace, six lanes are necessary. The outside lanes would act as continuous acceleration/deceleration lanes and terminate at Marketplace northbound and I-70 in the southbound direction.

Note that all the internal intersections not shown in the table will operate at LOS or B in the 2021 and 2036 AM and PM peak hour conditions.

## 8. ACCESS REQUIREMENT

SH-79 and Colfax are state highways and both are NR-B categorized in the State Highway Access Code. Both have a 45 mph speed limit for most of their lengths. Under these conditions, the Code has threshold requirements for the need and design of auxiliary turn lanes. The Code requires a right turn lane when the right turning peak hour volume is greater than 25 vehicles per hour and a left turn lane when the left turning peak hour volume is greater than 10 vehicles per hour. The components of the deceleration lane consist of the deceleration lane length of 435 feet inclusive of a 13.5:1 taper. Additional storage length should be added per Table 4-8, Storage Lengths, in the Code. Unless circumstances require a design waiver, all new and reconstructed intersections will comply with the Code requirements.

## 9. FINDINGS AND RECOMMENDATIONS

This traffic impact study finds and recommends roadway and intersections improvements to accommodate traffic generated by Bennett Crossing in 2021 and 2036 design horizons. The findings and recommendations reflect the reconstruction and realignment of SH-79 according to Alternative 1 in the recently completed PEL study.

1. Upon initial development of the northern residential area in Bennett Crossing, Edwards Ave. or a portion of it as needed to serve the residential areas, should be constructed as a two-lane residential type collector roadway and connect to existing SH-79. Edwards Ave. should be constructed on the proposed alignment of SH-79 with sufficient dedicated right of way to permit future widening to the proposed highway 118 -foot cross-section in the PEL study. Note that the Town of Bennett will construct Civic Center Drive as the western leg of the intersection. Civic Center Drive will serve the new fire station and recreational facility.
2. The development of the commercial area in Bennett Crossing will occasion the construction of the eastern legs of Pearl Ave. and Marketplace with connections to SH-79. They should be two-lane commercial type collector roadways. Signalization of the intersections is possible when warranted by the minor street approach and the major street approaches according to Warrant 3, Peak Hour in the MUTCD.
3. A right in/right out only access is between Pearl Ave. and Marketplace Dr. is essential to serve the commercial development that includes restaurants and small retail uses. The access will include a continuous acceleration/deceleration lane from Marketplace Dr. to Pearl Ave.
4. The future intersection of SH-79 and Marketplace Dr. will include a northbound dual left turn lane. A 140 -foot cross-section is required to fit all the lanes, sidewalk, landscaping, and center median. The existing right-of-way is 100 feet. Consequently, Bennett Crossing will dedicate 20 feet along the frontage on the east side of SH-79.
5. No improvements to Colfax Ave. are necessitated by traffic from Bennett Crossing. However, the Town indicates that some improvements to the intersection of SH-79 and Colfax Ave. are needed.
6. The I-70 eastbound ramp intersection with SH-79 currently meets warrants for signalization. CDOT is pursuing a 1601 interchange modification study and contemplating a roundabout option for the ramp intersections. The PEL study recommends a new 80 -footwide bridge to replace the existing 32-foot-wide bridge. Bennett Crossing traffic will not necessitate immediate improvements and/or will not alter the PEL recommendations for future improvements.

This study concludes that with the implementation of the improvements outlined herein that the traffic generated by Bennett Crossing can be accommodated a high level of service.

## APPENDIX

Figure 4
Existing AM Peak Hour












| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh | 2.1 |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  | ¢ |  |  | $\uparrow$ |  |  | F |  |  |
| Traffic Vol, veh/h | 0 | 0 | 0 | 3 | 1 | 138 | 1 | 179 | 0 | 0 | 98 | 261 |
| Future Vol, veh/h | 0 | 0 | 0 | 3 | 1 | 138 | 1 | 179 | 0 | 0 | 98 | 261 |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | None |  | - | None |  | - | None |  | - None |  |  |
| Storage Length | - | - | - | - | - |  | - | - | - | - | - |  |
| Veh in Median Storage, \# | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mumt Flow | 0 | 0 | 0 | 3 | 1 | 150 | 1 | 195 | 0 | 0 | 107 | 284 |


| Major/Minor |  | Minor1 |  |  |  |  | Major1 |  | Major2 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All |  |  |  | 445 | 587 | 195 | 390 | 0 | - | - |  | 0 |
| Stage 1 |  |  |  | 197 | 197 | - | - | - | - | - |  |  |
| Stage 2 |  |  |  | 248 | 390 | - | - | - | - | - | - |  |
| Critical Hdwy |  |  |  | 7.12 | 6.52 | 6.22 | 4.12 | - | - | - |  |  |
| Critical Hdwy Stg 1 |  |  |  | 6.12 | 5.52 | - | - | - | - | - | - |  |
| Critical Hdwy Stg 2 |  |  |  | 6.12 | 5.52 | - | - | - | - | - |  |  |
| Follow-up Hdwy |  |  |  | 3.518 | 4.018 | 3.318 | 2.218 | - | - | - | - | - |
| Pot Cap-1 Maneuver |  |  |  | 523 | 422 | 846 | 1169 | - | 0 | 0 | - | - |
| Stage 1 |  |  |  | 805 | 738 | - | - | - | 0 | 0 | - |  |
| Stage 2 |  |  |  | 756 | 608 | - | - | - | 0 | 0 | - |  |
| Platoon blocked, \% |  |  |  |  |  |  |  | - |  |  |  |  |
| Mov Cap-1 Maneuver |  |  |  | 523 | 422 | 846 | 1169 | - | - | - | - | - |
| Mov Cap-2 Maneuver |  |  |  | 523 | 422 | - | - | - | - | - | - |  |
| Stage 1 |  |  |  | 804 | 737 | - | - | - | - | - |  |  |
| Stage 2 |  |  |  | 756 | 608 | - | - | - | - | - | - |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach |  |  |  | WB |  |  | NB |  |  | SB |  |  |
| HCM Control Delay, s |  |  |  | 10.3 |  |  | 0 |  |  | 0 |  |  |
| HCM LOS |  |  |  | B |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt | NBL | NBTWBLn1 | SBT | SBR |  |  |  |  |  |  |  |  |
| Capacity (veh/h) | 1169 | - 829 | - | - |  |  |  |  |  |  |  |  |
| HCM Lane V/C Ratio | 0.001 | - 0.186 | - | - |  |  |  |  |  |  |  |  |
| HCM Control Delay (s) | 8.1 | $0 \quad 10.3$ | - | - |  |  |  |  |  |  |  |  |
| HCM Lane LOS | A | A B | - | - |  |  |  |  |  |  |  |  |
| HCM 95th \%tile Q(veh) | 0 | 0.7 | - | - |  |  |  |  |  |  |  |  |


|  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{array}{ll} \text { Intersection } & 7.4 \end{array}$ |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ¢ <br>  |  |  |  |  |  | $\hat{\beta}$ |  |  | $\uparrow$ |  |  |
| Traffic Vol, veh/h |  |  |  | 0 | 0 | 0 | 0 | 38 | 7 | 98 | 37 | 0 |
| Future Vol, veh/h | 122 | 3 | 2 | 0 | 0 | 0 | 0 | 38 | 7 | 98 | 37 | 0 |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - |  |
| Veh in Median Storage, \# | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mumt Flow | 133 | 3 | 2 | 0 | 0 | 0 | 0 | 41 | 8 | 107 | 40 | 0 |


|  | Minor2 |  |  |  |  | Major1 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 298 | 302 | 40 |  |  |  |  | 0 | 49 | 0 | 0 |
| Stage 1 | 253 | 253 | - |  |  | - | - | - | - | - |  |
| Stage 2 | 45 | 49 | - |  |  | - | - | - | - | - |  |
| Critical Hdwy | 6.42 | 6.52 | 6.22 |  |  | - | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 5.42 | 5.52 | - |  |  | - | - | - | - | - |  |
| Critical Hdwy Stg 2 | 5.42 | 5.52 | - |  |  | - | - | - | - | - |  |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 |  |  | - | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 693 | 611 | 1031 |  |  | 0 | - | - | 1558 | - | 0 |
| Stage 1 | 789 | 698 | - |  |  | 0 | - | - | - | - | 0 |
| Stage 2 | 977 | 854 | - |  |  | 0 | - | - | - | - | 0 |
| Platoon blocked, \% |  |  |  |  |  |  | - | - |  | - |  |
| Mov Cap-1 Maneuver | 644 | 0 | 1031 |  |  | - | - | - | 1558 | - | - |
| Mov Cap-2 Maneuver | 644 | 0 | - |  |  | - | - | - | - | - |  |
| Stage 1 | 734 | 0 | - |  |  | - | - | - | - | - |  |
| Stage 2 | 977 | 0 | - |  |  | - | - | - | - | - |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Approach | EB |  |  |  |  | NB |  |  | SB |  |  |
| HCM Control Delay, s | 12.1 |  |  |  |  | 0 |  |  | 5.4 |  |  |
| HCM LOS | B |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | SBL | SBT |  |  |  |  |  |  |
| Capacity (veh/h) | - | - | 648 | 1558 | - |  |  |  |  |  |  |
| HCM Lane V/C Ratio | - | - | 0.213 | 0.068 | - |  |  |  |  |  |  |
| HCM Control Delay (s) | - | - | 12.1 | 7.5 | 0 |  |  |  |  |  |  |
| HCM Lane LOS | - | - | B | A | A |  |  |  |  |  |  |
| HCM 95th \%tile Q(veh) | - | - | 0.8 | 0.2 | - |  |  |  |  |  |  |


|  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\frac{\text { Intersection }}{\text { Int Delay，s／veh }} 0$ |  |  |  |  |  |  |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ${ }^{7}$ | 「 | $\uparrow$ | F | ${ }^{7}$ | 个个 |
| Traffic Vol，veh／h | 40 | 11 | 297 | 40 | 11 | 359 |
| Future Vol，veh／h | 40 | 11 | 297 | 40 | 11 | 359 |
| Conflicting Peds，\＃／hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | － | None | － | None | － | None |
| Storage Length | 0 | 0 | － | 250 | 100 | － |
| Veh in Median Storage，\＃ | 0 | － | 0 | － | － | 0 |
| Grade，\％ | 0 | － | 0 | － | － | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles，\％ | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 12 | 323 | 43 | 12 | 390 |



| Intersection |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh | 5.4 |  |  |  |  |  |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | \% | F | \% | 个 4 | 4 | 「 |
| Traffic Vol, veh/h | 12 | 208 | 194 | 114 | 162 | 46 |
| Future Vol, veh/h | 12 | 208 | 194 | 114 | 162 | 46 |
| Conflicting Peds, \#hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | 250 | - | - | 600 |
| Veh in Median Storage, \# | 0 | - | - | 0 | 0 | - |
| Grade, \% | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 226 | 211 | 124 | 176 | 50 |



| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh 1.7 |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  | \$ |  |  | $\uparrow$ |  |  | $\hat{\beta}$ |  |  |
| Traffic Vol, veh/h | 0 | 0 | 0 | 5 | 0 | 123 | 4 | 349 | 0 | 0 | 290 | 148 |
| Future Vol, veh/h | 0 | 0 | 0 | 5 | 0 | 123 | 4 | 349 | 0 | 0 | 290 | 148 |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - None |  | - | - None |  | - | - None |  | - | - None |  |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - |  |
| Veh in Median Storage, \# | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 5 | 0 | 134 | 4 | 379 | 0 | 0 | 315 | 161 |



| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh | 47.7 |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | $\uparrow$ |  |  |  |  |  | $\uparrow$ |  |  | $\uparrow$ |  |  |
| Traffic Vol, veh/h | 322 | 4 | 6 | 0 | 0 | 0 | 0 | 32 | 11 | 268 | 33 | 0 |
| Future Vol, veh/h | 322 | 4 | 6 | 0 | 0 | 0 | 0 | 32 | 11 | 268 | 33 | 0 |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - |  | None | - |  | None |  |  | None |
| Storage Length | - | - | - | - | - | - |  |  | - |  | - |  |
| Veh in Median Storage, \# | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mumt Flow | 350 | 4 | 7 | 0 | 0 | 0 | 0 | 35 | 12 | 291 | 36 | 0 |


| Major/Minor | Minor2 |  |  |  |  | Major1 | Major2 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 659 | 665 | 36 |  |  | - | 0 | 0 | 47 | 0 | 0 |
| Stage 1 | 618 | 618 | - |  |  | - | - | - | - | - |  |
| Stage 2 | 41 | 47 | - |  |  | - | - | - | - | - |  |
| Critical Hdwy | 6.42 | 6.52 | 6.22 |  |  | - | - | - | 4.12 | - |  |
| Critical Hdwy Stg 1 | 5.42 | 5.52 | - |  |  | - | - | - | - | - |  |
| Critical Hdwy Stg 2 | 5.42 | 5.52 | - |  |  | - | - | - | - | - |  |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 |  |  | - | - | - | 2.218 | - |  |
| Pot Cap-1 Maneuver | 429 | 381 | 1037 |  |  | 0 | - | - | 1560 | - | 0 |
| Stage 1 | 538 | 481 | - |  |  | 0 | - | - | - | - | 0 |
| Stage 2 | 981 | 856 | - |  |  | 0 | - | - | - | - | 0 |
| Platoon blocked, \% |  |  |  |  |  |  | - | - |  | - |  |
| Mov Cap-1 Maneuver | ~ 347 | 0 | 1037 |  |  | - | - | - | 1560 | - |  |
| Mov Cap-2 Maneuver | $\sim 347$ | 0 | - |  |  | - | - | - | - | - |  |
| Stage 1 | 436 | 0 | - |  |  | - | - | - | - | - |  |
| Stage 2 | 981 | 0 | - |  |  | - | - | - | - | - |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Approach | EB |  |  |  |  | NB |  |  | SB |  |  |
| HCM Control Delay, s | 90.8 |  |  |  |  | 0 |  |  | 7 |  |  |
| HCM LOS | F |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | SBL | SBT |  |  |  |  |  |  |
| Capacity (veh/h) | - | - | 351 | 1560 | - |  |  |  |  |  |  |
| HCM Lane V/C Ratio | - | - | 1.028 | 0.187 | - |  |  |  |  |  |  |
| HCM Control Delay (s) | - | - | 90.8 | 7.8 | 0 |  |  |  |  |  |  |
| HCM Lane LOS | - | - | F | A | A |  |  |  |  |  |  |
| HCM 95th \%tile Q(veh) | - | - | 12.3 | 0.7 | - |  |  |  |  |  |  |
| Notes |  |  |  |  |  |  |  |  |  |  |  |
| $\sim:$ Volume exceeds capacity | \$: De | lay ex | ceeds 30 | 00s | : Comp | *: All | r |  |  |  |  |






| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh 1.8 |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  | ¢ |  |  | $\uparrow$ |  |  | $\hat{\dagger}$ |  |  |
| Traffic Vol, veh/h | 0 | 0 | 0 | 5 | 0 | 123 | 4 | 349 | 0 | 0 | 290 | 148 |
| Future Vol, veh/h | 0 | 0 | 0 | 5 | 0 | 123 | 4 | 349 | 0 | 0 | 290 | 148 |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - |  | None | - | - | None |
| Storage Length | - | - | - | - | - |  | - | - | - | - | - |  |
| Veh in Median Storage, \# | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mumt Flow | 0 | 0 | 0 | 6 | 0 | 146 | 5 | 413 | 0 | 0 | 344 | 175 |


| Major/Minor |  | Minor1 |  |  |  |  | Major1 |  |  | Major2 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All |  |  |  | 854 | 942 | 413 | 519 | 0 | - | - | - | 0 |
| Stage 1 |  |  |  | 423 | 423 | - | - | - | - | - | - |  |
| Stage 2 |  |  |  | 431 | 519 | - |  | - | - | - | - |  |
| Critical Hdwy |  |  |  | 6.42 | 6.52 | 6.22 | 4.12 | - | - | - | - |  |
| Critical Hdwy Stg 1 |  |  |  | 5.42 | 5.52 | - | - | - | - | - | - |  |
| Critical Hdwy Stg 2 |  |  |  | 5.42 | 5.52 | - |  | - | - | - | - |  |
| Follow-up Hdwy |  |  |  | 3.518 | 4.018 | 3.318 | 2.218 | - | - | - | - |  |
| Pot Cap-1 Maneuver |  |  |  | 329 | 263 | 639 | 1047 | - | 0 | 0 | - | - |
| Stage 1 |  |  |  | 661 | 588 | - | - | - | 0 | 0 | - |  |
| Stage 2 |  |  |  | 655 | 533 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, \% |  |  |  |  |  |  |  | - |  |  | - |  |
| Mov Cap-1 Maneuver |  |  |  | 327 | 0 | 639 | 1047 | - | - | - | - |  |
| Mov Cap-2 Maneuver |  |  |  | 327 | 0 | - | - | - | - | - | - |  |
| Stage 1 |  |  |  | 657 | 0 | - | - | - | - | - | - |  |
| Stage 2 |  |  |  | 655 | 0 | - | - | - | - | - | - |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach |  |  |  | WB |  |  | NB |  |  | SB |  |  |
| HCM Control Delay, s |  |  |  | 12.7 |  |  | 0.1 |  |  | 0 |  |  |
| HCM LOS |  |  |  | B |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt | NBL | NBTWBLn1 | SBT | SBR |  |  |  |  |  |  |  |  |
| Capacity (veh/h) | 1047 | - 616 | - | - |  |  |  |  |  |  |  |  |
| HCM Lane V/C Ratio | 0.005 | - 0.246 | - | - |  |  |  |  |  |  |  |  |
| HCM Control Delay (s) | 8.5 | O 12.7 | - | - |  |  |  |  |  |  |  |  |
| HCM Lane LOS | A | A B | - | - |  |  |  |  |  |  |  |  |
| HCM 95th \%tile Q(veh) | 0 | 1 | - | - |  |  |  |  |  |  |  |  |


| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh | 85.1 |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | * |  |  |  |  |  | $\uparrow$ |  |  | $\uparrow$ |  |  |
| Traffic Vol, veh/h | 322 | 4 | 6 | 0 | 0 | 0 | 0 | 32 | 11 | 268 | 33 | 0 |
| Future Vol, veh/h | 322 | 4 | 6 | 0 | 0 | 0 | 0 | 32 | 11 | 268 | 33 | 0 |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - None |  | - | None |  | - | None |  | - | None |  |
| Storage Length | - | - | - | - | - | - | - |  | - | - | - |  |
| Veh in Median Storage, \# | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 382 | 5 | 7 | 0 | 0 | 0 | 0 | 38 | 13 | 318 | 39 | 0 |


| Major/Minor | Minor2 |  |  |  |  | Major1 |  |  | Major2 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 718 | 725 | 39 |  |  | - | 0 | 0 | 51 | 0 | 0 |
| Stage 1 | 674 | 674 | - |  |  | - | - | - | - | - |  |
| Stage 2 | 44 | 51 | - |  |  | - | - | - | - | - |  |
| Critical Hdwy | 6.42 | 6.52 | 6.22 |  |  | - | - | - | 4.12 | - |  |
| Critical Hdwy Stg 1 | 5.42 | 5.52 | - |  |  | - | - | - | - | - |  |
| Critical Hdwy Stg 2 | 5.42 | 5.52 | - |  |  | - | - | - | - | - |  |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 |  |  | - | - | - | 2.218 | - |  |
| Pot Cap-1 Maneuver | 396 | 352 | 1033 |  |  | 0 | - | - | 1555 | - | 0 |
| Stage 1 | 506 | 454 | - |  |  | 0 | - | - | - | - | 0 |
| Stage 2 | 978 | 852 | - |  |  | 0 | - | - | - | - | 0 |
| Platoon blocked, \% |  |  |  |  |  |  | - | - |  | - |  |
| Mov Cap-1 Maneuver | ~313 | 0 | 1033 |  |  | - | - | - | 1555 | - |  |
| Mov Cap-2 Maneuver | $\sim 313$ | 0 | - |  |  | - | - | - | - | - |  |
| Stage 1 | 400 | 0 | - |  |  | - | - | - | - | - |  |
| Stage 2 | 978 | 0 | - |  |  | - | - | - | - | - |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Approach | EB |  |  |  |  | NB |  |  | SB |  |  |
| HCM Control Delay, s | 166.9 |  |  |  |  | 0 |  |  | 7 |  |  |
| HCM LOS | F |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | SBL | SBT |  |  |  |  |  |  |
| Capacity (veh/h) | - | - | 317 | 1555 | - |  |  |  |  |  |  |
| HCM Lane V/C Ratio | - | - | 1.241 | 0.204 | - |  |  |  |  |  |  |
| HCM Control Delay (s) | - |  | 166.9 | 7.9 | 0 |  |  |  |  |  |  |
| HCM Lane LOS | - | - | F | A | A |  |  |  |  |  |  |
| HCM 95th \%tile Q(veh) | - | - | 17.8 | 0.8 | - |  |  |  |  |  |  |
| Notes |  |  |  |  |  |  |  |  |  |  |  |
| $\sim:$ Volume exceeds capacity | \$: De | lay ex | ceeds 30 | 00s | : Comp | *: All | r |  |  |  |  |


| Intersection |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay，s／veh |  |  |  |  |  |  |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | \％ | 「 | $\uparrow$ | 「 | 7 | 个4 |
| Traffic Vol，veh／h | 50 | 18 | 485 | 50 | 18 | 484 |
| Future Vol，veh／h | 50 | 18 | 485 | 50 | 18 | 484 |
| Conflicting Peds，\＃／hr | 0 | 0 | 0 | 0 | 276 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | － | None | － | None | － | None |
| Storage Length | 0 | 0 | － | 250 | 100 | － |
| Veh in Median Storage，\＃ | 0 | － | 0 | － | － | 0 |
| Grade，\％ | 0 | － | 0 | － | － | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles，\％ | 2 | 2 | 2 | 2 | 2 | 2 |
| Mumt Flow | 59 | 21 | 575 | 59 | 21 | 573 |





| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh 2.2 |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  | ¢ |  |  | $\uparrow$ |  |  | F |  |  |
| Traffic Vol, veh/h | 0 | 0 | 0 | 3 | 1 | 138 | 1 | 179 | 0 | 0 | 98 | 261 |
| Future Vol, veh/h | 0 | 0 | 0 | 3 | 1 | 138 | 1 | 179 | 0 | 0 | 98 | 261 |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - |  | - | - | - | - |  | - | - |
| Veh in Median Storage, \# | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mumt Flow | 0 | 0 | 0 | 4 | 1 | 164 | 1 | 212 | 0 | 0 | 116 | 309 |


| Major/Minor |  |  | Minor1 |  |  |  | Major1 |  |  | Major2 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All |  |  |  | 485 | 639 | 212 | 425 | 0 | - | - | - | 0 |
| Stage 1 |  |  |  | 214 | 214 | - | - | - |  | - |  |  |
| Stage 2 |  |  |  | 271 | 425 |  | - | - |  | - |  |  |
| Critical Hdwy |  |  |  | 6.42 | 6.52 | 6.22 | 4.12 | - | - | - | - |  |
| Critical Hdwy Stg 1 |  |  |  | 5.42 | 5.52 | - | - | - | - | - | - |  |
| Critical Hdwy Stg 2 |  |  |  | 5.42 | 5.52 | - | - | - | - | - | - |  |
| Follow-up Hdwy |  |  |  | 3.518 | 4.018 | 3.318 | 2.218 | - | - | - | - |  |
| Pot Cap-1 Maneuver |  |  |  | 541 | 394 | 828 | 1134 | - | 0 | 0 | - |  |
| Stage 1 |  |  |  | 822 | 725 | - | - | - | 0 | 0 | - |  |
| Stage 2 |  |  |  | 775 | 586 | - | - | - | 0 | 0 | - |  |
| Platoon blocked, \% |  |  |  |  |  |  |  | - |  |  |  |  |
| Mov Cap-1 Maneuver |  |  |  | 540 | 0 | 828 | 1134 | - | - | - | - |  |
| Mov Cap-2 Maneuver |  |  |  | 540 | 0 | - | - | - | - | - | - |  |
| Stage 1 |  |  |  | 821 | 0 | - | - | - | - | - | - |  |
| Stage 2 |  |  |  | 775 | 0 | - | - | - | - | - | - |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach |  |  |  | WB |  |  | NB |  |  | SB |  |  |
| HCM Control Delay, s |  |  |  | 10.5 |  |  | 0 |  |  | 0 |  |  |
| HCM LOS |  |  |  | B |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt | NBL | NBTWBLn1 | SBT | SBR |  |  |  |  |  |  |  |  |
| Capacity (veh/h) | 1134 | - 819 | - | - |  |  |  |  |  |  |  |  |
| HCM Lane V/C Ratio | 0.001 | - 0.205 | - | - |  |  |  |  |  |  |  |  |
| HCM Control Delay (s) | 8.2 | $0 \quad 10.5$ |  | - |  |  |  |  |  |  |  |  |
| HCM Lane LOS | A | A B | - | - |  |  |  |  |  |  |  |  |
| HCM 95th \%tile Q(veh) | 0 | - 0.8 | - | - |  |  |  |  |  |  |  |  |


| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | ¢ |  |  |  |  |  | 个 |  |  | $\uparrow$ |  |
| Traffic Vol, veh/h | 122 | 3 | 2 | 0 | 0 | 0 | 0 | 38 | 7 | 98 | 37 | 0 |
| Future Vol, veh/h | 122 | 3 | 2 | 0 | 0 | 0 | 0 | 38 | 7 | 98 | 37 | 0 |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - |  | - |  |
| Veh in Median Storage, \# | - | 0 | - | - | 0 | - | - | 0 | - |  | 0 |  |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - |  | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 145 | 4 | 2 | 0 | 0 | 0 | 0 | 45 | 8 | 116 | 44 | 0 |


| Major/Minor | Minor2 |  |  |  |  | Major1 | Major2 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 325 | 329 | 44 |  |  |  | 0 | 0 | 53 | 0 | 0 |
| Stage 1 | 276 | 276 | - |  |  | - | - | - | - | - |  |
| Stage 2 | 49 | 53 |  |  |  | - | - | - | - | - |  |
| Critical Hdwy | 6.42 | 6.52 | 6.22 |  |  | - | - | - | 4.12 | - |  |
| Critical Hdwy Stg 1 | 5.42 | 5.52 | - |  |  | - | - | - | - | - |  |
| Critical Hdwy Stg 2 | 5.42 | 5.52 | - |  |  | - | - | - | - | - |  |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 |  |  | - | - | - | 2.218 | - |  |
| Pot Cap-1 Maneuver | 669 | 590 | 1026 |  |  | 0 | - | - | 1553 | - | 0 |
| Stage 1 | 771 | 682 | - |  |  | 0 | - | - | - | - | 0 |
| Stage 2 | 973 | 851 | - |  |  | 0 | - | - | - | - | 0 |
| Platoon blocked, \% |  |  |  |  |  |  | - | - |  | - |  |
| Mov Cap-1 Maneuver | 617 | 0 | 1026 |  |  | - | - | - | 1553 | - | - |
| Mov Cap-2 Maneuver | 617 | 0 | - |  |  | - | - | - | - | - |  |
| Stage 1 | 712 | 0 | - |  |  | - | - | - | - | - |  |
| Stage 2 | 973 | 0 | - |  |  | - | - | - | - | - |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Approach | EB |  |  |  |  | NB |  |  | SB |  |  |
| HCM Control Delay, s | 12.6 |  |  |  |  | 0 |  |  | 5.4 |  |  |
| HCM LOS | B |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | SBL | SBT |  |  |  |  |  |  |
| Capacity (veh/h) | - | - | 621 | 1553 | - |  |  |  |  |  |  |
| HCM Lane V/C Ratio | - | - | 0.242 | 0.075 | - |  |  |  |  |  |  |
| HCM Control Delay (s) | - | - | 12.6 | 7.5 | 0 |  |  |  |  |  |  |
| HCM Lane LOS | - | - | B | A | A |  |  |  |  |  |  |
| HCM 95th \%tile Q(veh) | - | - | 0.9 | 0.2 | - |  |  |  |  |  |  |






| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay，s／veh | 1.4 |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | \％ |  | 「 |  |  | 「 | \％ | $\uparrow$ | 「 |  | $\uparrow$ | F |
| Traffic Vol，veh／h | 44 | 0 | 6 | 0 | 0 | 20 | 5 | 217 | 25 | 0 | 416 | 52 |
| Future Vol，veh／h | 44 | 0 | 6 | 0 | 0 | 20 | 5 | 217 | 25 | 0 | 416 | 52 |
| Conflicting Peds，\＃／hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | － | － | None | － | － | None | － | － | None | － | － | None |
| Storage Length | 0 | － | 0 | － | － | 0 | 100 | － | 0 | － | － | 300 |
| Veh in Median Storage，\＃ | － | 0 | － | － | 0 | － | － | 0 | － | － | 0 |  |
| Grade，\％ | － | 0 | － | － | 0 | － | － | 0 | － | － | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles，\％ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mumt Flow | 48 | 0 | 7 | 0 | 0 | 22 | 5 | 236 | 27 | 0 | 452 | 57 |


| Major／Minor | Minor2 |  | Minor1 |  |  |  |  | Major1 |  |  | Major2 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 699 | － | 452 |  | － | － | 236 |  | 452 | 0 | 0 | － | － | 0 |
| Stage 1 | 452 | － | － |  | － | － | － |  | － | － | － | － | － |  |
| Stage 2 | 247 | － | － |  | － | － | － |  | － | － | － | － | － |  |
| Critical Hdwy | 7.12 | － | 6.22 |  | － | － | 6.22 |  | 4.12 | － | － | － | － |  |
| Critical Hdwy Stg 1 | 6.12 | － | － |  | － |  | － |  | － | － | － | － | － |  |
| Critical Hdwy Stg 2 | 6.12 | － | － |  | － | － | － |  | － | － | － | － | － |  |
| Follow－up Hdwy | 3.518 |  | 3.318 |  | － |  | 3.318 |  | 2.218 | － | － | － | － |  |
| Pot Cap－1 Maneuver | 354 | 0 | 608 |  | 0 | 0 | 803 |  | 1109 | － | － | 0 | － |  |
| Stage 1 | 587 | 0 | － |  | 0 | 0 | － |  | － | － | － | 0 | － |  |
| Stage 2 | 757 | 0 | － |  | 0 | 0 | － |  | － | － | － | 0 | － |  |
| Platoon blocked，\％ |  |  |  |  |  |  |  |  |  | － | － |  | － |  |
| Mov Cap－1 Maneuver | 343 | － | 608 |  | － | － | 803 |  | 1109 | － | － | － | － |  |
| Mov Cap－2 Maneuver | 343 | － | － |  | － | － | － |  | － | － | － | － | － |  |
| Stage 1 | 584 | － |  |  | － | － | － |  | － | － | － | － | － |  |
| Stage 2 | 733 | － | － |  | － | － | － |  | － | － | － | － | － |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach | EB |  |  |  | WB |  |  |  | NB |  |  | SB |  |  |
| HCM Control Delay，s | 16.5 |  |  |  | 9.6 |  |  |  | 0.2 |  |  | 0 |  |  |
| HCM LOS | C |  |  |  | A |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minor Lane／Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | VBLn1 | SBT | SBR |  |  |  |  |  |  |
| Capacity（veh／h） | 1109 | － | － | 343 | 608 | 803 | － | － |  |  |  |  |  |  |
| HCM Lane V／C Ratio | 0.005 | － | － | 0.139 | 0.011 | 0.027 | － | － |  |  |  |  |  |  |
| HCM Control Delay（s） | 8.3 | － |  | 17.2 | 11 | 9.6 | － | － |  |  |  |  |  |  |
| HCM Lane LOS | A | － | － | C | B | A | － |  |  |  |  |  |  |  |
| HCM 95th \％tile Q（veh） | 0 | － | － | 0.5 | 0 | 0.1 | － | － |  |  |  |  |  |  |


| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh 1.7 |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  | ¢ |  | \% | ¢ $\uparrow$ |  |  | $\uparrow$ |  |
| Traffic Vol, veh/h | 0 | 0 | 0 | 3 | 1 | 190 | 1 | 414 | 0 | 0 | 173 | 522 |
| Future Vol, veh/h | 0 | 0 | 0 | 3 | 1 | 190 | 1 | 414 | 0 | 0 | 173 | 522 |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - |  | 150 | - | - | - | - |  |
| Veh in Median Storage, \# | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 3 | 1 | 207 | 1 | 450 | 0 | 0 | 188 | 567 |



| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh | 11.6 |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ${ }^{7}$ | ¢ |  |  |  |  |  | 中 ${ }^{\text {c }}$ |  | \% | $\uparrow$ |  |
| Traffic Vol, veh/h | 374 | 3 | 2 | 0 | 0 | 0 | 0 | 41 | 8 | 136 | 40 | 0 |
| Future Vol, veh/h | 374 | 3 | 2 | 0 | 0 | 0 | 0 | 41 | 8 | 136 | 40 | 0 |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - |  | None | - | - | None |
| Storage Length | 0 | - | - | - | - | - | - | - | - | 150 | - |  |
| Veh in Median Storage, \# | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 407 | 3 | 2 | 0 | 0 | 0 | 0 | 45 | 9 | 148 | 43 | 0 |


| Major/Minor | Minor2 |  |  |  |  |  | Major1 | Major2 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 361 | 392 | 43 |  |  |  | - | 0 | 0 | 53 | 0 | 0 |
| Stage 1 | 339 | 339 | - |  |  |  | - | - | - | - | - |  |
| Stage 2 | 22 | 53 | - |  |  |  | - | - | - | - | - |  |
| Critical Hdwy | 6.63 | 6.53 | 6.23 |  |  |  | - | - | - | 4.13 | - |  |
| Critical Hdwy Stg 1 | 5.43 | 5.53 | - |  |  |  | - | - | - | - | - |  |
| Critical Hdwy Stg 2 | 5.83 | 5.53 | - |  |  |  | - | - | - | - | - |  |
| Follow-up Hdwy | 3.519 | 4.019 | 3.319 |  |  |  | - | - | - | 2.219 | - |  |
| Pot Cap-1 Maneuver | 624 | 543 | 1027 |  |  |  | 0 | - | - | 1552 | - | 0 |
| Stage 1 | 721 | 639 | - |  |  |  | 0 | - | - | - | - | 0 |
| Stage 2 | 998 | 850 | - |  |  |  | 0 | - | - | - | - | 0 |
| Platoon blocked, \% |  |  |  |  |  |  |  | - | - |  | - |  |
| Mov Cap-1 Maneuver | 564 | 0 | 1027 |  |  |  | - | - | - | 1552 | - |  |
| Mov Cap-2 Maneuver | 564 | 0 | - |  |  |  | - | - | - | - | - |  |
| Stage 1 | 652 | 0 | - |  |  |  | - | - | - | - | - |  |
| Stage 2 | 998 | 0 | - |  |  |  | - | - | - | - | - |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach | EB |  |  |  |  |  | NB |  |  | SB |  |  |
| HCM Control Delay, s | 15.8 |  |  |  |  |  | 0 |  |  | 5.8 |  |  |
| HCM LOS | C |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 E | EBLn2 | SBL | SBT |  |  |  |  |  |  |
| Capacity (veh/h) | - | - | 564 | 568 | 1552 |  |  |  |  |  |  |  |
| HCM Lane V/C Ratio | - | - | 0.481 | 0.248 | 0.095 |  |  |  |  |  |  |  |
| HCM Control Delay (s) | - | - | 17.1 | 13.4 | 7.6 | - |  |  |  |  |  |  |
| HCM Lane LOS | - | - | C | B | A | - |  |  |  |  |  |  |
| HCM 95th \%tile Q(veh) | - | - | 2.6 | 1 | 0.3 | - |  |  |  |  |  |  |


|  | $\prime$ |  |  | $\dagger$ |  |  | 4 | 4 | P |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ${ }^{7}$ | $\uparrow$ | 「 | \% | 4 | 「 | ${ }^{7}$ | $\uparrow$ | \% | \% | $\uparrow$ | F |
| Traffic Volume (veh/h) | 13 | 25 | 227 | 100 | 25 | 20 | 211 | 214 | 120 | 50 | 322 | 50 |
| Future Volume (veh/h) | 13 | 25 | 227 | 100 | 25 | 20 | 211 | 214 | 120 | 50 | 322 | 50 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial $Q(Q b)$, veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 |  | 1.00 | 1.00 |  | 1.00 | 1.00 |  | 1.00 | 1.00 |  | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/n | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 14 | 27 | 247 | 109 | 27 | 22 | 229 | 233 | 130 | 54 | 350 | 54 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 29 | 333 | 283 | 139 | 448 | 381 | 271 | 920 | 782 | 74 | 713 | 606 |
| Arrive On Green | 0.02 | 0.18 | 0.18 | 0.08 | 0.24 | 0.24 | 0.15 | 0.49 | 0.49 | 0.04 | 0.38 | 0.38 |
| Sat Flow, veh/h | 1774 | 1863 | 1583 | 1774 | 1863 | 1583 | 1774 | 1863 | 1583 | 1774 | 1863 | 1583 |
| Grp Volume(v), veh/h | 14 | 27 | 247 | 109 | 27 | 22 | 229 | 233 | 130 | 54 | 350 | 54 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1583 | 1774 | 1863 | 1583 | 1774 | 1863 | 1583 | 1774 | 1863 | 1583 |
| Q Serve(g_s), s | 0.7 | 1.0 | 13.2 | 5.2 | 1.0 | 0.9 | 10.9 | 6.3 | 3.9 | 2.6 | 12.4 | 1.9 |
| Cycle Q Clear(g_c), s | 0.7 | 1.0 | 13.2 | 5.2 | 1.0 | 0.9 | 10.9 | 6.3 | 3.9 | 2.6 | 12.4 | 1.9 |
| Prop In Lane | 1.00 |  | 1.00 | 1.00 |  | 1.00 | 1.00 |  | 1.00 | 1.00 |  | 1.00 |
| Lane Grp Cap(c), veh/h | 29 | 333 | 283 | 139 | 448 | 381 | 271 | 920 | 782 | 74 | 713 | 606 |
| VIC Ratio(X) | 0.48 | 0.08 | 0.87 | 0.78 | 0.06 | 0.06 | 0.84 | 0.25 | 0.17 | 0.73 | 0.49 | 0.09 |
| Avail Cap(c_a), veh/h | 102 | 386 | 328 | 255 | 547 | 465 | 439 | 920 | 782 | 176 | 713 | 606 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.4 | 29.7 | 34.7 | 39.3 | 25.4 | 25.4 | 35.8 | 12.7 | 12.1 | 41.1 | 20.4 | 17.1 |
| Incr Delay (d2), s/veh | 11.6 | 0.1 | 19.9 | 9.2 | 0.1 | 0.1 | 8.1 | 0.7 | 0.5 | 12.6 | 2.4 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| \%ile BackOfQ(50\%),veh/ln | 0.4 | 0.5 | 7.3 | 2.9 | 0.5 | 0.4 | 6.0 | 3.4 | 1.8 | 1.5 | 6.8 | 0.9 |
| LnGrp Delay(d),s/veh | 54.0 | 29.8 | 54.6 | 48.6 | 25.5 | 25.5 | 43.9 | 13.4 | 12.6 | 53.7 | 22.8 | 17.4 |
| LnGrp LOS | D | C | D | D | C | C | D | B | B | D | C | B |
| Approach Vol, veh/h |  | 288 |  |  | 158 |  |  | 592 |  |  | 458 |  |
| Approach Delay, s/veh |  | 52.2 |  |  | 41.4 |  |  | 25.0 |  |  | 25.8 |  |
| Approach LOS |  | D |  |  | D |  |  | C |  |  | C |  |
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |  |  |  |  |
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |  |  |  |  |
| Phs Duration ( $\mathrm{G}+\mathrm{Y}+\mathrm{Rc}$ ), s | 8.1 | 47.4 | 11.3 | 20.0 | 17.8 | 37.8 | 5.9 | 25.4 |  |  |  |  |
| Change Period ( $Y+R \mathrm{Cc}$ ), $s$ | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |  |  |  |  |
| Max Green Setting (Gmax), s | 8.6 | 42.9 | 12.5 | 18.0 | 21.5 | 30.0 | 5.0 | 25.5 |  |  |  |  |
| Max Q Clear Time (g_c+1), s | 4.6 | 8.3 | 7.2 | 15.2 | 12.9 | 14.4 | 2.7 | 3.0 |  |  |  |  |
| Green Ext Time (p_c), s | 0.0 | 4.6 | 0.1 | 0.3 | 0.4 | 3.8 | 0.0 | 1.2 |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| HCM 2010 Ctrl Delay |  |  | 32.2 |  |  |  |  |  |  |  |  |  |
| HCM 2010 LOS |  |  | C |  |  |  |  |  |  |  |  |  |


| Intersection |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh | 1.4 |  |  |  |  |  |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ${ }^{7}$ | 「 | 4 | 「 | ${ }^{1}$ | 4 |
| Traffic Vol, veh/h | 20 | 40 | 256 | 25 | 50 | 448 |
| Future Vol, veh/h | 20 | 40 | 256 | 25 | 50 | 448 |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | St | None | - | None | - | None |
| Storage Length | 250 | - | - | - | 435 | - |
| Veh in Median Storage, \# | 0 | - | 0 | - | - | 0 |
| Grade, \% | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 22 | 43 | 278 | 27 | 54 | 487 |



| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh 20.6 |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | \% | $\uparrow$ |  | \% | $\uparrow$ |  | \% | $\uparrow$ | F | \% | $\uparrow$ | 「 |
| Traffic Vol, veh/h | 20 | 10 | 20 | 125 | 10 | 30 | 20 | 236 | 40 | 15 | 353 | 20 |
| Future Vol, veh/h | 20 | 10 | 20 | 125 | 10 | 30 | 20 | 236 | 40 | 15 | 353 | 20 |
| 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 | 150 | - | - | 150 | - | - | 300 | - | 300 | 300 | - | 300 |
| Veh in Median Storage, \# | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 22 | 11 | 22 | 136 | 11 | 33 | 22 | 257 | 43 | 16 | 384 | 22 |


| Major/Minor | Major1 |  | Major2 |  |  |  | Minor1 |  |  |  | Minor2 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 43 | 0 | 0 |  | 33 | 0 | 0 |  | 556 | 380 | 22 |  | 492 | 375 | 27 |
| Stage 1 |  | - | - |  | - | - | - |  | 65 | 65 | - |  | 299 | 299 |  |
| Stage 2 |  | - | - |  | - | - |  |  | 491 | 315 |  |  | 193 | 76 |  |
| 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 | 1566 | - | - |  | 1579 | - | - |  | 442 | 552 | 1055 |  | 487 | 556 | 1048 |
| Stage 1 | - | - | - |  | - | - | - |  | 946 | 841 | - |  | 710 | 666 |  |
| Stage 2 | - | - | - |  | - | - | - |  | 559 | 656 | - |  | 809 | 832 |  |
| Platoon blocked, \% |  | - | - |  |  | - | - |  |  |  |  |  |  |  |  |
| Mov Cap-1 Maneuver | 1566 | - | - |  | 1579 | - |  |  | 150 | 497 | 1055 |  | 258 | 501 | 1048 |
| Mov Cap-2 Maneuver | - | - | - |  | - | - |  |  | 150 | 497 |  |  | 258 | 501 |  |
| Stage 1 | - |  | - |  |  | - |  |  | 933 | 829 | - |  | 700 | 609 |  |
| Stage 2 | - | - | - |  | - | - |  |  | 185 | 599 | - |  | 528 | 820 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach | EB |  |  |  | WB |  |  |  | NB |  |  |  | SB |  |  |
| HCM Control Delay, s | 2.9 |  |  |  | 5.7 |  |  |  | 19.1 |  |  |  | 30.3 |  |  |
| HCM LOS |  |  |  |  |  |  |  |  | C |  |  |  | D |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | NBLn3 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 | SBLn3 |  |  |  |
| Capacity (veh/h) | 150 | 497 | 1055 | 1566 |  | - | 1579 |  |  | 258 | 501 | 1048 |  |  |  |
| HCM Lane V/C Ratio | 0.145 | 0.516 | 0.041 | 0.014 | - |  | 0.086 |  |  | 0.063 | 0.766 | 0.021 |  |  |  |
| HCM Control Delay (s) | 33 | 19.7 | 8.6 | 7.3 | - | - | 7.5 |  |  | 19.9 | 32 | 8.5 |  |  |  |
| HCM Lane LOS | D | C | A | A | - | - | A | - | - | C | D | A |  |  |  |
| HCM 95th \%tile Q(veh) | 0.5 | 2.9 | 0.1 | 0 | - | - | 0.3 | - | - | 0.2 | 6.7 | 0.1 |  |  |  |




|  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\frac{\text { Intersection }}{\text { Int Delay, s/veh }}$ |  |  |  |  |  |  |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ${ }^{*}$ | 4 | $\uparrow$ | 「 | M |  |
| Traffic Vol, veh/h | 120 | 75 | 55 | 0 | 0 | 90 |
| Future Vol, veh/h | 120 | 75 | 55 | 0 | 0 | 90 |
| 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 | - | - | 50 | 0 | - |
| Veh in Median Storage, \# | - | 0 | 0 | - | 0 | - |
| Grade, \% | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 130 | 82 | 60 | 0 | 0 | 98 |





| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay，s／veh | 5.1 |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | \％ |  | 「 |  |  | 「 | \％ | $\uparrow$ | 「 |  | $\uparrow$ | F |
| Traffic Vol，veh／h | 133 | 0 | 59 | 0 | 0 | 20 | 23 | 380 | 20 | 0 | 363 | 104 |
| Future Vol，veh／h | 133 | 0 | 59 | 0 | 0 | 20 | 23 | 380 | 20 | 0 | 363 | 104 |
| Conflicting Peds，\＃／hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | － | － | None | － | － | None | － | － | None | － | － | None |
| Storage Length | 0 | － | 0 | － | － | 0 | 100 | － | 0 | － | － | 300 |
| Veh in Median Storage，\＃ | － | 0 | － | － | 0 | － | － | 0 | － | － | 0 |  |
| Grade，\％ | － | 0 | － | － | 0 | － | － | 0 | － | － | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles，\％ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mumt Flow | 145 | 0 | 64 | 0 | 0 | 22 | 25 | 413 | 22 | 0 | 395 | 113 |



| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh | 1.8 |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  | ¢ |  |  | ${ }^{*}$ | 性 |  | 个 |  |  |
| Traffic Vol, veh/h | 0 | 0 | 0 | 5 | 0 | 189 |  | 689 | 0 | 0 | 358 | 435 |
| Future Vol, veh/h | 0 | 0 | 0 | 5 | 0 | 189 | 4 | 689 | 0 | 0 | 358 | 435 |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - |  | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 150 | - | - | - | - |  |
| Veh in Median Storage, \# | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 5 | 0 | 205 | 4 | 749 | 0 | 0 | 389 | 473 |


| Major/Minor |  | Minor1 |  |  |  |  | Major1 |  | Major2 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All |  |  |  | 1384 | 1620 | 374 | 862 | 0 | - | - | - | 0 |
| Stage 1 |  |  |  | 758 | 758 | - | - | - |  | - | - |  |
| Stage 2 |  |  |  | 626 | 862 | - | - | - | - | - | - |  |
| Critical Hdwy |  |  |  | 6.63 | 6.53 | 6.93 | 4.13 | - | - | - | - |  |
| Critical Hdwy Stg 1 |  |  |  | 5.83 | 5.53 | - | - | - | - | - | - |  |
| Critical Hdwy Stg 2 |  |  |  | 5.43 | 5.53 |  | - | - | - | - | - |  |
| Follow-up Hdwy |  |  |  | 3.519 | 4.019 | 3.319 | 2.219 | - | - | - | - |  |
| Pot Cap-1 Maneuver |  |  |  | 146 | 103 | 624 | 778 | - | 0 | 0 | - |  |
| Stage 1 |  |  |  | 424 | 414 | - | - | - | 0 | 0 | - |  |
| Stage 2 |  |  |  | 532 | 371 | - | - | - | 0 | 0 | - |  |
| Platoon blocked, \% |  |  |  |  |  |  |  | - |  |  | - |  |
| Mov Cap-1 Maneuver |  |  |  | 145 | 0 | 624 | 778 | - | - | - | - |  |
| Mov Cap-2 Maneuver |  |  |  | 145 | 0 | - | - | - | - | - | - |  |
| Stage 1 |  |  |  | 422 | 0 | - | - | - | - | - | - |  |
| Stage 2 |  |  |  | 532 | 0 | - | - | - | - | - | - |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach |  |  |  | WB |  |  | NB |  |  | SB |  |  |
| HCM Control Delay, s |  |  |  | 14.8 |  |  | 0.1 |  |  | 0 |  |  |
| HCM LOS |  |  |  | B |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt | NBL | NBTWBLn1 | SBT | SBR |  |  |  |  |  |  |  |  |
| Capacity (veh/h) | 778 | - 575 | - | - |  |  |  |  |  |  |  |  |
| HCM Lane V/C Ratio | 0.006 | - 0.367 | - | - |  |  |  |  |  |  |  |  |
| HCM Control Delay (s) | 9.7 | - 14.8 | - | - |  |  |  |  |  |  |  |  |
| HCM Lane LOS | A | - B | - | - |  |  |  |  |  |  |  |  |
| HCM 95th \%tile Q(veh) | 0 | - 1.7 | - | - |  |  |  |  |  |  |  |  |


| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh 2.7 |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ${ }^{7}$ | $\dagger$ |  |  |  |  |  |  |  | ${ }^{*}$ | $\uparrow$ |  |
| Trafic Vol, veh/h | 658 | 4 | 7 | 0 | 0 | 0 | 0 | 35 | 12 | 363 | 0 | 0 |
| Future Vol, veh/h | 658 | 4 | 7 | 0 | 0 | 0 | 0 | 35 | 12 | 363 | 0 | 0 |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - |  | None | - | - | None |
| Storage Length | 0 | - | - | - | - | - | - | - | - | 150 | - |  |
| Veh in Median Storage, \# | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mumt Flow | 715 | 4 | 8 | 0 | 0 | 0 | 0 | 38 | 13 | 395 | 0 | 0 |


| Major/Minor | Minor2 |  |  |  |  |  | Major1 |  |  | Major2 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 808 | 840 | 0 |  |  |  | - | 0 | 0 | 51 | 0 | 0 |
| Stage 1 | 789 | 789 | - |  |  |  | - | - | - | - | - |  |
| Stage 2 | 19 | 51 | - |  |  |  |  | - | - |  | - |  |
| Critical Hdwy | 6.63 | 6.53 | 6.23 |  |  |  | - | - | - | 4.13 | - |  |
| Critical Hdwy Stg 1 | 5.43 | 5.53 | - |  |  |  | - | - | - | - | - |  |
| Critical Hdwy Stg 2 | 5.83 | 5.53 | - |  |  |  | - | - | - | - | - |  |
| Follow-up Hdwy | 3.519 | 4.019 | 3.319 |  |  |  | - | - | - | 2.219 | - |  |
| Pot Cap-1 Maneuver | $\sim 334$ | 301 | - |  |  |  | 0 | - | - | 1554 | - | 0 |
| Stage 1 | $\sim 446$ | 401 | - |  |  |  | 0 | - | - | - | - | 0 |
| Stage 2 | 1001 | 852 | - |  |  |  | 0 | - | - | - | - | 0 |
| Platoon blocked, \% |  |  |  |  |  |  |  | - | - |  | - |  |
| Mov Cap-1 Maneuver | $\sim 249$ | 0 | - |  |  |  | - | - | - | 1554 | - |  |
| Mov Cap-2 Maneuver | $\sim 249$ | 0 | - |  |  |  | - | - | - | - | - |  |
| Stage 1 | $\sim 333$ | 0 | - |  |  |  | - | - | - | - | - |  |
| Stage 2 | 1001 | 0 | - |  |  |  | - | - | - | - | - |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach | EB |  |  |  |  |  | NB |  |  | SB |  |  |
| HCM Control Delay, s |  |  |  |  |  |  | 0 |  |  | 8.1 |  |  |
| HCM LOS | - |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 |  | SBL | SBT |  |  |  |  |  |  |
| Capacity (veh/h) | - | - | 249 |  | 1554 | - |  |  |  |  |  |  |
| HCM Lane V/C Ratio | - | - | 1.915 |  | 0.254 | - |  |  |  |  |  |  |
| HCM Control Delay (s) | - |  | 459.5 |  | 8.1 | - |  |  |  |  |  |  |
| HCM Lane LOS | - | - | F | - | A | - |  |  |  |  |  |  |
| HCM 95th \%tile Q(veh) | - | - | 33.8 | - | 1 | - |  |  |  |  |  |  |
| Notes |  |  |  |  |  |  |  |  |  |  |  |  |
| $\sim$ : Volume exceeds capacity | \$: De | lay ex | ceeds 3 |  | Com | utation | *: All | or | 迷 |  |  |  |


|  | $\prime$ |  |  | $\dagger$ |  |  | 4 | 4 | P |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | \% | $\uparrow$ | 「 | \% | 4 | 「 | \% | $\uparrow$ | \% | ${ }^{7}$ | $\uparrow$ | F |
| Traffic Volume (veh/h) | 22 | 25 | 334 | 90 | 25 | 20 | 332 | 381 | 100 | 40 | 314 | 68 |
| Future Volume (veh/h) | 22 | 25 | 334 | 90 | 25 | 20 | 332 | 381 | 100 | 40 | 314 | 68 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial $Q(Q b)$, veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 |  | 1.00 | 1.00 |  | 1.00 | 1.00 |  | 1.00 | 1.00 |  | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 24 | 27 | 363 | 98 | 27 | 22 | 361 | 414 | 109 | 43 | 341 | 74 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 44 | 368 | 312 | 125 | 452 | 384 | 401 | 940 | 799 | 64 | 585 | 498 |
| Arrive On Green | 0.02 | 0.20 | 0.20 | 0.07 | 0.24 | 0.24 | 0.23 | 0.50 | 0.50 | 0.04 | 0.31 | 0.31 |
| Sat Flow, veh/h | 1774 | 1863 | 1583 | 1774 | 1863 | 1583 | 1774 | 1863 | 1583 | 1774 | 1863 | 1583 |
| Grp Volume(v), veh/h | 24 | 27 | 363 | 98 | 27 | 22 | 361 | 414 | 109 | 43 | 341 | 74 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1583 | 1774 | 1863 | 1583 | 1774 | 1863 | 1583 | 1774 | 1863 | 1583 |
| Q Serve(g_s), s | 1.3 | 1.1 | 18.5 | 5.1 | 1.0 | 1.0 | 18.5 | 13.3 | 3.4 | 2.2 | 14.4 | 3.2 |
| Cycle Q Clear (g_c), s | 1.3 | 1.1 | 18.5 | 5.1 | 1.0 | 1.0 | 18.5 | 13.3 | 3.4 | 2.2 | 14.4 | 3.2 |
| Prop In Lane | 1.00 |  | 1.00 | 1.00 |  | 1.00 | 1.00 |  | 1.00 | 1.00 |  | 1.00 |
| Lane Grp Cap(c), veh/h | 44 | 368 | 312 | 125 | 452 | 384 | 401 | 940 | 799 | 64 | 585 | 498 |
| VIC Ratio(X) | 0.55 | 0.07 | 1.16 | 0.79 | 0.06 | 0.06 | 0.90 | 0.44 | 0.14 | 0.67 | 0.58 | 0.15 |
| Avail Cap(c_a), veh/h | 106 | 368 | 312 | 180 | 452 | 384 | 520 | 940 | 799 | 127 | 585 | 498 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 45.2 | 30.6 | 37.6 | 42.9 | 27.3 | 27.3 | 35.2 | 14.8 | 12.4 | 44.7 | 27.0 | 23.1 |
| Incr Delay (d2), s/veh | 10.1 | 0.1 | 102.3 | 13.4 | 0.1 | 0.1 | 15.6 | 1.5 | 0.4 | 11.7 | 4.2 | 0.6 |
| Initial Q Delay (d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| \%ile BackOfQ(50\%),veh/ln | 0.7 | 0.6 | 17.0 | 3.0 | 0.5 | 0.4 | 10.8 | 7.2 | 1.6 | 1.3 | 8.1 | 1.5 |
| LnGrp Delay(d),s/veh | 55.3 | 30.7 | 139.9 | 56.3 | 27.3 | 27.3 | 50.8 | 16.3 | 12.7 | 56.4 | 31.2 | 23.8 |
| LnGrp LOS | E | C | F | E | C | C | D | B | B | E | C | C |
| Approach Vol, veh/h |  | 414 |  |  | 147 |  |  | 884 |  |  | 458 |  |
| Approach Delay, s/veh |  | 127.9 |  |  | 46.6 |  |  | 29.9 |  |  | 32.3 |  |
| Approach LOS |  | F |  |  | D |  |  | C |  |  | C |  |
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |  |  |  |  |
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |  |  |  |  |
| Phs Duration ( $\mathrm{G}+\mathrm{Y}+\mathrm{Rc}$ ), s | 7.9 | 51.8 | 11.1 | 23.0 | 25.7 | 34.0 | 6.8 | 27.3 |  |  |  |  |
| Change Period ( $Y+R \mathrm{C}$ ), $s$ | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |  |  |  |  |
| Max Green Setting (Gmax), s | 6.7 | 47.3 | 9.5 | 18.5 | 27.5 | 26.5 | 5.6 | 22.4 |  |  |  |  |
| Max Q Clear Time ( $\mathrm{g}_{\text {c }} \mathrm{c}+11$ ), s | 4.2 | 15.3 | 7.1 | 20.5 | 20.5 | 16.4 | 3.3 | 3.0 |  |  |  |  |
| Green Ext Time (p_c), s | 0.0 | 6.0 | 0.0 | 0.0 | 0.7 | 3.9 | 0.0 | 1.6 |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| HCM 2010 Ctrl Delay |  |  | 53.1 |  |  |  |  |  |  |  |  |  |
| HCM 2010 LOS |  |  | D |  |  |  |  |  |  |  |  |  |


| Intersection |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh |  |  |  |  |  |  |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ${ }^{7}$ | Fr | 4 | 「 | ${ }^{7}$ | 4 |
| Traffic Vol, veh/h | 20 | 40 | 513 | 20 | 20 | 447 |
| Future Vol, veh/h | 20 | 40 | 513 | 20 | 20 | 447 |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 250 | - | - | - | 435 | - |
| Veh in Median Storage, \# | 0 | - | 0 | - | - | 0 |
| Grade, \% | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 22 | 43 | 558 | 22 | 22 | 486 |



| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh 18.5 |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ${ }^{7}$ | $\hat{\beta}$ |  | ${ }^{7}$ | F |  | ${ }^{7}$ | $\uparrow$ | 「 | ${ }^{7}$ | $\uparrow$ | F |
| Traffic Vol, veh/h | 0 | 0 | 0 | 80 | 0 | 25 | 0 | 428 | 125 | 50 | 387 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 80 | 0 | 25 | 0 | 428 | 125 | 50 | 387 | 0 |
| 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 | 150 | - | - | 150 | - | - | 300 | - | 300 | 300 | - | 300 |
| Veh in Median Storage, \# | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 87 | 0 | 27 | 0 | 465 | 136 | 54 | 421 | 0 |



| Intersection |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh | 4 |  |  |  |  |  |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | M |  | $\uparrow$ | F | ${ }^{7}$ | ¢ $\uparrow$ |
| Trafic Vol, veh/h | 86 | 25 | 788 | 90 | 31 | 707 |
| Future Vol, veh/h | 86 | 25 | 788 | 90 | 31 | 707 |
| Conflicting Peds, \#hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 250 | 100 | - |
| Veh in Median Storage, \# | 0 | - | 0 | - | - | 0 |
| Grade, \% | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 93 | 27 | 857 | 98 | 34 | 768 |







| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh | 2.4 |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  | $\uparrow$ |  |  | $\uparrow$ |  |  | $\uparrow$ |  |  |
| Traffic Vol, veh/h | 0 | 0 | 0 | 3 | 1 | 138 | 1 | 179 | 0 | 0 | 98 | 261 |
| Future Vol, veh/h | 0 | 0 | 0 | 3 | 1 | 138 | 1 | 179 | 0 | 0 | 98 | 261 |
| Conflicting Peds, \#hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - |  | - |  | - |  |
| Veh in Median Storage, \# | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 5 | 2 | 210 | 2 | 272 | 0 | 0 | 149 | 397 |



| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh | 8.8 |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ¢ |  |  |  |  |  | $\hat{F}$ |  |  | $\uparrow$ |  |  |
| Traffic Vol, veh/h | 122 | 3 | 2 | 0 | 0 | 0 | 0 | 38 | 7 | 98 | 37 | 0 |
| Future Vol, veh/h | 122 | 3 | 2 | 0 | 0 | 0 | 0 | 38 | 7 | 98 | 37 | 0 |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 | , | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - |  |
| Veh in Median Storage, \# | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mumt Flow | 186 | 5 | 3 | 0 | 0 | 0 | 0 | 58 | 11 | 149 | 56 | 0 |


|  | Minor2 |  |  |  |  | Major1 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 418 | 423 | 56 |  |  |  |  | 0 | 68 | 0 | 0 |
| Stage 1 | 355 | 355 | - |  |  | - | - | - | - | - |  |
| Stage 2 | 63 | 68 | - |  |  | - | - | - | - | - |  |
| Critical Hdwy | 6.42 | 6.52 | 6.22 |  |  | - | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 5.42 | 5.52 | - |  |  | - | - | - | - | - |  |
| Critical Hdwy Stg 2 | 5.42 | 5.52 | - |  |  | - | - | - | - | - |  |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 |  |  | - | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 591 | 522 | 1011 |  |  | 0 | - | - | 1533 | - | 0 |
| Stage 1 | 710 | 630 | - |  |  | 0 | - | - | - | - | 0 |
| Stage 2 | 960 | 838 | - |  |  | 0 | - | - | - | - | 0 |
| Platoon blocked, \% |  |  |  |  |  |  | - | - |  | - |  |
| Mov Cap-1 Maneuver | 532 | 0 | 1011 |  |  | - | - | - | 1533 | - | - |
| Mov Cap-2 Maneuver | 532 | 0 | - |  |  | - | - | - | - | - |  |
| Stage 1 | 639 | 0 | - |  |  | - | - | - | - | - |  |
| Stage 2 | 960 | 0 | - |  |  | - | - | - | - | - |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Approach | EB |  |  |  |  | NB |  |  | SB |  |  |
| HCM Control Delay, s | 15.5 |  |  |  |  | 0 |  |  | 5.5 |  |  |
| HCM LOS | C |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | SBL | SBT |  |  |  |  |  |  |
| Capacity (veh/h) | - | - | 536 | 1533 | - |  |  |  |  |  |  |
| HCM Lane V/C Ratio | - | - | 0.361 | 0.097 | - |  |  |  |  |  |  |
| HCM Control Delay (s) | - | - | 15.5 | 7.6 | 0 |  |  |  |  |  |  |
| HCM Lane LOS | - | - | C | A | A |  |  |  |  |  |  |
| HCM 95th \%tile Q(veh) | - | - | 1.6 | 0.3 | - |  |  |  |  |  |  |






| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh | 2.3 |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  | ¢ |  |  | $\uparrow$ |  |  | $\hat{\dagger}$ |  |  |
| Traffic Vol, veh/h | 0 | 0 | 0 | 5 | 0 | 123 |  | 349 | 0 | 0 | 290 | 148 |
| Future Vol, veh/h | 0 | 0 | 0 | 5 | 0 | 123 | 4 | 349 | 0 | 0 | 290 | 148 |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | None |  | - | None |  | - | None |  | - None |  |  |
| Storage Length | - | - | - | - | - |  | - | - | - | - | - |  |
| Veh in Median Storage, \# | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mumt Flow | 0 | 0 | 0 | 8 | 0 | 187 | 6 | 531 | 0 | 0 | 441 | 225 |



| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh 313.8 | 313.8 |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | * |  |  |  |  |  | $\hat{\beta}$ |  |  | $\uparrow$ |  |  |
| Traffic Vol, veh/h | 322 | 4 | 6 | 0 | 0 | 0 | 0 | 32 | 11 | 268 | 33 | 0 |
| Future Vol, veh/h | 322 | 4 | 6 | 0 | 0 | 0 | 0 | 32 | 11 | 268 | 33 | 0 |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - |  |
| Veh in Median Storage, \# | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mumt Flow | 490 | 6 | 9 | 0 | 0 | 0 | 0 | 49 | 17 | 408 | 50 | 0 |


| Major/Minor | Minor2 |  |  |  |  | Major1 |  |  | Major2 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 923 | 931 | 50 |  |  | - | 0 | 0 | 65 | 0 | 0 |
| Stage 1 | 866 | 866 | - |  |  | - | - | - | - | - |  |
| Stage 2 | 57 | 65 | - |  |  | - | - | - | - | - |  |
| Critical Hdwy | 6.42 | 6.52 | 6.22 |  |  | - | - | - | 4.12 | - |  |
| Critical Hdwy Stg 1 | 5.42 | 5.52 | - |  |  | - | - | - | - | - |  |
| Critical Hdwy Stg 2 | 5.42 | 5.52 | - |  |  | - | - | - | - | - |  |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 |  |  | - | - | - | 2.218 | - |  |
| Pot Cap-1 Maneuver | $\sim 299$ | 267 | 1018 |  |  | 0 | - | - | 1537 | - | 0 |
| Stage 1 | $\sim 412$ | 370 | - |  |  | 0 | - | - | - | - | 0 |
| Stage 2 | 966 | 841 | - |  |  | 0 | - | - | - | - | 0 |
| Platoon blocked, \% |  |  |  |  |  |  | - | - |  | - |  |
| Mov Cap-1 Maneuver | $\sim 217$ | 0 | 1018 |  |  | - | - | - | 1537 | - |  |
| Mov Cap-2 Maneuver | $\sim 217$ | 0 | - |  |  | - | - | - | - | - |  |
| Stage 1 | $\sim 300$ | 0 | - |  |  | - | - | - | - | - |  |
| Stage 2 | 966 | 0 | - |  |  | - | - | - | - | - |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Approach | EB |  |  |  |  | NB |  |  | SB |  |  |
| HCM Control Delay, s | \$ 632.4 |  |  |  |  | 0 |  |  | 7.3 |  |  |
| HCM LOS | F |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | SBL | SBT |  |  |  |  |  |  |
| Capacity (veh/h) | - | - | 220 | 1537 | - |  |  |  |  |  |  |
| HCM Lane V/C Ratio | - |  | 2.296 | 0.265 | - |  |  |  |  |  |  |
| HCM Control Delay (s) | - |  | 632.4 | 8.2 | 0 |  |  |  |  |  |  |
| HCM Lane LOS | - | - | F | A | A |  |  |  |  |  |  |
| HCM 95th \%tile Q(veh) | - | - | 40.3 | 1.1 | - |  |  |  |  |  |  |
| Notes |  |  |  |  |  |  |  |  |  |  |  |
| $\sim$ : Volume exceeds capacity | \$: De | lay ex | ceeds 30 | Os | +: Comp | *: All | or | me |  |  |  |






| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay，s／veh | 1.6 |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | \％ |  | 「 |  |  | 「 | \％ | 个个 | F |  | 性 | F |
| Traffic Vol，veh／h | 60 | 0 | 10 | 0 | 0 | 35 | 10 | 452 | 45 | 0 | 315 | 60 |
| Future Vol，veh／h | 60 | 0 | 10 | 0 | 0 | 35 | 10 | 452 | 45 | 0 | 315 | 60 |
| Conflicting Peds，\＃／hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | － | － | None | － | － | None | － |  | None | － | － | None |
| Storage Length | 0 | － | 0 | － | － | 0 | 250 | － | 0 | － | － | 0 |
| Veh in Median Storage，\＃ | － | 0 | － | － | 0 | － | － | 0 | － | － | 0 |  |
| Grade，\％ | － | 0 | － | － | 0 | － | － | 0 | － | － | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles，\％ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 65 | 0 | 11 | 0 | 0 | 38 | 11 | 491 | 49 | 0 | 342 | 65 |


| Major／Minor | Minor2 |  | Minor1 |  |  |  |  | Major1 |  |  | Major2 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 609 | － | 171 |  | － | － | 246 |  | 342 | 0 | 0 | － | － | 0 |
| Stage 1 | 342 | － | － |  | － | － | － |  | － | － | － | － |  |  |
| Stage 2 | 267 | － | － |  | － | － | － |  |  | － | － | － | － |  |
| Critical Hdwy | 7.54 | － | 6.94 |  | － | － | 6.94 |  | 4.14 | － | － | － | － |  |
| Critical Hdwy Stg 1 | 6.54 | － | － |  | － | － | － |  | － | － | － | － | － |  |
| Critical Hdwy Stg 2 | 6.54 | － | － |  | － | － | － |  |  | － | － | － | － |  |
| Follow－up Hdwy | 3.52 | － | 3.32 |  | － | － | 3.32 |  | 2.22 | － | － | － | － |  |
| Pot Cap－1 Maneuver | 379 | 0 | 843 |  | 0 | 0 | 754 |  | 1214 | － | － | 0 | － |  |
| Stage 1 | 646 | 0 | － |  | 0 | 0 | － |  | － | － | － | 0 | － |  |
| Stage 2 | 715 | 0 | － |  | 0 | 0 | － |  | － | － | － | 0 | － |  |
| Platoon blocked，\％ |  |  |  |  |  |  |  |  |  | － | － |  | － |  |
| Mov Cap－1 Maneuver | 357 | － | 843 |  | － | － | 754 |  | 1214 | － | － | － | － |  |
| Mov Cap－2 Maneuver | 357 | － | － |  | － | － | － |  | － | － | － | － | － |  |
| Stage 1 | 640 | － | － |  | － | － | － |  | － | － | － | － | － |  |
| Stage 2 | 673 | － | － |  | － | － | － |  | － | － | － | － | － |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach | EB |  |  |  | WB |  |  |  | NB |  |  | SB |  |  |
| HCM Control Delay，s | 16.2 |  |  |  | 10 |  |  |  | 0.2 |  |  | 0 |  |  |
| HCM LOS | C |  |  |  | B |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minor Lane／Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2V | BLn1 | SBT | SBR |  |  |  |  |  |  |
| Capacity（veh／h） | 1214 | － | － | 357 | 843 | 754 | － |  |  |  |  |  |  |  |
| HCM Lane V／C Ratio | 0.009 | － |  | 0.183 | 0.013 | 0.05 | － |  |  |  |  |  |  |  |
| HCM Control Delay（s） | 8 | － | － | 17.3 | 9.3 | 10 | － |  |  |  |  |  |  |  |
| HCM Lane LOS | A | － | － | C | A | B | － | － |  |  |  |  |  |  |
| HCM 95th \％tile Q（veh） | 0 | － | － | 0.7 | 0 | 0.2 | － | － |  |  |  |  |  |  |


|  | $\rangle$ |  |  |  |  |  | 4 | 4 | $p$ |  | $\dagger$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  | $\uparrow$ | F | ${ }^{7}$ | 个4 |  |  | 个个 | F |
| Traffic Volume（veh／h） | 0 | 0 | 0 | 4 | 1 | 267 | 1 | 719 | 0 | 0 | 217 | 461 |
| Future Volume（veh／h） | 0 | 0 | 0 | 4 | 1 | 267 | 1 | 719 | 0 | 0 | 217 | 461 |
| Number |  |  |  | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial $Q(Q b)$ ，veh |  |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped－Bike Adj（A＿pbT） |  |  |  | 1.00 |  | 1.00 | 1.00 |  | 1.00 | 1.00 |  | 1.00 |
| Parking Bus，Adj |  |  |  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow，veh／h／ln |  |  |  | 1900 | 1863 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate，veh／h |  |  |  | 4 | 1 | 0 | 1 | 782 | 0 | 0 | 236 | 501 |
| Adj No．of Lanes |  |  |  | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 2 | 1 |
| Peak Hour Factor |  |  |  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh，\％ |  |  |  | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap，veh／h |  |  |  | 9 | 2 | 10 | 686 | 3219 | 0 | 0 | 3219 | 1440 |
| Arrive On Green |  |  |  | 0.01 | 0.01 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.30 | 0.30 |
| Sat Flow，veh／h |  |  |  | 1433 | 358 | 1583 | 718 | 3632 | 0 | 0 | 3632 | 1583 |
| Grp Volume（v），veh／h |  |  |  | 5 | 0 | 0 | 1 | 782 | 0 | 0 | 236 | 501 |
| Grp Sat Flow（s），veh／h／n |  |  |  | 1791 | 0 | 1583 | 718 | 1770 | 0 | 0 | 1770 | 1583 |
| Q Serve（g＿s），s |  |  |  | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 | 26.5 |
| Cycle Q Clear（g＿c），s |  |  |  | 0.3 | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 | 0.0 | 5.1 | 26.5 |
| Prop In Lane |  |  |  | 0.80 |  | 1.00 | 1.00 |  | 0.00 | 0.00 |  | 1.00 |
| Lane Grp Cap（c），veh／h |  |  |  | 12 | 0 | 10 | 686 | 3219 | 0 | 0 | 3219 | 1440 |
| V／C Ratio（ $X$ ） |  |  |  | 0.43 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.00 | 0.07 | 0.35 |
| Avail Cap（c＿a），veh／h |  |  |  | 301 | 0 | 266 | 686 | 3219 | 0 | 0 | 3219 | 1440 |
| HCM Platoon Ratio |  |  |  | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 0.33 | 0.33 |
| Upstream Filter（l） |  |  |  | 1.00 | 0.00 | 0.00 | 0.76 | 0.76 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay（d），s／veh |  |  |  | 53.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 5.2 | 12.7 |
| Incr Delay（d2），s／veh |  |  |  | 23.5 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.7 |
| Initial Q Delay（d3），s／veh |  |  |  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| \％ile BackOfQ（50\％），veh／ln |  |  |  | 0.2 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 2.5 | 11.9 |
| LnGrp Delay（d），s／veh |  |  |  | 76.5 | 0.0 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 5.2 | 13.3 |
| LnGrp LOS |  |  |  | E |  |  | A | A |  |  | A | B |
| Approach Vol，veh／h |  |  |  |  | 5 |  |  | 783 |  |  | 737 |  |
| Approach Delay，s／veh |  |  |  |  | 76.5 |  |  | 0.1 |  |  | 10.7 |  |
| Approach LOS |  |  |  |  | E |  |  | A |  |  | B |  |
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |  |  |  |  |
| Assigned Phs |  | 2 |  |  |  | 6 |  | 8 |  |  |  |  |
| Phs Duration（ $\mathrm{G}+\mathrm{Y}+\mathrm{Rc}$ ），s |  | 101.8 |  |  |  | 101.8 |  | 5.2 |  |  |  |  |
| Change Period（ $Y+R \mathrm{R}$ ），$s$ |  | 4.5 |  |  |  | 4.5 |  | 4.5 |  |  |  |  |
| Max Green Setting（Gmax），s |  | 80.0 |  |  |  | 80.0 |  | 18.0 |  |  |  |  |
| Max Q Clear Time（g＿c +1 ），s |  | 7.1 |  |  |  | 28.5 |  | 2.3 |  |  |  |  |
| Green Ext Time（p＿c），s |  | 11.2 |  |  |  | 10.9 |  | 0.0 |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| HCM 2010 Ctrl Delay |  |  | 5.5 |  |  |  |  |  |  |  |  |  |
| HCM 2010 LOS |  |  | A |  |  |  |  |  |  |  |  |  |

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|  |  |  |  |  |  |  |  |  |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations \％ | $\uparrow$ | F | ${ }^{7}$ | $\uparrow$ | 「 | \％${ }^{*}$ | 个4 | 「 | ${ }^{7}$ | 个4 | F |
| Traffic Volume（veh／h） 17 | 40 | 291 | 130 | 25 | 35 | 272 | 455 | 200 | 50 | 211 | 64 |
| Future Volume（veh／h） 17 | 40 | 291 | 130 | 25 | 35 | 272 | 455 | 200 | 50 | 211 | 64 |
| Number 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q（Qb），veh 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped－Bike Adj（A＿pbT） 1.00 |  | 1.00 | 1.00 |  | 1.00 | 1.00 |  | 1.00 | 1.00 |  | 1.00 |
| Parking Bus，Adj 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow，veh／h／n 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate，veh／h 18 | 43 | 0 | 141 | 27 | 38 | 296 | 495 | 0 | 54 | 229 | 0 |
| Adj No．of Lanes 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 2 | 1 |
| Peak Hour Factor 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh，\％ 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap，veh／h 89 | 85 | 72 | 91 | 87 | 74 | 760 | 2462 | 1102 | 69 | 1819 | 814 |
| Arrive On Green 0.05 | 0.05 | 0.00 | 0.05 | 0.05 | 0.05 | 0.29 | 0.93 | 0.00 | 0.04 | 0.51 | 0.00 |
| Sat Flow，veh／h 1774 | 1863 | 1583 | 1774 | 1863 | 1583 | 3442 | 3539 | 1583 | 1774 | 3539 | 1583 |
| Grp Volume（v），veh／h 18 | 43 | 0 | 141 | 27 | 38 | 296 | 495 | 0 | 54 | 229 | 0 |
| Grp Sat Flow（s），veh／h／n1774 | 1863 | 1583 | 1774 | 1863 | 1583 | 1721 | 1770 | 1583 | 1774 | 1770 | 1583 |
| Q Serve（g＿s），s $\quad 1.0$ | 2.4 | 0.0 | 5.5 | 1.5 | 2.2 | 7.3 | 1.4 | 0.0 | 3.2 | 3.6 | 0.0 |
| Cycle Q Clear（g＿c），s 1.0 | 2.4 | 0.0 | 5.5 | 1.5 | 2.2 | 7.3 | 1.4 | 0.0 | 3.2 | 3.6 | 0.0 |
| Prop In Lane 1.00 |  | 1.00 | 1.00 |  | 1.00 | 1.00 |  | 1.00 | 1.00 |  | 1.00 |
| Lane Grp Cap（c），veh／h 89 | 85 | 72 | 91 | 87 | 74 | 760 | 2462 | 1102 | 69 | 1819 | 814 |
| V／C Ratio（X） 0.20 | 0.51 | 0.00 | 1.55 | 0.31 | 0.51 | 0.39 | 0.20 | 0.00 | 0.78 | 0.13 | 0.00 |
| Avail Cap（c＿a），veh／h 89 | 313 | 266 | 91 | 322 | 274 | 760 | 2462 | 1102 | 83 | 1819 | 814 |
| HCM Platoon Ratio 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 | 1.00 | 1.00 | 1.00 |
| Upstream Filter（l） 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay（d），s／veh 48.7 | 49.9 | 0.0 | 50.7 | 49.3 | 37.8 | 32.0 | 1.3 | 0.0 | 51.0 | 13.5 | 0.0 |
| Incr Delay（d2），s／veh 1.1 | 4.6 | 0.0 | 292.7 | 2.0 | 5.4 | 0.3 | 0.2 | 0.0 | 31.6 | 0.1 | 0.0 |
| Initial Q Delay（d3），s／veh 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| \％ile BackOfQ（50\％），veh／lm0． 5 | 1.4 | 0.0 | 10.1 | 0.8 | 1.1 | 3.5 | 0.6 | 0.0 | 2.2 | 1.8 | 0.0 |
| LnGrp Delay（d），s／veh 49.8 | 54.5 | 0.0 | 343.5 | 51.3 | 43.2 | 32.4 | 1.5 | 0.0 | 82.6 | 13.7 | 0.0 |
| LnGrp LOS D | D |  | F | D | D | C | A |  | F | B |  |
| Approach Vol，veh／h | 61 |  |  | 206 |  |  | 791 |  |  | 283 |  |
| Approach Delay，s／veh | 53.1 |  |  | 249.8 |  |  | 13.0 |  |  | 26.8 |  |
| Approach LOS | D |  |  | F |  |  | B |  |  | C |  |
| Timer 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |  |  |  |  |
| Assigned Phs 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |  |  |  |  |
| Phs Duration（G＋Y＋Rc），s8．7 | 78.9 | 10.0 | 9.4 | 28.1 | 59.5 | 9.9 | 9.5 |  |  |  |  |
| Change Period（ $\mathrm{Y}+\mathrm{Rc}$ ），s 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |  |  |  |  |
| Max Green Setting（Gmax $5 . . \mathrm{G}$ | 60.5 | 5.5 | 18.0 | 10.5 | 55.0 | 5.0 | 18.5 |  |  |  |  |
| Max Q Clear Time（g＿c＋159，\％ | 3.4 | 7.5 | 4.4 | 9.3 | 5.6 | 3.0 | 4.2 |  |  |  |  |
| Green Ext Time（p＿c），s 0.0 | 4.4 | 0.0 | 0.1 | 0.4 | 1.4 | 0.1 | 0.1 |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |
| HCM 2010 Ctrl Delay |  | 54.1 |  |  |  |  |  |  |  |  |  |
| HCM 2010 LOS |  |  |  |  |  |  |  |  |  |  |  |


| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay，s／veh 7.5 |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | 7 | 4 | 「 | ${ }^{*}$ | 4 | 「 | ${ }^{7}$ | 44 | 「 | ${ }^{7}$ | 44 | 「 |
| Traffic Vol，veh／h | 50 | 25 | 50 | 135 | 25 | 45 | 50 | 397 | 100 | 40 | 190 | 50 |
| Future Vol，veh／h | 50 | 25 | 50 | 135 | 25 | 45 | 50 | 397 | 100 | 40 | 190 | 50 |
| Conflicting Peds，\＃／hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | － | － | None | － | － | None | － | － | None | － | － | None |
| Storage Length | 150 | － | 150 | 150 | － | 150 | 150 |  | 0 | 150 | － | 150 |
| Veh in Median Storage，\＃ | － | 0 | － | － | 0 | － | － | 0 | － | － | 0 | － |
| Grade，\％ | － | 0 | － | － | 0 | － | － | 0 | － | － | 0 | － |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles，\％ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 27 | 54 | 147 | 27 | 49 | 54 | 432 | 109 | 43 | 207 | 54 |


| Major／Minor | Minor2 |  | Minor1 |  |  |  | Major1 |  |  |  | Major2 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 631 | 833 | 103 |  | 744 | 833 | 216 |  | 207 | 0 | 0 |  | 432 | 0 | 0 |
| Stage 1 | 293 | 293 | － |  | 540 | 540 | － |  | － | － | － |  | － | － | － |
| Stage 2 | 338 | 540 | － |  | 204 | 293 | － |  | － | － | － |  | － | － | － |
| Critical Hdwy | 7.54 | 6.54 | 6.94 |  | 7.54 | 6.54 | 6.94 |  | 4.14 | － | － |  | 4.14 | － | － |
| Critical Hdwy Stg 1 | 6.54 | 5.54 | － |  | 6.54 | 5.54 | － |  | － | － | － |  | － | － | － |
| Critical Hdwy Stg 2 | 6.54 | 5.54 | － |  | 6.54 | 5.54 | － |  | － | － | － |  | － | － | － |
| Follow－up Hdwy | 3.52 | 4.02 | 3.32 |  | 3.52 | 4.02 | 3.32 |  | 2.22 | － | － |  | 2.22 | － | － |
| Pot Cap－1 Maneuver | 366 | 303 | 932 |  | 303 | 303 | 789 |  | 1361 | － | － |  | 1124 | － | － |
| Stage 1 | 691 | 669 | － |  | 494 | 519 | － |  | － | － | － |  | － | － | － |
| Stage 2 | 650 | 519 | － |  | 779 | 669 | － |  | － | － | － |  | － | － | － |
| Platoon blocked，\％ |  |  |  |  |  |  |  |  |  | － | － |  |  | － | － |
| Mov Cap－1 Maneuver | 300 | 280 | 932 |  | 249 | 280 | 789 |  | 1361 | － | － |  | 1124 | － | － |
| Mov Cap－2 Maneuver | 300 | 280 | － |  | 249 | 280 | － |  | － | － | － |  | － | － | － |
| Stage 1 | 664 | 643 | － |  | 474 | 498 | － |  | － | － | － |  | － | － | － |
| Stage 2 | 554 | 498 | － |  | 676 | 643 | － |  | － | － | － |  | － | － | － |
| Approach | EB |  |  |  | WB |  |  |  | NB |  |  |  | SB |  |  |
| HCM Control Delay，s | 15.3 |  |  |  | 29.7 |  |  |  | 0.7 |  |  |  | 1.2 |  |  |
| HCM LOS | C |  |  |  | D |  |  |  |  |  |  |  |  |  |  |
| Minor Lane／Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | BLn3V | VBLn1V | WBLn2W | WBLn3 | SBL | SBT | SBR |  |  |  |
| Capacity（veh／h） | 1361 | － | － | 300 | 280 | 932 | 249 | 280 | 789 | 1124 | － | － |  |  |  |
| HCM Lane V／C Ratio | 0.04 | － | － | 0.181 | 0.097 | 0.058 | 0.589 | 0.097 | 0.062 | 0.039 | － | － |  |  |  |
| HCM Control Delay（s） | 7.8 | － | － | 19.6 | 19.2 | 9.1 | 38.3 | 19.2 | 9.9 | 8.3 | － | － |  |  |  |
| HCM Lane LOS | A | － | － | C | C | A | E | C | A | A | － | － |  |  |  |
| HCM 95th \％tile Q（veh） | 0.1 | － | － | 0.7 | 0.3 | 0.2 | 3.4 | 0.3 | 0.2 | 0.1 | － | － |  |  |  |


| Intersection |  |  |  |  |  |
| :--- | ---: | ---: | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| Int Delay, s/veh | 5 |  |  |  |  |



| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\dagger$ |  |  | $\dagger$ |  |  | $\uparrow$ |  |  | $\uparrow$ |  |
| Traffic Vol, veh/h | 35 | 100 | 30 | 25 | 155 | 25 | 25 | 20 | 20 | 25 | 30 | 25 |
| Future Vol, veh/h | 35 | 100 | 30 | 25 | 155 | 25 | 25 | 20 | 20 | 25 | 30 | 25 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 109 | 33 | 27 | 168 | 27 | 27 | 22 | 22 | 27 | 33 | 27 |


| Major/Minor | Major1 |  | Major2 |  |  |  |  | Minor1 |  |  | Minor2 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 196 | 0 | 0 |  | 141 | 0 | 0 | 0 | 467 | 451 | 125 | 459 | 453 | 182 |
| Stage 1 | - | - | - |  | - | - |  | - | 201 | 201 | - | 236 | 236 |  |
| Stage 2 | - | - | - |  | - | - |  | - | 266 | 250 |  | 223 | 217 |  |
| 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 | 1377 | - | - |  | 1442 | - |  |  | 506 | 504 | 926 | 512 | 503 | 861 |
| Stage 1 | - | - | - |  | - | - |  | - | 801 | 735 | - | 767 | 710 |  |
| Stage 2 | - | - | - |  | - | - |  | - | 739 | 700 | - | 780 | 723 |  |
| Platoon blocked, \% |  | - | - |  |  | - |  | - |  |  |  |  |  |  |
| Mov Cap-1 Maneuver | 1377 | - | - |  | 1442 | - |  |  | 447 | 479 | 926 | 464 | 478 | 861 |
| Mov Cap-2 Maneuver | - | - | - |  | - | - |  |  | 447 | 479 | - | 464 | 478 |  |
| Stage 1 | - | - | - |  | - | - |  | - | 777 | 713 | - | 744 | 695 |  |
| Stage 2 | - | - | - |  | - | - |  |  | 668 | 685 | - | 716 | 701 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach | EB |  |  |  | WB |  |  |  | NB |  |  | SB |  |  |
| HCM Control Delay, s | 1.6 |  |  |  | 0.9 |  |  |  | 12.6 |  |  | 12.8 |  |  |
| HCM LOS |  |  |  |  |  |  |  |  | B |  |  | B |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |  |  |  |  |  |  |
| Capacity (veh/h) | 545 | 1377 | - | - | 1442 | - |  | - 549 |  |  |  |  |  |  |
| HCM Lane V/C Ratio | 0.13 | 0.028 | - |  | 0.019 | - |  | 0.158 |  |  |  |  |  |  |
| HCM Control Delay (s) | 12.6 | 7.7 | 0 | - | 7.5 | 0 | - | - 12.8 |  |  |  |  |  |  |
| HCM Lane LOS | B | A | A | - | A | A | - | - B |  |  |  |  |  |  |
| HCM 95th \%tile Q(veh) | 0.4 | 0.1 | - | - | 0.1 | - |  | 0.6 |  |  |  |  |  |  |


| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh 5.3 |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | \$ |  |  | ¢ |  |  | ¢ |  |  | ¢ |  |
| Traffic Vol, veh/h | 50 | 5 | 90 | 15 | 25 | 10 | 25 | 25 | 10 | 10 | 25 | 155 |
| Future Vol, veh/h | 50 | 5 | 90 | 15 | 25 | 10 | 25 | 25 | 10 | 10 | 25 | 155 |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - |  | - | - |  | - |  |
| Veh in Median Storage, \# | - | 0 | - | - | 0 | - | - | 0 | - |  | 0 |  |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 5 | 98 | 16 | 27 | 11 | 27 | 27 | 11 | 11 | 27 | 168 |


| Major/Minor | Minor2 |  | Minor1 |  |  |  |  | Major1 |  |  | Major2 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 239 | 225 | 111 |  | 272 | 304 | 33 |  | 196 | 0 | 0 | 38 | 0 | 0 |
| Stage 1 | 133 | 133 | - |  | 87 | 87 | - |  | - | - | - | - | - |  |
| Stage 2 | 106 | 92 | - |  | 185 | 217 | - |  | - | - | - | - | - |  |
| Critical Hdwy | 7.12 | 6.52 | 6.22 |  | 7.12 | 6.52 | 6.22 |  | 4.12 | - | - | 4.12 | - |  |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - |  | 6.12 | 5.52 | - |  | - | - | - | - | - |  |
| Critical Hdwy Stg 2 | 6.12 | 5.52 |  |  | 6.12 | 5.52 | - |  | - | - | - |  | - |  |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 |  | 3.518 | 4.018 | 3.318 |  | 2.218 | - | - | 2.218 | - |  |
| Pot Cap-1 Maneuver | 715 | 674 | 942 |  | 680 | 609 | 1041 |  | 1377 | - | - | 1572 | - |  |
| Stage 1 | 870 | 786 | - |  | 921 | 823 | - |  | - | - | - | - | - |  |
| Stage 2 | 900 | 819 | - |  | 817 | 723 | - |  | - | - | - | - | - |  |
| Platoon blocked, \% |  |  |  |  |  |  |  |  |  | - | - |  | - |  |
| Mov Cap-1 Maneuver | 668 | 655 | 942 |  | 593 | 592 | 1041 |  | 1377 | - | - | 1572 | - |  |
| Mov Cap-2 Maneuver | 668 | 655 | - |  | 593 | 592 | - |  | - | - | - | - | - |  |
| Stage 1 | 853 | 780 | - |  | 903 | 807 | - |  | - | - | - | - | - |  |
| Stage 2 | 843 | 803 | - |  | 721 | 717 | - |  | - | - | - | - | - |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach | EB |  |  |  | WB |  |  |  | NB |  |  | SB |  |  |
| HCM Control Delay, s | 10.5 |  |  |  | 11.1 |  |  |  | 3.2 |  |  | 0.4 |  |  |
| HCM LOS | B |  |  |  | B |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | NBLn1 | SBL | SBT | SBR |  |  |  |  |  |  |
| Capacity (veh/h) | 1377 | - | - | 814 | 648 | 1572 | - |  |  |  |  |  |  |  |
| HCM Lane V/C Ratio | 0.02 | - | - | 0.194 | 0.084 | 0.007 | - |  |  |  |  |  |  |  |
| HCM Control Delay (s) | 7.7 | 0 | - | 10.5 | 11.1 | 7.3 | 0 | - |  |  |  |  |  |  |
| HCM Lane LOS | A | A | - | B | B | A | A | - |  |  |  |  |  |  |
| HCM 95th \%tile Q(veh) | 0.1 | - | - | 0.7 | 0.3 | 0 | - | - |  |  |  |  |  |  |


| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh | 6.6 |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | $\uparrow$ |  |  | ¢ |  |  | $\uparrow$ |  |  | $\uparrow$ |  |  |
| Trafic Vol, veh/h | 50 | 100 | 140 | 25 | 40 | 25 | 100 | 25 | 10 | 25 | 35 | 50 |
| Future Vol, veh/h | 50 | 100 | 140 | 25 | 40 | 25 | 100 | 25 | 10 | 25 | 35 | 50 |
| 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 | - | $\bigcirc$ | 0 | - | - | 0 | - | - | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 109 | 152 | 27 | 43 | 27 | 109 | 27 | 11 | 27 | 38 | 54 |


| Major/Minor | Major1 |  | Major2 |  |  |  |  | Minor1 |  |  | Minor2 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 71 | 0 | 0 |  | 261 | 0 |  | 0 | 451 | 418 | 185 | 423 | 481 | 57 |
| Stage 1 | - | - | - |  |  | - |  | - | 293 | 293 | - | 111 | 111 |  |
| Stage 2 | - | - | - |  | - | - |  | - | 158 | 125 |  | 312 | 370 |  |
| 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 | 1529 | - | - |  | 1303 | - |  | - | 519 | 526 | 857 | 541 | 485 | 1009 |
| Stage 1 | - | - | - |  | - | - |  | - | 715 | 670 | - | 894 | 804 |  |
| Stage 2 | - | - | - |  | - | - |  | - | 844 | 792 | - | 699 | 620 |  |
| Platoon blocked, \% |  | - | - |  |  | - |  | - |  |  |  |  |  |  |
| Mov Cap-1 Maneuver | 1529 | - | - |  | 1303 | - |  | - | 438 | 493 | 857 | 487 | 454 | 1009 |
| Mov Cap-2 Maneuver | - | - | - |  | - | - |  | - | 438 | 493 |  | 487 | 454 |  |
| Stage 1 | - | - |  |  |  | - |  | - | 685 | 642 |  | 856 | 786 |  |
| Stage 2 | - | - | - |  | - | - |  | - | 743 | 775 | - | 633 | 594 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach | EB |  |  |  | WB |  |  |  | NB |  |  | SB |  |  |
| HCM Control Delay, s | 1.3 |  |  |  | 2.2 |  |  |  | 16.3 |  |  | 12.2 |  |  |
| HCM LOS |  |  |  |  |  |  |  |  | C |  |  | B |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | R SBLn1 |  |  |  |  |  |  |
| Capacity (veh/h) | 464 | 1529 | - | - | 1303 | - | - | - 618 |  |  |  |  |  |  |
| HCM Lane V/C Ratio | 0.316 | 0.036 | - |  | 0.021 | - | - | - 0.193 |  |  |  |  |  |  |
| HCM Control Delay (s) | 16.3 | 7.4 | 0 | - | 7.8 | 0 | - | - 12.2 |  |  |  |  |  |  |
| HCM Lane LOS | C | A | A | - | A | A | - | - B |  |  |  |  |  |  |
| HCM 95th \%tile Q(veh) | 1.3 | 0.1 | - | - | 0.1 | - | - | 0.7 |  |  |  |  |  |  |


| Intersection |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh | 6.5 |  |  |  |  |  |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | M |  |  | $\uparrow$ | F |  |
| Trafic Vol, veh/h | 35 | 100 | 45 | 10 | 10 | 45 |
| Future Vol, veh/h | 35 | 100 | 45 | 10 | 10 | 45 |
| Conflicting Peds, \#hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, \# | 0 | - | - | 0 | 0 | - |
| Grade, \% | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 109 | 49 | 11 | 11 | 49 |



| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Configurations | \％ | $\uparrow$ | 「 | \％ | $\uparrow$ | F | ${ }^{7}$ | 个4 | 「 | \％ | 个4 | 「 |
| Traffic Volume（veh／h） | 0 | 50 | 90 | 35 | 25 | 15 | 282 | 200 | 10 | 15 | 155 | 30 |
| Future Volume（veh／h） | 0 | 50 | 90 | 35 | 25 | 15 | 282 | 200 | 10 | 15 | 155 | 30 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial $Q(Q b)$ ，veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped－Bike Adj（A＿pbT） | 1.00 |  | 1.00 | 1.00 |  | 1.00 | 1.00 |  | 1.00 | 1.00 |  | 1.00 |
| Parking Bus，Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow，veh／h／ln | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate，veh／h | 0 | 54 | 0 | 38 | 27 | 16 | 307 | 217 | 11 | 16 | 168 | 33 |
| Adj No．of Lanes | 1 | ， | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh，\％ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap，veh／h | 56 | 85 | 72 | 56 | 85 | 73 | 339 | 2001 | 895 | 335 | 1995 | 892 |
| Arrive On Green | 0.00 | 0.05 | 0.00 | 0.03 | 0.05 | 0.05 | 0.19 | 0.57 | 0.57 | 0.19 | 0.56 | 0.56 |
| Sat Flow，veh／h | 1774 | 1863 | 1583 | 1774 | 1863 | 1583 | 1774 | 3539 | 1583 | 1774 | 3539 | 1583 |
| Grp Volume（v），veh／h | 0 | 54 | 0 | 38 | 27 | 16 | 307 | 217 | 11 | 16 | 168 | 33 |
| Grp Sat Flow（s），veh／h／n | 1774 | 1863 | 1583 | 1774 | 1863 | 1583 | 1774 | 1770 | 1583 | 1774 | 1770 | 1583 |
| Q Serve（g＿s），s | 0.0 | 3.0 | 0.0 | 2.3 | 1.5 | 1.0 | 18.1 | 3.0 | 0.2 | 0.8 | 2.3 | 0.7 |
| Cycle Q Clear（g＿c），s | 0.0 | 3.0 | 0.0 | 2.3 | 1.5 | 1.0 | 18.1 | 3.0 | 0.2 | 0.8 | 2.3 | 0.7 |
| Prop In Lane | 1.00 |  | 1.00 | 1.00 |  | 1.00 | 1.00 |  | 1.00 | 1.00 |  | 1.00 |
| Lane Grp Cap（c），veh／h | 56 | 85 | 72 | 56 | 85 | 73 | 339 | 2001 | 895 | 335 | 1995 | 892 |
| V／C Ratio（X） | 0.00 | 0.63 | 0.00 | 0.68 | 0.32 | 0.22 | 0.91 | 0.11 | 0.01 | 0.05 | 0.08 | 0.04 |
| Avail Cap（c＿a），veh／h | 85 | 322 | 274 | 83 | 320 | 272 | 390 | 2001 | 895 | 335 | 1995 | 892 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter（l） | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay（d），s／veh | 0.0 | 50.2 | 0.0 | 51.3 | 49.4 | 49.2 | 42.4 | 10.8 | 5.5 | 35.5 | 10.7 | 5.6 |
| Incr Delay（d2），s／veh | 0.0 | 7.5 | 0.0 | 13.3 | 2.1 | 1.5 | 22.5 | 0.1 | 0.0 | 0.1 | 0.1 | 0.1 |
| Initial Q Delay（d3），s／veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| \％ile BackOfQ（50\％），veh／ln | 0.0 | 1.8 | 0.0 | 1.3 | 0.8 | 0.5 | 11.0 | 1.5 | 0.1 | 0.4 | 1.1 | 0.3 |
| LnGrp Delay（d），s／veh | 0.0 | 57.7 | 0.0 | 64.6 | 51.5 | 50.7 | 64.8 | 10.9 | 5.5 | 35.6 | 10.8 | 5.7 |
| LnGrp LOS |  | E |  | E | D | D | E | B | A | D | B | A |
| Approach Vol，veh／h |  | 54 |  |  | 81 |  |  | 535 |  |  | 217 |  |
| Approach Delay，s／veh |  | 57.7 |  |  | 57.5 |  |  | 41.7 |  |  | 11.8 |  |
| Approach LOS |  | E |  |  | E |  |  | D |  |  | B |  |


| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration（G＋Y＋Rc），s | 24.7 | 65.0 | 7.9 | 9.4 | 24.9 | 64.8 | 7.9 | 9.4 |
| Change Period（Y＋Rc），s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting（Gmax），s | 5.0 | 60.5 | 5.0 | 18.5 | 23.5 | 42.0 | 5.1 | 18.4 |
| Max Q Clear Time（g＿c＋1），s | 2.8 | 5.0 | 4.3 | 5.0 | 20.1 | 4.3 | 0.0 | 3.5 |
| Green Ext Time（p＿c），s | 0.2 | 1.4 | 0.0 | 0.1 | 0.3 | 1.1 | 0.0 | 0.1 |

## Intersection Summary

HCM 2010 Ctrl Delay
HCM 2010 LOS

| Intersection |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh 1.1 |  |  |  |  |  |  |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | \% | F | \% | 4 | F |  |
| Trafic Vol, veh/h | 20 | 20 | 20 | 317 | 120 | 20 |
| Future Vol, veh/h | 20 | 20 | 20 | 317 | 120 | 20 |
| Conflicting Peds, \#hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | 0 | 150 | - | - | - |
| Veh in Median Storage, \# | 0 | - | - | 0 | 0 | - |
| Grade, \% | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 |
| Mumt Flow | 22 | 22 | 22 | 345 | 130 | 22 |





| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay，s／veh | 10 |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ${ }^{*}$ |  | 「 |  |  | 「 | ${ }^{7}$ | 个4 | F |  | 4 4 | 「 |
| Traffic Vol，veh／h | 150 | 0 | 70 | 0 | 0 | 30 | 30 | 517 | 50 | 0 | 611 | 125 |
| Future Vol，veh／h | 150 | 0 | 70 | 0 | 0 | 30 | 30 | 517 | 50 | 0 | 611 | 125 |
| Conflicting Peds，\＃hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | － | － | None | － | － | None | － | － | None | － | － | None |
| Storage Length | 0 | － | 0 | － | － | 0 | 250 | － | 0 | － | － | 0 |
| Veh in Median Storage，\＃ | － | 0 | － | － | 0 | － | － | 0 | － | － | 0 | － |
| Grade，\％ | － | 0 | － | － | 0 | － | － | 0 | － | － | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles，\％ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 163 | 0 | 76 | 0 | 0 | 33 | 33 | 562 | 54 | 0 | 664 | 136 |


| Major／Minor | Minor2 |  | Minor1 |  |  |  |  | Major1 |  |  | Major2 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 1010 | － | 332 |  | － | － | 281 |  | 664 | 0 | 0 | － | － | 0 |
| Stage 1 | 664 | － | － |  | － | － | － |  | － | － | － | － | － |  |
| Stage 2 | 346 | － | － |  | － | － | － |  |  | － | － | － | － |  |
| Critical Hdwy | 7.54 | － | 6.94 |  | － | － | 6.94 |  | 4.14 | － | － | － | － |  |
| Critical Hdwy Stg 1 | 6.54 | － | － |  | － | － | － |  | － | － | － | － | － |  |
| Critical Hdwy Stg 2 | 6.54 | － | － |  | － | － | － |  |  | － | － | － | － |  |
| Follow－up Hdwy | 3.52 | － | 3.32 |  | － | － | 3.32 |  | 2.22 | － | － | － | － |  |
| Pot Cap－1 Maneuver | 194 | 0 | 664 |  | 0 | 0 | 716 |  | 921 | － | － | 0 | － |  |
| Stage 1 | 416 | 0 | － |  | 0 | 0 | － |  | － | － | － | 0 | － |  |
| Stage 2 | 643 | 0 | － |  | 0 | 0 | － |  | － | － | － | 0 | － |  |
| Platoon blocked，\％ |  |  |  |  |  |  |  |  |  | － | － |  | － |  |
| Mov Cap－1 Maneuver | 180 | － | 664 |  | － | － | 716 |  | 921 | － | － | － | － |  |
| Mov Cap－2 Maneuver | 180 | － | － |  | － | － | － |  | － | － | － | － | － |  |
| Stage 1 | 401 | － | － |  | － | － | － |  | － | － | － | － | － |  |
| Stage 2 | 592 | － | － |  | － | － | － |  | － | － | － | － | － |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach | EB |  |  |  | WB |  |  |  | NB |  |  | SB |  |  |
| HCM Control Delay，s | 69.3 |  |  |  | 10.3 |  |  |  | 0.5 |  |  | 0 |  |  |
| HCM LOS | F |  |  |  | B |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minor Lane／Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2V | NBLn1 | SBT | SBR |  |  |  |  |  |  |
| Capacity（veh／h） | 921 | － | － | 180 | 664 | 716 | － |  |  |  |  |  |  |  |
| HCM Lane V／C Ratio | 0.035 | － |  | 0.906 | 0.115 | 0.046 | － |  |  |  |  |  |  |  |
| HCM Control Delay（s） | 9.1 | － | － | 96.5 | 11.1 | 10.3 | － |  |  |  |  |  |  |  |
| HCM Lane LOS | A | － | － | F | B | B | － | － |  |  |  |  |  |  |
| HCM 95th \％tile Q（veh） | 0.1 | － | － | 6.8 | 0.4 | 0.1 | － | － |  |  |  |  |  |  |


|  | 4 |  |  |  |  |  | 4 | $\dagger$ | ＞ |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  | $\uparrow$ | 「 | \％ | 个个 |  |  | 个个 | F |
| Traffic Volume（veh／h） | 0 | 0 | 0 | 7 | 0 | 267 | 6 | 914 | 0 | 0 | 471 | 666 |
| Future Volume（veh／h） | 0 | 0 | 0 | 7 | 0 | 267 | 6 | 914 | 0 | 0 | 471 | 666 |
| Number |  |  |  | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial $\mathrm{Q}(\mathrm{Qb})$ ，veh |  |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped－Bike Adj（A＿pbT） |  |  |  | 1.00 |  | 1.00 | 1.00 |  | 1.00 | 1.00 |  | 1.00 |
| Parking Bus，Adj |  |  |  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow，veh／h／ln |  |  |  | 1900 | 1863 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate，veh／h |  |  |  | 8 | 0 | 0 | 7 | 993 | 0 | 0 | 512 | 724 |
| Adj No．of Lanes |  |  |  | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 2 | 1 |
| Peak Hour Factor |  |  |  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh，\％ |  |  |  | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap，veh／h |  |  |  | 18 | 0 | 16 | 426 | 3207 | 0 | 0 | 3207 | 1434 |
| Arrive On Green |  |  |  | 0.01 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.30 | 0.30 |
| Sat Flow，veh／h |  |  |  | 1774 | 0 | 1583 | 449 | 3632 | 0 | 0 | 3632 | 1583 |
| Grp Volume（v），veh／h |  |  |  | 8 | 0 | 0 | 7 | 993 | 0 | 0 | 512 | 724 |
| Grp Sat Flow（s），veh／h／n |  |  |  | 1774 | 0 | 1583 | 449 | 1770 | 0 | 0 | 1770 | 1583 |
| Q Serve（g＿s），s |  |  |  | 0.5 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 11.4 | 40.4 |
| Cycle Q Clear（g＿c），s |  |  |  | 0.5 | 0.0 | 0.0 | 11.6 | 0.0 | 0.0 | 0.0 | 11.4 | 40.4 |
| Prop In Lane |  |  |  | 1.00 |  | 1.00 | 1.00 |  | 0.00 | 0.00 |  | 1.00 |
| Lane Grp Cap（c），veh／h |  |  |  | 18 | 0 | 16 | 426 | 3207 | 0 | 0 | 3207 | 1434 |
| V／C Ratio（X） |  |  |  | 0.46 | 0.00 | 0.00 | 0.02 | 0.31 | 0.00 | 0.00 | 0.16 | 0.50 |
| Avail Cap（c＿a），veh／h |  |  |  | 298 | 0 | 266 | 426 | 3207 | 0 | 0 | 3207 | 1434 |
| HCM Platoon Ratio |  |  |  | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 0.33 | 0.33 |
| Upstream Filter（I） |  |  |  | 1.00 | 0.00 | 0.00 | 0.75 | 0.75 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay（d），s／veh |  |  |  | 52.7 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 7.5 | 17.7 |
| Incr Delay（d2），s／veh |  |  |  | 17.4 | 0.0 | 0.0 | 0.1 | 0.2 | 0.0 | 0.0 | 0.1 | 1.3 |
| Initial Q Delay（d3），s／veh |  |  |  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| \％ile BackOfQ（50\％），veh／ln |  |  |  | 0.3 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 5.7 | 18.3 |
| LnGrp Delay（d），s／veh |  |  |  | 70.0 | 0.0 | 0.0 | 0.7 | 0.2 | 0.0 | 0.0 | 7.6 | 19.0 |
| LnGrp LOS |  |  |  | E |  |  | A | A |  |  | A | B |
| Approach Vol，veh／h |  |  |  |  | 8 |  |  | 1000 |  |  | 1236 |  |
| Approach Delay，s／veh |  |  |  |  | 70.0 |  |  | 0.2 |  |  | 14.3 |  |
| Approach LOS |  |  |  |  | E |  |  | A |  |  | B |  |
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |  |  |  |  |
| Assigned Phs |  | 2 |  |  |  | 6 |  | ． |  |  |  |  |
| Phs Duration（ $\mathrm{G}+\mathrm{Y}+\mathrm{Rc}$ ），s |  | 101.4 |  |  |  | 101.4 |  | 5.6 |  |  |  |  |
| Change Period（ $Y+R \mathrm{R}$ ），s |  | 4.5 |  |  |  | 4.5 |  | 4.5 |  |  |  |  |
| Max Green Setting（Gmax），s |  | 80.0 |  |  |  | 80.0 |  | 18.0 |  |  |  |  |
| Max Q Clear Time（g＿c＋11），s |  | 13.6 |  |  |  | 42.4 |  | 2.5 |  |  |  |  |
| Green Ext Time（p＿c），s |  | 22.7 |  |  |  | 18.6 |  | 0.0 |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| HCM 2010 Ctrl Delay |  |  | 8.2 |  |  |  |  |  |  |  |  |  |
| HCM 2010 LOS |  |  | A |  |  |  |  |  |  |  |  |  |

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| Movement |  |  |  | 4 <br> WBT | $\begin{array}{r} 4 \\ \text { WBR } \end{array}$ | NBL | $\begin{gathered} \hline \uparrow \\ \frac{N B T}{} \end{gathered}$ |  | $\begin{gathered} 7 \\ \frac{S B L}{4} \end{gathered}$ | $\frac{\text { SBT }}{44}$ | $\downarrow$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Configurations * | ¢ |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h) 875 | 6 | 8 | 0 | 0 | 0 | 0 | 45 | 15 | 432 | 46 | 0 |  |
| Future Volume (veh/h) 875 | 6 | 8 | 0 | 0 | 0 | 0 | 45 | 15 | 432 | 46 | 0 |  |
| Number 7 | 4 | 14 |  |  |  | 5 | 2 | 12 | 1 | 6 | 16 |  |
| Initial Q (Qb), veh 0 | 0 | 0 |  |  |  | 0 | 0 | 0 | 0 | 0 | 0 |  |
| Ped-Bike Adj(A_pbT) 1.00 |  | 1.00 |  |  |  | 1.00 |  | 1.00 | 1.00 |  | 1.00 |  |
| Parking Bus, Adj 1.00 | 1.00 | 1.00 |  |  |  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |  |
| Adj Sat Flow, veh/h/ln 1863 | 1863 | 1900 |  |  |  | 0 | 1863 | 1900 | 1863 | 1863 | 0 |  |
| Adj Flow Rate, veh/h 964 | 0 | 0 |  |  |  | 0 | 49 | 16 | 470 | 50 | 0 |  |
| Adj No. of Lanes 2 | 1 | 0 |  |  |  | 0 | 2 | 0 | 1 | 2 | 0 |  |
| Peak Hour Factor 0.92 | 0.92 | 0.92 |  |  |  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |  |
| Percent Heavy Veh, \% 2 | 2 | 2 |  |  |  | 0 | 2 | 2 | 2 | 2 | 0 |  |
| Cap, veh/h 812 | 427 | 0 |  |  |  | 0 | 1826 | 569 | 973 | 2431 | 0 |  |
| Arrive On Green 0.23 | 0.00 | 0.00 |  |  |  | 0.00 | 0.69 | 0.69 | 0.69 | 0.69 | 0.00 |  |
| Sat Flow, veh/h 3548 | 1863 | 0 |  |  |  | 0 | 2751 | 828 | 1331 | 3632 | 0 |  |
| Grp Volume(v), veh/h 964 | 0 | 0 |  |  |  | 0 | 32 | 33 | 470 | 50 | 0 |  |
| Grp Sat Flow(s),veh/h/ln1774 | 1863 | 0 |  |  |  | 0 | 1770 | 1717 | 1331 | 1770 | 0 |  |
| Q Serve(g_s), s 24.5 | 0.0 | 0.0 |  |  |  | 0.0 | 0.6 | 0.7 | 18.6 | 0.5 | 0.0 |  |
| Cycle Q Clear(g_c), s 24.5 | 0.0 | 0.0 |  |  |  | 0.0 | 0.6 | 0.7 | 19.3 | 0.5 | 0.0 |  |
| Prop In Lane 1.00 |  | 0.00 |  |  |  | 0.00 |  | 0.48 | 1.00 |  | 0.00 |  |
| Lane Grp Cap(c), veh/h 812 | 427 | 0 |  |  |  | 0 | 1216 | 1179 | 973 | 2431 | 0 |  |
| V/C Ratio(X) 1.19 | 0.00 | 0.00 |  |  |  | 0.00 | 0.03 | 0.03 | 0.48 | 0.02 | 0.00 |  |
| Avail Cap(c_a), veh/h 812 | 427 | 0 |  |  |  | 0 | 1216 | 1179 | 973 | 2431 | 0 |  |
| HCM Platoon Ratio 1.00 | 1.00 | 1.00 |  |  |  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |  |
| Upstream Filter(I) 1.00 | 0.00 | 0.00 |  |  |  | 0.00 | 1.00 | 1.00 | 0.99 | 0.99 | 0.00 |  |
| Uniform Delay (d), s/veh 41.3 | 0.0 | 0.0 |  |  |  | 0.0 | 5.3 | 5.3 | 8.4 | 5.3 | 0.0 |  |
| Incr Delay (d2), s/veh 96.3 | 0.0 | 0.0 |  |  |  | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 |  |
| Initial Q Delay(d3),s/veh 0.0 | 0.0 | 0.0 |  |  |  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |  |
| \%ile BackOfQ(50\%),veh/R2. 8 | 0.0 | 0.0 |  |  |  | 0.0 | 0.3 | 0.3 | 7.2 | 0.2 | 0.0 |  |
| LnGrp Delay(d),s/veh 137.5 | 0.0 | 0.0 |  |  |  | 0.0 | 5.4 | 5.4 | 10.1 | 5.3 | 0.0 |  |
| LnGrp LOS F |  |  |  |  |  |  | A | A | B | A |  |  |
| Approach Vol, veh/h | 964 |  |  |  |  |  | 65 |  |  | 520 |  |  |
| Approach Delay, s/veh | 137.5 |  |  |  |  |  | 5.4 |  |  | 9.7 |  |  |
| Approach LOS | F |  |  |  |  |  | A |  |  | A |  |  |
| Timer 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |  |  |  |  |  |
| Assigned Phs | 2 |  | 4 |  | 6 |  |  |  |  |  |  |  |
| Phs Duration ( $\mathrm{G}+\mathrm{Y}+\mathrm{Rc}$ ), s | 78.0 |  | 29.0 |  | 78.0 |  |  |  |  |  |  |  |
| Change Period ( $Y+R \mathrm{c}$ ), s | 4.5 |  | 4.5 |  | 4.5 |  |  |  |  |  |  |  |
| Max Green Setting (Gmax), s | 73.5 |  | 24.5 |  | 73.5 |  |  |  |  |  |  |  |
| Max Q Clear Time (g_c+11), s | 2.7 |  | 26.5 |  | 21.3 |  |  |  |  |  |  |  |
| Green Ext Time (p_c), s | 2.2 |  | 0.0 |  | 2.2 |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| HCM 2010 Ctrl Delay |  | 89.0 |  |  |  |  |  |  |  |  |  |  |
| HCM 2010 LOS |  | F |  |  |  |  |  |  |  |  |  |  |
| Notes |  |  |  |  |  |  |  |  |  |  |  |  |



| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay，s／veh | 19.1 |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ${ }^{7}$ | $\uparrow$ | 「 | ${ }^{7}$ | $\uparrow$ | F | ${ }^{7}$ | 个4 | 「 | ${ }^{7}$ | 个4 | F |
| Traffic Vol，veh／h | 50 | 20 | 50 | 145 | 20 | 50 | 50 | 472 | 175 | 50 | 541 | 50 |
| Future Vol，veh／h | 50 | 20 | 50 | 145 | 20 | 50 | 50 | 472 | 175 | 50 | 541 | 50 |
| Conflicting Peds，\＃／hr | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | － | － | None | － | － | None | － | － | None | － | － | None |
| Storage Length | 150 | － | 150 | 150 | － | 150 | 150 | － | 0 | 150 | － | 150 |
| Veh in Median Storage，\＃ | － | 0 | － | － | 0 | － | － | 0 | － | － | 0 |  |
| Grade，\％ | － | 0 | － | － | 0 | － | － | 0 | － | － | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles，\％ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 22 | 54 | 158 | 22 | 54 | 54 | 513 | 190 | 54 | 588 | 54 |


| Major／Minor | Minor2 |  | Minor1 |  |  |  |  | Major1 |  |  | Major2 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 1073 | 1319 | 294 |  | 1036 | 1319 | 257 |  | 588 | 0 | 0 |  | 513 | 0 | 0 |
| Stage 1 | 697 | 697 | － |  | 622 | 622 | － |  | － | － | － |  | － | － |  |
| Stage 2 | 376 | 622 | － |  | 414 | 697 |  |  |  | － | － |  | － | － |  |
| Critical Hdwy | 7.54 | 6.54 | 6.94 |  | 7.54 | 6.54 | 6.94 |  | 4.14 | － | － |  | 4.14 | － |  |
| Critical Hdwy Stg 1 | 6.54 | 5.54 | － |  | 6.54 | 5.54 |  |  |  | － | － |  | － | － |  |
| Critical Hdwy Stg 2 | 6.54 | 5.54 | － |  | 6.54 | 5.54 | － |  |  | － | － |  | － | － |  |
| Follow－up Hdwy | 3.52 | 4.02 | 3.32 |  | 3.52 | 4.02 | 3.32 |  | 2.22 | － | － |  | 2.22 | － |  |
| Pot Cap－1 Maneuver | 175 | 156 | 702 |  | 186 | 156 | 742 |  | 983 | － | － |  | 1049 | － |  |
| Stage 1 | 398 | 441 | － |  | 441 | 477 | － |  | － | － | － |  | － | － |  |
| Stage 2 | 617 | 477 | － |  | 586 | 441 |  |  |  |  | － |  | － | － |  |
| Platoon blocked，\％ |  |  |  |  |  |  |  |  |  |  | － |  |  | － |  |
| Mov Cap－1 Maneuver | 132 | 140 | 702 |  | ～139 | 140 | 742 |  | 983 | － | － |  | 1049 | － |  |
| Mov Cap－2 Maneuver | 132 | 140 | － |  | $\sim 139$ | 140 | － |  | － | － | － |  | － | － |  |
| Stage 1 | 376 | 418 | － |  | 417 | 451 | － |  |  |  | － |  | － | － |  |
| Stage 2 | 514 | 451 | － |  | 486 | 418 | － |  | － | － | － |  | － | － |  |
| Approach | EB |  |  |  | WB |  |  |  | NB |  |  |  | SB |  |  |
| HCM Control Delay，s | 31.2 |  |  |  | 127 |  |  |  | 0.6 |  |  |  | 0.7 |  |  |
| HCM LOS | D |  |  |  | F |  |  |  |  |  |  |  |  |  |  |
| Minor Lane／Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | EBLn3W | VBLn1V | BLn2V | VBLn3 | SBL | SBT | SBR |  |  |  |
| Capacity（veh／h） | 983 | － | － | 132 | 140 | 702 | 139 | 140 | 742 | 1049 | － | － |  |  |  |
| HCM Lane V／C Ratio | 0.055 | － |  | 0.412 | 0.155 | 0.077 | 1.134 | 0.155 | 0.073 | 0.052 | － | － |  |  |  |
| HCM Control Delay（s） | 8.9 | － | － | 50.2 | 35.4 | 10.6 | 179.9 | 35.4 | 10.2 | 8.6 | － | － |  |  |  |
| HCM Lane LOS | A | － | － | F | E | B | F | E | B | A | － | － |  |  |  |
| HCM 95th \％tile Q（veh） | 0.2 | － | － | 1.8 | 0.5 | 0.3 | 8.9 | 0.5 | 0.2 | 0.2 | － | － |  |  |  |
| Notes |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\sim$ ：Volume exceeds capa | \＄：D | ay exc | eds | OOs | ＋：Com | putation | Not De | fined | ＊：All | major | olume | in platoo |  |  |  |


| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh 4.3 |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ${ }^{7}$ | 性 |  | \% | 性 |  | ${ }^{7}$ | F |  | ${ }^{7}$ | $\hat{\beta}$ |  |
| Traffic Vol, veh/h | 80 | 202 | 35 | 20 | 166 | 10 | 20 | 10 | 10 | 75 | 10 | 10 |
| Future Vol, veh/h | 80 | 202 | 35 | 20 | 166 | 10 | 20 | 10 | 10 | 75 | 10 | 10 |
| 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 | 150 | - | - | 150 | - | - | 150 | - | - | 150 | - |  |
| Veh in Median Storage, \# | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mumt Flow | 87 | 220 | 38 | 22 | 180 | 11 | 22 | 11 | 11 | 82 | 11 | 11 |



| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh 4.3 |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\dagger$ |  |  | ¢ |  |  | ${ }_{\$}$ |  |  | ${ }_{\$}$ |  |
| Traffic Vol, veh/h | 50 | 125 | 70 | 25 | 165 | 25 | 25 | 20 | 20 | 25 | 30 | 25 |
| Future Vol, veh/h | 50 | 125 | 70 | 25 | 165 | 25 | 25 | 20 | 20 | 25 | 30 | 25 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 136 | 76 | 27 | 179 | 27 | 27 | 22 | 22 | 27 | 33 | 27 |


| Major/Minor | Major1 |  | Major2 |  |  |  |  | Minor1 |  |  | Minor2 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 207 | 0 | 0 |  | 212 | 0 | 0 |  | 560 | 544 | 174 | 551 | 568 | 193 |
| Stage 1 | - | - | - |  | - | - |  |  | 283 | 283 | - | 247 | 247 |  |
| Stage 2 | - | - | - |  | - | - |  |  | 277 | 261 |  | 304 | 321 |  |
| 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 | 1364 | - | - |  | 1358 | - | - |  | 439 | 446 | 869 | 445 | 432 | 849 |
| Stage 1 | - | - | - |  | - | - |  |  | 724 | 677 | - | 757 | 702 |  |
| Stage 2 | - | - | - |  | - | - |  |  | 729 | 692 | - | 705 | 652 |  |
| Platoon blocked, \% |  | - | - |  |  | - | - |  |  |  |  |  |  |  |
| Mov Cap-1 Maneuver | 1364 | - | - |  | 1358 | - |  |  | 379 | 416 | 869 | 395 | 403 | 849 |
| Mov Cap-2 Maneuver | - | - | - |  | - | - |  |  | 379 | 416 | - | 395 | 403 |  |
| Stage 1 | - | - | - |  | - | - |  |  | 691 | 647 | - | 723 | 686 |  |
| Stage 2 | - | - | - |  | - | - |  |  | 657 | 676 | - | 634 | 623 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach | EB |  |  |  | WB |  |  |  | NB |  |  | SB |  |  |
| HCM Control Delay, s | 1.6 |  |  |  | 0.9 |  |  |  | 13.9 |  |  | 14.2 |  |  |
| HCM LOS |  |  |  |  |  |  |  |  | B |  |  | B |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |  |  |  |  |  |  |
| Capacity (veh/h) | 474 | 1364 | - | - | 1358 | - |  | - 479 |  |  |  |  |  |  |
| HCM Lane V/C Ratio | 0.149 | 0.04 | - | - | 0.02 | - |  | - 0.182 |  |  |  |  |  |  |
| HCM Control Delay (s) | 13.9 | 7.7 | 0 | - | 7.7 | 0 |  | - 14.2 |  |  |  |  |  |  |
| HCM Lane LOS | B | A | A | - | A | A | - | - B |  |  |  |  |  |  |
| HCM 95th \%tile Q(veh) | 0.5 | 0.1 | - | - | 0.1 | - | - | - 0.7 |  |  |  |  |  |  |


| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh | 5.8 |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ¢ |  |  | ¢ |  |  | ¢ |  |  | ¢ |  |  |
| Traffic Vol, veh/h | 75 | 5 | 90 | 15 | 25 | 10 | 30 | 25 | 10 | 10 | 25 | 155 |
| Future Vol, veh/h | 75 | 5 | 90 | 15 | 25 | 10 | 30 | 25 | 10 | 10 | 25 | 155 |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - |  | None |
| Storage Length | - | - | - | - | - | - | - |  |  |  |  |  |
| Veh in Median Storage, \# | - | 0 | - |  | 0 | - | - | 0 | - | - | 0 |  |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 82 | 5 | 98 | 16 | 27 | 11 | 33 | 27 | 11 | 11 | 27 | 168 |


| Major/Minor | Minor2 |  | Minor1 |  |  |  |  | Major1 |  |  | Major2 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 250 | 236 | 111 |  | 283 | 315 | 33 |  | 196 | 0 | 0 | 38 | 0 | 0 |
| Stage 1 | 133 | 133 | - |  | 98 | 98 | - |  | - | - | - | - | - |  |
| Stage 2 | 117 | 103 | - |  | 185 | 217 | - |  | - | - | - | - | - |  |
| Critical Hdwy | 7.12 | 6.52 | 6.22 |  | 7.12 | 6.52 | 6.22 |  | 4.12 | - | - | 4.12 | - |  |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - |  | 6.12 | 5.52 | - |  | - | - | - | - | - |  |
| Critical Hdwy Stg 2 | 6.12 | 5.52 |  |  | 6.12 | 5.52 | - |  | - | - | - |  | - |  |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 |  | 3.518 | 4.018 | 3.318 |  | 2.218 | - | - | 2.218 | - |  |
| Pot Cap-1 Maneuver | 703 | 665 | 942 |  | 669 | 601 | 1041 |  | 1377 | - | - | 1572 | - |  |
| Stage 1 | 870 | 786 | - |  | 908 | 814 | - |  | - | - | - | - | - |  |
| Stage 2 | 888 | 810 | - |  | 817 | 723 | - |  | - | - | - | - | - |  |
| Platoon blocked, \% |  |  |  |  |  |  |  |  |  | - | - |  | - |  |
| Mov Cap-1 Maneuver | 654 | 643 | 942 |  | 581 | 581 | 1041 |  | 1377 | - | - | 1572 | - |  |
| Mov Cap-2 Maneuver | 654 | 643 | - |  | 581 | 581 | - |  | - | - | - | - | - |  |
| Stage 1 | 848 | 780 | - |  | 885 | 794 | - |  | - | - | - | - | - |  |
| Stage 2 | 827 | 790 | - |  | 721 | 717 | - |  | - | - | - | - | - |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach | EB |  |  |  | WB |  |  |  | NB |  |  | SB |  |  |
| HCM Control Delay, s | 11 |  |  |  | 11.2 |  |  |  | 3.5 |  |  | 0.4 |  |  |
| HCM LOS | B |  |  |  | B |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | NBLn1 | SBL | SBT | SBR |  |  |  |  |  |  |
| Capacity (veh/h) | 1377 | - | - | 780 | 637 | 1572 | - |  |  |  |  |  |  |  |
| HCM Lane V/C Ratio | 0.024 | - | - | 0.237 | 0.085 | 0.007 | - |  |  |  |  |  |  |  |
| HCM Control Delay (s) | 7.7 | 0 | - | 11 | 11.2 | 7.3 | 0 | - |  |  |  |  |  |  |
| HCM Lane LOS | A | A | - | B | B | A | A | - |  |  |  |  |  |  |
| HCM 95th \%tile Q(veh) | 0.1 | - | - | 0.9 | 0.3 | 0 | - | - |  |  |  |  |  |  |


| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh 6.3 |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | \$ |  |  | \$ |  |  | ¢ |  |  | ¢ |  |  |
| Traffic Vol, veh/h | 50 | 70 | 100 | 25 | 40 | 25 | 80 | 25 | 10 | 25 | 35 | 30 |
| Future Vol, veh/h | 50 | 70 | 100 | 25 | 40 | 25 | 80 | 25 | 10 | 25 | 35 | 30 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 76 | 109 | 27 | 43 | 27 | 87 | 27 | 11 | 27 | 38 | 33 |


| Major/Minor | Major1 |  | Major2 |  |  |  |  | Minor1 |  |  | Minor2 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 71 | 0 | 0 |  | 185 | 0 |  | 0 | 386 | 364 | 130 | 369 | 404 | 57 |
| Stage 1 | . | - | - |  | - | - |  | - | 239 | 239 | - | 111 | 111 |  |
| Stage 2 | - | - | - |  | - | - |  | - | 147 | 125 |  | 258 | 293 |  |
| 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 | 1529 | - | - |  | 1390 | - |  | - | 573 | 564 | 920 | 588 | 536 | 1009 |
| Stage 1 | - | - | - |  |  | - |  | - | 764 | 708 | - | 894 | 804 |  |
| Stage 2 | - | - | - |  | - | - |  | - | 856 | 792 | - | 747 | 670 |  |
| Platoon blocked, \% |  | - | - |  |  | - |  | - |  |  |  |  |  |  |
| Mov Cap-1 Maneuver | 1529 | - | - |  | 1390 | - |  | - | 499 | 531 | 920 | 533 | 504 | 1009 |
| Mov Cap-2 Maneuver | - | - | - |  | - | - |  | - | 499 | 531 | - | 533 | 504 |  |
| Stage 1 | - | - |  |  |  | - |  | - | 733 | 680 |  | 858 | 788 |  |
| Stage 2 | - | - | - |  | - | - |  | - | 773 | 776 | - | 680 | 643 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach | EB |  |  |  | WB |  |  |  | NB |  |  | SB |  |  |
| HCM Control Delay, s | 1.7 |  |  |  | 2.1 |  |  |  | 13.9 |  |  | 11.9 |  |  |
| HCM LOS |  |  |  |  |  |  |  |  | B |  |  | B |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | R SBLn1 |  |  |  |  |  |  |
| Capacity (veh/h) | 527 | 1529 | - | - | 1390 | - | - | - 616 |  |  |  |  |  |  |
| HCM Lane V/C Ratio | 0.237 | 0.036 | - | - | 0.02 | - | - | - 0.159 |  |  |  |  |  |  |
| HCM Control Delay (s) | 13.9 | 7.4 | 0 | - | 7.6 | 0 | - | - 11.9 |  |  |  |  |  |  |
| HCM Lane LOS | B | A | A | - | A | A | - | - B |  |  |  |  |  |  |
| HCM 95th \%tile Q(veh) | 0.9 | 0.1 | - | - | 0.1 | - | - | 0.6 |  |  |  |  |  |  |




| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Configurations | \％ | $\uparrow$ | 「 | \％ | 个 | F | \％ | 个4 | 「 | \％ | 个4 | 「 |
| Traffic Volume（veh／h） | 20 | 40 | 390 | 20 | 20 | 10 | 275 | 287 | 10 | 10 | 231 | 20 |
| Future Volume（veh／h） | 20 | 40 | 390 | 20 | 20 | 10 | 275 | 287 | 10 | 10 | 231 | 20 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial $Q(Q b)$ ，veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped－Bike Adj（A＿pbT） | 1.00 |  | 1.00 | 1.00 |  | 1.00 | 1.00 |  | 1.00 | 1.00 |  | 1.00 |
| Parking Bus，Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow，veh／h／ln | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate，veh／h | 22 | 43 | 0 | 22 | 22 | 11 | 299 | 312 | 11 | 11 | 251 | 22 |
| Adj No．of Lanes | 1 | ， | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh，\％ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap，veh／h | 40 | 82 | 70 | 40 | 82 | 70 | 331 | 2001 | 895 | 354 | 2048 | 916 |
| Arrive On Green | 0.02 | 0.04 | 0.00 | 0.02 | 0.04 | 0.04 | 0.19 | 0.57 | 0.57 | 0.20 | 0.58 | 0.58 |
| Sat Flow，veh／h | 1774 | 1863 | 1583 | 1774 | 1863 | 1583 | 1774 | 3539 | 1583 | 1774 | 3539 | 1583 |
| Grp Volume（v），veh／h | 22 | 43 | 0 | 22 | 22 | 11 | 299 | 312 | 11 | 11 | 251 | 22 |
| Grp Sat Flow（s），veh／h／n | 1774 | 1863 | 1583 | 1774 | 1863 | 1583 | 1774 | 1770 | 1583 | 1774 | 1770 | 1583 |
| Q Serve（g＿s），s | 1.3 | 2.4 | 0.0 | 1.3 | 1.2 | 0.7 | 17.6 | 4.5 | 0.2 | 0.5 | 3.4 | 0.5 |
| Cycle Q Clear（g＿c），s | 1.3 | 2.4 | 0.0 | 1.3 | 1.2 | 0.7 | 17.6 | 4.5 | 0.2 | 0.5 | 3.4 | 0.5 |
| Prop In Lane | 1.00 |  | 1.00 | 1.00 |  | 1.00 | 1.00 |  | 1.00 | 1.00 |  | 1.00 |
| Lane Grp Cap（c），veh／h | 40 | 82 | 70 | 40 | 82 | 70 | 331 | 2001 | 895 | 354 | 2048 | 916 |
| V／C Ratio（X） | 0.55 | 0.52 | 0.00 | 0.55 | 0.27 | 0.16 | 0.90 | 0.16 | 0.01 | 0.03 | 0.12 | 0.02 |
| Avail Cap（c＿a），veh／h | 85 | 322 | 274 | 83 | 320 | 272 | 390 | 2001 | 895 | 354 | 2048 | 916 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter（l） | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay（d），s／veh | 51.8 | 50.0 | 0.0 | 51.8 | 49.5 | 49.2 | 42.6 | 11.1 | 5.8 | 34.5 | 10.2 | 5.4 |
| Incr Delay（d2），s／veh | 11.4 | 5.0 | 0.0 | 11.4 | 1.7 | 1.0 | 21.6 | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 |
| Initial Q Delay（d3），s／veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| \％ile BackOfQ（50\％），veh／ln | 0.8 | 1.4 | 0.0 | 0.8 | 0.7 | 0.3 | 10.6 | 2.2 | 0.1 | 0.3 | 1.7 | 0.2 |
| LnGrp Delay（d），s／veh | 63.2 | 55.1 | 0.0 | 63.2 | 51.2 | 50.3 | 64.2 | 11.2 | 5.8 | 34.5 | 10.3 | 5.4 |
| LnGrp LOS | E | E |  | E | D | D | E | B | A | C | B | A |
| Approach Vol，veh／h |  | 65 |  |  | 55 |  |  | 622 |  |  | 284 |  |
| Approach Delay，s／veh |  | 57.8 |  |  | 55.8 |  |  | 36.6 |  |  | 10.9 |  |
| Approach LOS |  | E |  |  | E |  |  | D |  |  | B |  |


| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration（G＋Y＋Rc），s | 25.9 | 65.0 | 6.9 | 9.2 | 24.5 | 66.4 | 6.9 | 9.2 |
| Change Period（Y＋Rc），s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting（Gmax），s | 5.0 | 60.5 | 5.0 | 18.5 | 23.5 | 42.0 | 5.1 | 18.4 |
| Max Q Clear Time（g＿c cl1），s | 2.5 | 6.5 | 3.3 | 4.4 | 19.6 | 5.4 | 3.3 | 3.2 |
| Green Ext Time（p＿c），s | 0.3 | 2.0 | 0.0 | 0.2 | 0.3 | 1.6 | 0.0 | 0.1 |

Intersection Summary
HCM 2010 Ctrl Delay
31.9

HCM 2010 LOS
C

ATC
jmwa

| Intersection |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh 1 |  |  |  |  |  |  |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | \% | 「 | \% | $\uparrow$ | $\uparrow$ |  |
| Traffic Vol, veh/h | 20 | 20 | 25 | 295 | 430 | 25 |
| Future Vol, veh/h | 20 | 20 | 25 | 295 | 430 | 25 |
| Conflicting Peds, \#/hr | 0 | 0 | 0 |  | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | 0 | 150 | - | - | - |
| Veh in Median Storage, \# | 0 | - | - | 0 | 0 | - |
| Grade, \% | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 22 | 22 | 27 | 321 | 467 | 27 |



| Intersection |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay，s／veh | 14.2 |  |  |  |  |  |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | \％ | 「 | 个 4 | 「 | ${ }^{7}$ | 个 $\uparrow$ |
| Traffic Vol，veh／h | 86 | 25 | 1091 | 90 | 31 | 1051 |
| Future Vol，veh／h | 86 | 25 | 1091 | 90 | 31 | 1051 |
| Conflicting Peds，\＃hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | － | None | － | None | － | None |
| Storage Length | 0 | 0 | － | 250 | 100 | － |
| Veh in Median Storage，\＃ | 0 | － | 0 | － | － | 0 |
| Grade，\％ | 0 | － | 0 | － | － | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles，\％ | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 93 | 27 | 1186 | 98 | 34 | 1142 |


| Major／Minor | Minor1 |  |  | Major1 |  | Major2 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 1825 | 593 |  | 0 | 0 | 1186 | 0 |
| Stage 1 | 1186 | － |  | － | － | － | － |
| Stage 2 | 639 | － |  | － | － | － | － |
| Critical Hdwy | 6.84 | 6.94 |  | － | － | 4.14 | － |
| Critical Hdwy Stg 1 | 5.84 | － |  | － | － | － | － |
| Critical Hdwy Stg 2 | 5.84 | － |  | － | － | － | － |
| Follow－up Hdwy | 3.52 | 3.32 |  | － | － | 2.22 | － |
| Pot Cap－1 Maneuver | ～68 | 449 |  | － | － | 585 | － |
| Stage 1 | 252 | － |  | － | － | － | － |
| Stage 2 | 488 | － |  | － | － | － | － |
| Platoon blocked，\％ |  |  |  | － | － |  | － |
| Mov Cap－1 Maneuver | $\sim 64$ | 449 |  | － | － | 585 | － |
| Mov Cap－2 Maneuver | $\sim 64$ | － |  | － | － | － | － |
| Stage 1 | 252 | － |  | － | － | － | － |
| Stage 2 | 460 | － |  | － | － | － | － |
|  |  |  |  |  |  |  |  |
| Approach | WB |  |  | NB |  | SB |  |
| HCM Control Delay，s | 300 |  |  | 0 |  | 0.3 |  |
| HCM LOS | F |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
| Minor Lane／Major Mvmt | NBT | NBRWBLn1WBLn2 | SBL | SBT |  |  |  |
| Capacity（veh／h） | － | － 64449 | 585 | － |  |  |  |
| HCM Lane V／C Ratio | － | － 1.4610 .061 | 0.058 | － |  |  |  |
| HCM Control Delay（s） | － | \＄ 383.313 .5 | 11.5 | － |  |  |  |
| HCM Lane LOS | － | F B | B | － |  |  |  |
| HCM 95th \％tile Q（veh） | － | 80.2 | 0.2 | － |  |  |  |
| Notes |  |  |  |  |  |  |  |
| $\sim$ ：Volume exceeds capacity | \＄：Delay exceeds 300s |  | ＋：Computation Not Defined＊： |  |  |  | ＊：All major volume in platoon |

All Traffic Data Services,Inc. 9660 W 44th Ave Wheat Ridge,CO 80033 www.alltrafficdata.net

File Name: \#2 SH79\&I70WBAM
Site Code : 1
Start Date : 2/25/2015
Page No : 1

Groups Printed- Class 1

|  | SH-79 <br> Southbound |  |  |  | 170 WB RAMPS Westbound |  |  |  | SH-79 <br> Northbound |  |  |  | 170 WB RAMPS Eastbound |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:00 AM | 70 | 19 | 0 | 0 | 34 | 1 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| 07:15 AM | 64 | 24 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 179 |
| 07:30 AM | 61 | 18 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 49 | 1 | 0 | 0 | 0 | 0 | 0 | 152 |
| 07:45 AM | 66 | 37 | 0 | 0 | 32 | 0 | 3 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 180 |
| Total | 261 | 98 | 0 | 0 | 138 | 1 | 3 | 0 | 0 | 179 | 1 | 0 | 0 | 0 | 0 | 0 | 681 |
| 08:00 AM | 48 | 39 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| 08:15 AM | 39 | 36 | 0 | 0 | 36 | 1 | 2 | 0 | 0 | 41 | 2 | 0 | 0 | 0 | 0 | 0 | 157 |
| 08:30 AM | 37 | 32 | 0 | 0 | 25 | 1 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 08:45 AM | 33 | 29 | 0 | 0 | 25 | 0 | 5 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| Total | 157 | 136 | 0 | 0 | 115 | 2 | 7 | 0 | 0 | 132 | 2 | 0 | 0 | 0 | 0 | 0 | 551 |
| Grand Total | 418 | 234 | 0 | 0 | 253 | 3 | 10 | 0 | 0 | 311 | 3 | 0 | 0 | 0 | 0 | 0 | 1232 |
| Apprch \% | 64.1 | 35.9 | 0 | 0 | 95.1 | 1.1 | 3.8 | 0 | 0 | 99 | 1 | 0 | 0 | 0 | 0 | 0 |  |
| Total \% | 33.9 | 19 | 0 | 0 | 20.5 | 0.2 | 0.8 | 0 | 0 | 25.2 | 0.2 | 0 | 0 | 0 | 0 | 0 |  |



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File Name: \#2 SH79\&I70WBAM
Site Code : 1
Start Date : 2/25/2015
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|  | SH-79 <br> Southbound |  |  |  |  | I 70 WB RAMPS Westbound |  |  |  |  | SH-79 <br> Northbound |  |  |  |  | I 70 WB RAMPS Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 07:00 AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 07:00 AM | 70 | 19 | 0 | 0 | 89 | 34 | 1 | 0 | 0 | 35 | 0 | 46 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 170 |
| 07:15 AM | 64 | 24 | 0 | 0 | 88 | 49 | 0 | 0 | 0 | 49 | 0 | 42 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 179 |
| 07:30 AM | 61 | 18 | 0 | 0 | 79 | 23 | 0 | 0 | 0 | 23 | 0 | 49 | 1 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 152 |
| 07:45 AM | 66 | 37 | 0 | 0 | 103 | 32 | 0 | 3 | 0 | 35 | 0 | 42 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 180 |
| Total Volume | 261 | 98 | 0 | 0 | 359 | 138 | 1 | 3 | 0 | 142 | 0 | 179 | 1 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 681 |
| \% App. Total | 72.7 | 27.3 | 0 | 0 |  | 97.2 | 0.7 | 2.1 | 0 |  | 0 | 99.4 | 0.6 | 0 |  | 0 | 0 | 0 | 0 |  |  |
| PHF | . 932 | . 662 | . 000 | . 000 | . 871 | . 704 | . 250 | . 250 | . 000 | . 724 | . 000 | . 913 | . 250 | . 000 | . 900 | . 000 | . 000 | . 000 | . 000 | . 000 | . 946 |



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File Name: \#2 SH79\&I70WBPM
Site Code : 1
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Groups Printed- Class 1

|  | SH-79 <br> Southbound |  |  |  | 170 WB RAMPS Westbound |  |  |  | SH-79 <br> Northbound |  |  |  | 170 WB RAMPS Eastbound |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 04:00 PM | 28 | 81 | 0 | 0 | 32 | 0 | 5 | 0 | 0 | 84 | 1 | 0 | 0 | 0 | 0 | 0 | 231 |
| 04:15 PM | 37 | 76 | 0 | 0 | 36 | 0 | 5 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 225 |
| 04:30 PM | 35 | 76 | 0 | 0 | 35 | 0 | 2 | 0 | 0 | 83 | 1 | 0 | 0 | 0 | 0 | 0 | 232 |
| 04:45 PM | 34 | 59 | 0 | 0 | 34 | 0 | 1 | 0 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 205 |
| Total | 134 | 292 | 0 | 0 | 137 | 0 | 13 | 0 | 0 | 315 | 2 | 0 | 0 | 0 | 0 | 0 | 893 |
| 05:00 PM | 47 | 82 | 0 | 0 | 25 | 0 | 2 | 0 | 0 | 87 | 3 | 0 | 0 | 0 | 0 | 0 | 246 |
| 05:15 PM | 32 | 73 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 236 |
| 05:30 PM | 24 | 63 | 0 | 0 | 31 | 0 | 2 | 0 | 0 | 90 | 1 | 0 | 0 | 0 | 0 | 0 | 211 |
| 05:45 PM | 23 | 52 | 0 | 0 | 42 | 0 | 1 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| Total | 126 | 270 | 0 | 0 | 127 | 0 | 5 | 0 | 0 | 349 | 4 | 0 | 0 | 0 | 0 | 0 | 881 |
| Grand Total | 260 | 562 | 0 | 0 | 264 | 0 | 18 | 0 | 0 | 664 | 6 | 0 | 0 | 0 | 0 | 0 | 1774 |
| Apprch \% | 31.6 | 68.4 | 0 | 0 | 93.6 | 0 | 6.4 | 0 | 0 | 99.1 | 0.9 | 0 | 0 | 0 | 0 | 0 |  |
| Total \% | 14.7 | 31.7 | 0 | 0 | 14.9 | 0 | 1 | 0 | 0 | 37.4 | 0.3 | 0 | 0 | 0 | 0 | 0 |  |



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File Name: \#2 SH79\&I70WBPM
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|  | SH-79 <br> Southbound |  |  |  |  | I 70 WB RAMPS Westbound |  |  |  |  | SH-79 <br> Northbound |  |  |  |  | I 70 WB RAMPS Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 04:30 PM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 04:30 PM | 35 | 76 | 0 | 0 | 111 | 35 | 0 | 2 | 0 | 37 | 0 | 83 | 1 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 232 |
| 04:45 PM | 34 | 59 | 0 | 0 | 93 | 34 | 0 | 1 | 0 | 35 | 0 | 77 | 0 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 205 |
| 05:00 PM | 47 | 82 | 0 | 0 | 129 | 25 | 0 | 2 | 0 | 27 | 0 | 87 | 3 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 246 |
| 05:15 PM | 32 | 73 | 0 | 0 | 105 | 29 | 0 | 0 | 0 | 29 | 0 | 102 | 0 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 236 |
| Total Volume | 148 | 290 | 0 | 0 | 438 | 123 | 0 | 5 | 0 | 128 | 0 | 349 | 4 | 0 | 353 | 0 | 0 | 0 | 0 | 0 | 919 |
| \% App. Total | 33.8 | 66.2 | 0 | 0 |  | 96.1 | 0 | 3.9 | 0 |  | 0 | 98.9 | 1.1 | 0 |  | 0 | 0 | 0 | 0 |  |  |
| PHF | . 787 | . 884 | . 000 | . 000 | . 849 | . 879 | . 000 | . 625 | . 000 | . 865 | . 000 | . 855 | . 333 | . 000 | . 865 | . 000 | . 000 | . 000 | . 000 | . 000 | . 934 |



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File Name : \#3 SH79\&MARKETPLACEAM
Site Code : 1
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Groups Printed- Class 1

|  | SH-79 <br> Southbound |  |  |  | MARKETPLACE Westbound |  |  |  | SH-79 <br> Northbound |  |  |  | MARKETPLACE Eastbound |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start <br> Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:00 AM | 11 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 47 | 0 | 42 | 0 | 4 | 0 | 171 |
| 07:15 AM | 8 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 56 | 0 | 58 | 0 | 4 | 0 | 193 |
| 07:30 AM | 12 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 31 | 0 | 42 | 0 | 5 | 0 | 164 |
| 07:45 AM | 16 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 43 | 0 | 38 | 0 | 1 | 0 | 188 |
| Total | 47 | 175 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 177 | 0 | 180 | 0 | 14 | 0 | 716 |
| 08:00 AM | 11 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 37 | 0 | 55 | 0 | 5 | 0 | 163 |
| 08:15 AM | 9 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 48 | 0 | 37 | 0 | 3 | 0 | 153 |
| 08:30 AM | 10 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 36 | 0 | 52 | 0 | 9 | 0 | 142 |
| 08:45 AM | 10 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 45 | 0 | 39 | 0 | 4 | 0 | 136 |
| Total | 40 | 108 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 166 | 0 | 183 | 0 | 21 | 0 | 594 |
| Grand Total | 87 | 283 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 343 | 0 | 363 | 0 | 35 | 0 | 1310 |
| Apprch \% | 23.5 | 76.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36.7 | 63.3 | 0 | 91.2 | 0 | 8.8 | 0 |  |
| Total \% | 6.6 | 21.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.2 | 26.2 | 0 | 27.7 | 0 | 2.7 | 0 |  |



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File Name : \#3 SH79\&MARKETPLACEAM
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|  | SH-79 <br> Southbound |  |  |  |  | MARKETPLACE Westbound |  |  |  |  | SH-79 <br> Northbound |  |  |  |  | MARKETPLACE Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 07:00 AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 07:00 AM | 11 | 44 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 47 | 0 | 70 | 42 | 0 | 4 | 0 | 46 | 171 |
| 07:15 AM | 8 | 32 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 56 | 0 | 91 | 58 | 0 | 4 | 0 | 62 | 193 |
| 07:30 AM | 12 | 36 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 31 | 0 | 69 | 42 | 0 | 5 | 0 | 47 | 164 |
| 07:45 AM | 16 | 63 | 0 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 43 | 0 | 70 | 38 | 0 | 1 | 0 | 39 | 188 |
| Total Volume | 47 | 175 | 0 | 0 | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 177 | 0 | 300 | 180 | 0 | 14 | 0 | 194 | 716 |
| \% App. Total | 21.2 | 78.8 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 41 | 59 | 0 |  | 92.8 | 0 | 7.2 | 0 |  |  |
| PHF | . 734 | . 694 | . 000 | . 000 | . 703 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 809 | . 790 | . 000 | . 824 | 776 | . 000 | . 700 | . 000 | . 782 | . 927 |



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File Name : \#3 SH79\&MARKETPLACEPM
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Groups Printed- Class 1

|  | SH-79 <br> Southbound |  |  |  | MARKETPLACE Westbound |  |  |  | SH-79 <br> Northbound |  |  |  | MARKETPLACE Eastbound |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 04:00 PM | 14 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 72 | 0 | 69 | 0 | 3 | 0 | 238 |
| 04:15 PM | 15 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 67 | 0 | 67 | 0 | 5 | 0 | 237 |
| 04:30 PM | 14 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 67 | 0 | 59 | 0 | 8 | 0 | 234 |
| 04:45 PM | 10 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 76 | 0 | 64 | 0 | 6 | 0 | 216 |
| Total | 53 | 158 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 | 282 | 0 | 259 | 0 | 22 | 0 | 925 |
| 05:00 PM | 12 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 72 | 0 | 72 | 0 | 7 | 0 | 264 |
| 05:15 PM | 9 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 80 | 0 | 76 | 0 | 5 | 0 | 253 |
| 05:30 PM | 12 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 73 | 0 | 55 | 0 | 8 | 0 | 230 |
| 05:45 PM | 14 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 72 | 0 | 57 | 0 | 2 | 0 | 209 |
| Total | 47 | 151 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 | 297 | 0 | 260 | 0 | 22 | 0 | 956 |
| Grand Total | 100 | 309 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 330 | 579 | 0 | 519 | 0 | 44 | 0 | 1881 |
| Apprch \% | 24.4 | 75.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36.3 | 63.7 | 0 | 92.2 | 0 | 7.8 | 0 |  |
| Total \% | 5.3 | 16.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.5 | 30.8 | 0 | 27.6 | 0 | 2.3 | 0 |  |



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File Name : \#3 SH79\&MARKETPLACEPM
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|  | SH-79 <br> Southbound |  |  |  |  | MARKETPLACE Westbound |  |  |  |  | SH-79 <br> Northbound |  |  |  |  | MARKETPLACE Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 04:30 PM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 04:30 PM | 14 | 47 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 67 | 0 | 106 | 59 | 0 | 8 | 0 | 67 | 234 |
| 04:45 PM | 10 | 25 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 76 | 0 | 111 | 64 | 0 | 6 | 0 | 70 | 216 |
| 05:00 PM | 12 | 55 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 72 | 0 | 118 | 72 | 0 | 7 | 0 | 79 | 264 |
| 05:15 PM | 9 | 33 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 80 | 0 | 130 | 76 | 0 | 5 | 0 | 81 | 253 |
| Total Volume | 45 | 160 | 0 | 0 | 205 | 0 | 0 | 0 | 0 | 0 | 0 | 170 | 295 | 0 | 465 | 271 | 0 | 26 | 0 | 297 | 967 |
| \% App. Total | 22 | 78 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 36.6 | 63.4 | 0 |  | 91.2 | 0 | 8.8 | 0 |  |  |
| PHF | . 804 | . 727 | . 000 | . 000 | . 765 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 850 | . 922 | . 000 | . 894 | . 891 | . 000 | . 813 | . 000 | . 917 | . 916 |



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File Name : \#4 SH79\&BENNETAM
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Groups Printed- Class 1

|  | SH-79 <br> Southbound |  |  |  | BENNET AVE Westbound |  |  |  | SH-79 <br> Northbound |  |  |  | BENNET AVE Eastbound |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start <br> Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:00 AM | 0 | 50 | 1 | 0 | 2 | 0 | 7 | 0 | 9 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 07:15 AM | 0 | 51 | 2 | 0 | 1 | 0 | 12 | 0 | 8 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 07:30 AM | 0 | 81 | 5 | 0 | 1 | 0 | 7 | 0 | 3 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 07:45 AM | 0 | 69 | 2 | 0 | 4 | 0 | 9 | 0 | 6 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| Total | 0 | 251 | 10 | 0 | 8 | 0 | 35 | 0 | 26 | 158 | 0 | 0 | 0 | 0 | 0 | 0 | 488 |
| 08:00 AM | 0 | 45 | 4 | 0 | 2 | 0 | 11 | 0 | 6 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 08:15 AM | 0 | 42 | 4 | 0 | 3 | 0 | 10 | 0 | 7 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 08:30 AM | 0 | 41 | 4 | 0 | 2 | 0 | 7 | 0 | 7 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 08:45 AM | 0 | 48 | 1 | 0 | 6 | 0 | 10 | 0 | 3 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| Total | 0 | 176 | 13 | 0 | 13 | 0 | 38 | 0 | 23 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | 382 |
| Grand Total | 0 | 427 | 23 | 0 | 21 | 0 | 73 | 0 | 49 | 277 | 0 | 0 | 0 | 0 | 0 | 0 | 870 |
| Apprch \% | 0 | 94.9 | 5.1 | 0 | 22.3 | 0 | 77.7 | 0 | 15 | 85 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| Total \% | 0 | 49.1 | 2.6 | 0 | 2.4 | 0 | 8.4 | 0 | 5.6 | 31.8 | 0 | 0 | 0 | 0 | 0 | 0 |  |



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File Name : \#4 SH79\&BENNETAM
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|  | SH-79 <br> Southbound |  |  |  |  | BENNET AVE Westbound |  |  |  |  | SH-79 <br> Northbound |  |  |  |  | BENNET AVE Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start <br> Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 07:00 AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 07:00 AM | 0 | 50 | 1 | 0 | 51 | 2 | 0 | 7 | 0 | 9 | 9 | 28 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 97 |
| 07:15 AM | 0 | 51 | 2 | 0 | 53 | 1 | 0 | 12 | 0 | 13 | 8 | 55 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 129 |
| 07:30 AM | 0 | 81 | 5 | 0 | 86 | 1 | 0 | 7 | 0 | 8 | 3 | 43 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 140 |
| 07:45 AM | 0 | 69 | 2 | 0 | 71 | 4 | 0 | 9 | 0 | 13 | 6 | 32 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 122 |
| Total Volume | 0 | 251 | 10 | 0 | 261 | 8 | 0 | 35 | 0 | 43 | 26 | 158 | 0 | 0 | 184 | 0 | 0 | 0 | 0 | 0 | 488 |
| \% App. Total | 0 | 96.2 | 3.8 | 0 |  | 18.6 | 0 | 81.4 | 0 |  | 14.1 | 85.9 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |
| PHF | . 000 | . 775 | . 500 | . 000 | . 759 | . 500 | . 000 | 729 | . 000 | . 827 | . 722 | . 718 | . 000 | . 000 | . 730 | . 000 | . 000 | . 000 | . 000 | . 000 | . 871 |



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File Name : \#4 SH79\&BENNETPM
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Groups Printed- Class 1

|  | SH-79 <br> Southbound |  |  |  | BENNET AVE Westbound |  |  |  | SH-79 <br> Northbound |  |  |  | BENNET AVE Eastbound |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 04:00 PM | 0 | 77 | 8 | 0 | 5 | 0 | 13 | 0 | 12 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 180 |
| 04:15 PM | 0 | 58 | 9 | 0 | 4 | 0 | 17 | 0 | 12 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 172 |
| 04:30 PM | 0 | 40 | 6 | 0 | 5 | 0 | 11 | 0 | 12 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 04:45 PM | 0 | 48 | 6 | 0 | 3 | 0 | 13 | 0 | 13 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| Total | 0 | 223 | 29 | 0 | 17 | 0 | 54 | 0 | 49 | 249 | 0 | 0 | 0 | 0 | 0 | 0 | 621 |
| 05:00 PM | 0 | 56 | 5 | 0 | 8 | 0 | 9 | 0 | 11 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| 05:15 PM | 0 | 47 | 5 | 0 | 6 | 0 | 14 | 0 | 22 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |
| 05:30 PM | 0 | 45 | 8 | 0 | 6 | 0 | 9 | 0 | 12 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 05:45 PM | 0 | 41 | 3 | 0 | 2 | 0 | 10 | 0 | 9 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| Total | 0 | 189 | 21 | 0 | 22 | 0 | 42 | 0 | 54 | 239 | 0 | 0 | 0 | 0 | 0 | 0 | 567 |
| Grand Total | 0 | 412 | 50 | 0 | 39 | 0 | 96 | 0 | 103 | 488 | 0 | 0 | 0 | 0 | 0 | 0 | 1188 |
| Apprch \% | 0 | 89.2 | 10.8 | 0 | 28.9 | 0 | 71.1 | 0 | 17.4 | 82.6 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| Total \% | 0 | 34.7 | 4.2 | 0 | 3.3 | 0 | 8.1 | 0 | 8.7 | 41.1 | 0 | 0 | 0 | 0 | 0 | 0 |  |



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File Name : \#4 SH79\&BENNETPM
Site Code : 00000000
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|  | SH-79 <br> Southbound |  |  |  |  | BENNET AVE Westbound |  |  |  |  | SH-79 <br> Northbound |  |  |  |  | BENNET AVE Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 04:00 PM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 04:00 PM | 0 | 77 | 8 | 0 | 85 | 5 | 0 | 13 | 0 | 18 | 12 | 65 | 0 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 180 |
| 04:15 PM | 0 | 58 | 9 | 0 | 67 | 4 | 0 | 17 | 0 | 21 | 12 | 72 | 0 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 172 |
| 04:30 PM | 0 | 40 | 6 | 0 | 46 | 5 | 0 | 11 | 0 | 16 | 12 | 58 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 132 |
| 04:45 PM | 0 | 48 | 6 | 0 | 54 | 3 | 0 | 13 | 0 | 16 | 13 | 54 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 137 |
| Total Volume | 0 | 223 | 29 | 0 | 252 | 17 | 0 | 54 | 0 | 71 | 49 | 249 | 0 | 0 | 298 | 0 | 0 | 0 | 0 | 0 | 621 |
| \% App. Total | 0 | 88.5 | 11.5 | 0 |  | 23.9 | 0 | 76.1 | 0 |  | 16.4 | 83.6 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |
| PHF | . 000 | . 724 | . 806 | . 000 | . 741 | . 850 | . 000 | . 794 | . 000 | . 845 | . 942 | . 865 | . 000 | . 000 | . 887 | . 000 | . 000 | . 000 | . 000 | . 000 | . 863 |



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File Name : \#5 SH79\&CENTENNIALAM
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Groups Printed- Class 1

|  | SH-79 <br> Southbound |  |  |  | CENTENNIAL DR <br> Westbound |  |  |  | SH-79 <br> Northbound |  |  |  | CENTENNIAL DR <br> Eastbound |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:00 AM | 1 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 5 | 0 | 17 | 0 | 4 | 0 | 95 |
| 07:15 AM | 3 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 5 | 0 | 11 | 0 | 3 | 0 | 87 |
| 07:30 AM | 4 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 2 | 0 | 6 | 0 | 13 | 0 | 125 |
| 07:45 AM | 6 | 82 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 32 | 2 | 0 | 18 | 0 | 9 | 0 | 150 |
| Total | 14 | 209 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 138 | 14 | 0 | 52 | 0 | 29 | 0 | 457 |
| 08:00 AM | 4 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 3 | 0 | 10 | 0 | 0 | 0 | 99 |
| 08:15 AM | 3 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 2 | 0 | 11 | 0 | 0 | 0 | 79 |
| 08:30 AM | 5 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 3 | 0 | 9 | 0 | 3 | 0 | 91 |
| 08:45 AM | 2 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 4 | 0 | 7 | 0 | 0 | 0 | 78 |
| Total | 14 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 12 | 0 | 37 | 0 | 3 | 0 | 347 |
| Grand Total | 28 | 366 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 262 | 26 | 0 | 89 | 0 | 32 | 0 | 804 |
| Apprch \% | 7.1 | 92.9 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 91 | 9 | 0 | 73.6 | 0 | 26.4 | 0 |  |
| Total \% | 3.5 | 45.5 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 32.6 | 3.2 | 0 | 11.1 | 0 | 4 | 0 |  |



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File Name : \#5 SH79\&CENTENNIALAM
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|  | SH-79 <br> Southbound |  |  |  |  | CENTENNIAL DR Westbound |  |  |  |  | SH-79Northbound |  |  |  |  | CENTENNIAL DR Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 07:15 AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 07:15 AM | 3 | 37 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 5 | 0 | 33 | 11 | 0 | 3 | 0 | 14 | 87 |
| 07:30 AM | 4 | 50 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 2 | 0 | 52 | 6 | 0 | 13 | 0 | 19 | 125 |
| 07:45 AM | 6 | 82 | 0 | 0 | 88 | 0 | 0 | 0 | 1 | 1 | 0 | 32 | 2 | 0 | 34 | 18 | 0 | 9 | 0 | 27 | 150 |
| 08:00 AM | 4 | 49 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 3 | 0 | 36 | 10 | 0 | 0 | 0 | 10 | 99 |
| Total Volume | 17 | 218 | 0 | 0 | 235 | 0 | 0 | 0 | 1 | 1 | 0 | 143 | 12 | 0 | 155 | 45 | 0 | 25 | 0 | 70 | 461 |
| \% App. Total | 7.2 | 92.8 | 0 | 0 |  | 0 | 0 | 0 | 100 |  | 0 | 92.3 | 7.7 | 0 |  | 64.3 | 0 | 35.7 | 0 |  |  |
| PHF | . 708 | . 665 | . 000 | . 000 | . 668 | . 000 | . 000 | . 000 | . 250 | . 250 | . 000 | . 715 | . 600 | . 000 | . 745 | . 625 | . 000 | . 481 | . 000 | . 648 | . 768 |



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File Name : \#5 SH79\&CENTENNIALPM
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Groups Printed- Class 1

|  | SH-79 <br> Southbound |  |  |  | CENTENNIAL DR <br> Westbound |  |  |  | SH-79 <br> Northbound |  |  |  | CENTENNIAL DR <br> Eastbound |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start <br> Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 04:00 PM | 8 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 19 | 0 | 11 | 0 | 3 | 0 | 175 |
| 04:15 PM | 9 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 15 | 0 | 14 | 0 | 4 | 0 | 147 |
| 04:30 PM | 9 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 21 | 0 | 11 | 0 | 3 | 0 | 151 |
| 04:45 PM | 3 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 11 | 0 | 5 | 0 | 3 | 0 | 84 |
| Total | 29 | 210 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 198 | 66 | 0 | 41 | 0 | 13 | 0 | 557 |
| 05:00 PM | 6 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 16 | 0 | 11 | 0 | 4 | 0 | 143 |
| 05:15 PM | 7 | 42 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 46 | 17 | 0 | 11 | 0 | 4 | 0 | 128 |
| 05:30 PM | 5 | 48 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 51 | 18 | 0 | 12 | 0 | 4 | 1 | 141 |
| 05:45 PM | 6 | 44 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 40 | 13 | 0 | 9 | 0 | 2 | 0 | 115 |
| Total | 24 | 184 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 193 | 64 | 0 | 43 | 0 | 14 | 1 | 527 |
| Grand Total | 53 | 394 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 391 | 130 | 0 | 84 | 0 | 27 | 1 | 1084 |
| Apprch \% | 11.9 | 88.1 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 75 | 25 | 0 | 75 | 0 | 24.1 | 0.9 |  |
| Total \% | 4.9 | 36.3 | 0 | 0 | 0 | 0 | 0 | 0.4 | 0 | 36.1 | 12 | 0 | 7.7 | 0 | 2.5 | 0.1 |  |



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File Name : \#5 SH79\&CENTENNIALPM
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|  | SH-79 <br> Southbound |  |  |  |  | CENTENNIAL DR Westbound |  |  |  |  | SH-79Northbound |  |  |  |  | CENTENNIAL DR Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 04:00 PM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 04:00 PM | 8 | 67 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 19 | 0 | 86 | 11 | 0 | 3 | 0 | 14 | 175 |
| 04:15 PM | 9 | 61 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 15 | 0 | 59 | 14 | 0 | 4 | 0 | 18 | 147 |
| 04:30 PM | 9 | 50 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 21 | 0 | 78 | 11 | 0 | 3 | 0 | 14 | 151 |
| 04:45 PM | 3 | 32 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 11 | 0 | 41 | 5 | 0 | 3 | 0 | 8 | 84 |
| Total Volume | 29 | 210 | 0 | 0 | 239 | 0 | 0 | 0 | 0 | 0 | 0 | 198 | 66 | 0 | 264 | 41 | 0 | 13 | 0 | 54 | 557 |
| \% App. Total | 12.1 | 87.9 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 75 | 25 | 0 |  | 75.9 | 0 | 24.1 | 0 |  |  |
| PHF | . 806 | . 784 | . 000 | . 000 | . 797 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 739 | . 786 | . 000 | . 767 | . 732 | . 000 | . 813 | . 000 | . 750 | . 796 |



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File Name : \#6 SH79\&US36(COLFAXAVE)AM
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Groups Printed- Class 1

|  | SH-79 <br> Southbound |  |  |  | US36 (COLFAX AVE) Westbound |  |  |  | SH-79 <br> Northbound |  |  |  | US36 (COLFAX AVE) <br> Eastbound |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start <br> Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 4 | 29 | 0 | 30 | 0 | 1 | 0 | 5 | 7 | 0 | 0 | 76 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 4 | 38 | 0 | 34 | 0 |  | 0 | 4 | 7 | 0 | 0 | 88 |
| 07:30 AM | 0 | 0 | 0 | 0 | 1 | 7 | 49 | 0 | 62 | 0 | 3 | 0 | 6 | 14 | 0 | 0 | 142 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 6 | 76 | 0 | 41 | 0 | 3 | 0 | 4 | 11 | 0 | 0 | 141 |
| Total | 0 | 0 | 0 | 0 | 1 | 21 | 192 | 0 | 167 | 0 | 8 | 0 | 19 | 39 | 0 | 0 | 447 |


| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 6 | 51 | 0 | 26 | 0 | 3 | 0 | 4 | 1 | 0 | 0 | 91 |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 7 | 36 | 0 | 18 | 0 | 4 | 0 | 3 | 3 | 0 | 0 | 71 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 3 | 37 | 0 | 36 | 0 | 2 | 0 | 4 | 3 | 0 | 0 | 85 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 4 | 35 | 0 | 25 | 0 | 2 | 0 | 5 | 1 | 0 | 0 | 72 |
| Total | 0 | 0 | 0 | 0 | 0 | 20 | 159 | 0 | 105 | 0 | 11 | 0 | 16 | 8 | 0 | 0 | 319 |


|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ---: | :--- | :--- | :--- | :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Grand Total | 0 | 0 | 0 | 0 | 1 | 41 | 351 | 0 | 272 | 0 | 19 | 0 | 35 | 47 | 0 | 0 |
| Apprch \% | 0 | 0 | 0 | 0 | 0.3 | 10.4 | 89.3 | 0 | 93.5 | 0 | 6.5 | 0 | 42.7 | 57.3 | 0 | 0 |
| Total $\%$ | 0 | 0 | 0 | 0 | 0.1 | 5.4 | 45.8 | 0 | 35.5 | 0 | 2.5 | 0 | 4.6 | 6.1 | 0 | 0 |



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|  | SH-79 <br> Southbound |  |  |  |  | US36 (COLFAX AVE) Westbound |  |  |  |  | SH-79 <br> Northbound |  |  |  |  | US36 (COLFAX AVE) Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 07:15 AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 38 | 0 | 42 | 34 | 0 | 1 | 0 | 35 | 4 | 7 | 0 | 0 | 11 | 88 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 49 | 0 | 57 | 62 | 0 | 3 | 0 | 65 | 6 | 14 | 0 | 0 | 20 | 142 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 76 | 0 | 82 | 41 | 0 | 3 | 0 | 44 | 4 | 11 | 0 | 0 | 15 | 141 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 51 | 0 | 57 | 26 | 0 | 3 | 0 | 29 | 4 | 1 | 0 | 0 | 5 | 91 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 23 | 214 | 0 | 238 | 163 | 0 | 10 | 0 | 173 | 18 | 33 | 0 | 0 | 51 | 462 |
| \% App. Total | 0 | 0 | 0 | 0 |  | 0.4 | 9.7 | 89.9 | 0 |  | 94.2 | 0 | 5.8 | 0 |  | 35.3 | 64.7 | 0 | 0 |  |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 250 | . 821 | . 704 | . 000 | . 726 | . 657 | . 000 | . 833 | . 000 | . 665 | . 750 | . 589 | . 000 | . 000 | . 638 | . 813 |



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File Name : \#6 SH79\&US36(COLFAXAVE)PM
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Groups Printed- Class 1

|  | SH-79 <br> Southbound |  |  |  | US36 (COLFAX AVE) Westbound |  |  |  | SH-79 <br> Northbound |  |  |  | US36 (COLFAX AVE) Eastbound |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start <br> Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 9 | 69 | 0 | 51 | 0 | 4 | 0 | 11 | 20 | 0 | 0 | 164 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 67 | 0 | 46 | 0 | 7 | 0 | 9 | 5 | 0 | 0 | 138 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 57 | 0 | 37 | 0 | 11 | 0 | 8 | 11 | 0 | 0 | 126 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 43 | 0 | 43 | 0 | 6 | 0 | 4 | 6 | 0 | 0 | 105 |
| Total | 0 | 0 | 0 | 0 | 0 | 18 | 236 | 0 | 177 | 0 | 28 | 0 | 32 | 42 | 0 | 0 | 533 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 50 | 0 | 51 | 0 | 6 | 0 | 4 | 11 | 0 | 0 | 124 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 6 | 48 | 0 | 37 | 0 | 6 | 0 | 2 | 14 | 0 | 0 | 113 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 7 | 49 | 0 | 51 | 0 | 7 | 0 | 11 | 7 | 0 | 0 | 132 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 37 | 0 | 26 | 0 | 7 | 0 | 8 | 7 | 0 | 0 | 90 |
| Total | 0 | 0 | 0 | 0 | 0 | 20 | 184 | 0 | 165 | 0 | 26 | 0 | 25 | 39 | 0 | 0 | 459 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 38 | 420 | 0 | 342 | 0 | 54 | 0 | 57 | 81 | 0 | 0 | 992 |
| Apprch \% | 0 | 0 | 0 | 0 | 0 | 8.3 | 91.7 | 0 | 86.4 | 0 | 13.6 | 0 | 41.3 | 58.7 | 0 | 0 |  |
| Total \% | 0 | 0 | 0 | 0 | 0 | 3.8 | 42.3 | 0 | 34.5 | 0 | 5.4 | 0 | 5.7 | 8.2 | 0 | 0 |  |



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|  | SH-79 <br> Southbound |  |  |  |  | US36 (COLFAX AVE) Westbound |  |  |  |  | SH-79 <br> Northbound |  |  |  |  | US36 (COLFAX AVE) Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 04:00 PM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 69 | 0 | 78 | 51 | 0 | 4 | 0 | 55 | 11 | 20 | 0 | 0 | 31 | 164 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 67 | 0 | 71 | 46 | 0 | 7 | 0 | 53 | 9 | 5 | 0 | 0 | 14 | 138 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 57 | 0 | 59 | 37 | 0 | 11 | 0 | 48 | 8 | 11 | 0 | 0 | 19 | 126 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 43 | 0 | 46 | 43 | 0 | 6 | 0 | 49 | 4 | 6 | 0 | 0 | 10 | 105 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 236 | 0 | 254 | 177 | 0 | 28 | 0 | 205 | 32 | 42 | 0 | 0 | 74 | 533 |
| \% App. Total | 0 | 0 | 0 | 0 |  | 0 | 7.1 | 92.9 | 0 |  | 86.3 | 0 | 13.7 | 0 |  | 43.2 | 56.8 | 0 | 0 |  |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 500 | . 855 | . 000 | . 814 | . 868 | . 000 | . 636 | . 000 | . 932 | . 727 | . 525 | . 000 | . 000 | . 597 | . 813 |



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File Name : \#7 ADAMS\&US36(COLFAXAVE)AM
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Groups Printed- Class 1

|  | ADAMS ST Southbound |  |  |  | US36 (COLFAX AVE) Westbound |  |  |  | ADAMS ST Northbound |  |  |  | US36 (COLFAX AVE) Eastbound |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start <br> Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:00 AM | 25 | 0 | 5 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 37 | 0 | 88 |
| 07:15 AM | 27 | 1 | 3 | 2 | 14 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 31 | 0 | 104 |
| 07:30 AM | 50 | 1 | 8 | 2 | 43 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 8 | 74 | 0 | 193 |
| 07:45 AM | 82 | 2 | 14 | 0 | 34 | 13 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 63 | 0 | 213 |
| Total | 184 | 4 | 30 | 4 | 100 | 43 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 25 | 205 | 0 | 598 |


| 08:00 AM | 52 | 0 | 6 | 1 | 10 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 24 | 0 |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 08:15 AM | 31 | 0 | 5 | 0 | 8 | 15 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 7 | 17 | 2 |
| 08:30 AM | 28 | 1 | 5 | 2 | 7 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 35 | 0 |
| $08: 45 \mathrm{AM}$ | 30 | 0 | 3 | 0 | 3 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 707 |  |
| Total | 141 | 1 | 19 | 3 | 28 | 61 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 35 | 97 | 2 |


| Grand Total | 325 | 5 | 49 | 7 | 128 | 104 | 0 | 0 | 0 | 3 | 2 | 0 | 1 | 60 | 302 | 2 | 988 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Apprch \% | 84.2 | 1.3 | 12.7 | 1.8 | 55.2 | 44.8 | 0 | 0 | 0 | 60 | 40 | 0 | 0.3 | 16.4 | 82.7 | 0.5 |  |
| Total \% | 32.9 | 0.5 | 5 | 0.7 | 13 | 10.5 | 0 | 0 | 0 | 0.3 | 0.2 | 0 | 0.1 | 6.1 | 30.6 | 0.2 |  |



All Traffic Data Services,Inc.
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File Name : \#7 ADAMS\&US36(COLFAXAVE)AM Site Code : 1
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|  | ADAMS ST Southbound |  |  |  |  | US36 (COLFAX AVE) Westbound |  |  |  |  | ADAMS ST Northbound |  |  |  |  | US36 (COLFAX AVE) Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 07:15 AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 07:15 AM | 27 | 1 | 3 | 2 | 33 | 14 | 16 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 31 | 0 | 41 | 104 |
| 07:30 AM | 50 | 1 | 8 | 2 | 61 | 43 | 5 | 0 | 0 | 48 | 0 | 0 | 1 | 0 | 1 | 1 | 8 | 74 | 0 | 83 | 193 |
| 07:45 AM | 82 | 2 | 14 | 0 | 98 | 34 | 13 | 0 | 0 | 47 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 63 | 0 | 67 | 213 |
| 08:00 AM | 52 | 0 | 6 | 1 | 59 | 10 | 21 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 24 | 0 | 31 | 121 |
| Total Volume | 211 | 4 | 31 | 5 | 251 | 101 | 55 | 0 | 0 | 156 | 0 | 1 | 1 | 0 | 2 | 1 | 29 | 192 | 0 | 222 | 631 |
| \% App. Total | 84.1 | 1.6 | 12.4 | 2 |  | 64.7 | 35.3 | 0 | 0 |  | 0 | 50 | 50 | 0 |  | 0.5 | 13.1 | 86.5 | 0 |  |  |
| PHF | . 643 | . 500 | . 554 | . 625 | . 640 | . 587 | . 655 | . 000 | . 000 | . 813 | . 000 | . 250 | . 250 | . 000 | . 500 | . 250 | . 725 | . 649 | . 000 | . 669 | . 741 |



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Groups Printed- Class 1

|  | ADAMS ST Southbound |  |  |  | US36 (COLFAX AVE) Westbound |  |  |  | ADAMS ST Northbound |  |  |  | US36 (COLFAX AVE) <br> Eastbound |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start <br> Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 04:00 PM | 77 | 2 | 17 | 0 | 18 | 18 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 21 | 56 | 0 | 214 |
| 04:15 PM | 64 | 1 | 19 | 3 | 13 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 17 | 54 | 0 | 183 |
| 04:30 PM | 46 | 1 | 12 | 3 | 5 | 12 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 12 | 42 | 0 | 135 |
| 04:45 PM | 40 | 1 | 6 | 4 | 14 | 14 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 17 | 42 | 0 | 139 |
| Total | 227 | 5 | 54 | 10 | 50 | 54 | 1 | 0 | 1 | 5 | 1 | 0 | 2 | 67 | 194 | 0 | 671 |
| 05:00 PM | 42 | 2 | 9 | 0 | 10 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 26 | 44 | 2 | 152 |
| 05:15 PM | 29 | 0 | 10 | 0 | 14 | 18 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 19 | 48 | 1 | 142 |
| 05:30 PM | 48 | 0 | 3 | 0 | 11 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 54 | 2 | 152 |
| 05:45 PM | 30 | 0 | 7 | 0 | 4 | 18 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 | 27 | 0 | 98 |
| Total | 149 | 2 | 29 | 0 | 39 | 64 | 0 | 0 | 1 | 5 | 0 | 0 | 1 | 76 | 173 | 5 | 544 |
| Grand Total | 376 | 7 | 83 | 10 | 89 | 118 | 1 | 0 | 2 | 10 | 1 | 0 | 3 | 143 | 367 | 5 | 1215 |
| Apprch \% | 79 | 1.5 | 17.4 | 2.1 | 42.8 | 56.7 | 0.5 | 0 | 15.4 | 76.9 | 7.7 | 0 | 0.6 | 27.6 | 70.8 | 1 |  |
| Total \% | 30.9 | 0.6 | 6.8 | 0.8 | 7.3 | 9.7 | 0.1 | 0 | 0.2 | 0.8 | 0.1 | 0 | 0.2 | 11.8 | 30.2 | 0.4 |  |



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|  | ADAMS ST Southbound |  |  |  |  | US36 (COLFAX AVE) Westbound |  |  |  |  | ADAMS ST Northbound |  |  |  |  | US36 (COLFAX AVE) Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 04:00 PM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 04:00 PM | 77 | 2 | 17 | 0 | 96 | 18 | 18 | 1 | 0 | 37 | 1 | 2 | 0 | 0 | 3 | 1 | 21 | 56 | 0 | 78 | 214 |
| 04:15 PM | 64 | 1 | 19 | 3 | 87 | 13 | 10 | 0 | 0 | 23 | 0 | 2 | 0 | 0 | 2 | 0 | 17 | 54 | 0 | 71 | 183 |
| 04:30 PM | 46 | 1 | 12 | 3 | 62 | 5 | 12 | 0 | 0 | 17 | 0 | 0 | 1 | 0 | 1 | 1 | 12 | 42 | 0 | 55 | 135 |
| 04:45 PM | 40 | 1 | 6 | 4 | 51 | 14 | 14 | 0 | 0 | 28 | 0 | 1 | 0 | 0 | 1 | 0 | 17 | 42 | 0 | 59 | 139 |
| Total Volume | 227 | 5 | 54 | 10 | 296 | 50 | 54 | 1 | 0 | 105 | 1 | 5 | 1 | 0 | 7 | 2 | 67 | 194 | 0 | 263 | 671 |
| \% App. Total | 76.7 | 1.7 | 18.2 | 3.4 |  | 47.6 | 51.4 | 1 | 0 |  | 14.3 | 71.4 | 14.3 | 0 |  | 0.8 | 25.5 | 73.8 | 0 |  |  |
| PHF | . 737 | . 625 | . 711 | . 625 | . 771 | . 694 | . 750 | . 250 | . 000 | . 709 | . 250 | . 625 | 250 | . 000 | . 583 | . 500 | 798 | . 866 | . 000 | . 843 | . 784 |



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Groups Printed- Class 1

|  | CUSTER ST <br> Southbound |  |  |  | US36 (COLFAX AVE) Westbound |  |  |  | CUSTER ST <br> Northbound |  |  |  | US36 (COLFAX AVE) Eastbound |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start <br> Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 | 0 | 0 | 27 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 49 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 46 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 15 | 0 | 0 | 65 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 43 |
| Total | 0 | 0 | 0 | 0 | 0 | 134 | 1 | 0 | 2 | 0 | 2 | 0 | 2 | 43 | 0 | 0 | 184 |


| $08: 00 \mathrm{AM}$ | 0 | 0 | 0 | 0 | 0 | 29 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 39 |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $08: 15 \mathrm{AM}$ | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 35 |
| $08: 30 \mathrm{AM}$ | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 33 |
| $08: 45 \mathrm{AM}$ | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 23 |
| Total | 0 | 0 | 0 | 0 | 0 | 83 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 44 | 0 | 0 | 130 |


| Grand Total | 0 | 0 | 0 | 0 | 0 | 217 | 2 | 0 | 3 | 0 | 3 | 0 | 2 | 87 | 0 | 0 | 314 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Apprch \% | 0 | 0 | 0 | 0 | 0 | 99.1 | 0.9 | 0 | 50 | 0 | 50 | 0 | 2.2 | 97.8 | 0 | 0 |  |
| Total \% | 0 | 0 | 0 | 0 | 0 | 69.1 | 0.6 | 0 | 1 | 0 | 1 | 0 | 0.6 | 27.7 | 0 | 0 |  |



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|  | CUSTER ST Southbound |  |  |  |  | US36 (COLFAX AVE) Westbound |  |  |  |  | CUSTER ST Northbound |  |  |  |  | US36 (COLFAX AVE) Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | App. Toal | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. To | Right | Thru | Left | Peds | App. Toal | Int. Total |

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:15 AM

| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 49 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 1 | 0 | 47 | 1 | 0 | 1 | 0 | 2 | 1 | 15 | 0 | 0 | 16 | 65 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 28 | 1 | 0 | 0 | 0 | 1 | 0 | 14 | 0 | 0 | 14 | 43 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 1 | 0 | 30 | 0 | 0 | 1 | 0 | 1 | 0 | 8 | 0 | 0 | 8 | 39 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 2 | 0 | 146 | 2 | 0 | 2 | 0 | 4 | 1 | 45 | 0 | 0 | 46 | 196 |
| \% App. Total | 0 | 0 | 0 | 0 |  | 0 | 98.6 | 1.4 | 0 |  | 50 | 0 | 50 | 0 |  | 2.2 | 97.8 | 0 | 0 |  |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 783 | . 500 | . 000 | . 777 | . 500 | . 000 | . 500 | . 000 | . 500 | . 250 | . 750 | . 000 | . 000 | . 719 | . 754 |



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Groups Printed- Class 1

|  | CUSTER ST Southbound |  |  |  | US36 (COLFAX AVE) Westbound |  |  |  | CUSTER ST Northbound |  |  |  | US36 (COLFAX AVE) Eastbound |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 31 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 71 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 53 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 41 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 47 |
| Total | 0 | 0 | 0 | 0 | 0 | 92 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 109 | 0 | 0 | 212 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 51 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 55 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 41 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 41 |
| Total | 0 | 0 | 0 | 0 | 0 | 91 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 188 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 183 | 8 | 0 | 6 | 0 | 0 | 0 | 0 | 203 | 0 | 0 | 400 |
| Apprch \% | 0 | 0 | 0 | 0 | 0 | 95.8 | 4.2 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 |  |
| Total \% | 0 | 0 | 0 | 0 | 0 | 45.8 | 2 | 0 | 1.5 | 0 | 0 | 0 | 0 | 50.8 | 0 | 0 |  |



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|  | CUSTER ST <br> Southbound |  |  |  |  | US36 (COLFAX AVE) Westbound |  |  |  |  | CUSTER ST Northbound |  |  |  |  | US36 (COLFAX AVE) Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 04:00 PM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 4 | 0 | 35 | 2 | 0 | 0 | 0 | 2 | 0 | 34 | 0 | 0 | 34 | 71 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 0 | 20 | 1 | 0 | 0 | 0 | 1 | 0 | 32 | 0 | 0 | 32 | 53 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 23 | 41 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 0 | 26 | 1 | 0 | 0 | 0 | 1 | 0 | 20 | 0 | 0 | 20 | 47 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 7 | 0 | 99 | 4 | 0 | 0 | 0 | 4 | 0 | 109 | 0 | 0 | 109 | 212 |
| \% App. Total | 0 | 0 | 0 | 0 |  | 0 | 92.9 | 7.1 | 0 |  | 100 | 0 | 0 | 0 |  | 0 | 100 | 0 | 0 |  |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 742 | . 438 | . 000 | . 707 | . 500 | . 000 | . 000 | . 000 | . 500 | . 000 | . 801 | . 000 | . 000 | . 801 | . 746 |



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Groups Printed- Class 1

|  | VIEWRIDGE DR Southbound |  |  |  | US36 (COLFAX AVE) Westbound |  |  |  | VIEWRIDGE DR Northbound |  |  |  | US36 (COLFAX AVE) Eastbound |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:00 AM | 0 | 0 | 2 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 24 |
| 07:15 AM | 6 | 0 | 0 | 0 | 1 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 41 |
| 07:30 AM | 6 | 0 | 1 | 0 | 1 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 64 |
| 07:45 AM | 5 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 52 |
| Total | 17 | 0 | 3 | 0 | 2 | 118 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 4 | 0 | 181 |


| $08: 00 \mathrm{AM}$ | 3 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 36 |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $08: 15 \mathrm{AM}$ | 2 | 0 | 1 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 33 |
| $08: 30 \mathrm{AM}$ | 1 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 0 | 33 |
| $08: 45 \mathrm{AM}$ | 0 | 0 | 1 | 0 | 1 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 36 |
| Total | 6 | 0 | 2 | 0 | 1 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 6 | 0 | 138 |


| Grand Total | 23 | 0 | 5 | 0 | 3 | 196 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 10 | 0 |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | :--- | :--- | :--- | ---: | ---: | ---: | ---: |
| Apprch \% | 82.1 | 0 | 17.9 | 0 | 1.5 | 98.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89.1 | 10.9 | 0 |
| Total \% | 7.2 | 0 | 1.6 | 0 | 0.9 | 61.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.7 | 3.1 | 0 |



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|  | VIEWRIDGE DR Southbound |  |  |  |  | US36 (COLFAX AVE) Westbound |  |  |  |  | VIEWRIDGE DR Northbound |  |  |  |  | US36 (COLFAX AVE) Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Tota | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | int. To |

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:15 AM

| 07:15 AM | 6 | 0 | 0 | 0 | 6 | 1 | 26 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 8 | 41 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 07:30 AM | 6 | 0 | 1 | 0 | 7 | 1 | 43 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 13 | 64 |
| 07:45 AM | 5 | 0 | 0 | 0 | 5 | 0 | 34 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 13 | 52 |
| 08:00 AM | 3 | 0 | 0 | 0 | 3 | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 9 | 36 |
| Total Volume | 20 | 0 | 1 | 0 | 21 | 2 | 127 | 0 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 5 | 0 | 43 | 193 |
| \% App. Total | 95.2 | 0 | 4.8 | 0 |  | 1.6 | 98.4 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 88.4 | 11.6 | 0 |  |  |
| PHF | . 833 | . 000 | . 250 | . 000 | . 750 | . 500 | . 738 | . 000 | . 000 | . 733 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 792 | . 625 | . 000 | . 827 | . 754 |



All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
www.alltrafficdata.net

File Name : \#9 VIEWRIDGE\&US36(COLFAXAVE)pm
Site Code : 1
Start Date : 2/25/2015
Page No : 1

Groups Printed- Class 1

|  | VIEWRIDGE DR Southbound |  |  |  | US36 (COLFAX AVE) Westbound |  |  |  | VIEWRIDGE DR Northbound |  |  |  | US36 (COLFAX AVE) Eastbound |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start <br> Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 04:00 PM | 3 | 0 | 0 | 0 | 1 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 5 | 0 | 73 |
| 04:15 PM | 1 | 0 | 3 | 0 | 1 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 4 | 0 | 57 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 41 |
| 04:45 PM | 2 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 5 | 0 | 47 |
| Total | 6 | 0 | 3 | 0 | 2 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 14 | 0 | 218 |
| 05:00 PM | 0 | 0 | 0 | 0 | 1 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 3 | 0 | 52 |
| 05:15 PM | 2 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 3 | 0 | 55 |
| 05:30 PM | 2 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 0 | 41 |
| 05:45 PM | 1 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 0 | 41 |
| Total | 5 | 0 | 0 | 0 | 1 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 9 | 0 | 189 |
| Grand Total | 11 | 0 | 3 | 0 | 3 | 181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 186 | 23 | 0 | 407 |
| Apprch \% | 78.6 | 0 | 21.4 | 0 | 1.6 | 98.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 11 | 0 |  |
| Total \% | 2.7 | 0 | 0.7 | 0 | 0.7 | 44.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45.7 | 5.7 | 0 |  |



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File Name : \#9 VIEWRIDGE\&US36(COLFAXAVE)pm Site Code : 1
Start Date : 2/25/2015
Page No : 2

|  | VIEWRIDGE DR Southbound |  |  |  |  | US36 (COLFAX AVE) Westbound |  |  |  |  | VIEWRIDGE DR Northbound |  |  |  |  | US36 (COLFAX AVE) Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | App. Toal | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. To | Right | Thru | Left | Peds | App. Tota | Int. Total |

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM

| 04:00 PM | 3 | 0 | 0 | 0 | 3 | 1 | 33 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 5 | 0 | 36 | 73 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 04:15 PM | 1 | 0 | 3 | 0 | 4 | 1 | 19 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 4 | 0 | 33 | 57 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 23 | 41 |
| 04:45 PM | 2 | 0 | 0 | 0 | 2 | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 5 | 0 | 21 | 47 |
| Total Volume | 6 | 0 | 3 | 0 | 9 | 2 | 94 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 14 | 0 | 113 | 218 |
| \% App. Total | 66.7 | 0 | 33.3 | 0 |  | 2.1 | 97.9 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 87.6 | 12.4 | 0 |  |  |
| PHF | . 500 | . 000 | . 250 | . 000 | . 563 | . 500 | . 712 | . 000 | . 000 | . 706 | 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 798 | . 700 | . 000 | . 785 | . 747 |



All Traffic Data Services,Inc. 9660 W 44th Ave Wheat Ridge,CO 80033 www.alltrafficdata.net

File Name: \#1 SH79\&I70EBAM
Site Code : 1
Start Date : 2/25/2015
Page No : 1

Groups Printed- Class 1

|  | SH-79 <br> Southbound |  |  |  | I 70 EB RAMPS Westbound |  |  |  | SH-79 <br> Northbound |  |  |  | I 70 EB RAMPS Eastbound |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:00 AM | 0 | 2 | 17 | 1 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 1 | 0 | 38 | 0 | 67 |
| 07:15 AM | 0 | 5 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 0 | 0 | 29 | 0 | 68 |
| 07:30 AM | 0 | 2 | 15 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 0 | 0 | 0 | 0 | 33 | 0 | 69 |
| 07:45 AM | 0 | 18 | 22 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 0 | 0 | 1 | 1 | 34 | 0 | 87 |
| Total | 0 | 27 | 75 | 1 | 0 | 0 | 0 | 0 | 7 | 44 | 0 | 0 | 2 | , | 134 | 0 | 291 |


| 08:00 AM | 0 | 7 | 31 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 1 | 0 | 20 | 0 | 67 |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 08:15 AM | 0 | 10 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 35 | 0 | 84 |
| 08:30 AM | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 1 | 0 | 25 | 0 | 64 |
| 08:45 AM | 0 | 10 | 25 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 32 | 0 | 72 |
| Total | 0 | 27 | 117 | 0 | 0 | 0 | 0 | 0 | 5 | 22 | 0 | 0 | 2 | 2 | 112 | 0 | 287 |


|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Grand Total | 0 | 54 | 192 | 1 | 0 | 0 | 0 | 0 | 12 | 66 | 0 | 0 | 4 | 3 | 246 | 0 |
| Apprch \% | 0 | 21.9 | 77.7 | 0.4 | 0 | 0 | 0 | 0 | 15.4 | 84.6 | 0 | 0 | 1.6 | 1.2 | 97.2 | 0 |
| Total \% | 0 | 9.3 | 33.2 | 0.2 | 0 | 0 | 0 | 0 | 2.1 | 11.4 | 0 | 0 | 0.7 | 0.5 | 42.6 | 0 |



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File Name: \#1 SH79\&I70EBAM
Site Code : 1
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Page No : 2

|  | SH-79 <br> Southbound |  |  |  |  | I 70 EB RAMPS Westbound |  |  |  |  | SH-79 <br> Northbound |  |  |  |  | I 70 EB RAMPS Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start <br> Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 07:30 AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 07:30 AM | 0 | 2 | 15 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 0 | 0 | 19 | 0 | 0 | 33 | 0 | 33 | 69 |
| 07:45 AM | 0 | 18 | 22 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 0 | 0 | 11 | 1 | 1 | 34 | 0 | 36 | 87 |
| 08:00 AM | 0 | 7 | 31 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 8 | 1 | 0 | 20 | 0 | 21 | 67 |
| 08:15 AM | 0 | 10 | 30 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 2 | 35 | 0 | 37 | 84 |
| Total Volume | 0 | 37 | 98 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 7 | 38 | 0 | 0 | 45 | 2 | 3 | 122 | 0 | 127 | 307 |
| \% App. Total | 0 | 27.4 | 72.6 | 0 |  | 0 | 0 | 0 | 0 |  | 15.6 | 84.4 | 0 | 0 |  | 1.6 | 2.4 | 96.1 | 0 |  |  |
| PHF | . 000 | . 514 | 790 | . 000 | . 844 | . 000 | . 000 | . 000 | . 000 | . 000 | . 583 | . 559 | . 000 | . 000 | . 592 | . 500 | . 375 | . 871 | . 000 | . 858 | . 882 |



All Traffic Data Services,Inc. 9660 W 44th Ave Wheat Ridge,CO 80033 www.alltrafficdata.net

File Name : \#1 SH79\&170EBPM
Site Code : 1
Start Date : 2/25/2015
Page No : 1

Groups Printed- Class 1

|  | SH-79 <br> Southbound |  |  |  | 170 EB RAMPS <br> Westbound |  |  |  | SH-79 <br> Northbound |  |  |  | I 70 EB RAMPS Eastbound |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start <br> Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 04:00 PM | 0 | 20 | 67 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 3 | 0 | 75 | 0 | 175 |
| 04:15 PM | 0 | 17 | 64 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 0 | 0 | 3 | 0 | 65 | 0 | 159 |
| 04:30 PM | 0 | 10 | 69 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 5 | 2 | 83 | 0 | 177 |
| 04:45 PM | 0 | 6 | 57 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 70 | 0 | 142 |
| Total | 0 | 53 | 257 | 0 | 0 | 0 | 0 | 0 | 11 | 26 | 0 | 0 | 11 | 2 | 293 | 0 | 653 |
| 05:00 PM | 0 | 12 | 71 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 0 | 0 | 76 | 0 | 173 |
| 05:15 PM | 0 | 5 | 71 | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 0 | 0 | 1 | 2 | 93 | 0 | 184 |
| 05:30 PM | 0 | 5 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 1 | 80 | 0 | 156 |
| 05:45 PM | 0 | 5 | 48 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 67 | 0 | 128 |
| Total | 0 | 27 | 250 | 0 | 0 | 0 | 0 | 0 | 8 | 35 | 0 | 0 | 2 | 3 | 316 | 0 | 641 |
| Grand Total | 0 | 80 | 507 | 0 | 0 | 0 | 0 | 0 | 19 | 61 | 0 | 0 | 13 | 5 | 609 | 0 | 1294 |
| Apprch \% | 0 | 13.6 | 86.4 | 0 | 0 | 0 | 0 | 0 | 23.8 | 76.2 | 0 | 0 | 2.1 | 0.8 | 97.1 | 0 |  |
| Total \% | 0 | 6.2 | 39.2 | 0 | 0 | 0 | 0 | 0 | 1.5 | 4.7 | 0 | 0 | 1 | 0.4 | 47.1 | 0 |  |



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File Name: \#1 SH79\&170EBPM
Site Code : 1
Start Date : 2/25/2015
Page No : 2

|  | SH-79 <br> Southbound |  |  |  |  | I 70 EB RAMPS Westbound |  |  |  |  | SH-79 <br> Northbound |  |  |  |  | I 70 EB RAMPS Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 04:30 PM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 04:30 PM | 0 | 10 | 69 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 8 | 5 | 2 | 83 | 0 | 90 | 177 |
| 04:45 PM | 0 | 6 | 57 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 9 | 0 | 0 | 70 | 0 | 70 | 142 |
| 05:00 PM | 0 | 12 | 71 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 14 | 0 | 0 | 76 | 0 | 76 | 173 |
| 05:15 PM | 0 | 5 | 71 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 0 | 0 | 12 | 1 | 2 | 93 | 0 | 96 | 184 |
| Total Volume | 0 | 33 | 268 | 0 | 301 | 0 | 0 | 0 | 0 | 0 | 11 | 32 | 0 | 0 | 43 | 6 | 4 | 322 | 0 | 332 | 676 |
| \% App. Total | 0 | 11 | 89 | 0 |  | 0 | 0 | 0 | 0 |  | 25.6 | 74.4 | 0 | 0 |  | 1.8 | 1.2 | 97 | 0 |  |  |
| PHF | . 000 | . 688 | . 944 | . 000 | . 907 | . 000 | . 000 | . 000 | . 000 | . 000 | . 550 | . 615 | . 000 | . 000 | . 768 | . 300 | . 500 | . 866 | . 000 | . 865 | . 918 |



## All Traffic Data <br> Services Incio1011

(303) 216-2439
www.alltrafficdata.net

Location: 1 HWY 79 \& MARKETPLACE DR AM
Date and Start Time: Tuesday, July 19, 2016
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

## Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval | MARKETPLACE DR Eastbound |  |  |  | Westbound |  | HWY 79 <br> Northbound |  |  |  | HWY 79 <br> Southbound |  |  |  | Total | Rolling Hour | Pedestrain Crossings |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | U-Turn | Left | Thru | Right | U-Turn Left | Thru Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |  |  | West | East | South | orth |
| 7:00 AM | 0 | 2 | 0 | 43 |  |  | 0 | 54 | 27 | 0 | 0 | 0 | 39 | 10 | 175 | 736 | 0 |  | 0 | 0 |
| 7:15 AM | 0 | 3 | 0 | 51 |  |  | 0 | 52 | 38 | 0 | 0 | 0 | 48 | 16 | 208 | 715 | 0 |  | 0 | 0 |
| 7:30 AM | 0 | 5 | 0 | 62 |  |  | 0 | 40 | 25 | 0 | 0 | 0 | 35 | 12 | 179 | 671 | 0 |  | 0 | 0 |
| 7:45 AM | 0 | 2 | 0 | 52 |  |  | 0 | 48 | 24 | 0 | 0 | 0 | 40 | 8 | 174 | 676 | 0 |  | 0 | 0 |
| 8:00 AM | 0 | 5 | 0 | 41 |  |  | 0 | 54 | 21 | 0 | 0 | 0 | 28 | 5 | 154 | 659 | 0 |  | 0 | 0 |
| 8:15 AM | 0 | 5 | 0 | 55 |  |  | 0 | 47 | 12 | 0 | 0 | 0 | 29 | 16 | 164 |  | 0 |  | 0 | 0 |
| 8:30 AM | 0 | 5 | 0 | 66 |  |  | 0 | 33 | 25 | 0 | 0 | 0 | 43 | 12 | 184 |  | 0 |  | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 40 |  |  | 0 | 50 | 26 | 0 | 0 | 0 | 33 | 8 | 157 |  | 0 |  | 0 | 0 |
| Count Total | 0 | 27 | 0 | 410 |  |  | 0 | 378 | 198 | 0 | 0 | 0 | 295 | 87 | 1,395 |  | 0 |  | 0 | 0 |
| Peak Hour | 0 | 12 | 0 | 208 |  |  | 0 | 194 | 114 | 0 | 0 | 0 | 0162 | 46 | 736 |  | 0 |  | 0 | 0 |

## All Traffic Data <br> Services Incio1011

(303) 216-2439
www.alltrafficdata.net

Location: 2 HWY 79 \& KING SOOPERS ACCESS AM
Date and Start Time: Tuesday, July 19, 2016
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

## Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval | KING SOOPERS ACCESS Eastbound |  |  |  | Westbound |  | HWY 79 <br> Northbound |  |  |  |  | HWY 79 <br> Southbound |  |  |  | Total | Rolling Hour | Pedestrain Crossings |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | U-Turn | Left | Thru | Right | U-Turn Left | Thru Right | U-Turn | Left | Thru | Right |  | U-Turn | Left | Thru | Right |  |  | West | East | South |  |
| 7:00 AM | 0 | 10 | 0 | 2 |  |  | 0 | 2 | 27 | 0 |  | 0 | 0 | 54 | 18 | 113 | 425 | 0 |  | 0 | 0 |
| 7:15 AM | 0 | 16 | 0 | 2 |  |  | 0 | 0 | 35 | 0 |  | 0 | 0 | 60 | 10 | 123 | 405 | 0 |  | 0 | 0 |
| 7:30 AM | 0 | 11 | 0 | 2 |  |  | 0 | 1 | 32 | 0 |  | 0 | 0 | 42 | 15 | 103 | 372 | 0 |  | 0 | 0 |
| 7:45 AM | 0 | 7 | 0 | 0 |  |  | 0 | 2 | 24 | 0 |  | 0 | 0 | 44 | 9 | 86 | 374 | 0 |  | 0 | 0 |
| 8:00 AM | 0 | 9 | 0 | 4 |  |  | 0 | 3 | 23 | 0 |  | 0 | 0 | 37 | 17 | 93 | 384 | 0 |  | 0 | 0 |
| 8:15 AM | 0 | 12 | 0 | 1 |  |  | 0 | 1 | 14 | 0 |  | 0 | 0 | 48 | 14 | 90 |  | 0 |  | 0 | 0 |
| 8:30 AM | 0 | 15 | 0 | 2 |  |  | 0 | 0 | 29 | 0 |  | 0 | 0 | 44 | 15 | 105 |  | 0 |  | 0 | 0 |
| 8:45 AM | 0 | 4 | 0 | 2 |  |  | 0 | 3 | 22 | 0 |  | 0 | 0 | 43 | 22 | 96 |  | 0 |  | 0 | 0 |
| Count Total | 0 | 84 | 0 | 15 |  |  | 0 | 12 | 206 | 0 |  | 0 | 0 | 372 | 120 | 809 |  | 0 |  | 0 | 0 |
| Peak Hour | 0 | 44 | 0 | 6 |  |  | 0 | 5 | 118 | 0 | 0 | 0 | 0 | 0200 | 52 | 425 |  | 0 |  | 0 | 0 |

(303) 216-2439
www.alltrafficdata.net

Location: 1 HWY 79 \& MARKETPLACE DR PM Date and Start Time: Tuesday, July 19, 2016
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

## Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval | MARKETPLACE DR Eastbound |  |  |  | Westbound |  | HWY 79 <br> Northbound |  |  |  | HWY 79 <br> Southbound |  |  |  | Total | Rolling Hour | Pedestrain Crossings |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | U-Turn | Left | Thru | Right | U-Turn Left | Thru Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |  |  | West | East | South |  |
| 4:00 PM | 0 | 6 | 0 | 72 |  |  | 0 | 66 | 38 | 0 | 0 | 0 | 43 | 12 | 237 | 1,010 | 0 |  | 0 | 0 |
| 4:15 PM | 0 | 10 | 0 | 63 |  |  | 0 | 80 | 46 | 0 | 0 | 0 | 37 | 11 | 247 | 1,050 | 0 |  | 0 | 0 |
| 4:30 PM | 0 | 4 | 0 | 66 |  |  | 0 | 78 | 52 | 0 | 0 | 0 | 47 | 12 | 259 | 1,061 | 0 |  | 0 | 0 |
| 4:45 PM | 0 | 2 | 0 | 64 |  |  | 0 | 82 | 59 | 0 | 0 | 0 | 46 | 14 | 267 | 1,087 | 0 |  | 0 | 0 |
| 5:00 PM | 0 | 1 | 0 | 81 |  |  | 0 | 77 | 41 | 0 | 0 | 0 | 54 | 23 | 277 | 1,049 | 0 |  | 0 | 0 |
| 5:15 PM | 0 | 14 | 0 | 76 |  |  | 0 | 69 | 47 | 0 | 0 | 0 | 41 | 11 | 258 |  | 0 |  | 0 | 0 |
| 5:30 PM | 0 | 3 | 0 | 85 |  |  | 0 | 77 | 51 | 0 | 0 | 0 | 55 | 14 | 285 |  | 0 |  | 0 | 0 |
| 5:45 PM | 0 | 8 | 0 | 65 |  |  | 0 | 66 | 45 | 0 | 0 | 0 | 36 | 9 | 229 |  | 0 |  | 0 | 0 |
| Count Total | 0 | 48 | 0 | 572 |  |  | 0 | 595 | 379 | 0 | 0 | 0 | 359 | 106 | 2,059 |  | 0 |  | 0 | 0 |
| Peak Hour | 0 | 20 | 0 | 306 |  |  | 0 | 305 | 198 | 0 | 0 | 0 | O 196 | 62 | 1,087 |  | 0 |  | 0 | 0 |

## All Traffic Data <br> Services Incio1011

(303) 216-2439
www.alltrafficdata.net

Location: 2 HWY 79 \& KING SOOPERS ACCESS PM
Date and Start Time: Tuesday, July 19, 2016
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

## Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval | KING SOOPERS ACCESS <br> Eastbound |  |  |  | Westbound |  | HWY 79 <br> Northbound |  |  |  |  | HWY 79 <br> Southbound |  |  |  | Total | Rolling Hour | Pedestrain Crossings |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | U-Turn | Left | Thru | Right | U-Turn Left | Thru Right | U-Turn | Left | Thru | Right |  | U-Turn | Left | Thru | Right |  |  | West | East | South |  |
| 4:00 PM | 0 | 28 | 0 | 15 |  |  | 0 | 3 | 38 | 0 |  | 0 | 0 | 32 | 18 | 134 | 649 | 0 |  | 0 | 0 |
| 4:15 PM | 0 | 32 | 0 | 14 |  |  | 0 | 8 | 50 | 0 |  | 0 | 0 | 41 | 28 | 173 | 704 | 0 |  | 0 | 0 |
| 4:30 PM | 0 | 32 | 0 | 18 |  |  | 0 | 4 | 57 | 0 |  | 0 | 0 | 37 | 27 | 175 | 693 | 0 |  | 0 | 0 |
| 4:45 PM | 0 | 32 | 0 | 14 |  |  | 0 | 10 | 47 | 0 |  | 0 | 0 | 50 | 14 | 167 | 702 | 0 |  | 0 | 0 |
| 5:00 PM | 0 | 37 | 0 | 13 |  |  | 0 | 1 | 37 | 0 |  | 0 | 0 | 66 | 35 | 189 | 702 | 0 |  | 0 | 0 |
| 5:15 PM | 0 | 34 | 0 | 8 |  |  | 0 | 1 | 48 | 0 |  | 0 | 0 | 42 | 29 | 162 |  | 0 |  | 0 | 0 |
| 5:30 PM | 0 | 34 | 0 | 18 |  |  | 0 | 5 | 47 | 0 |  | 0 | 0 | 47 | 33 | 184 |  | 0 |  | 0 | 0 |
| 5:45 PM | 0 | 34 | 0 | 12 |  |  | 0 | 12 | 47 | 0 |  | 0 | 0 | 36 | 26 | 167 |  | 0 |  | 0 | 0 |
| Count Total | 0 | 263 | 0 | 112 |  |  | 0 | 44 | 371 | 0 |  | 0 | 0 | 351 | 210 | 1,351 |  | 0 |  | 0 | 0 |
| Peak Hour | 0 | 133 | 0 | 59 |  |  | 0 | 23 | 191 | 0 | 0 | 0 | 0 | - 194 | 104 | 704 |  | 0 |  | 0 | 0 |

# Engineering Review Memo 

To: Steve Hebert, Town Planning \& Economic Development Director
From: Dan Giroux, PE, Engineering Consultant to the Town
Date: Wednesday, March 16, 2022
Case: Bennett Self Storage, Bennett Crossing Filing 3, Amend 1, Proposed Lot 3B, Final Development Plan, Bennett Land Use Case 21.43 - $2^{\text {nd }}$ Submittal

Subject: Civil Engineering Review

## Review Memo Only - no Replat redlines provided for this $1^{\text {st }}$ Submittal review.

Per the request of the Town of Bennett, Terramax, Inc. has reviewed the 2nd submittal of the Bennett Self Storage Final Development Plan (FDP) application materials, for the proposed Bennett Crossing Filing 3 Amendment 1 Lot 3B development.

This review does not constitute a contractual offer to the applicant, and does not relieve the applicant from meeting the Town's requirement that the development comply with all Town Codes and Standards. All prior comments on the development application are still considered effective and in force, until acceptably addressed.

Although every attempt has been made to be diligent, thorough and comprehensive, by the nature of review, and relative time invested versus design and plan development, the Town must reserve the right to make original comments and revision requests in subsequent submittals, even for information already submitted, until final application approval.

I have the following comments to offer on the application materials (no plan redlines included for this submittal at this time):

## General

1. Additional easements shown will need to be conveyed by separate instrument as noted on the FDP sheets (thank you), as easements cannot be dedicated via FDP.

- The easements will be required prior to issuance of any Town permits for the site.

2. As noted previously, full water main plan \& profile plans will be required to be reviewed and approved as public improvement construction documents (PI CD's) prior to Town building permit approval.

## Water System

1. If there is a way to feed the west building water service line and fire line from the new site 8inch water main, this will save Cedar Street cutting, and two significant storm sewer - water service line crossings.

- This might involve additional under-building piping and sizing for FDC, but in any case, can be addressed via PI CD's for the water main as opposed to FDP revisions.

2. One new north water main stub noted at mid-north area of the site, thank you.
3. Please coordinate with the master subdivision developer on any additional stubs required for Lot 3A to the north; this could possibly save a storm sewer crossing and street cut for that Lot.
4. Please coordinate with the master subdivision developer on any additional water stubs required for Tract A to the east; if there are plans to Replat or propose future land uses, other water connection may be remote to areas of Tract A.

## Sanitary Sewer System

1. There is a significant sanitary sewer v storm sewer, extended, skewed crossing southwest of the west building that may deserve additional attention.

- For my own record note, supporting ensuing construction document review, these are private utility improvements, and therefore do pose not a Town Standards issue.

2. There is a SSMH 53 shown northwest of the west building as "Existing"; I do not believe this is correct - is it intended to be shown as "By Others"? I believe it would be Proposed in any case.

## Streets \& Access

1. The northwest curb radii appear marginal for large emergency vehicle movements, but are subject to BWFR District review, comment \& approval.

- Turn modeling may be required by BWFR.
- This will also be very tight for other large vehicles, including moving \& delivery trucks, however.

2. Other site corners seem to pose similar or worse challenges due to building corners immediately adjacent to the 26 -foot emergency access drive.
3. These corners may all benefit from a "bulb" treatment similar to the Town's 90-degree "L" intersection detail for Town streets.
4. The northeast EVA all-weather drive connection may require a mountable curb or curb cut, according to BWFR requirements.

## Stormwater

1. Easement across Tract A for the storm sewer and channel outfall will be required prior to any Town permits being issued on this site.
2. There is a storm sewer shown under the curb \& gutter northwest of the west building, most likely due to offset requirements for adjacent water and sanitary sewer lines.

- For my own record note, supporting ensuing construction document review, the storm and sanitary are private utility improvements, and therefore do pose not a Town Standards issue.

Steve, this concludes my civil engineering review of the $2^{\text {nd }}$ Submittal application materials for the Bennett Self Storage FDP at the Filing 3 Proposed Amendment 1 MSP Lot 3B. Please let me know if you have any questions, or require additional information pertaining to the submitted information, or my review.

## Memorandum

9191 Jamaica Street
Englewood, CO 80112
United States
T +1.303.771.0900

| Subject | Bennett Self-Storage Final Development Plan $2^{\text {nd }}$ Review- Traffic <br> Review <br> Steve Hebert, AICP, Bennett Planning \& Economic Development Manager |
| :--- | :--- |
| Attention | Sara Aragon, Community Development Manager |
| From | Mike Heugh, PE |
| Date | Town Traffic Engineer |
| Copies to | March 10, 2022 |
| Dan Giroux, PE, Engineering Consultant to the Town |  |

## Bennett Self Storage FDP - Town Traffic Comments (Plan set dated 11/30/21)

## Sheet 8:

1. It's preferred that the ADA aisle for van accessible stalls be on the passenger side of the stall. This isn't a requirement, however. Please consider if this can be accommodated.
a. New Comment: an addition ADA stall was created, but not required. If two ADA stalls are going to be provided, please place one aisle in between them, such that the van accessible stall is on the left of the aisle. If 1 ADA stall is proposed and placed closest to the office entry, the ADA aisle could be placed on the passenger side for van accessibility, while the path from the driver's side to the office entry meets ADA requirements. As design progresses, please evaluate this idea. It appears that the path from the $1^{\text {st }}$ parking stall to the office entry is unimpeded.
2. Pedestrian crossing signs and markings are not needed given the proposed location of the crosswalk. Please remove. Not addressed. Signs removed from legend, but markings andsign callouts have not beenremoved. Pleaserevise.

New Comments:
3. There's a label that says 20 ' Access Esmt. and the rest islipped out of view. Please correct.
4. Wheel stop label is off. Please correct.
5. Parking stall dimensions were removed. Please relabel.
6. Remove "DO NOT ENTER" sign from sign legendnd post at end of main storage building.

## Sheet 9:

1. Is the road width at the back of the property wide enough for two-way traffic? Does this need to be one-way?

## FINAL DEVELOPMENT PLAN <br> BENNETT SELF STORAGE

LOT 3B, BENNETT CROSSING FILING NO. 3, FIRST AMENDMENT
TOWN OF BENNETT


## FINAL DEVELOPMENT PLAN

BENNETT SELF STORAGE
LOT 3B, BENNETT CROSSING FILING NO. 3
TOWN OF BENNETT


## FINAL DEVELOPMENT PLAN

BENNETT SELF STORAGE

## LOT 3B, BENNETT CROSSING FILING NO. 3

TOWN OF BENNETT
ADAMS COUNTY, STATE OF COLORADO
SHEET 11 OF 23


LANDSCAPE LEGEND:

## native seed

WARM SEASON MIX

40\% LITTLE BLUESTEM $20 \%$ SIDE OATS GRAMA 20\% BLUE GRAMA 20\% BUFFALOGRASS

15 LBS/ACRE 10 LBS/ACRE LBS/ACRE 12 LBS/ACRE

SHREDDED CEDAR MULCH

STEEL EDGING


## FINAL DEVELOPMENT PLAN

BENNETT SELF STORAGE

## LOT $3 \mathrm{~B}, \mathrm{BENNETT}$ CROSSING FILING NO. 3

TOWN OF BENNETT
ADAMS COUNTY, STATE OF COLORADO
SHEET 12 OF 23

## GENERAL PLANTING NOTES:

1. PRIOR TO BEGINNING ANY WORK ON THE SITE THE LANDSCAPE CONTRACTOR SHALL CONTACT THE OFFICE OF THE GENERAL CONTRACTOR AND LANDSCAPE ARCHITECT FOR SPECIFIC INSTRUCTIONS RELEVANT TO THE SEQUENCING OF WORK.
2. LANDSCAPE CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS AND SERVICE NECESSARY TO FURNISH AND INSTAU PLANTINGS AND MATERIALS AS SPECIFIED HEREIN AND AS SHOWN ON PLANS
3. NO MATERIAL SUBSTITUTIONS SHALL BE MADE WITHOUT THE LANDSCAPE ARCHITECTS APPROVAL IN WRITING. ALTERNATE MATERIALS OF SIMILAR SIZE AND CHARACTER MAY BE CONSIDERED IF SPECIFIED PLANT MATERIALS CANNOT BE OBTAINED.
4. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REVISE PLANT MATERIAL LIST AS DEEMED NECESSARY
5. ALL PLANT LOCATIONS ARE APPROXIMATE. ADJUST AS NECESSARY TO AVOID CONFLICTS.
6. QUANTITIES OF MATERIALS SHOWN ON THE PLANTING PLAN TAKE PRECEDENCE OVER QUANTITIES SHOWN ON THE PLANT MATERIAL SCHEDULE. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFY ALL QUANTITIES ON THE PLANTING PLAN(S).
7. LANDSCAPE CONTRACTOR SHALL LOCATE ALL UTILITIES BEFORE COMMENCEMENT OF WORK. VERIFY EXACT LOCATION OF ALI UTILTIES BY CONTACTING APPROPRIATE UTILITY COMPANIES, LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR THE REPAIR / REPLACEMENT FOR ANY DAMAGE CAUSED TO UTILITIES.
8. FINISH GRADE SHALL BE ADJUSTED FOR TURF THICKNESS
9. ALL PLANT MATERIALS SHALL HAVE BACKFILL, CAREFULLY PLACED AROUND BASE AND IDES OF BALL TO TWO-THIRDS ( $\frac{2}{3}$ ) DEPTH OF BALL THEN THOROUGHLY SOAKED WITH WATER TO ALLOW SETTLEMENT. ALL WIRE, BURLAP FASTENERS, TOP ONE-THIRD $\left(\frac{1}{3}\right)$ OF BURLAP AND LOOSE BURLAP SHALL BE REMOVED AT THIS TIME THE SETTLEMENT OF BACKFILL. BACKFILL SHALL THEN BE THOROUGHLY WATERED ONCE AGAIN.
10. AFTER PLANTING IS COMPLETED REPAIR INJURIES TO ALL PLANTS AS REQUIRED. LIMIT AMOUNT OF PRUNING TO A MINIMUM NECESSARY TO REMOVE DEAD OR INJURED TWIGS AND BRANCHES. PRUNE IN SUCH A MANNER AS NOT TO CHANGE THE NATURAL GROWING HABIT OR SHAPE OF THE PLANT. MAKE ALL CUTS FLUSH, LEAVING NO SHALL BE REPLACED.
11. PLANT SPECIFIED GROUND COVER WITHIN ONE FOOT OF TRUNK OF TREES AND SHRUBS PLANTED WITHIN THE AREA. PLANTING ARRANGEMENTS SHALL BE TRIANGULAR WITH PROPER SPACING BETWEEN PLANTS
12. COMMERCIAL GRADE $\frac{3}{16}$ INCH BY 4" POWDER COATED STEEL EDGING WITH ROLLED EDGE OR PROTECTIVE CAP SHALL BE USED TO SEPARATE ALL TURF AREAS FROM PLANTING BEDS. PLACE EDGING FLUSH WITH GRADE AND STAKE TO GROUND PER MANUFACTURES RECOMMENDATIONS.
13. LANDSCAPE CONTRACTOR TO PROVIDE THE LANDSCAPE ARCHITECT A SAMPLE OF PROPOSED STEEL EDGING FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
14. LANDSCAPE CONTRACTOR SHALL PROVIDE A 1 CUBIC FOOT SAMPLE OF PROPOSED MULCH TO LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL
15. PLACE FOUR INCHES OF MULCH IN ALL SHRUB BEDS, PLACE FOUR INCHES OF MULCH IN ALL GROUND COVER, PERENNIAL BEDS AND PLACE 4 INCHES OF MULCH AT ALL TREE SAUCERS
16. PLANTING beds receiving mulch are to be free of weeds and grass. treat beds with a PLANTING BEDS RECEIVING MULCH ARE TO BE FREE OF WEEDS AND GRASS. TREAT BEDS WITH A PERENNIAL OR ANNUAL BEDS
17. LANDSCAPE CONTRACTOR TO REMOVE TREE STAKES AND ALL DEAD WOOD ON TREES AND SHRUBS ONE YEAR AFTER SUBSTANTIAL COMPLETION IS GRANTED ON THE COMPLETE PROJECT.
18. REPORT ANY DISCREPANCIES IN THE PLANTING PLAN TO THE LANDSCAPE ARCHITECT PRIOR TO STARTING CONSTRUCTION.


## FINAL DEVELOPMENT PLAN

BENNETT SELF STORAGE

## LOT 3B, BENNETT CROSSING FILING NO. 3

TOWN OF BENNETT
ADAMS COUNTY, STATE OF COLORADO

## IRRIGATION STANDARDS:

1. ALL SHRUB BEDS AND NEW PLANTINGS TO BE IRRIGATED PER TOWN STANDARDS.
2. IRRIGATION TO BE DESIGN BUILD BY CONTRACTOR. CONTRACTOR (OR HIS DESIGN CONSULTANT) IS REQUIRED TO MEET BRIEFLY WITH TOWN STAFF TO ESTABLISH IRRIGATION PROGRAM REQUIREMENTS

## MAINTENANCE GUARANTEE:

N ORDER TO PROVIDE FOR THE ONGOING HEALTH AND APPEARANCE OF REQUIRED AND APPROVED LANDSCAPE IMPROVEMENTS, ALL LANDSCAPING SHALL BE MAINTAINED IN APPROVED LANDSCAPE IMPROVEMENTS, ALL LANDSCAPING SHALL BE MAINTAINED IN GOOD HEALTH AND REPLACED BY THE LANDOWNER OR OCCUPANT AS NECESSARY. A
PROPERTY OWNERS OR OCCUPANTS SHALL BE RESPONSIBLE FOR MAINTENANCE OF LANDSCAPING WITHIN THE PORTION OF THE PUBLIC RIGHT-OF-WAY BETWEEN THE BACK OF THE CURB OR STREET PAVEMENT AND THE ADJACENT PROPERTY.

| No modification w made from previo review comments date 1/29/2022 | PLANT MATERIAL SCHEDULE: |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | QTY | KEY | botanical name | COMMON NAME | MATURE WIDTH | $\begin{aligned} & \hline \text { PLANTING } \\ & \text { SIZE } \end{aligned}$ | NOTES |
|  | SHADE TREES |  |  |  |  |  |  |
|  | 1 | af | ACER X FREMANII | AUTUMN BLAZE MAPLE | 25'-30' | $21 / 2^{\prime \prime}$ CAL. | B \& B |
|  | 5 | em | EMERALD QUEEN MAPLE | ACER PLATANOIDES 'EMERALD QUEEN' | 25'-30' | $21 / 2^{\prime \prime} \mathrm{CAL}$. | $B \& B$ |
|  | 1 | co | CELTIS OCCIDENTALIS | COMMON HACKBERRY | 40'-50' | $21 / 2^{\prime \prime} \mathrm{CAL}$. | $B \& B$ |
|  | 6 | ta | TILIA AMERICANA | AMERICAN LINDEN | 25'-30' | $21 / 2^{\prime \prime} \mathrm{CAL}$. | $B \& B$ |
|  | 2 | qb | QUERCUS BICOLOR | SWAMP WHITE OAK | 40'-80' | $21 / 2^{\prime \prime} \mathrm{CAL}$. | $B \& B$ |
|  | 3 | cs | CATALPA SPECIOSA | WESTERN CATALPA | 50'-30' | $21 / 2^{\prime \prime} \mathrm{CAL}$. | B \& B |
|  | 4 | gt | GLEDITSIA TRIACANTHOS | HONEY LOCUST | $40^{\prime}-40^{\prime}$ | $21 / 2^{\prime \prime} \mathrm{CAL}$. | $B \& B$ |
|  | 6 | gd | GYMNOCLADUS DIOICA | KENTUCKY COFFEE TREE | 50'-40' | $21 / 2^{\prime \prime} \mathrm{CAL}$. | $B \& B$ |
|  | EVERGREEN TREES |  |  |  |  |  |  |
|  | 14 | pn | PINUS NIGRA | AUSTRIAN PINE | 30'-40' | 6' HT. | B \& B |
|  | 6 | pe | PINUS EDULIS | PINON PINE | 12'-15' | $6^{\prime} \mathrm{HT}$. | $B \& B$ |
|  | ORNAMENTAL TREES |  |  |  |  |  |  |
|  | 2 | sm | MALUS SP. 'SPRINGSNOW' | SPRINGSNOW CRABAPPLE | 15'-20' | 2" CAL. | B \& B |
|  | 1 | pc | PYRUS CALLERYANA 'CHANTICLEER' | CHANTICLEER PEAR | 20'-30' | 2" CAL. | $B \& B$ |
|  | SHRUBS |  |  |  |  |  |  |
|  | 20 | sb | SPIRAEA X BUMALDA | BUMALDA SPIREA | 2'-3' | 5 GAL . | CONT. |
|  | 9 | ac | RIBES ALPINUM | ALPINE CURRANT | 3'-3-6" | 5 GAL . | CONT. |
|  | 6 | cp | COTONEASTER ADPRESSUS 'PRAECOX' | CREEPING COTONEASTER | 5'-6' | 5 GAL . | CONT. |
|  | 26 | ea | EUONYMUS ALTATUS 'COMPACTA' | DWARF BURNING BUSH | 4'-5' | 5 GAL . | CONT. |
|  | 7 | ja | JUNIPERUS CHINENSIS 'ARMSTRONGII' | ARMSTRONG JUNIPER | 3'-4' | 5 GAL . | CONT. |
|  | 55 | pm | PHILADELPHUS MICROPHYLLUS | LITTLELEAF MOCKORANGE | 3'-3' | 5 GAL . | CONT. |
|  | 4 | pf | POTENTILLA FRUTICOSA | POTENTILLA | 3'-3' | 5 GAL . | CONT. |
|  | 32 | aw | SPIREA BUMALDA 'ANTHONEY WATERER' | ANTHONEY WATERER SPIREA | 3'-3' | 5 GAL . | CONT. |
|  | 23 | ek | EUONUMUS KTAUTSCHOVICA 'MANHATTAN' | MANHATTAN EUONYMUS | 5'-6' | 5 GAL . | CONT. |
|  | $\begin{aligned} & 12 \\ & 36 \end{aligned}$ | $\begin{array}{\|c\|} \mathrm{mp} \\ \mathrm{qb} \end{array}$ | DWARF MUGO PINE CYTISUS PURGANS | PINUS MUGO VAR. PUMILIO SPANISH GOLD BROOM | $\begin{aligned} & { }^{\prime}-6.6 \\ & 4^{\prime}-6^{\prime} \end{aligned}$ | $\begin{aligned} & 5 \mathrm{GAL} . \\ & 5 \mathrm{GAL} . \end{aligned}$ | CONT CONT. |
|  | ORNAMENTAL GRASS |  |  |  |  |  |  |
|  | 74 | ms | MISCANTHUS SINESIS 'YAKU JIMA' | DWARF MAIDEN GRASS 'YAKU JIMA' | 3'-4' | 5 GAL . | CONT. |
|  | 35 | fo | FESUCA OVINA GLAUCA | BLUE FESCUE | 8"-12" | 5 GAL . | CONT. |
|  | 42 | kf | CALAMAGROSTIS ACUTIFLORA | FEATHER REED GRASS | $2^{\prime}-3{ }^{\prime}$ | 5 GAL . | CONT. |

 job no: JOB NO: ORIGINAL ISSU: 2212-00 | DESIGN BY: | SDW |
| :--- | :--- |
| CHECKED BY: | JAH | SCALE:

## FINAL DEVELOPMENT PLAN

BENNETT SELF STORAGE

## LOT $3 \mathrm{~B}, \mathrm{BENNETT}$ CROSSING FILING NO. 3

TOWN OF BENNETT
ADAMS COUNTY, STATE OF COLORADO
SHEET 14 OF 23



February $18^{\text {th }}, 2022$
Steve Hebert
Town Planner
Town of Bennett
Re: Bennett Self Storage FDP 2nd Submittal - Case 21.42
Planner Hebert,
In regards to the submission for Bennett Self Storage FDP 2nd Submittal - Case 21.42, 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.
- 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.
- Development access requirements are based on the adopted fire code applicable to the development. Two BWFR approved access points are required per IFC D104.2 Buildings exceeding $\mathbf{6 2 , 0 0 0}$ square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet ( $5760 \mathrm{m2}$ ) shall be provided with two separate and approved fire apparatus access roads.

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 requires that a fire hydrant be located within 100 feet of a Fire Department Connection (FDC) on a building. It appears the applicant is proposing to place the FDC at the front of the building adjacent to the office which complies with NFPA 13 8.17.2.4.6, however no hydrant is located
within $100^{\prime}$ of this location. We are requesting the applicant adjust the utility plan to add an additional hydrant within this area.
- It appears the access gate locations proposed utilize an "island" style median in the center of the roadway. These obstructions would reduce the fire apparatus access of each lane on either side of the medium below the required minimum specifications. The applicant will need to revise these access points to accommodate the required minimum dimensions in IFC Appendix D.
- Significant portions of the perimeter drive aisle areas will be designated as fire lane to accommodate the require fire apparatus access dimensions on the drive aisle. This area will be designated during the Fire District's plan review process and will be required to be marked with IFC Appendix D signage and red curb paint.
- BWFR will incur unmet capital costs associated with new development. To address the needs of this unmet capital cost, BWFR has partnered with the Town to enact 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

## RE: Bennett Self Storage 2nd FDP Referral Package

## 1 message

Brooks Kaufman [BKaufman@core.coop](mailto:BKaufman@core.coop)
To: Steve Hebert [shebert@bennett.co.us](mailto:shebert@bennett.co.us)

Steve

The applicant will be required to provide the EUSERC cabinet location on the Site Plan. The location can't be behind the fenced in area.

Respectfully

## Brooks Kaufman

Lands and Rights of Way Manager
800.332 .9540 MAIN
720.733.5493 direct
303.912.0765 мовіLе
www.core.coop.

## The Energy to Thrive ${ }^{m}$

## 00910

From: Town of Bennett Planning [planning@bennett.co.us](mailto:planning@bennett.co.us)
Sent: Thursday, March 17, 2022 9:24 AM
To: Brooks Kaufman [BKaufman@core.coop](mailto:BKaufman@core.coop)
Subject: Fwd: Bennett Self Storage 2nd FDP Referral Package
Page 256

## Brooks,

I see a response from you on the self storage FDP. I have looked. See the link below.


Planning Department 207 Muegge Way | Bennett CO, 80102 (303)644-3249 | planning@bennett.co.us townofbennett.colorado.gov
welcome neighbors.

Forwarded message<br>From: Town of Bennett Planning [planning@bennett.co.us](mailto:planning@bennett.co.us)<br>Date: Thu, Feb 17, 2022 at 3:26 PM<br>Subject: Bennett Self Storage 2nd FDP Referral Package<br>To: Karl Smalley [ksmalley@adcogov.org](mailto:ksmalley@adcogov.org), Robin Price [rprice@bennett.co.us](mailto:rprice@bennett.co.us), Daymon Johnson [djohnson@bennett.co.us](mailto:djohnson@bennett.co.us), Bennett Rec District [director@bennettrec.org](mailto:director@bennettrec.org), Victoria Flamini <VictoriaFlamini@ bennettfirerescue.org>, Bennett Watkins Fire Rescue [calebconnor@bennettfirerescue.org](mailto:calebconnor@bennettfirerescue.org), <JGutierrez@<br>summitutilitiesinc.com>, [GVanderstraten@summitutilitiesinc.com](mailto:GVanderstraten@summitutilitiesinc.com), Eastern Slope Rural Telephone [patw@esrta.com](mailto:patw@esrta.com), I-70 Regional Economic Advancement Partnership [|xc.strategies@gmail.com](mailto:%7Cxc.strategies@gmail.com), Brooks Kaufman [BKaufman@core.coop](mailto:BKaufman@core.coop), Jehn Water Consultants Inc [gburke@jehnwater.com](mailto:gburke@jehnwater.com), Melinda Culley [melinda@kellypc.com](mailto:melinda@kellypc.com), Daniel Giroux [dangiroux@terramax.us](mailto:dangiroux@terramax.us), Steve Hebert [shebert@bennett.co.us](mailto:shebert@bennett.co.us), Heugh, Michael [Michael.Heugh@jacobs.com](mailto:Michael.Heugh@jacobs.com)

Hello All,

Below is a Dropbox link to the Bennett Self Storage FDP 2nd Submittal referral package. We appreciate your review and comments. Please send your comments back via this email address or by mail to Town Hall by March 10, 2022.
https://www.dropbox.com/sh/dy0c343puigb7pk/AABCUi_QgeTfSB_aAFpqgsVXa?dl=0

If you have any questions, please email or call Steve Hebert at shebert@bennett.co.us or the phone number below.


Planning Department
207 Muegge Way | Bennett CO, 80102
(303)644-3249 | planning@bennett.co.us
townofbennett.colorado.gov

## 3 attachments

Bldr-DevServiceRequirements_May2019 59.pdf 110K

Bldr-DevServiceRequirements_May2019 16.pdf 131K

## RE: Bennett Self Storage 2nd FDP Referral Package <br> 1 message

## Melinda Culley [melinda@kellypc.com](mailto:melinda@kellypc.com)

Wed, Mar 9, 2022 at 9:32 AM
To: Town of Bennett Planning [planning@bennett.co.us](mailto:planning@bennett.co.us)

I don't have any comments on this FDP. Thanks.

## Melinda A. Culley

Kelly PC
$99918^{\text {th }}$ Street, Suite 1450 S
Denver, CO 80202
P: (303) 298-1601 x212
F: (303) 298-1627
Cell: (316) 640-1013

——est. 1987
******* CONFIDENTIALITY NOTICE *******
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From: Town of Bennett Planning [mailto:planning@bennett.co.us]
Sent: Thursday, February 17, 2022 3:27 PM
To: Karl Smalley; Robin Price; Daymon Johnson; Bennett Rec District; Victoria Flamini; Bennett Watkins Fire Rescue; JGutierrez@summitutilitiesinc.com; GVanderstraten@summitutilitiesinc.com; Eastern Slope Rural Telephone; I-70 Regional Economic Advancement Partnership; Brooks Kaufman; Jehn Water Consultants Inc; Melinda Culley; Daniel Giroux; Steve Hebert; Heugh, Michael
Subject: Bennett Self Storage 2nd FDP Referral Package

Hello All,

Below is a Dropbox link to the Bennett Self Storage FDP 2nd Submittal referral package. We appreciate your review and comments. Please send your comments back via this email address or by mail to Town Hall by March 10, 2022.
https://www.dropbox.com/sh/dy0c343puigb7pk/AABCUi_QgeTfSB_aAFpqgsVXa?dl=0

If you have any questions, please email or call Steve Hebert at shebert@bennett.co.us or the phone number below.

# RE: Bennett Self Storage 2nd FDP Referral Package 

1 message
Karl Smalley [KSmalley@adcogov.org](mailto:KSmalley@adcogov.org)
Fri, Feb 18, 2022 at 8:37 AM
To: Town of Bennett Planning [planning@bennett.co.us](mailto:planning@bennett.co.us)

The Adams County Sheriff's Office have no concerns with this project.

Karl Smalley, Commander
Adams County Sheriff's Office
Strasburg

From: Town of Bennett Planning [mailto:planning@bennett.co.us]<br>Sent: Thursday, February 17, 2022 3:27 PM<br>To: Karl Smalley [KSmalley@adcogov.org](mailto:KSmalley@adcogov.org); Robin Price [rprice@bennett.co.us](mailto:rprice@bennett.co.us); Daymon Johnson [djohnson@bennett.co.us](mailto:djohnson@bennett.co.us); Bennett Rec District [director@bennettrec.org](mailto:director@bennettrec.org); Victoria Flamini <VictoriaFlamini@ bennettfirerescue.org>; Bennett Watkins Fire Rescue [calebconnor@bennettfirerescue.org](mailto:calebconnor@bennettfirerescue.org);<br>JGutierrez@summitutilitiesinc.com; GVanderstraten@summitutilitiesinc.com; Eastern Slope Rural Telephone [patw@esrta.com](mailto:patw@esrta.com); I-70 Regional Economic Advancement Partnership [lxc.strategies@gmail.com](mailto:lxc.strategies@gmail.com); Brooks Kaufman [BKaufman@core.coop](mailto:BKaufman@core.coop); Jehn Water Consultants Inc [gburke@jehnwater.com](mailto:gburke@jehnwater.com); Melinda Culley [melinda@kellypc.com](mailto:melinda@kellypc.com); Daniel Giroux [dangiroux@terramax.us](mailto:dangiroux@terramax.us); Steve Hebert [shebert@bennett.co.us](mailto:shebert@bennett.co.us); Heugh, Michael [Michael.Heugh@jacobs.com](mailto:Michael.Heugh@jacobs.com)<br>Subject: Bennett Self Storage 2nd FDP Referral Package

Please be cautious: This email was sent from outside Adams County

Hello All,

Below is a Dropbox link to the Bennett Self Storage FDP 2nd Submittal referral package. We appreciate your review and comments. Please send your comments back via this email address or by mail to Town Hall by March 10, 2022.
https://www.dropbox.com/sh/dy0c343puigb7pk/AABCUi_QgeTfSB_aAFpqgsVXa?dl=0

If you have any questions, please email or call Steve Hebert at shebert@bennett.co.us or the phone number below.

welcome neighbors.

Planning Department
207 Muegge Way | Bennett CO, 80102
(303)644-3249 |planning@bennett.co.us townofbennett.colorado.gov

## RESOLUTION NO. 918-22

## A RESOLUTION APPROVING THE BENNETT SELF STORAGE FINAL DEVELOPMENT PLAN

WHEREAS, there has been submitted to the Board of Trustee of the Town of Bennett a request for approval of a Final Development Plan for Bennett Self Storage; and

WHEREAS, all materials related to the proposed Final Development Plan have been reviewed by Town Staff and found with conditions to be in compliance with Town of Bennett land use and development ordinances; and

WHEREAS, after a noticed public hearing, at which evidence and testimony were entered into the record, the Board of Trustees finds that the proposed Final Development Plan should be approved subject to certain conditions.

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

Section 1. The Board of Trustees hereby approves the proposed Final Development Plan for Bennett Self Storage, subject to the conditions set forth on Exhibit A, attached hereto and incorporated herein by reference.

PASSED AND ADOPTED THIS 14 ${ }^{\text {th }}$ DAY OF JUNE 2022.

TOWN OF BENNETT

Royce D. Pindell, Mayor

## ATTEST:

[^5]
## EXHIBIT A <br> Bennett Self Storage Final Development Plan Conditions of Approval

1. The applicant shall confer with the Bennett Fire Protection District and ensure the proposed development conforms to adopted (IFC) fire code standards and design expectations of both the Town of Bennett and the District.
2. Before recording the Final Development plan, the applicant shall make minor modifications directed by Town Staff, Town Attorney and Town Engineer.

## Suggested Motion

I move to approve Resolution No. 918-22 - A resolution approving the Bennett Self Storage Final Development Plan, subject to the following conditions:

1. The applicant shall confer with the Bennett Fire Protection District and ensure the proposed development conforms to adopted (IFC) fire code standards and design expectations of both the Town of Bennett and the District.
2. Before recording the FDP, the applicant shall make minor modifications directed by Town Staff, the Town Attorney and the Town Engineer.

| TO: | Mayor and Town of Bennett Board of Trustees |
| :--- | :--- |
| FROM: | The Bennett Gives Back Advisory Board |
| DATE: | June 14, 2022 |
| SUBJECT: | 2022 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.

## 2022 Applicants

The Town received 13 BGB Grant applications, for a total requested amount of $\$ 94,678$. The maximum funds available for this program in 2022 are $\$ 40,000$, therefore, the Bennett Gives Back Advisory Board met on June $2^{\text {nd }}$ to develop funding recommendations.

The applications received were as follows:

- Bennett Boy Scout Troop 30-Replace Boy Scout Storage
- Project Budget-\$7,556
- Grant Request-\$6,800
- Bennett Community Food Bank-Trailer or Storage Unit
- Project Budget-\$10,500
- Grant Request- $\$ 8,000$
- Bennett Elementary PTSA-Book Vending Machines for BES and BIS
- Project Budget-\$9,890
- Grant Request-\$8,901
- Bennett Imagination Library Program-Bennett Imagination Library Program
- Project Budget- $\$ 5,040.00$
- Grant Request-\$2,520
- Bennett Park and Recreation District-Baby Pool
- Project Budget- $\$ 8,000$
- Grant Request-\$6,000
- Bennett Wrestling Club-BWC Practice Mat
- Project Budget-\$8,700
- Grant Request-\$7,830
- BHS Career \& Tech Department-Career Fair Booths
- Project Budget-\$9,922
- Grant Request-\$8,930
- CASA of Adams and Broomfield Counties-CASA Volunteer Program
- Project Budget-\$713,432
- Grant Request-\$3,000
- Cornerstone Fellowship-Youth Program
- Project Budget- $\$ 11,000$
- Grant Request-\$10,000
- Discovery Time Kids Early Learning Center-Drain Pipe, Curb and Gutter Installation
- Project Budget-\$10,774
- Grant Request-\$9,697
- BSD29J - BSD29J Baseball/Softball Scoreboard
- Project Budget-\$12,552
- Grant Request-\$10,000
- VFW Post 8449-Siding for Building
- Project Budget-\$12,500
- Grant Request-\$10,000
- I-70 Chamber of Commerce-Summer on the Farm
- Project Budget-\$3,500
- Grant Request-\$3,000


## 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 Community Food Bank-Trailer or Storage Unit
- Recommended Funding- $\$ 8,000$
- Bennett Elementary PTSA-Book Vending Machines for BES and BIS
- Recommended Funding- $\$ 4,000$
- Bennett Imagination Library Program-Bennett Imagination Library Program
- Recommended Funding-\$2,520
- BHS Career \& Tech Department-Career Fair Booths
- Recommended Funding- $\$ 4,000$
- Cornerstone Fellowship-Youth Program
- Recommended Funding-\$4,480
- BSD29J - BSD29J Baseball/Softball Scoreboard
- Recommended Funding-\$9,000
- VFW Post 8449-Siding for Building
- Recommended Funding- $\$ 8,000$


## Public Hearing Script <br> Board of Trustees

MAYOR: I will now open the public hearing on the following: Updates for Chapter 16, Articles 1 and 2 of the Bennett Municipal Code.

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

MAYOR: Ms. Hart, for the record, please state whether this hearing has been properly noticed.
[Town Clerk to summarize the notice required and accomplished for the hearing.]

MAYOR: Is there a staff presentation on this matter?
[Staff presentation/information]
MAYOR: This is a public hearing. Please keep public comment to the issues before the Town Board. Each speaker is asked to limit comment time to 3 minutes, unless the speaker represents a group of citizens, in which event additional time may be allocated. Please respect these limitations. I reserve the right to limit public comment that is inappropriate under these guidelines or otherwise improper. I also reserve the right to limit testimony or questioning that is repetitive, cumulative, argumentative, or not pertinent to the issues, and to set a limit on the duration of testimony if I determine it to be necessary in light of the number of persons who have signed up to testify.

MAYOR: Is there anyone here who wishes to speak on this issue?

## [Public comment]

MAYOR: Is there anyone else in the public who wishes to speak on this issue? Hearing none, I now close the public comment portion of the public hearing. We will now proceed to Board discussion. Are there any questions from the Trustees, or any discussion of the Trustees?

## [Town Board questions and discussion]

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

MAYOR: If there is no further discussion by the Town Board, we have a draft Ordinance in front of us and I would entertain a motion.

## STAFF REPORT

TO: $\quad$ Mayor and Town of Bennett Board of Trustees
FROM: Taeler Houlberg, Administrative Services Director
Steve Hebert, Planning and Economic Development Manager
DATE: June 14, 2022
SUBJECT: Recommended Updates to Chapter 16, Articles I and II of the Bennett Municipal Code

## Background

Included in this staff report are the recommended updates for Articles I and II of Chapter 16 as presented at study session on May 10, 2022. Since that time, two modifications were made to the proposed updates.

First, modification to the proposed language for Mobile Food Vendor is shown in Table 2.1 - Temporary Uses.

The original proposed language read:

| Use | Zone Districts | Period |
| :--- | :--- | :--- |
| (6) Mobile Food Vendor | A, C, EC, I and P | Time to be specified. |

The updated language reads:

| Use | Zone Districts | Period |
| :--- | :--- | :--- |
| (6) Mobile Food Vendor | All | Time to be specified. Subject to <br> procedures and requirements as <br> established by the Zoning |

This new proposed language allows for regulations around Mobile Food Vendors to be done administratively and accommodates food truck gatherings at places like a park in a housing subdivision.

Second, modification to the proposed language was made to the new proposed zone district.
The original staff proposed language read:
Sec. 16-2-432. R-1A - Moderate Density Residential District.
(a) The R-1A District is intended to provide for the development of areas containing moderatedensity single-family residential dwellings.
(b) Land uses are permitted as shown in the Land Use Table in Section 16-2-470.
(c) Lot and building requirements shall be as shown in Table 2.4.1.

Table 2.4.1 Moderate Density Residential District Standards

| Standard | R-1A - Moderate Density Residential <br> District |
| :--- | :--- |
| Minimum Lot Area/Dwelling Unit | 5,000 square feet |
| Minimum Lot Width | 50 feet |
| Maximum Lot Coverage | $70 \%$ |
| Minimum Floor Area/Dwelling Unit | 800 square feet |
| Minimum Front Yard Setback (Principal Structure) | 10 feet, w/ max. setback not to exceed <br> an average of adjacent principal <br> structures |
| Minimum Front Yard Setback (Accessory Structure) | 10 feet |
| Minimum Side Yard Setback (Principal Structure) | 5 feet |
| Minimum Side Yard Setback (Accessory Structure) | 5 feet |
| Minimum Rear Yard Setback (Principal Structure) | 10 feet |
| Minimum Rear Yard Setback (Accessory Structure) | 5 feet |
| Maximum Height (Principal Structure) | 35 feet |
| Maximum Height (Accessory Structure) | 12 feet, except detached garages, 18 <br> feet |

The updated language reads:

## Sec. 16-2-426. R-1 A - Alternate Low Density Residential District.

(a) The R-1A District is intended to provide for the development of areas containing alternative low density single-family residential dwellings.
(b) This zone district can be achieved through planning efforts and review of density and/or limitations on the number of units.
(c) Land uses are permitted as shown in the Land Use Table in Section 16-2-470.
(d) Lot and building requirements shall be as shown in Table 2.4.1.

Table 2.4.1 Alternate Low Density Residential District Standards

| Standard | R-1A - Alternate Low Density <br> Residential District |
| :--- | :--- |
| Minimum Lot Area/Dwelling Unit | 5,000 square feet |
| Minimum Lot Width | 50 feet |
| Maximum Lot Coverage | $70 \%$ |
| Minimum Floor Area/Dwelling Unit | 800 square feet |
| Minimum Front Yard Setback (Principal Structure) | 10 feet, w/ max. setback not to exceed <br> an average of adjacent principal <br> structures |
| Minimum Front Yard Setback (Accessory Structure) | 10 feet |
| Minimum Side Yard Setback (Principal Structure) | 5 feet |
| Minimum Side Yard Setback (Accessory Structure) | 5 feet |


| Minimum Rear Yard Setback (Principal Structure) | 10 feet |
| :--- | :--- |
| Minimum Rear Yard Setback (Accessory Structure) | 5 feet |
| Maximum Height (Principal Structure) | 35 feet |
| Maximum Height (Accessory Structure) | 12 feet, except detached garages, 18 <br> feet |

Staff believes the changes in language align more with the desires of the Board of Trustees following feedback from the study session.

## Article I and II Recommended Updates

Below is a description of the recommended updates to Articles I and II of Chapter 16.

## Article I-General Provisions

Article 1 overall includes several cleanup items in the proposed updates. Those items are:

- Removing or correcting references and dates;
- Fixing grammatical errors; and
- Enhancing procedural language for greater clarity.

The definitions section includes the following proposed changes:

- Removing incorrect procedural references;
- Fixing grammatical errors;
- Updating Figure 1.1 to accurately provide a visual definition of a block;
- Updating the definitions of building official and development agreement;
- Adding definitions for drainage improvements and subdivision agreements; and
- Removing the description of "lot, reverse corner."

It's important to note that the definitions included in the attached recommended updates are only those that are being updated and do not include all of the definitions currently in Article 1.

Other proposed updates in Article 1 include:
Adding language to Sec. 16-1-50. - Purpose that "promotes sustainable and resilient development practices that assure high quality of life in Bennett."

Updating Table 1.1 - Review Process Chart in its entirety to accurately reflect current processes and procedures.

Adding "County parcel identification number" as a location identification option for public hearing notices and removing requirements that the applicant reimburse the Town for the cost of publication of the notice of the hearing. The cost of public notice publications is already included in the applicant fee.

Furthermore, the Town is developing procedures to have the applicant post all signs necessary for the public hearing property posting. Thus, the Town will no longer need to lend signs to applicants and language that the applicant "return any Town signs to the Town" can be removed. Staff also suggests
removing the requirement that mailed notifications for subdivision plats be done via certified mail. Finally, staff recommends Table 1.2 - Public Notice Requirements be removed entirely because of its apparent redundancy to previously mentioned information.

## Article II-Zoning

Similar to Article 1, Article 2 has a number of recommended cleanup items, including:

- Removing or correcting references;
- Fixing grammatical errors;
- Removing unnecessary or redundant language;
- Enhancing or updating the procedural language for greater clarity;
- Updating language to match the Official Zoning Map; and
- Updating language to reflect current state statutes.

The definitions section includes the following proposed changes:

- Fixing grammatical errors;
- Adding clarifying language;
- Moving the definition of building height to alphabetical order;
- Removing definitions of terms that aren't used in Chapter 16;
- Updating the daycare, group home, marijuana, patient and primary caregiver definitions to match current state statute;
- Adding language to the "detention facility" definition that allows law enforcement services to temporarily detain a person who has violated the law within the Town. This temporary detention must be written into an agreed-upon contract with the entity the Town contracts with for law enforcement services and can only be used when absolutely necessary. The Town currently does not allow detention facilities, except for group homes for juvenile offenders, in any zoning district.;
- Updating the definitions for financial services, home occupation, mini-storage, parking, refuse, rental services, special event and xeriscape; and
- Adding definitions for landfill, microbrewery, microdistillery, microwinery, recreational vehicle park, temporary moving or storage containers and warehousing and distribution.

It's important to note that the definitions included in the attached document of recommended updates are only those that are being updated and do not include all of the definitions currently in Article 2.

Other proposed updates in Article 2 include:
Updating Table 2.1 - Temporary Uses to now include Mobile Food Vendor and Temporary Moving or Storage Containers. An update to allowable zone districts for special events is also proposed.

Adding language to Sec. 16-2-350 (d) - Planned developments that clarifies what happens to the PD zoning if final documents aren't recorded within the time required.

Updating the language in Sec. 16-2-370 regarding variances. In assisting with the variance process, Staff believes the proposed language will provide further guidance and clarity on variance proposals.

Adding a subsection to Sec. 16-2-465 - Lot and building requirements that explains the number of accessory structures allowed on a residential lot. Staff is proposing that two (2) accessory structures be
allowed. That number includes a detached garage if it is present on the property. The cargo containers subsection was also updated to remove the site plan requirement for the placement of cargo containers. Site plans have a more rigorous review process, and by changing the requirement to a diagram of the lot layout, the cargo container placement can be reviewed on an administrative level.

Table 2.12 - Land Use Table was reworked to create a table that is more applicable to the Town currently. Daycare businesses were updated to be permitted in the Public Zone District; parks and trails were updated to be permitted in all zone districts; specific items were moved to more appropriate categories (e.g., "hotels and motels" were moved out of "Residential Uses" and into "Services and Visitor Accommodations"); the Food and Beverage Service category was expanded to accommodate things like microbreweries with a taproom or tasting room; and freestanding automobile washing facility was made a conditional use in three zone districts, instead of a permitted use in two.

Expanding on the language in Sec. 16-2-510 - Home occupations to more specifically outline what is and isn't permitted with home occupations. The added language was removed from the current definition of home occupation in the Code and expanded in this section.

Proposing a new section (16-2-570) that outlines the requirements for outdoor storage. The requirements state that outdoor storage cannot be a principal use; commercial and industrial outdoor storage must be incorporated into the overall site plan and shall have screening; covering and screening should be complementary to the primary structure on site; goods stored outside must be associated with the business on the lot; and materials can't be stored in areas that impede vehicular or pedestrian circulation.

Updating Table 2.13 - Off-street Parking Requirements to more accurately reflect current parking usage. In addition, language was added to Section 16-2-610 for Accessible (ADA) Parking Requirements.

Adding language in Sec. 16-2-640 - Parking area design standards that require landscaping around parking areas to conform to the Town's Development Design Guidelines. In that section, staff also presented a new Table 2.15 - Parking Dimensions for review.

## Planning and Zoning Commission Recommended Approval

On May 23, 2022, the proposed changes to Chapter 16, Articles I and II, were presented to the Planning and Zoning Commission during a public hearing. At that time, the Commission adopted Resolution 2022-09, a resolution recommending approval of an ordinance amending Chapter 16 of the Bennett Municipal Code regarding general provisions and zoning.

## Staff Recommendation

Staff recommends the Board of Trustees approve Ordinance 742-22, an ordinance amending Chapter 16 of the Bennett Municipal Code regarding general provisions and zoning.

1. Staff Presentation
2. Signed Planning and Zoning Resolution 2022-09
3. Ordinance $742-22$

## Recommended Updates to Chapter 16, Articles I and II

Town of Bennett Board of Trustees
June 14, 2022
Taeler Houlberg, Administrative Services Director
Steve Hebert, Planning and Economic Development Manager

## Article I General Items

- Removing or correcting references and dates;
- Fixing grammatical errors; and
- Enhancing procedural language for greater clarity.


## Article I Definitions

- Removing incorrect procedural references;
- Fixing grammatical errors;
- Updating Figure 1.1 to more accurately describe visually a block;
- Updating the definitions of building official and development agreement;
- Adding definitions for drainage improvements and subdivision agreement; and
- Removing the description for "lot, reverse corner."
- It's important to note that the definitions included in the recommended updates are only those that are being updated and do not include all of the definitions currently in Article 1.


## Section 16-1-50 - Purpose

(14) Promote sustainable and resilient development practices that assure a high quality of life for current and future generations.

## Table 1.1 - Review Process Chart

## Key:

BOA - Board of Adjustment
CU - Call up on request of the TB
H - Public Hearing
M - Public meeting
PC - Planning and Zoning Commission
PD - Planned Development
TB - Town Board of Trustees
TE - Town Engineer
ZA - Zoning Administrator (Town
Administrator or designee)

| Application Type | Pre- $\mathrm{App}$ | Preliminary Review |  |  | Final Review and Decision |  |  |  | Reference/Notes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Staff | Staff | PC | TB | Staff | PC | TB | BOA |  |
| Annexation | ZA | ZA |  | M |  |  | H |  | See Article I, Division 4 |
| Chapter 16 Code amendment |  | ZA |  |  |  | H | H |  | See Sec. 16-1-360 |
| Conditional use | ZA | ZA |  |  |  | H | H |  | See Sec. 16-2-330 |
| Development or Subdivision agreement |  | ZA |  |  |  |  | M |  | See Sec. 16-5-710 |
| Development review fee waiver |  |  |  |  | ZA |  | CU |  | See Sec. 16-1-325 |
| PD-ODP | ZA | ZA |  |  |  | H | H |  | See Sec. 16-2-350 |
| PD-FDP | ZA | ZA |  |  |  |  | H |  | See Sec. 16-2-350 |
| PD amendment (ODP/FDP) - Minor |  |  |  |  | ZA |  |  |  | See Sec. 16-2-350 |
| PD amendment (ODP) Major | ZA | ZA |  |  |  | H | H |  | See Sec. 16-2-350 |
| PD amendment (FDP) Major | ZA | ZA |  |  |  |  | H |  | See Sec. 16-2-350 |
| Rezoning | ZA | ZA |  |  |  | H | H |  | See Sec. 16-2-360 |
| Service plan | ZA |  |  |  |  |  | H |  | See Sec. 16-5-815 |
| Sexually oriented business license (A \& B) and manager's license |  | ZA |  |  | ZA |  |  |  | See Sec. 16-6-305 |
| Sign permit |  |  |  |  | ZA |  |  |  | See Sec. 16-3-310 |
| $\begin{aligned} & \text { Sign permit - Revocable } \\ & \text { (R.O.W.) } \end{aligned}$ |  |  |  |  | ZA/TE |  |  |  | See Sec. 16-3-310 |
| Site plan | ZA |  |  |  | ZA |  | CU |  | See Sec. 16-2-310; appeal to TB |
| Subdivision: admin. adjustment | ZA |  |  |  | ZA |  |  |  | See Sec. 16-4-330; appeal to TB |
| Subdivision: boundary line adjustment | ZA |  |  |  | ZA |  |  |  | See Sec. 16-4-340; appeal to TB |
| Subdivision: major | ZA | ZA | M |  |  | H | H |  | See Sec. 16-4-360 |
| Subdivision: minor | ZA |  |  |  |  | H | H |  | See Sec. 16-4-350 |
| Temporary use permit |  |  |  |  | ZA |  | CU |  | See Sec. 16-2-340; appeal to TB |
| Variance/appeal |  | ZA |  |  |  |  |  | H | See Sec. 16-2-370 |
| Vested rights/site specific development plan | ZA |  |  |  |  |  | H |  | See Article I, Division 5 |

## Section 16-1-340 - Public hearing notice requirements

- Add "County parcel identification number" to location identification method.
- Remove: "The applicant shall reimburse the Town for the cost of publication of the notice of the hearing."
- Remove: "Return any Town signs to the Town."
- Staff is currently working on procedures for applicant's to post their own signs.
- Remove: Table 1.2 - Public Notice Requirements due to redundancy.


## Article II General Items

- Removing or correcting references;
- Fixing grammatical errors;
- Removing unnecessary or redundant language;
- Enhancing or updating the procedural language for greater clarity;
- Updating language to match the Official Zoning Map; and
- Updating language to reflect current state statutes.


## Article II Definitions

- Fixing grammatical errors;
- Adding clarifying language;
- Moving the definition of building height to alphabetical order;
- Removing definitions of terms that aren't used in Chapter 16;
- Updating the daycare, group home, marijuana, patient and primary caregiver definitions to match current state statute;
- Adding language to the detention facility definition to allow law enforcement services to temporarily detain, within the Town, a person who is violating the law. This temporary detention must be written into an agreed upon contract and can only be used when absolutely necessary;
- Updating the definitions for financial services, home occupation, mini-storage, parking, refuse, rental services, special event and xeriscape; and
- Adding definitions for landfill, microbrewery, microdistillery, microwinery, recreational vehicle park, temporary moving or storage containers and warehousing and distribution.
- It's important to note that the definitions included in the recommended updates are only those that are being updated and do not include all of the definitions currently in Article 2.


## Table 2.1 - Temporary Uses

Table 2.1
Temporary Uses

| Use | Zone <br> Districts | Period |
| :---: | :---: | :---: |
| (1) Contractor's office/temporary construction uses | All | Time to be specified; must be concurrent with Building Permit; must be terminated within thirty (30) days of issuance of project Certificate of Occupancy for all types of construction |
| (2) Temporary real estate sales office | RE, R-1, R-2, R-3 and MH | Not to exceed twelve (12) months |
| (3) Seasonal or off-site retail sales, which include, but are not limited to: sale of seasonal fruits and vegetables; sale of fireworks; and sale of Christmas trees. | A, C, EC and $P$ | Not to exceed thirty (30) days, and provided that any permits required by law are obtained |
| (4) Circuses, carnivals, festivals and other special events, which include, but are not limited to: concerts, athletic events, rodeos, and parades. | All $\mathrm{A}, \mathrm{C}$, $E C$ and $P$ | Not to exceed seven (7) three (3) days, and provided that any permits required by law are obtained |
| (5) Flea markets, farmers and artisans markets, and farm-life activities and entertainments | A, C, EC and $P$ | Not to exceed one (1) event per week during a single continuous six-month time period in any calendar year and provided that any permits required by law are obtained |
| (6) Mobile Food Vendor | All | Time to be specified. Subject to procedures and requirements as established by the Zoning Administrator. |
| (7) Temporary Moving or Storage Containers | All | Moving storage pods and containers as an accessory structure or storage use, provided such storage facilities are associated with a valid temporary use, such as building renovation or the process of moving into or out of a dwelling unit. Such pods and containers may be situated on the property for a period not to exceed 180 days in association with activities related to a valid temporary use permit. In the absence of a valid temporary use permit, such containers are permitted to be situated on the property for periods not exceeding 30 consecutive days or more than 45 days in any consecutive 12 -month period. No more than two such containers shall be located on the property at any one time. In the event, there is not an appropriate area for storage on private property, the Zoning Administrator may consider placement on public right-of-way. |

## Section 16-2-350(d)

(d)(e) Upon approval of a PD application by the Board of Trustees, the applicant shall within one hundred and eighty (180) days revise the PD application to meet any conditions of approval and submit final documents to the Zoning Administrator-including the signed development agreement and improvement guarantee. Upon a written request from the applicant filed at least thirty (30) days prior to expiration of the one-hundred-eighty-day deadline to submit final documents, the Board of Trustees may grant a single extension not to exceed an additional ninety (90) days. If final documents are not recorded within the time required, the PD zoning shall survive but no development can occur until an ODP, FDP and other subsequent entitlements are approved approval of the PD application shall lapse and be of no further force or effect.

## Section 16-2-370

(a) Variances from the provisions of this Chapter on individual lots from the provisions of this Chapter, except for use variances, may be granted when the Board of Adjustment finds that all of the following conditions exist:
(1)The existence of extraordinary conditions or circumstances, such as size, shape, location, topography or surroundings of the land, structure or building involved, which deprive the applicant of privileges enjoyed by other properties in the same zone district and in the vicinity;
(2)The extraordinary conditions or circumstances did not result from the present or prior actions or inactions of the applicant;
(3) Granting of the variance will be in harmony with the general purpose, intent and character of the zone district, will not substantially or permanently injure the appropriate use of adjacent property, and is not otherwise detrimental to the public health, safety and welfare;
(4)The variance requested is the minimum action needed that will permit the reasonable use of the land, building, or structure with the least modification possible to the requirements of this Chapter;
(5)The variance will not permit a use that is prohibited in the zone district; and
(6)No other relief is available through the application of alternative development standards or an alternative development configuration that is allowed by this Chapter.

## Section 16-2-370

(1) That peeuliar and exceptional practical diffieulties or an unnecessary and unreasonable hardship will be imposed on the property owner if the provisions of this Chapter are strictly enforced.
(2) That the cireumstances creating the hardship were created through no fatlt of the applieant.
(3) That the property for which a variance is requested possesses exceptional narrowness, shallowness, shape or topegraphy or another extraordinary and exceptional sittation or condition which does not oeeur generally in other properties in the same zoning district.
(4) That the variance will not substantially or permanently injure the appropriate use of adjacent conforming properties in the same zoning district.
(5) That the variance, if granted, will not diminish the value, use or enjoyment of the adjacent properties, nor curtail desirable light, air and open space in the neighborhood, nor change the character of the neighborhood.
(6) That the variance will not alter the essential character of the district in which the property for which the exception is sought is located.
(7) That the variance will not weaken the general purpeses of this Chapter or the regulations established herein for the speeific zoning district.
(8) That the variance will be in harmeny with the spirit and purpeses of this Chapter.
(9) That the variance will not adversely affeet the public health, safety or welfare.

## Section 16-2-465

(d) Accessory Structures shall be limited as follows:
(1) The maximum number of accessory structures is limited to two (2) buildings per residential lot. A detached garage is included in the maximum number, if present.
(i) Cargo containers.
(1) Cargo containers are allowed as accessory buildings or structures in the C , EC, P, A and I Zone Districts only, subject to the following conditions:
a. A diagram depicting the lot layout site plan is required prior to the placement of a cargo container in any of the allowed zone districts.

## Table 2.12 - Land Use Table

## C. EDUCATIONAL USES

| (1) Day care center, adult or child |  | C | C | C | C |  | C |  |  | $\underline{P}$ |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| (2) Elementary and secondary education school | P | P | P | P | P | P | C |  |  | P |

(5) Parks, both active and passive, and trails $\quad \underline{P} \in \underline{P} \in \underline{P} \in \underline{\mathrm{P}} \in \underline{\mathrm{P}} \in \underline{\mathrm{P}} \in \underline{\mathrm{P}} \in \mathrm{P}$

## Table 2.12 - Land Use Table

## H. FOOD AND BEVERAGE SERVICE



## J. SERVICES AND VISITOR ACCOMMODATION



## Section 16-2-510

(b) Home occupations shall not be interpreted to allow any of the following businesses:
(1) The onsite display or sale of any merchandise or articles except as may be produced by members of the household residing in the dwelling unit.
(2) Service, repair, painting, or modification, for compensation or gain, of any motorized vehicles, or parts or accessories for any motorized vehicles, including, but not limited to, motor vehicles, trailers, boats, personal watercraft, recreation vehicles, and snowmobiles. This prohibition shall not apply to work on a vehicle as a hobby.
(3) Animal hospital or kennel.
(4) Restaurant.
(5) Licensed home daycare exceeding the limits defined in Section 16-2-210.
(6) Repair of equipment having a combustion engine of the use of any equipment having a combustion engine in the process of conducting any home occupation.

## Section 16-2-570

(a)Outdoor storage is permitted as an accessory use in all zone districts, subject to the following standards:
(1) In no case shall the storage or parking of trailers, semi-trailers, cargo containers or shipping containers outdoors, or the warehousing of goods in such containers, be permitted as a principal use. Cargo and shipping containers shall only be allowed in accordance with Section 16-2-465. (2) Commercial and industrial outdoor storage areas shall be incorporated into the overall site design and shall have screening, which is complementary in design to the primary structure on the site.
(2) If the outdoor storage area is covered, then the covering shall be designed to be complementary to the primary structure on the site.
(3) Goods stored in an outdoor storage area shall be limited to storage of materials associated with the business on the lot and shall be displayed for the purpose of sale, rental or lease, business of vehicle storage or storage of businesses' vehicles and equipment.
(4) No materials may be stored in areas intended for vehicular or pedestrian circulation including emergency access.
(5) Outdoor Storage for construction shall be allowed on a temporary basis and shall be removed within thirty (30) days of the last Certificate of Occupancy being issued within the filing and the site shall be restored to its original state.

## Table 2.13/Section 16-2-610

| Retail/Service |  |
| :---: | :---: |
| Animal hospital/veterinary clinic | 1 per 300 square feet of gross floor area |
| Furniture, appliance or building material store | 1 per 300 square feet of gross floor area |
| General retail (not in shopping center) | 1 per 300 square feet of gross floor area |
| Grocery stores and discount superstores/clubs (freestanding) | 1 per $\underline{250} 475$ square feet of gross floor area |
| Home improvement superstores | 1 per 200 square feet of gross floor area |
| Shopping center | 1 per 250 square feet of gross floor area |
| Motor vehicle sales and service | 1 per 500 square feet of gross floor area, plus 1 per 6,000 square feet of outdoor vehicle display area, plus 2 per service bay |
| Motor Vehicle wash facility eleaning facility (ear wash) | $\underline{1} 2$ per employee max shift plus vehicle stacking |
| Personal service | 1 per $\underline{300200}$ square feet of gross floor area |
| Office/Business Services |  |
| Bank | 1 per $\underline{250200 ~ s q u a r e ~ f e e t ~ o f ~ g r o s s ~ f l o o r ~ a r e a ~}$ |
| Business or professional office | 1 per $\underline{300250 ~ s q u a r e ~ f e e t ~ o f ~ g r o s s ~ f l o o r ~ a r e a ~}$ |
| Medical office, dental office or clinic | 1 per 200 square feet of gross floor area |
| Wholesale establishment or warehouse | 1 per 400 square feet of retail, wholesale and office area, plus 1 space per 1,000 square feet of other floor area 4 per 2 employees |

(b) Accessible (ADA) Parking Requirements
a. Residential Uses
i. Handicapped-accessible parking for residential uses shall be provided pursuant to the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the Federal Fair Housing Act.
b. Non-Residential Uses
i. Handicapped-accessible parking spaces shall be provided pursuant to the ADAAG.

## Section 16-2-640

Sec. 16-2-640. - Parking area design standards.
(c) Landscaping around off-street parking areas with two (2) or more spaces shall conform to the Town of Bennett Development Design Guidelines be sereened from any adjoining residentially zoned lot by landseaping or solid fencing.
(g) The minimum width of traffic aisles in parking lots shall be as listed in Table 2.15.

Table 2.15
Parking Dimensions

| Parking | Curb | Stall | Aisle Width |  | Bay Width |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Angle | Length | Length | One Wav | Two Way | One Wav | Two Way |
| A | B | C | D | D | E | E |
| 90 degrees | 9 feet <br> 10 feet | $\underline{19}$ feet | $\underline{24 \text { feet }}$ | $\underline{26 \text { feet }}$ | 64 feet | 64 feet |
| 60 degrees | 10.5 feet | $\underline{21 \text { feet }}$ | 18 feet | $\underline{22 \text { feet }}$ | $\underline{60 \text { feet }}$ | $\underline{64 \text { feet }}$ |
| 45 degrees | $\underline{13 \text { feet }}$ | $\underline{20 \text { feet }}$ | $\underline{13 \text { feet }}$ | 20 feet | 53 feet | 60 feet |
| 30 degrees | 18 feet | 18 feet | $\underline{12 \text { feet }}$ | 20 feet | 46 feet | 55 feet |
| Parallel | $\underline{23 \text { feet }}$ | 8 feet | 12 feet | 20 feet | $\underline{20 \text { feet }}$ | 36 feet |

## R-1A - Alternate Low Density Residential District

Sec. 16-2-426. R-1A - Alternate Low Density Residential District.
a) The R-1A District is intended to provide for the development of areas containing alternative low density single-family residential dwellings.
b) This zone district can be achieved through planning efforts and review of density and/or limitations on the number of units.
c) Land uses are permitted as shown in the Land Use Table in Section 16-2-470.
d) Lot and building requirements shall be as shown in Table 2.4.1.

## R-1A - Alternate Low Density Residential District

Table 2.4.1
Alternate Low Density Residential District Standards

| Standard | R-1A - Alternate Low Density Residential <br> District |
| :--- | :--- |
| Minimum Lot Area/Dwelling Unit | 5,000 square feet |
| Minimum Lot Width | 50 feet |
| Maximum Lot Coverage | $70 \%$ |
| Minimum Floor Area/Dwelling Unit . | 800 square feet |
| Minimum Front Yard Setback (Principal Structure) | 10 feet, w/ max. setback not to exceed <br> an average of adjacent principal <br> structures |
| Minimum Front Yard Setback (Accessory Structure) | 10 feet |
| Minimum Side Yard Setback (Principal Structure) | 5 feet |
| Minimum Side Yard Setback (Accessory Structure) | 5 feet |
| Minimum Rear Yard Setback (Principal Structure) | 10 feet |
| Minimum Rear Yard Setback (Accessory Structure) | 5 feet |
| Maximum Height (Principal Structure) | 35 feet |
| Maximum Height (Accessory Structure) | 12 feet, except detached garages, 18 <br> feet |

Questions, Comments and Discussion

RESOLUTION NO. 2022-09

## A RESOLUTION OF THE BENNETT PLANNING AND ZONING COMMISSION RECOMMENDING APPROVAL OF AN ORDINANCE AMENDING CHAPTER 16 OF THE BENNETT MUNICIPAL CODE REGARDING GENERAL PROVISIONS AND ZONING

WHEREAS, there has been proposed a draft ordinance to amend certain provisions in Chapter 16 of the Bennett Municipal Code; and

WHEREAS, the Planning and Zoning Commission has held a duly-noticed public hearing to consider and hear public comments on the proposed amendments; and

WHEREAS, based on the recommendation of Town Staff, the testimony of the witnesses and the documents made a part of the record of the public hearing, the Planning and Zoning Commission finds that the proposed ordinance should be approved in essentially the same form as accompanies this Resolution.

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

Section 1. The Planning and Zoning Commission hereby recommends approval of the proposed ordinance amending Chapters 16 of the Bennett Municipal Code regarding general provisions and zoning.

INTRODUCED, PASSED AND ADOPTED THIS 23 ${ }^{\text {rd }}$ DAY OF MAY 2022.


Chairperson


## ORDINANCE NO. 742-22

## AN ORDINANCE AMENDING CHAPTER 16 OF THE BENNETT MUNICIPAL CODE REGARDING GENERAL PROVISIONS AND ZONING

WHEREAS, the Board of Trustees of the Town of Bennett (the "Town") previously adopted Chapter 16 of the Bennett Municipal Code, which regulates land use and development in the Town; and

WHEREAS, the Board is authorized to adopt general provisions and zoning standards within the Town pursuant to state law, including but not limited to, Part 3 of Article 23 of Title 31, C.R.S. (concerning municipal zoning powers) and Section 31-15-103, C.R.S. (concerning municipal police powers); and

WHEREAS, the Board of Trustees desires to amend Chapter 16, Articles I and II of the Bennett Municipal Code regarding general provisions and zoning; and

WHEREAS, the Bennett Planning and Zoning Commission after notice and hearing has recommended the Board of Trustees adopt the amendments set forth in this Ordinance; and

WHEREAS, the Board of Trustees has provided notice of a public hearing on this Ordinance by publication as provided by law and held a public hearing as provided in said notice.

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

Section 1. Section 16-1-50 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. 16-1-50. - Purpose.
(1) Implement the Town's goals, policies, plans and programs to preserve and enhance the quality of life of its citizens and to promote the economic vitality of its businesses;
(2) Promote superior land use, design and design flexibility;
(3) Support the development of Bennett as a model healthy community of interconnected employment and neighborhood centers;
(4) Maintain and enhance a quality residential environment in the Town;
(5) Provide a diversity of housing types at various densities;
(6) Enhance the sales tax and employment base of the Town by attracting and retaining commercial and industrial development;
(7) Provide adequate services and facilities to support existing and projected areas of population and growth;
(8) Promote logical extensions and efficient use of the Town's infrastructure;
(9) Protect and preserve the rural nature of open lands;
(10) Provide a safe, efficient and connected multi-modal transportation network;
(11) Ensure that the fiscal impact of subdivision and development is borne by those parties who receive the benefits therefrom;
(12) Support programs and help provide facilities that meet the recreational, cultural, public safety and educational needs of the community;
(13) Promote cooperation and coordination in planning and growth management between the Town and neighboring jurisdictions;
(14) Promote sustainable and resilient development practices that assure a high quality of life for current and future generations;
(15)(14) To regulate such other matters as the Planning Commission and Town Board may deem necessary in order to protect the best interest of the public and of private property ownership.
Section 2. Section 16-1-90 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. 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-conformance with the policies and embodied within the Comprehensive Plan and all applicable special area plans or master plans.

Section 3. The following definitions in Section 16-1-210 of the Bennett Municipal Code are hereby amended or added (words to be added are underlined; words and graphics to be deleted are stricken through):

## Sec. 16-1-210. - Definitions.

Applicant Guide means a document adopted by resolution of the Board of Trustees that details the application requirements for submittals associated with this Chapter.

Architectural features mean means any physical projection or feature that is not intended for occupancy and that extends beyond the face of an exterior wall of a building, including cornices, eaves, sills, box or bay windows, fireplaces, roof overhangs, mansards, unenclosed exterior balconies, marquees, canopies, pilasters and fascia, but not including signs.

Block means a group of lots existing within well-defined and fixed boundaries within a subdivision and usually being an area surrounded by streets or other features such as parks, rights-of-way or municipal boundary lines. See Figure 1-1.

Figure 1.1


Figure 1.1


Building Official means the officer or other designated authority charged with the administration and enforcement of the currently adopted Building Code Chief Building Inspector for the Town, as defined in the currently adopted edition of the Building Code.

Development agreement means a contract between a developer and the Town in connection with any discretionary development approval, including, but not limited to without limitation, rezoning, subdivision and/or PD approval. See subdivision agreement for agreements associated with platting and subdivision development improvements.

Drainage improvements mean all facilities used for collecting and conducting drainage and/or stormwater to, through and from drainage areas to the points of final outlet including, but not limited to, any and all of the following: conduits and appurtenant features, canals, ditches, streams, gulches, gullies, swale flumes, culverts, bridges, streets, curbs, gutters, works and pumping stations.

Lot, reverse corner means a corner lot having its side street line substantially a eontinuation of the front lot line of the first lot to its rear.

Public improvements mean means rights-of-way, easements, access rights and physical improvements associated with a subdivision or development. Unless otherwise provided by this Chapter, public improvements include, but are not limited to, the following: curb and gutter, asphalt pavement, concrete pavement, streets of all types, alleys, survey monuments, pavement striping, sidewalks, pedestrian/bike paths and trails, landscaping, traffic signals, street lights, highways, greenways, rights-of-way, easements, access rights, construction plans, medians, bridges, acceleration and deceleration lanes, culverts, storm drainage facilities, including necessary structures, channels, water lines, sanitary sewer lines, parks and all other improvements which are deemed necessary and appropriate by the Town.

Subdivision agreement means a contract between a developer and the Town that provides for the construction and/or provision of public improvements associated with a subdivision plat.

Section 4. Sections 16-1-315 (a) and (c) 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. 16-1-315. - Review process.

(a) Table 1.1, the Review Process Chart, outlines establishes the required review steps applicable to different application types forms of approval. Applicants should refer to the chart to determine which one (1) or more application types in "APPROVAL REQUESTED" under the left-hand column of the chart applies to their proposed development request. The required stages of review and the respective approval authority for each application approval type are shown in the columns on the lines to the right. Submission requirements and the specific review process for each application type stage are set out in various applicant guides provided by Town staff in detail in this Chapter, as referenced. Unless otherwise indicated, amendment or modification of a prior approval follows the procedure for review of the original application.
(c) For certain applications where the Zoning Administrator has administrative approval authority (see Table 1.1), a majority of the Board of Trustees may "call up" the application for review of the Zoning Administrator's decision at the next regularly scheduled Board of Trustees meeting or soon thereafter. The Zoning Administrator may also choose to "push up" the decision making authority for any administrative action to the Planning Commission and/or the Board of Trustees.

Section 5. Section 16-1-315, Table 1.1. Review Process Chart of the Bennett Municipal Code is hereby replaced in its entirety with the following:

## Sec. 16-1-315. - Review process.

Table 1.1
Review Process Chart
Key:
BOA - Board of Adjustment
CU - Call up on request of the TB
H-Public Hearing
M - Public meeting
PC - Planning and Zoning Commission
PD - Planned Development
TB - Town Board of Trustees
TE - Town Engineer
ZA - Zoning Administrator (Town
Administrator or designee)

| Application Type | Pre- <br> App | Preliminary <br> Review |  | Final Review and <br> Decision |  |  | Reference/Notes |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :--- |
|  | Staff | Staff | PC | TB | Staff | PC | TB | BOA |  |
| Annexation | ZA | ZA |  | M |  |  | H |  | See Article I, <br> Division 4 |
| Chapter 16 Code <br> amendment |  | ZA |  |  |  | H | H |  | See Sec. 16-1-360 |
| Conditional use | ZA | ZA |  |  |  | H | H |  | See Sec. 16-2-330 |
| Development or <br> Subdivision agreement |  | ZA |  |  |  |  | M |  | See Sec. 16-5-710 |
| Development review fee <br> waiver |  |  |  |  | ZA |  | CU |  | See Sec. 16-1-325 |
| PD-ODP | ZA | ZA |  |  |  | H | H |  | See Sec. 16-2-350 |
| PD-FDP | ZA | ZA |  |  |  |  | H |  | See Sec. 16-2-350 |
| PD amendment <br> ODP/FDP) - Minor |  |  |  |  | ZA |  |  |  | See Sec. 16-2-350 |
| PD amendment (ODP) - <br> Major | ZA | ZA |  |  |  | H | H |  | See Sec. 16-2-350 |
| PD amendment (FDP) - <br> Major | ZA | ZA |  |  |  |  | H |  | See Sec. 16-2-350 |
| Rezoning | ZA | ZA |  |  |  | H | H |  | See Sec. 16-2-360 |
| Service plan | ZA |  |  |  |  |  | H |  | See Sec. 16-5-815 |
| Sexually oriented business <br> license (A \& B) and <br> manager's license |  | ZA |  |  | ZA |  |  |  | See Sec. 16-6-305 |
| Sign permit |  |  |  |  |  |  |  |  |  |
| Sign permit - Revocable <br> (R.O.W.) |  |  |  |  | ZA/TE |  |  |  | See Sec. 16-3-310 |
| Site plan | ZA |  |  |  | ZA |  | CU |  | See Sec. 16-2-310; <br> appeal to TB |
| Subdivision: admin. <br> adjustment | ZA |  |  |  | ZA |  |  |  | See Sec. 16-4-330; <br> appeal to TB |
| Subdivision: boundary <br> line adjustment | ZA |  |  |  | ZA |  |  |  | See Sec. 16-4-340; <br> appeal to TB |
| Subdivision: major | ZA | ZA | M |  |  | H | H |  | See Sec. 16-4-360 |
| Subdivision: minor | ZA |  |  |  |  | H | H |  | See Sec. 16-4-350 |
| Temporary use permit |  |  |  | ZA |  | CU |  | See Sec. 16-2-340; <br> appeal to TB |  |
| Variance/appeal |  | ZA |  |  |  |  |  | H | See Sec. 16-2-370 |
| Vested rights/site specific <br> development plan | ZA |  |  |  |  |  | H |  | See Article I, <br> Division 5 |

Section 6. Section 16-1-330 of the Bennett Municipal Code is hereby amended to read as follows (words to be added are underlined; words to be deleted are strieken through):

## Sec. 16-1-330. - Pre-application conference.

Applicants requesting annexation, rezoning, subdivision, planned development, site plan approval, vested rights or a conditional use permit are required to attend a pre-application conference with the Zoning Administrator and/or other Town staff prior to submitting a formal application, unless waived by the Zoning Administrator. See Table 1.1 for the specific application types that require a pre-application conference. The purpose of the pre-application conference is:
(1) To acquaint the applicant with the Bennett Comprehensive Plan, Land Use Code, design and construction manuals and other pertinent documents.
(2) To inform the applicant of the submittal requirements necessary for the application.
(3) To inform the applicant of any associated fees or charges that may be associated with the application.

Section 7. Section 16-1-340 of the Bennett Municipal Code is hereby amended to read as follows (words to be added are underlined; words to be deleted are strieken through):

## Sec. 16-1-340. - Public hearing notice requirements.

(a) $£$ Applicability of Section. $\ddagger$ The requirements of this Section apply only to public hearings required by this Chapter and as shown on the Review Process Chart in Table 1.1. Where that chart indicates that a public meeting (in contrast to a public hearing) is required, this Section does not apply and notice of such meeting is subject only to the requirements of the Colorado Open Meetings law, Section 24-6-401, et seq., C.R.S. The requirements for public notice are shown below on Table 1.2, except that notice requirements for site specific development plans shall be as provided in Section 16-1-520.
(b) Published Notice. At least fifteen (15) days prior to any public hearing which requires published notice (thirty (30) days for annexation petition hearing - see Section 31-12-108, C.R.S.), the Zoning Administrator shall cause to be published in the legal section of a newspaper of general circulation within the Town a notice of such public hearing. The notice shall specify the kind of action requested; the hearing authority; the time, date and location of hearing; and the location of the parcel under consideration by at least two (2) of the four three (43) following methods:
(1) Street address;
(2) County parcel identification number;
( 3 z) General description, such as proximity to intersecting streets; or
(4 3) A legal description.
The applicant shall reimburse the Town for the cost of publication of the notice of the hearing.
(c) Posted Notice. At least fifteen (15) days prior to any public hearing which requires posted notice, the applicant shall post signs upon the parcel under consideration which provide notice
of the kind of action requested; the hearing authority; the time, date and location of the hearing; and the location of the parcel under consideration by at least two (2) of the four three (4 3) following methods:
(1) Street address;
(2) County parcel identification number;
( 3 z) General description, such as proximity to intersecting streets; or
(4 3) A legal description.
The signs shall be of a size and form prescribed by the Zoning Administrator and shall consist of at least one (1) sign facing, and reasonably visible and legible from, each adjacent public right-ofway. The applicant shall place the signs on the property (near the property boundary) facing all public roadways, with a maximum of four (4) signs. The applicant shall be responsible for checking the signs during the posting period. If a sign has been moved, been destroyed or fallen, the sign shall be replaced by the applicant. The fact that a parcel was not continuously posted the full period shall not, at the sole discretion of the hearing authority, constitute grounds for continuance where the applicant can show that a good faith effort to meet this posting requirement was made. Within ten (10) days after final Town action on the application, the applicant shall remove the posted signs and rettrn any Town signs to the Town. Property posting is not required where zoning exclusively involves public right-of-way only.
(d) Mailed Notice. At least fifteen (15) days prior to any public hearing which requires notification by mail, the applicant shall mail notice of the kind of action requested; the hearing authority; the time, date and location of hearing; and the location of the parcel under consideration by at least two (2) of the four three- ( 43 ) following methods:
(1) Street address;
(2) County parcel identification number;
( 3 z) General description, such as proximity to intersecting streets; or
(4 3) A legal description.
The notice shall be of a form approved by the Zoning Administrator. The Zoning Administrator may require that the notice of such hearing also be hand-delivered to the entities intended to be notified. A map with a list of ownership by parcel identification number and mailing address shall be provided by the applicant to the Zoning Administrator at least twenty five (20 5) days prior to the scheduled public hearing. Failure of a property owner to receive a mailed notice will not necessitate the delay of a hearing and shall not be regarded as constituting inadequate notice. The notice and a vicinity map shall be mailed by the applicant, via the United States Postal Service using first-class mail (eertified mail for subdivision plats), to:
(1) Owners of property included within the application;
(2) Owners of property abutting the subject property within three hundred (300) feet of the subject property, or which is separated from the subject property only by a public right-of-way, railroad right-of-way or water course;
(3) The board of directors of any owners' association existing with respect to any adjoining property; and
(4) Owners of mineral estate. The applicant shall be solely responsible for preparing and mailing notice to mineral estate owners in the manner as codified at Section 24-65.5-101, C.R.S., as amended from time to time. The legislation generally requires that notice of the public hearing be sent to the mineral estate owners not less than thirty (30) days before the date scheduled for the hearing.
(e) Public Notice Time Requirements. Unless otherwise provided in this Chapter, public notice time requirements include the day the notice is posted, appears in the newspaper or is mailed, and shall not include the day of the public hearing.
(f) Table 1.2, Public Notice Requirements chart, identifies when public notice is required by publishing, pesting or mailing:


Public Notice Requirements

|  | Notice Required |  |  |
| :--- | :--- | :--- | :--- |
|  |  | Publish | Post |

Key: PD-Planned Development
${ }^{*}$ For legislative zonings, as defined in Section 162210 of this Chapter, notice shall be provided by publication and mailed notice to the property owners whose property is being rezoned. Mailed notice to adjacent property owners and by posting shall not be required.

Section 8. Section 16-1-410 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. 16-1-410. - Scope.

This Article contains procedures and requirements for all annexations to the Town using utilizing the petition method to ensure that petitions are processed in an orderly manner, that municipal services are or can be made adequate and available to the property and that all statutory requirements relating to annexation per Section 31-12-101, et seq., C.R.S., are fulfilled.

Section 9. Section 16-1-420(c) 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. 16-1-420. - Required dedications.

(c) As a condition of annexation, and except as may be specifically provided in an annexation agreement, the petitioners may be required to dedicate łand and/or water rights, pursuant to Section 13-4-10 16-5-405 of this Code Chapter and land for public purposes pursuant to Section 16-5-510, or cash in lieu thereof, in accordance with the provisions of this Chapter or as otherwise adopted by ordinance.

Section 10. Section 16-1-650 of the Bennett Municipal Code is hereby amended to read as follows (words to be added are underlined; words to be deleted are strieken through):

## Sec. 16-1-650. - Nonconforming signs.

Whenever one (1) of the following conditions occurs or exists, a sign which is nonconforming to the regulations of this Chapter shall be brought into conformance or the use thereof shall terminate:
(1) Whenever an alteration of face size or sign height of the sign is made or sought to be made that is not permitted pursuant to Section 16-3-540.
(2) Whenever there is a request made for a permit to change the sign.
(3) When any such sign or nonconforming portion thereof is destroyed by any means to an extent of more than fifty percent (50\%) of its value.

Section 11. Section 16-2-20 (e) 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. 16-2-20. - Applicability.

(e) The uses and occupancies permitted in this Article shall also be subject to the regulations in Chapter 18 of this Code of the International Building Code, the International Fire Code and other ordinances of the Town, except as provided in this Article; and provided, however, whenever the regulations in this Article require a greater size of yards or lots, or require a lower height of building or less number of stories, or impose other higher standards than required by other applicable ordinances or laws, the provisions of this Article shall govern.

Section 12. The following definitions in Section 16-2-210 of the Bennett Municipal Code are hereby amended (words to be added are underlined; words to be deleted are stricken through):

## Sec. 16-2-210. - Definitions.

Agriculture or agricultural means the keeping or maintenance for sale, lease or personal use of plants and animals, including but not limited to forages and sod crops; grains and seed crops; dairy animals and dairy products; poultry and poultry products; cattle, sheep, swine, horses and
goats; vegetables; nursery, floral, ornamental and greenhouse products; or lands devoted to a soil conservation program.

Alley means the public or private right-of-way or easement within a block upon which the rear of a building lot generally abuts. Its use is for secondary access to the lot and/or service purposes. An alley shall not be considered a street.

Bar/tavern means an eating/drinking establishment providing or dispensing by the drink for on-site consumption fermented malt beverages and/or malt, special malt, vinous or spirituous liquors, and in which the sale of food products, such as sandwiches and light snacks, is secondary (also known as a tavern). A bar/tavern may include provision of live entertainment and/or dancing; however, a bar/tavern shall not include any sexually oriented business use.

Building height means the vertical distance from the average of the finished ground level at the center of all walls of a building to the highest point of the roof surface, exclusive of chimneys, ventilators, pipes and similar apparatus. See Figure 2-2.

Figure 2.2


Conditional use means the use of land that is permitted in a zoning district with possible imposition of special conditions to mitigate possible adverse impacts, as provided for in Section 16-2-3303330 of this Chapter.

Coutrier services means an establishment primarily engaged in the delivery of individually addressed letters, parcels and packages.

Day care center, child means an institutional a state licensed facility, by whatever name known, which is maintained for the whole or part of a day for the care of five (5) six (6) or more children who are eighteen (18) years of age or younger and under the age of sixteen (16) years who are not related to the owner, operator or manager, whether such facility is operated with or without compensation for such care and with or without stated educational purposes. The term includes, but is not limited to, facilities commonly known as day-care centers, day nurseries, nursery schools, preschools, play groups, day camps, summer camps, centers for developmentally disabled children and those facilities which give twenty-four-hour-per-day care for dependent and neglected children, but specifically excludes any home day care as defined below. Child day care centers are also those facilities for children under the age of six (6) years with stated educational purposes which are operated in conjunction with a public, private or parochial college or a private or parochial school, except that the term shall not apply to a kindergarten maintained in connection with a public, private or parochial elementary school system of at least six (6) grades.

Day care, home means a state-licensed facility for child care in the permanent residence of the provider for the purpose of providing day care and training for a child or children away from their primary residence for less than twenty-four (24) hours per day. A day care home shall provide
eare, protection and supervision to no more than six (6) children at one (1) time, including the ehildren of the provider. Care may also be provided for no more than two (2) additional children of seheol age (five (5) to eighteen (18) years of age) attending full-day sehool. Operation of a day care home is subject to the Child Care Licensing Act, Section 26-6-101, et seq., C.R.S., and considered for purposes of this Chapter to be a home occupation.

Detention facility means and includes:
a. Facilities for the judicially required detention or incarceration of people, where inmates and detainees are under twenty-four-hour supervision by sworn officers, except when on an approved leave; or
b. Group homes, halfway houses or alternatives to incarceration for individuals previously convicted of sexual assaults, sexual abuse or other sex-related criminal offenses; or
c. Group homes, halfway houses or alternatives to incarceration containing any individual who will be subject to the issuance of an arrest or escape warrant if he or she leaves the facility.

Provided that the use otherwise complies with this definition, a detention facility may include, by way of illustration, a prison, jail, probation or detention center or juvenile detention home. Detention facilities, except for group homes for juvenile offenders, do not qualify as either a household living or group living facility, and are not allowed in any zoning district.

On occasion, the entities with which the Town contracts for law enforcement services may be required to detain, on a temporary basis, a person who is in violation of the law. Such temporary detention shall not be considered a detention facility under this Chapter. Temporary detention within the Town is restricted to the specific criteria outlined within an agreed upon contract and shall be used only when absolutely necessary for the safety of Town residents.

Family means and includes:
a. One (1) or more persons related by blood, marriage or adoption, living together as a single household unit; or
b. A group of not more than five (5) persons not related by blood, marriage or adoption, living together as a single household unit; or
c. A family foster home, licensed by the State, or certified by the Arapahoe County Department of Human Services or Adams County Department of Social Services, or a state-licensed child placement agency, and having no more than four (4) foster children, shall also be considered a family.
d. A family shall not include more than one (1) person required to register as a sex offender pursuant to Section 18-3-412.5, C.R.S., unless related by blood, marriage or adoption.

Financial services means establishments that provide retail banking services, mortgage lending and similar financial services to individuals and businesses. This classification includes those institutions engaged in the on-site circulation of cash money and check-cashing facilities, but shall not include bail bond brokers. This classification also includes Automated Teller Machines (ATMs), a device that dispenses cash and conducts limited banking transactions for customers using a credit card, bank card, or other similar personal banking card. These devices may be part of a bank office, a drive-up banking center or may be freestanding units in retail
centers or within other buildings located within a fully enclosed space or building, or along an exterior building wall intended to serve walk up eustomers only.

Group home means a group living facility in which six (6) or more individuals can live together and receive supportive services and are supervised by persons who live in the residence. A group home shall not have more than twelve (12) residents, including supervisory personnel, except as otherwise provided by this Code. Except for group homes for juvenile offenders, group homes shall not include detention facilities, which are not allowed in any zoning district. In addition, a group home shall not include more than one (1) person required to register as a sex offender pursuant to Section 18-3-412.5, C.R.S., except as otherwise provided in this Code. In the event a group living facility for disabled handicapped persons does not meet the definition of group home as contained herein, but requires reasonable accommodation pursuant to the Fair Housing Amendments Act of 1988 (42 U.S.C. § 3601, et seq.), such group living facility shall not include more than one (1) person required to register as a sex offender pursuant to Section 18-3-412.5, C.R.S., as amended, except as otherwise provided herein.

Group home for persons with developmental disabilities developmentally disabled means a state-licensed group living facility serving not more than eight (8) persons exclusively for the care of persons with developmental disabilities, as defined and regulated by the Colorado Department of Human Services,-Division for Developmental Disabilities Services, and the Colorado Department of Public Health and Environment. A group home for persons with developmental disabilities developmentally disabled persons shall not include more than one (1) person required to register as a sex offender pursuant to Section 18-3-412.5, C.R.S.

Group home for the aged elderly means a group living facility of up to eight (8) persons sixty (60) years of age or older who do not require medical attention associated with a residential health care facility. Group homes for the aged elderly persons shall be either:
a. Licensed as an assisted living residence or alternative care facility by the Colorado Department of Human Services Public Health and Envirenment; or
b. Certified as an adult foster care facility by the Arapahoe County Department of Human Services or Adams County Department of Human Services Social Services. A group home for the aged elderly persons shall not include more than one (1) person required to register as a sex offender pursuant to Section 18-3-412.5, C.R.S.
Group home for juvenile offenders means a group living facility licensed or certified by the State, housing residents placed by the Arapahoe County Department of Human Services, or Adams County Department of Human Services Secial Services or the Colorado Department of Human Services, Division of Youth Corrections, for purposes of rehabilitation, special care, supervision or treatment for social, behavioral or disciplinary problems. A group home for juvenile offenders shall not have more than fourteen (14) residents, plus additional required staff, and shall not include more than one (1) person required to register as a sex offender pursuant to Section 18-3412.5, C.R.S.

Group home for persons with behavioral or mental health disorders mentally ill means a statelicensed group living facility serving not more than eight (8) persons exclusively for the care of persons with behavioral or mental health disorders mental illness, as defined and regulated by the Colorado Department of Human Services Public Health and Environment. A group home for
persons with behavioral or mental health disorders mentally ill persons shall not include more than one (1) person required to register as a sex offender pursuant to Section 18-3-412.5, C.R.S.

Group living facility means a residential occupancy of all or part of a structure by a group of people that does not meet the definition of household living, motel/hotel or detention facility. In group living facilities, tenancy is arranged on a monthly or longer basis, there is generally a common eating area and the size of the group may be larger than a household. Group living facilities, by way of illustration, may include assisted living facilities, group homes, group homes for juvenile offenders, group homes for persons with development disabilities, group homes for the aged, group homes for persons with behavioral or mental health disorders and nursing homes. Group living facility shall not include detention facilities for adult offenders (persons eighteen (18) years old and older), and group living facility shall not include more than one (1) person required to register as a sex offender pursuant to Section 18-3-412.5, C.R.S., except as otherwise provided herein.

Height, building means the vertical distance from the average of the finished ground level at the center of all walls of a building to the highest point of the roof surface, exclusive of chimneys, ventilators, pipes and similar apparatus. See Figure 22.

Figure 2.2


Home occupation means any business use which is conducted principally within a dwelling by the occupants thereof, and no others, which use is clearly incidental and secondary to the use of the dwelling for dwelling purposes and does not change the character of the dwelling or create ,excluding therefrom such uses as a medical clinic, hospital, barber shop, bealty parlor, tea room, animal hospital, retail sales, repair service or any similar use generating more than occasional and minimal vehicular and pedestrian traffic.

Landfill means a site where the collection of discarded food waste, or any other unwanted or useless material is disposed of by burying it in natural or excavated holes or depressions.

Marijuana means all parts of the plant of the genus Cannabis, whether growing or not, the seeds thereof, the resin extracted from any part of the plant, and every compound, manufacture, salt, derivative, mixture or preparation of the plant, its seeds or its resin, including marijuana concentrate. Marijuana or marihuana does not include industrial hemp, nor does it include fiber produced from the stalks, oil or cake made from the seeds of the plant, sterilized seed of the plant which is incapable of germination, or the weight of any other ingredient combined with marijuana to prepare topical or oral administrations, food, drink or other product shall have the same meaning as in Section 6-4-20 of this Code.

Medical marijuana means shall mean marijuana that is cultivated and sold for a purpose authorized by Article XVIII, § 14 of the Colorado Constitution.

Microbrewery means an establishment, licensed by the appropriate state and/or federal authorities, where malt liquors are manufactured, and packaged and distributed on- or offpremises, with manufacturing not to exceed 15,000 barrels of malt liquor on its licensed premises each calendar year. May include food for consumption as an accessory use.

Microdistillery means a business, licensed by the appropriate state and/or federal authorities, typically known as a craft or designer distillery that manufactures spirituous liquors on site for distribution on- or off-premises in quantities not to exceed 200 barrels of finished product per year. May include food for consumption as an accessory use.

Microwinery means a facility, licensed by appropriate state and/or federal authorities, for the production of wine not to exceed 1,000 cases per year for distribution on- or off-premises. May include food for consumption as an accessory use.

Mini-storage or self-storage means a and warehousing mean provision of storage space for household or commercial goods within an enclosed building with direct public access to individual storage spaces.

Parking lot or parking area means an area, other than a street or alley, designed or used primarily for the temporary parking of vehicles.

Patient means a person who has a debilitating medical condition as defined in shall have the same meaning as in Article XVIII, § 14(1)(c) of the Colorado Constitution.

Primary caregiver means a natural person, other than the patient and the patient's physician, who is eighteen (18) years of age or older and has significant responsibility for managing the well-being of a patient who has a debilitating medical condition as defined shall have the same meaning as-in Article XVIII, § 14(1)(f) of the Colorado Constitution.

Primary residence means shall mean the residential structure that a person, by custom and practice, makes his or her principal domicile and address and to which the person intends to return, following any temporary absence, such as vacation. Residence is evidenced by actual daily physical presence, use, and occupancy of the primary residence and the use of the residential address for domestic purposes, such as, but not limited to, slumber, preparation of and partaking of meals, regular mail delivery, vehicle and voter registration, or credit, water and utility billing. A person shall have only one primary residence within the Town.

Recreational vehicle park means a parcel of land providing space and facilities for motor homes or other recreational vehicles for recreational use of transient lodging.

Refuse transfer station means a collection facility, resource recovery center, building or processing site for the temporary deposition, consolidation and aggregation of waste collection facilities means a site where the collection of discarded food waste, or any other unwanted or useless material is disposed of by burying it in natural or excavated holes or depressions.

Rental services means a retail business that rents to the general public merchandise, such as furniture, equipment, tools, appliances and similar goods, that are housed inside and outside a building.

Research and development, general means ineludes research, development and testing laboratories that do not involve the mass manufacture, fabrication, processing or sale of products. Such uses shall not violate any odor, dust, smoke, gas, noise, radiation, vibration or similar pollution standard as specified herein.

Restaurant means an eating/drinking establishment where the principal business is the sale of food and beverages in a ready-to-consume state where fermented malt beverages, malt, special malt and vinous and spirituous liquors may be produced on the premises as an accessory use. See also restaurant, fast food restatrant.

Restaurant, fast food means an eating/ drinking establishment that may be either a freestanding operation, or a non-freestanding operation incorporated into a building within which one (1) or more other compatible and complementary uses exist, and whose principal business is the sale of pre-prepared or rapidly prepared food to the customer in a ready-to-consume state for consumption either within the restaurant building or for carry-out with consumption off the premises, and whose design or principal method of operation includes two (2) or more of the following characteristics:
a. The elimination, in whole or in part, of table service, thus requiring customers to place orders at the counter where the orders are filled;
b. The food is usually served in edible containers or in paper, plastic or other disposable containers;
c. The facilities for on-premises consumption of food are insufficient for the volume of food sold by the establishment;
d. The restaurant may provide provides a drive-up facility for placing and receiving food orders.

Special event means and includes:
a. Any organized event, specifically including, but not limited to, a circus, carnival, fair, party or celebration which reasonably may be expected to attract more than one hundred (100) persons at any one (1) time., or which otherwise may reasonably be expected to inerease the risk of:

1. Damage to public or private property, beyond normal wear and tear;
Z. Injury to persons;
2. Public or private disturbances or nuisances;
3. Unsafe impediments or distractions to, or congestion of, vehicular or pedestrian travel;
4. Significant additional police, fire, trash removal, maintenance or other public services demands; or
5. Other significant adverse effects upon the public health, safety or welfare.
b. Exclusions. The term special event shall not include any event sponsored in whole or in part by the Town or another political subdivision of the State, or any organized activities conducted
at sites or facilities typically intended and used for such activities. Examples of such exempt activities include, but are not necessarily limited to, sporting events such as golf, soccer, softball and baseball tournaments conducted on courses or fields intended and used for such activities; wedding services conducted at reception halls or similar facilities; funeral services conducted at funeral homes or cemeteries; religious services, wedding services and funeral services conducted at places of worship; or activities occurring within, or upon the grounds of, a private residence or upon the common areas of a multifamily residential development.

Trash transfer station means a facility or site at which the exchange or deposit of trash is made for ultimate transfer to a landfill.

Temporary moving or storage containers means a storage container associated with a temporary use, such as building renovation or the process of moving into or out of a dwelling unit. Temporary moving or storage containers, as hereby defined, do not include cargo containers as defined in this Article.

Utilities, major include generating plants, electrical substations, switching buildings and water or wastewater treatment plants. Major utilities utility also includes overhead electrical transmission lines and distribution feeder lines that collect and transmit over 110 kV of power. Major utilities utility does not include uses more specifically defined in this Chapter, including telecommunications facilities.

Utilities, minor means above- and below-ground electrical transmission lines (except as included in the definition of major utilities utility above); above- and below-ground natural gas lines; flood control or drainage facilities; transportation or communications utilities and similar facilities of public agencies or public utilities; utilities that are necessary to support legally established uses and involve only minor structures such as electrical distribution lines, poles or cables; switch boxes; transformer boxes; cap banks; and underground water and sewer lines. Such minor utility facilities generally do not have employees on-site, and the services may be publicly or privately provided. Minor utilities utility does not include uses more specifically defined in this Chapter, including telecommunications facilities.

Warehousing and distribution means a permanent facility for the storage of products, supplies, and equipment offered for distribution (not for direct sale to the general public). Goods are generally delivered to other firms or the final consumer, except for some will call pickups. There is little on-site sales activity with the customer present. Accessory uses may include offices, truck fleet parking and maintenance areas.

Xeriscape means a landscaping method employing predominantly live, low-waterconsuming plant materials that require little or no irrigation.

Section 13. Section 16-2-310 of the Bennett Municipal Code is hereby amended to read as follows (words to be added are underlined; words to be deleted are strieken through):

## Sec. 16-2-310. - Site plan requirement.

(a) A site plan is a detailed development plan for a property, which generally provides the opportunity to evaluate permits an evaluation of the intended use, and such design elements as circulation, parking and access; open space and landscaping; building location and configuration; grading and drainage; setbacks and screening; public improvements; and other
elements, which determines determine if the proposal has been planned consistently with the intent of this Chapter. A site plan shall be required for:
(1) All permitted and conditional uses located in all zoning districts with the exception of individual, detached single-family and two-family dwelling units.
(2) Any change in is use.
(3) Any site that has been vacant, or for a use that has not been operational, for six (6) months or longer.
(b) The Zoning Administrator shall have the authority to waive the requirement for a site plan upon a determination that such site plan is not necessary.
(c) The Zoning Administrator shall have the authority to specify which criteria of this Chapter shall apply to each site plan application.
(d) An applicant for site plan approval shall submit copies of the required application materials in accordance with the Applicant Guide.
(e) The Zoning Administrator may elect to send the materials out for referral in accordance with the Applicant Guide. The comment period shall not exceed twenty-one (21) days.
(f) Upon completion of the application review, the Zoning Administrator shall approve, approve with conditions or deny the application and inform the applicant in writing as to the decision and criteria for the decision. All review criteria and conditions shall be based on requirements of this Chapter, other published Town ordinances, technical criteria and Town policies. Without limiting the generality of the foregoing, the The Zoning Administrator shall consider the following criteria to the extent applicable:
(1) Zone district standards for setbacks, building heights, lot area and lot coverage.
(2) Parking, lighting and landscaping standards unless otherwise waived by the Zoning Administrator in accordance with the applicable zone district standards.
(3) Bennett Design Standards for the applicable zone district.
(4) Infrastructure standards, including but not limited to Roadway Design and Construction and Water and Wastewater Standards, as required by the Town Engineer.
(5) Bennett-Watkins Fire Rescue standards for the proposed use and structures.
(6) Applicable requirements of the utility and other service providers.
(g) Within fifteen (15) days after the Zoning Administrator's denial of a site plan application or approval with conditions, the applicant may appeal the decision to the Board of Trustees by filing a written notice of appeal with the Town Clerk. The notice shall state the basis for the appeal. Upon receipt of such notice of appeal, the site plan application shall be scheduled for de novo review before the Board of Trustees at a public hearing. Notice of the public hearing shall be in accordance with Section 16-2-130 of this Chapter. Upon completion of the public hearing, the Board of Trustees may approve, deny or approve with conditions the site plan application, and the Board of Trustees' decision shall be final.

Section 14. Sections 16-2-340 (a) 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. 16-2-340. - Temporary uses.

(a) Temporary uses of land are permitted in any zoning district (unless restricted to particular zoning districts herein), subject to the specific regulations and time periods listed in Table 21 , and to the other applicable regulations of the zoning district in which the use is permitted and other temporary use standards as established by the Town.

Table 2.1
Temporary Uses

| Use | Zone <br> Districts | Period |
| :--- | :--- | :--- |
| (1) Contractor's <br> office/temporary construction <br> uses | All | Time to be specified; must be concurrent with <br> Building Permit; must be terminated within thirty <br> (30) days of issuance of project Certificate of <br> Occupancy for all types of construction |
| (2) Temporary real estate <br> sales office | RE, R-1, <br> R-2, R-3 <br> and MH | Not to exceed twelve (12) months |$|$| (3) Seasonal or off-site retail <br> sales, which include, but are <br> not limited to: sale of seasonal <br> fruits and vegetables; sale of <br> fireworks; and sale of <br> Christmas trees. | A, C, EC <br> and P | Not to exceed thirty (30) days, and provided that <br> any permits required by law are obtained |
| :--- | :--- | :--- |
| (4) Circuses, carnivals, <br> festivals and other special <br> events, which include, but are <br> not limited to: concerts, <br> athletic events, rodeos, and <br> parades . | All A,C, | EC andP |
| Not to exceed seven (7) three (3) days, and <br> provided that any permits required by law are <br> obtained |  |  |
| (5) Flea markets, farmers and <br> artisans markets, and farm-life <br> activities and entertainments | A, C, EC <br> and P | Not to exceed one (1) event per week during a <br> single continuous six-month time period in any <br> calendar year and provided that any permits <br> required by law are obtained |
| (6) Mobile Food Vendor | $\underline{\text { All }}$ | Time to be specified. Subject to procedures and <br> requirements as established by the Zoning |
| Administrator. |  |  |


|  | Such pods and containers may be situated on the <br> property for a period not to exceed 180 days in <br> association with activities related to a valid |
| :--- | :--- |
| temporary use permit. In the absence of a valid |  |
| temporary use permit, such containers are permitted <br> to be situated on the property for periods not |  |
| exceeding 30 consecutive days or more than 45 |  |
| days in any consecutive 12-month period. No more |  |
| han two such containers shall be located on the <br> property at any one time. In the event, there is not <br> an appropriate area for storage on private property, |  |
| $\frac{\text { the Zoning Administrator may consider placement }}{\text { on public right-of-way. }}$ |  |

(g) Upon the approval of an application for a temporary use, a majority of the Board of Trustees may "call up" the application for review of the Zoning Administrator's decision at the next regularly scheduled Board of Trustees meeting or soon thereafter. The Zoning Administrator may also choose to "push up" the temporary use application to the Planning Commission and/or the Board of Trustees to either approve or deny the application.

Section 15. Section 16-2-350 of the Bennett Municipal Code is hereby amended to read as follows (words to be added are underlined; words to be deleted are strieken through):

## Sec. 16-2-350. - Planned developments.

(a) As provided for in Section 16-2-475, an applicant has the opportunity to establish a PD zoning district for the purpose of creating a planned development.
(b) Where applicable, it is the intent of this Chapter that subdivision review under the subdivision regulations in Article IV of this Chapter be coordinated with and carried out simultaneously with the review of a PD under this Article.-
(b)(c) The initial zoning for a PD District is established by an Outline Development Plan (ODP). Site planning for development within a PD District is established by one (1) or more Final Development Plans (FDP).
(1) An ODP, which reflects the overall concept of the Planned Development, shall include ODP maps and drawings, a written textual statement and such other forms as required by the Applicant Guide.
(2) An FDP, which may reflect the entire development as delineated on the ODP or any logical portion thereof, shall be submitted following the approval of the ODP. The FDP shall include FDP maps and drawings, a written textual statement and such other forms as required by the Applicant Guide.
(c)(d) The Planning Commission and the Board of Trustees may approve a PD application if it meets the intent of this Article and complies with this Chapter and other controlling regulations and documents. The Planning Commission and Board of Trustees shall consider
the following in making their decision for approval, approval with conditions or denial of a PD:
(1) The proposed PD District is compatible with present development in the surrounding area and will not have a significant, adverse effect on the surrounding area;
(2) The proposed PD District is consistent with the public health, safety and welfare, as well as efficiency and economy in the use of land and its resources;
(3) The proposed PD District is consistent with the overall direction and intent of this Article and the intent and policies of the Comprehensive Plan and other pertinent policy documents of the Town;
(4) The proposed PD District provides for a creative and innovative design which could not otherwise be achieved through other standard zoning districts.
(5) The exceptions from the zoning regulations requested in the proposed PD are warranted by virtue of innovative design and amenities incorporated in the PD District.
(6) The PD provides adequate circulation in terms of the internal street circulation system, designed for the type of traffic generated, for separation from living areas, convenience, safety, access and noise and exhaust control. Proper circulation in parking areas has been provided in terms of safety, convenience, separation and screening. The PD provides for buffering from collector and arterial streets through earthen berms, landscaping and other methods.
(7) The PD provides functional open space in terms of practical usability and accessibility, and optimum preservation of natural features, including trees and drainage areas, recreation, views, natural stream courses, bodies of water and wetlands.
(8) To the extent practicable, the PD provides variety in terms of housing types, housing size, densities, facilities and open space.
(9) The PD provides for pedestrian and bicycle traffic in terms of safety, separation, convenience, access, destination and attractiveness. If possible, there shall be an internal pedestrian circulation system separate from the vehicular system that allows access to adjacent parcels, parks, open space or recreational facilities within the PD, as well as links to trail systems of the Town.
(10) Building types in terms of appropriateness to density, site relationship and bulk.
(11) Building design in terms of orientation, spacing, materials, color, texture, storage, signs and lighting.
(12) Landscaping of the site in terms of purpose, such as screening, types and materials used, maintenance suitability, water demands and effect on the area.
(13) Services, including utilities, fire, police protection and other such services are available or can be made available to adequately serve the development.
(14) No structures in the PD shall encroach on a floodplain except as permitted by the Town's floodplain ordinance.
(15) No occupied structure shall be located on ground showing severe subsidence potential without adequate design and study approved by the Town.
(16) Visual relief and variety of views vistal sightings shall be incorporated loeated within the PD through building placement, shortened or interrupted street vistas, visual access to open space and other design methods.
(d)(e) Upon approval of a PD application by the Board of Trustees, the applicant shall within one hundred and eighty (180) days revise the PD application to meet any conditions of approval and submit final documents to the Zoning Administrator, including the signed development agreement and improvement guarantee. Upon a written request from the applicant filed at least thirty (30) days prior to expiration of the one-hundred-eighty-day deadline to submit final documents, the Board of Trustees may grant a single extension not to exceed an additional ninety (90) days. If final documents are not recorded within the time required, the PD zoning shall survive but no development can occur until an ODP and FDP are approved approval of the PD application shall lapse and be of no further force or effect.
(e)(f) Approval of an ODP shall be valid for three (3) years.
(1) A one-year extension of approval time may be applied for in writing to the Board of Trustees. No more than three (3) such one-year extensions shall be approved.
(2) The approval of an ODP shall not result in the creation of any vested property rights. Such approval shall allow the applicant to proceed to the next development plan stage, subject to the time limits set forth in this Section and the other requirements of this Chapter.
(3) An approved ODP that does not proceed to the next development plan stage within three (3) years, or after one (1) or more approved extensions, shall be deemed expired. A property with an expired ODP shall be required to apply for a new ODP and FDP or rezone the property prior to any site development.
$(\mathrm{f})(\mathrm{g}) \quad$ An amendment to the ODP shall follow the same procedures set forth in this Chapter is a change in zoning district classification and shall follow the same procedures set out in this Chapter pertaining to the approval of an ODP. The Zoning Administrator may authorize minor changes in the ODP that do not:
(1) Alter the basic relationship of the proposed development to adjacent property;
(2) Change the uses permitted;
(3) Increase the height of building or structures; or
(4) Decrease the amount of required off-street parking.; of
(5) Reduce the minimum yards required at the boundary of the site-
(g)(h) An amendment to an FDP is a change in site planning, and shall follow the same procedures set out in this Chapter pertaining to the approval of an FDP. The Zoning Administrator may approve an amendment to a FDP, provided that the amendments are only:
(1) Architectural. Minor changes in the color; exterior appearance; lot coverage; screening of outdoor storage areas; signage; or location of buildings, structures or divisional walls if required for engineering reasons or other circumstances not foreseen at the time the FDP was approved. No change authorized by this Paragraph may increase or decrease the dimensions of any building or structure by more than twenty-five percent $(25 \%)$ or permit
an accessory structure whose size is greater than ten percent (10\%) of the area of the principal building or structure.
(2) Landscaping and site features. Changes in plant materials, minor alterations in the location of plantings, changes in plant quantities or sizes, changes to the location of internal sidewalks or changes in location of parking spaces if required for engineering reasons or other circumstances not foreseen at the time the FDP was approved. No change authorized by this Paragraph may increase landscaping by twenty-five percent (25\%), or decrease landscaping or sidewalks by more than ten percent $(10 \%)$.
(h)(i) Any administrative amendments authorized by the Zoning Administrator for an ODP or FDP shall be transmitted to the Planning Commission and Board of Trustees for their information by written communication from the Zoning Administrator.
(i)(j) Any changes which are approved for an ODP or FDP shall constitute an amendment thereto and must be on file with the Town and noted as amendments to the ODP or FDP.
(j)(k) After the planned development has been approved, the use of land and the construction, modification or alteration of any buildings or structures within the planned development will be governed by the approved ODP and FDP in addition to any other provisions of this Code unless such provisions were waived or modified during the ODP or FDP approval process. The approved ODP shall constitute the zoning document for the planned development, and the approved FDP shall govern land development within such PD zone. However, property that is zoned within a PD may be rezoned in accordance with the procedures in Sec. 16-2-360 of this Code.
(k)(1) Where a PD was established as PD Overlay prior to the adoption of this Chapter, the property retains its original zoning classification subject to the provisions of the approved ODP or FDP.

Section 16. Section 16-2-370 (a) 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. 16-2-370. - Variances.

(a) Variances from the provisions of this Chapter on individual lots from the provisions of this Chapter, except for use variances, may be granted when the Board of Adjustment finds that all of the following conditions exist:
(1)The existence of extraordinary conditions or circumstances, such as size, shape, location, topography or surroundings of the land, structure or building involved, which deprive the applicant of privileges enjoyed by other properties in the same zone district and in the vicinity;
(2)The extraordinary conditions or circumstances did not result from the present or prior actions or inactions of the applicant;
(3)Granting of the variance will be in harmony with the general purpose, intent and character of the zone district, will not substantially or permanently injure the appropriate use of adjacent property, and is not otherwise detrimental to the public health, safety and welfare;
(4)The variance requested is the minimum action needed that will permit the reasonable use of the land, building, or structure with the least modification possible to the requirements of this Chapter;
(5)The variance will not permit a use that is prohibited in the zone district; and
(6)No other relief is available through the application of alternative development standards or an alternative development configuration that is allowed by this Chapter.
(1) That peculiar and exceptional practical difficulties or an unnecessary and unreasonable hardship will be imposed on the property owner if the provisions of this-Chapter are strictly enforced.
(2) That the circumstances creating the hardship were created through no fault of the applicant.
(3) That the property for which a variance is requested possesses exceptional narrowness, shallowness, shape or topography or another extraordinary and exceptional sittation or condition which does not occur generally in other properties in the same zoning district.
(4) That the variance will not substantially or permanently injure the appropriate use of adjacent conforming properties in the same zoning district.
(5) That the variance, if granted, will not diminish the value, use or enjoyment of the adjacent properties, nor curtail desirable light, air and open space in the neighborhood, nor change the character of the neighborhood.
(6) That the variance will not alter the essential character of the district in which the property for which the exception is sought is located.
(7) That the variance will not weaken the general purposes of this Chapter or the regulations established herein for the specific zoning district.
(8) That the variance will be in harmony with the spirit and purposes of this Chapter.
(9) That the variance will not adversely affect the public health, safety or welfare.

Section 17. Section 16-2-405 (d) 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. 16-2-405. - Official Zoning Map.

(d) Unless otherwise defined on the Zoning Map, district boundary lines follow:
(1) Lot lines;
(2) Centerlines of streets, alleys, railroad rights-of-way or such lines as extended; or and
(3) Town boundary lines.

Section 18. The title of Section 16-2-410 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. 16-2-410. - Standard Standards zoning districts.

Section 19. Section 16-2-426 of the Bennett Municipal Code is hereby added in its entirety:

## Sec. 16-2-426. R-1A - Alternate Low Density Residential District.

(a) The R-1A District is intended to provide for the development of areas containing alternative low density single-family residential dwellings.
(b) This zone district can be achieved through planning efforts and review of density and/or limitations on the number of units.
(b) Land uses are permitted as shown in the Land Use Table in Section 16-2-470.
(c) Lot and building requirements shall be as shown in Table 2.4.1.

Table 2.4.1
Alternate Low Density Residential District Standards

| Standard | R-1A - Alternate Low Density <br> Residential District |
| :--- | :--- |
| Minimum Lot Area/Dwelling Unit | 5,000 square feet |
| Minimum Lot Width | 50 feet |
| Maximum Lot Coverage | $70 \%$ |
| Minimum Floor Area/Dwelling Unit | 800 square feet |
| Minimum Front Yard Setback (Principal Structure) | 10 feet, w/ max. setback not to exceed an <br> average of adjacent principal structures |
| Minimum Front Yard Setback (Accessory Structure) | 10 feet |
| Minimum Side Yard Setback (Principal Structure) | 5 feet |
| Minimum Side Yard Setback (Accessory Structure) | 5 feet |
| Minimum Rear Yard Setback (Principal Structure) | 10 feet |
| Minimum Rear Yard Setback (Accessory Structure) | 5 feet |
| Maximum Height (Principal Structure) | 35 feet |
| Maximum Height (Accessory Structure) | 12 feet, except detached garages, 18 feet |

Section 20. Sections 16-2-465(d) and (i)(1)(a) 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. 16-2-465. - Lot and building requirements.

(d) Accessory Structures shall be limited as follows:
(1) The maximum number of accessory structures is limited to two (2) buildings per residential lot. A detached garage is included in the maximum number, if present.
(2)(1)No accessory structure shall be located within any platted or recorded easement of the Town or over any utility except as otherwise expressly agreed to in writing by the Town or utility provider, as applicable.
(3)(2) Accessory buildings are not permitted in front yards. Accessory buildings in residential districts, excluding detached garages, shall not exceed a height of twelve (12) feet and shall not exceed two hundred fifty (250) square feet of floor area. Accessory structures shall meet the minimum setback requirements in Division 4 of this Article 2.
(4)(3) The maximum cumulative lot coverage of all accessory buildings, including detached garages, shall not exceed the building footprint of the principal building.
(5)(4) Only one (1) detached garage is permitted per residentially zoned lot or parcel. The maximum square footage shall be one thousand $(1,000)$ square feet or eighty percent ( $80 \%$ ) of the square footage of the building footprint of the principal residential dwelling, whichever is less.
(6)(5) The minimum residential dwelling building footprint and minimum residential floor area square footage required for any residential zoning district shall be exclusive of any garage area.
(7)(6) Accessory structures shall resemble the principal structure on the lot. Without limiting the generality of the foregoing, such resemblance shall be with respect to roof pitch, roof material, building material siding, and color.
(8)(7) Truck vans, converted mobile homes, travel trailers, recreational vehicles, bus bodies and similar prefabricated items and structures are not permitted to be used as accessory buildings or structures.
(i) Cargo containers.
(1) Cargo containers are allowed as accessory buildings or structures in the C, EC, P, A and I Zone Districts only, subject to the following conditions:
a. A diagram depicting the lot layout site plan is required prior to the placement of a cargo container in any of the allowed zone districts.

Section 21. Section 16-2-470 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. 16-2-470. - Land uses.

(a) Land uses permitted within each standard zoning district are designated by symbols in Table 2.12, Land Use Table. The listed symbols are defined as follows:
$\mathrm{P}=$ Use permitted by right.
$\mathrm{C}=$ Conditional use, permitted pursuant to Section 16-2-330.
(b) Land uses permitted within a PD District shall be listed on the approved plan.
(c) Accessory buildings, structures and uses, as defined in Section 16-2-210, are allowed in all zone districts.
(d)(e) No land, building or structure shall be used for any purpose other than as provided for among the uses listed in the zoning district in which such land, building or structure is located.
(e)(d) Any use not permitted in a zone either specifically or by interpretation by the Zoning Administrator is hereby specifically prohibited from that zone. Uses that are similar to, but not specifically listed as, a permitted use may be approved by the Zoning Administrator.
(f)(e) All uses are subject to the performance standards contained in Section 16-5-505 of this Article, any applicable Use Standards provided in Division 5 of this Article; and all applicable special area plans, master plans and design guidelines adopted by the Town.

Table 2.12
Land Use Table

|  | Zone Districts |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Land Use Categories | A | RE | R-1 | $\frac{\mathrm{R}-}{1 \mathrm{~A}}$ | 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 |  |  |  |  |  |  |  |  |  |  |$|$

## D. INDUSTRIAL USES

(1) Commercial steam cleaning/laundry operations
(2) Commercial trash removal companies without trash storage or refuse trash transfer operations
(3) Concrete or asphalt products production
(4) Custom crafts (such as ceramics, furniture making and stained glass production)
(5) General machine shops
(6) General research and development
(7) Laboratory: medical, dental, optical, scientific
(8) Light trade and technical uses
(9) Manufacturing, assembly, finishing or fabrication; primary
(10) Manufacturing, assembly, finishing or fabrication; secondary
(11) Meat processing plant
(12) Outdoor storage, except self-storage/mini-storage
(13) Publishing plant
(14) Recycling facilities

| (15) Refining or initial processing of <br> basic raw materials |  |  |  |  |  |  |  |  |  | C |  |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| (16) Refuse transfer station eollection- <br> facilities |  |  |  |  |  |  |  |  |  | C | C |
| (17) Self-storage, mini-storage |  |  |  |  |  |  |  | C |  | P |  |
| (18) Soil amendments packaging and <br> processing such as peat moss, top soil and <br> composted manure; but excluding raw <br> manure or chemical fertilizers |  |  |  |  |  |  |  |  |  |  |  |
| (19) Warehousing and distribution |  |  |  |  |  |  |  |  | P | P |  |
| (20) Waste-related uses, refuse trash <br> transfer station |  |  |  |  |  |  |  |  |  | C | C |
| (21) Wholesale establishments, including <br> accessory offices |  |  |  |  |  |  |  |  | P | P |  |


|  | E. PUBLIC/INSTITUTIONAL USES |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (1) Cemetery | C |  | 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 | C | P | P | P | P |
| (7) Hospitals |  |  |  |  |  |  |  | C | P | P |  |
| (8) Post office |  |  |  |  |  |  |  | P |  |  | P |
| (9) Religious institutions | P | P | P | $\underline{\mathrm{P}}$ | P | P | P | P | P | P | P |
| (10) Town Hall, Public Works facility, or governmental office and facilitymtnicipal 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 |  |  |  |  | C |
| (2) Indoor commercial recreation or entertainment, including bowling alleys, movie theaters |  |  |  |  |  |  |  | P | P | P |  |
| (3) Outdoor commercial recreation or |  |  |  |  |  |  |  | P | C | C |  |


| entertainment, including miniature golf, amusement parks |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (4) Outdoor playing fields | C | C | C | C | C | C | C | P | P | P | P |
| (5) Parks, both active and passive, and trails | $\frac{\mathrm{P}}{\mathrm{C}_{-}}$ | PG | PC | $\underline{P}$ | $\underline{\text { PC }}$ | $\mathrm{PG}_{-}$ | PC | $\frac{\mathrm{P}}{\mathrm{E}}$ | 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 | C |  |  |  |  | P |
| (7) Shooting range, indoor |  |  |  |  |  |  |  |  |  | C |  |
| (8) Shooting range, outdoor | C |  |  |  |  |  |  |  |  |  |  |
| (9) Recreational vehicle park | C |  |  |  |  | C | C |  |  | C |  |
|  |  | RES | IDEN | NTI | US |  |  |  |  |  |  |
| (1) Assisted living facility or nursing home |  |  |  |  | C | P |  |  |  |  |  |
| (2) Bed and breakfast establishments | E | E | E |  | E | C |  |  |  |  |  |
| (3) (2) Group home for the aged, persons with developmental disabilities, and persons with behavioral or mental health disorders in compliance with all state and federal law elderly, developmentally disabled or mentally ill persons. | P | P | P | $\underline{P}$ | P | P |  |  |  |  |  |
| (4)(3)Group home for juvenile offenders |  |  |  |  |  | C |  |  |  |  |  |
| (5) Group home, other | E | C | C |  | E | E |  |  |  |  |  |
| (4)(6) Home occupations | P | P | P | P | P | P | P |  | P |  |  |
| (7) Hotels and Motels |  |  |  |  |  |  |  | P | P |  |  |
| (5)(8) Manufactured homes | P | P | P | P | P | P | P |  |  |  |  |
| (6)(9) Mobile homes |  |  |  |  |  |  | P |  |  |  |  |
| (7)(10) Multifamily dwelling |  |  |  |  |  | P |  |  | C |  |  |
| (9)(11) Rooming, lodging or boarding houses |  |  |  |  |  | P |  |  | C |  |  |
| (8)(12) Single-family dwelling | P | P | P |  | P | C | P |  |  |  |  |
| (9)(13) Two-family dwelling |  |  |  |  | P | C |  |  |  |  |  |



| and professional, except health-related |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (10)(7) Offices; medical, dental or other health-related, including urgent care facilities |  |  |  |  |  |  |  |  |  |  | P | P | C |  |
| (11)(8) Personal services, other $(<5,000$ sq. ft.) |  |  |  |  |  |  |  |  |  |  | P | P | P |  |
| (12)(9) Personal services, other ( $>5,000$ sq. ft. <25,000 sq. ft.) |  |  |  |  |  |  |  |  |  |  | C | P |  |  |
| (13)(10) Personal services, other (>25,000 sq. ft.) |  |  |  |  |  |  |  |  |  |  | C | P |  |  |
| (14)(14) Repair, furniture and major household appliance |  |  |  |  |  |  |  |  |  |  | P | P | P |  |
| (15)(12) Repair, other except vehiclerelated repair |  |  |  |  |  |  |  |  |  |  | P | P | P |  |
|  | K. TRANSPORTATION FACILITIES |  |  |  |  |  |  |  |  |  |  |  |  |  |
| (1) Ambulance service | C | C | C | 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 | C | C |
| (2) Public utilities, major | C |  |  |  |  |  |  |  |  |  |  | C | P | P |
| (3) Public utilities, minor | P | P | P | $\underline{\text { P }}$ | P | P | P | P | P |  | P | P | P | P |
| (4) Telecommunications facilities, including towers | C | C | C | $\underline{C}$ | C | C | C | C | C |  | C | C | C | C |
| (5) Eligible telecommunications facilities request | P | P | P | $\underline{\mathrm{P}}$ |  | P | P | P | P |  | P | P | P | P |
|  | M. VEHICLE-RELATED SALES AND SERVICE |  |  |  |  |  |  |  |  |  |  |  |  |  |



Section 22. Section 16-2-475(b) 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. 16-2-475. - PD - Planned Development District.

(b) The PD District is a distinct zoning district that provides a means by which development standards and permitted land uses can be customized for a specific site. The PD District is intended to:
(1) Provide flexibility in land use regulations by allowing for the creation of standards different from those in this Chapter, while maintaining the intent of this Chapter consolidation of the platting and rezoning procedures.
(2) Permit an applicant developer to propose a land use development plan which can be considered as to its overall merits under a unified procedure;
(3) Encourage imaginative uses of open space, and special consideration of property with outstanding natural or topographical features;
(4) Encourage a diversity of housing types while maintaining high quality living environments;
(5) Provide a mix of retail, office, employment, civic and recreation uses conveniently located to housing;
(6) Provide for more efficient use of land including the reduction of land area disturbed for utility lines and motor vehicle access;
(7) Facilitate use of the most appropriate design and construction techniques in the development of land; and
(8) Advance the guiding principles contained within the Comprehensive Plan.

Section 23. Section 16-2-490(a) 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. 16-2-490. - CMU - Old Town Commercial Mixed Use District.
(a) The CMU District is intended to promote safe environments for both the pedestrian and vehicular travel. Unlike the Main Street District, this environment incorporates SH-79 and Colfax Avenue regional travel of large tractor trailers, as well as local residents in and adjacent to the CMU District. The CMU District promotes a pedestrian-active street where buildings are oriented to the street with standards allowing flexibility in building, circulation and parking lot layout.

Section 24. Section 16-2-495(a) 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. 16-2-495. - MS - Main Street - Downtown District.

(a) The MS District is intended:
(1) to enhance the convenience, ease and enjoyment of transit, walking, shopping and public gathering along Palmer Avenue, E. Colfax Avenme and the designated portion of First Street (future Main Street);
(2) to promote an urban, mixed-use environment with commercial, residential and civic activities; and
(3) to promote safe, active and pedestrian-scaled commercial streets through the use of storefront-style designs with horizontal and vertical mixed use building forms that clearly define and activate the public street edge.
Section 25. Section 16-2-510 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. 16-2-510. - Home occupations.

(a) Home occupations are permitted uses in all residential districts, subject to the following standards:
(1) The use must be conducted entirely within a dwelling or accessory building.
(2) The use may employ a maximum of one (1) person other than those members of the immediate family residing on the premises.
(3) The home occupation must be clearly incidental and secondary to the use of the dwelling for dwelling purposes and must not change the residential character thereof.
(4) The total area used for home occupations shall not exceed twenty-five percent ( $25 \%$ ) of the total floor area within the lot. The area used for the home occupation shall be considered to include all storage areas and work spaces clearly utilized or essential in the operation of the home occupation.
(5) There shall be no change in the outside appearance of the building or premises or other visible evidence of the conduct of such home occupation, including advertising signs displays or advertising that solicits or directs persons to the address.
(6) On-site retail sales are not permitted.
(7) Storage on the premises of material or equipment used or serviced as a part of the home occupation must be completely enclosed within a building. No storage of hazardous materials is permitted.
(8) Home occupations shall not create any glare, fumes, odors or other objectionable conditions detectable to the normal senses beyond the boundaries of the zone lot.
(9) Persons operating home occupations shall grant the Town reasonable access for the purpose of verifying compliance with this Chapter.
(b) Home occupations shall not be interpreted to allow any of the following businesses:
(1) The onsite display or sale of any merchandise or articles except as may be produced by members of the household residing in the dwelling unit.
(2) Service, repair, painting, or modification, for compensation or gain, of any motorized vehicles, or parts or accessories for any motorized vehicles, including, but not limited to, motor vehicles, trailers, boats, personal watercraft, recreation vehicles, and snowmobiles. This prohibition shall not apply to work on a vehicle as a hobby.
(3) Animal hospital or kennel.
(4) Restaurant.
(5) Licensed home daycare exceeding the limits defined in Section 16-2-210.
(6) Repair of equipment having a combustion engine of the use of any equipment having a combustion engine in the process of conducting any home occupation.
Section 26. Section 16-2-515 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. 16-2-515. - Group homes.
(a) Group homes allowed as a use permitted by right are identified in Table 2.12. Group homes that are identified as conditional uses in Table 2.12 may be approved as conditional uses in all residential districts-subject to the requirements set forth below. In conducting the hearing for
the conditional use permit, the Planning Commission and Board of Trustees shall consider an analysis of the following:
(1) Building height and setbacks;
(2) Building coverage of the lot;
(3) Traffic and parking;
(4) Compatibility of building design with the character of the surrounding area; and
(5) Whether the types of treatment activities or the services proposed to be conducted upon the premises are in a manner substantially consistent with the activities otherwise permitted in the zoning district.
(b) A group home may not be located closer than seven hundred fifty (750) ene thousand $(1,000)$ feet to any other group home.
(c) No permanent certificate of occupancy will be issued for a group home until the person applying for the group home has submitted a valid license from a governmental agency having jurisdiction.
(d) If active and continuous operations are not carried on in a group home for twelve (12) consecutive months, the group home use shall be considered to have been abandoned and no longer allowed. The group home use can only be reinstated after obtaining a new approval from the Planning Commission.

Section 27. Section 16-2-535(6) of the Bennett Municipal Code is hereby amended to read as follows (words to be added are underlined; words to be deleted are strieken through):

## Sec. 16-2-535. - Mining.

(6) Any necessary traffic improvements, identified through any requirement of the Town, er County or other local jurisdictions (as appropriate), that are needed for safety and proper circulation shall be constructed. Mining activity traffic will not lower the level of service of the public roadway providing access lower than the level of service "B".

Section 28. Section 16-2-545 of the Bennett Municipal Code is hereby amended to read as follows (words to be added are underlined; words to be deleted are strieken through):

## Sec. 16-2-545. - Commercial marijuana cultivation and sale.

(a) The use of property as a medical marijuana store center, medical marijuana cultivation facility, medical marijuana products manufacturer eptional premises cultivation operation of marijuana infused products manufacturer are all land uses prohibited in any zone district, including in any PD zone district. For purposes of this Section, medical marijuana store center, medical marijuana optional premises cultivation facility operation and medical marijuana-infused products manufacturer shall have the meanings set forth in Section 6-3-20 of this Code. Nothing in this Section shall be construed to prohibit, regulate or otherwise impair the protections of the use of medical marijuana by patients as provided in Article XVIII, § 14 of the Colorado Constitution, or the provision of medical marijuana by a primary caregiver to a patient in accordance with Article XVIII, § 14 of the Colorado Constitution,

Title 12, Article 43.3, C.R.S., Section 25-1.5-106, C.R.S., and the rules promulgated thereunder.
(b) The use of property as a retail marijuana cultivation facility, retail marijuana product manufacturer manufacturing facility, retail marijuana testing facility or retail marijuana store are all land uses prohibited in any zone district, including in any PD zone district. For purposes of this Subsection, retail marijuana cultivation facility, retail marijuana product manufacturer manufacturing facility, retail marijuana testing facility and retail marijuana store shall have the meanings set forth in Section 6-4-20 of this Code. Nothing in this Section shall be construed to prohibit, regulate or otherwise impair the protections for the personal use of marijuana as provided in Article XVIII, § 16(3) of the Colorado Constitution.

Section 29. Section 16-2-550(d) 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. 16-2-550. - Residential marijuana cultivation.
(d) Condition precedent to Challenge. It is a condition precedent to any legal challenge to any portion of this Section, or the application of any portion of this Section to any specific property, that the person initiating such challenge shall have first given the Town written notice of intent to bring such challenge not less than ninety days before filing any legal proceeding. Such notice shall be sent to the Board of Trustees of the Town of Bennett by certified mail, return receipt requested, at 207 Muegge Way 355 Fourth Street, Bennett, CO 80102, and shall set forth: (i) the name and address of the claimant and the claimant's attorney, if any; and (ii) a concise statement of the factual and legal basis for the claimant's challenge to this Section or the application of this Section to the claimant's property. To the extent that the provisions of this section conflict with the notification requirements of section 24-10-109, C.R.S., or any other applicable law, the provisions of such statute or other applicable law shall control.

Section 30. Section 16-2-565(a)(b) 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. 16-2-565. - Recreational vehicle parks.

(a) The purpose of this section is to minimize potential negative impacts of recreational vehicle parks, while promoting the quality of life in Bennett and serving as a tourism base camp for visitors to Colorado. The purpose of this section is to minimize potential negative impacts of recreational vehicle parks, while promoting the quality of life in Bennett and advancing the goals of providing a magnet for visitors, and serving as a tourism base camp for visitors to Colorado.
(b) Any recreational vehicle (RV) park shall be subject to the following standards:
(1) RVs shall not be visible from adjacent or strrounding arterial streets or highwaysScreening shall be aceomplished through site selection, landscaping, buffering and fencing shall be used to minimize the visual impact of RVs on adjacent or surrounding arterial streets or highways.
(2) Park entrances shall be located such that vehicles have convenient and direct access to arterials. Routes to the park shall not pass through residential neighborhoods.
(3) The RV park shall be landscaped in accordance with the standards and provisions of Chapter 16, Division 7 of the Bennett Municipal Code, subject to the following additional requirement.
a. Perimeter buffer widths of recreational vehicle parks shall be minimum of twenty (20) feet at the front entrance and ten (10) feet on the side and rear lot lines.
(4) A minimum of forty-five percent (45\%) of the RV park shall be open space. This may include natural areas, landscaped perimeter buffers, landscaped areas between camping areas, trails and walks, the landscaped portions or RV sites, active recreation areas and any other landscaped portions of the site. Open space for RV park uses is defined for purposes of this section as those areas that are landscaped or left in a natural state. Open space shall not include the vehicular area of RV sites, parking, roadways, buildings or other similar improvements.
(5) Vehicular areas of each RV site shall be a minimum of fifteen (15) feet by sixty-five (65) feet and shall be separated from any other RV site by a landscaped area a minimum of ten (10) feet in width extending the full length of the adjacent RV sites. These areas will be covered with crushed asphalt, crushed concrete, asphalt or concrete following the road design standards for the Town of Bennett.
(6) Each ten (10) foot feet landscaped area between RV sites shall provide a minimum of one (1) deciduous shade tree (two and one-half ( $2^{1 / 2}$ ) inch caliper minimum) and five (5) shrubs (five (5) gallon minimum) and shall be seeded with native grasses at a minimum.
(7) Two (2) RV sites may be combined with no landscaped area between provided that utility services for both sites occupy the space between the sites, the recreational vehicles have a minimum separation of ten (10) feet, and a landscaped area on both sides of the combined spaces is provided which is a minimum width of eighteen (18) feet and extends the full length of the adjacent RV spaces.
(8) Utility connections, associated equipment and site amenities shall not be located within required landscaped areas. Any slide-outs, stairs or similar items shall be contained within the vehicular area of the site.
(9) Additional vehicular parking shall be required at all common facilities including check in station, recreation area, comfort stations, maintenance building or other similar facilities at a rate of two (2) spaces per one thousand $(1,000)$ square feet of building area. Guest parking may occur within the vehicular area of an RV site, on roadways built to allow parking or in common parking areas.
(10) No more than one recreational vehicle shall be permitted at any individual site. Vehicles which tow or are towed by the recreational vehicle shall also be parked in the same portion of the site as the recreational vehicle.
(11) A system of pedestrian links shall be provided throughout the park which link all sections of the park with other sections, and result in the ability of pedestrians to avoid traveled roadways. This system may include both sidewalks and trails, and shall be
convenient to all RV sites and link all areas with all facilities including the entry station. The pedestrian system shall continue to the street from which park access is taken.
(12) Recreational vehicle parks shall have a full time manager on site at all times or shall provide alternative security measures for park residents acceptable to the Town.
(13) Guest stays shall be limited to one hundred eighty (180) days per year. Long term occupancy is limited to park managers, one maintenance employee and their immediate families. An exception to the one hundred eighty-day stay limit shall be made to accommodate medical emergencies involving registered guests or their family members within one degree of kinship by either blood or marriage. Proof of such a medical emergency shall require the guest to produce for the manager a physician's note stating a medical condition requires the guest to remain for their own health or to attend to a family member's health. If such a note is produced the manager may allow the guest to remain an additional sixty (60) days for a total stay of two hundred forty (240) days. Managers shall be required to retain the notes in their records for one (1) year and to produce them to Town personnel on demand.
(14) The park shall keep a record of registered guests and their length of stay to be available for Town inspection at any time.
(15) Services and amenities within the park shall be restricted to use by registered campers and their guests, and the Town may require at a minimum water, sewer and electricity for each site, water and sewer facilities for common buildings common bathrooms and showers in the camping area, laundry facilities, a management office and an active recreational area depending on the park size, anticipated lengths of stays and proposed uses within the park.
(16) Dump stations shall be required. The number and size of such dump stations shall be determined based on the park size, anticipated lengths of stays and proposed uses within the park.
(17) If a tent area will be provided in the park, toilets and showers shall be required. Guest stays in tents shall be limited to no more than ten (10) days per year unless approved by the conditional use permit process.
(18) Vans which have been modified as campers, commercial tractor-trailers and sleeping in other vehicles not designed as a recreational vehicle shall not be permitted.
(19) No blocking or skirting of RVs is permitted.
(20) No outdoor storage by park guests is permitted.

Section 31. A new Section 16-2-570 shall be added in its entirety to the Bennett Municipal Code as follows (words to be added are underlined):

Sec. 16-2-570. - Outdoor Storage.
(a) Outdoor storage is permitted as an accessory use in all zone districts, subject to the following standards:
(1) In no case shall the storage or parking of trailers, semi-trailers, cargo containers or shipping containers outdoors, or the warehousing of goods in such containers, be permitted as a principal use. Cargo and shipping containers shall only be allowed in accordance with Section 16-2-465(2) Commercial and industrial outdoor storage areas shall be incorporated into the overall site design and shall have screening, which is complementary in design to the primary structure on the site.
(2) If the outdoor storage area is covered, then the covering shall be designed to be complementary to the primary structure on the site.
(3) Goods stored in an outdoor storage area shall be limited to storage of materials associated with the business on the lot and shall be displayed for the purpose of sale, rental or lease, business of vehicle storage or storage of businesses' vehicles and equipment.
(4) No materials may be stored in areas intended for vehicular or pedestrian circulation including emergency access.
(5) Outdoor Storage for construction shall be allowed on a temporary basis and shall be removed within thirty (30) days of the last Certificate of Occupancy being issued within the filing and the site shall be restored to its original state.

Section 32. Section 16-2-610 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. 16-2-610. - Parking space requirements.

(a) Unless otherwise provided, land uses are required to have off-street vehicle parking spaces in accordance with the standards of this Division. The number and type of spaces is determined by the use of the property. Table 2.13 identifies the number of off-street parking spaces required with the construction of or addition to any building, or the implementation or expansion of the use of a site.

Table 2.13
Off-Street Parking Requirements

| Use | Parking Spaces Required |
| :--- | :--- |
| Residential | 2.0 per dwelling unit |
| Single-family dwelling |  |
| Multifamily dwelling: | 1.25 per dwelling unit |
| Studio | 1.5 per dwelling unit |
| 1 bedroom | 2.0 per dwelling unit |
| 2 or more bedrooms | 0.5 per dwelling unit |
| Assisted living facility |  |


| Motel or hotel | 1.25 per guest room, plus 1 per 100 square feet of restaurant/lounge, plus 2.5 per 100 square feet of meeting/banquet room |
| :---: | :---: |
| Group or nursing home | 1 per room |
| Hospital | 1 per 3 beds, plus 1 per 5 average daily outpatient treatments, plus 1 per 4 medical staff, plus 1 per student/faculty/staff |
| Food and Beverage |  |
| Restaurant (without bar) | $1.6 \underline{12}$ per $100 \underline{0}$ square feet of gross floor area |
| Restaurant (with bar) | 2.2515 per $100 \underline{0}$ square feet of gross floor area |
| Fast food restaurant | $1.5 \underline{10}$ per $100 \underline{0}$ square feet of gross floor area |
| Retail/Service |  |
| Animal hospital/veterinary clinic | 1 per 300 square feet of gross floor area |
| Furniture, appliance or building material store | 1 per 300 square feet of gross floor area |
| General retail (not in shopping center) | 1 per 300 square feet of gross floor area |
| Grocery stores and discount superstores/clubs (freestanding) | 1 per $\underline{250} 175$ square feet of gross floor area |
| Home improvement superstores | 1 per 200 square feet of gross floor area |
| Shopping center | 1 per 250 square feet of gross floor area |
| Motor vehicle sales and service | 1 per 500 square feet of gross floor area, plus 1 per 6,000 square feet of outdoor vehicle display area, plus 2 per service bay |
| Motor Vehicle wash facility eleaning facility (ear wash) | $\underline{1} z$ per employee max shift plus vehicle stacking |
| Personal service | 1 per $\underline{300} 200$ square feet of gross floor area |
| Office/Business Services |  |
| Bank | 1 per $\underline{250200}$ square feet of gross floor area |
| Business or professional office | 1 per $\underline{300250}$ square feet of gross floor area |
| Medical office, dental office or clinic | 1 per 200 square feet of gross floor area |
| Wholesale establishment or warehouse | 1 per 400 square feet of retail, wholesale and office area, plus 1 space per 1,000 square feet of other floor area 1 per 2 employees |
| Industrial use (excluding office) not mentioned specifically under another use in this Section | 1 per 500 square feet of gross floor area |


| Cultural/Recreational/Entertainment |  |
| :---: | :---: |
| Public assembly | . 25 per person in permitted capacity |
| Library | 1 per 225 square feet of gross floor area |
| Museum | 1 per 300 square feet of gross floor area 1.5 per 1,000 annmal visitors |
| Religious institutions | 0.6 per seat |
| Cinemas | Single screen: 0.5 per seat; up to 5 screens: 0.33 per seat; 5 to 10 screens: 0.3 per seat; over 10 screens: 0.27 per seat |
| Theaters (live performance) | 0.4 per seat |
| Arenas and stadiums | 0.33 per seat |
| Recreational facilities and health clubs | 1 per 3 persons permitted capacity |
| Educational |  |
| Day care center or preschool | 0.35 per person (licensed capacity) |
| Elementary or secondary school | 0.35 per student |
| College or university | Determined by parking study |
| Governmental | As determined by Zoning Administrator |

Note- When determining the number of parking spaces to be required, fractions of spaces shall be rounded to the nearest whole number.
(b) Accessible (ADA) Parking Requirements
a. Residential Uses
i. Handicapped-accessible parking for residential uses shall be provided pursuant to the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the Federal Fair Housing Act.

## b. Non-Residential Uses

i. Handicapped-accessible parking spaces shall be provided pursuant to the ADAAG.
(c)(b) When one (1) building is planned to include a combination of different uses, the minimum parking required will be determined by applying the above requirements based upon the floor area for each use. The maximum number of parking spaces required for the building shall be the sum of the requirements for each separate use.
(d)(e) Off-street parking areas may be located to jointly serve two (2) or more buildings or uses, provided that the total number of spaces is not less than that required for the total combined number of buildings or uses. However, this number may be reduced based on the results of a shared parking demand analysis based on recognized standards and methodologies.
(e)(d) For specific land uses not listed, the Zoning Administrator shall determine the appropriate number of parking spaces required, based upon the type of activity, similarity to listed uses, expected parking demand to be generated and other information from appropriate traffic engineering and planning criteria.

Section 33. Sections 16-2-640(c) 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. 16-2-640. - Parking area design standards.
(c) Landscaping around off-street parking areas with two (2) or more spaces shall conform to the Town of Bennett Development Design Guidelines be sereened from any adjoining residentially zoned lot by landseaping or solid fencing.
(g) The minimum width of traffic aisles in parking lots shall be as listed in Table 2.15.

Table 2.15-

## Parking Dimensions

| $\underline{\text { Parking }}$ | $\underline{\text { Curb }}$ | $\underline{\text { Stall }}$ | $\underline{\underline{\text { Aisle Width }}}$ |  | $\underline{\text { Bay Width }}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\underline{\text { Angle }}$ | $\underline{\text { Length }}$ | $\underline{\text { Length }}$ | $\underline{\text { One Way }}$ | $\underline{\text { Two Way }}$ | $\underline{\text { One Way }}$ | $\underline{\text { Two Way }}$ |
| $\underline{\mathbf{A}}$ | $\underline{\mathbf{B}}$ | $\underline{\mathbf{C}}$ | $\underline{\mathbf{D}}$ | $\underline{\mathbf{D}}$ | $\underline{\mathbf{E}}$ | $\underline{\mathbf{E}}$ |
| $\underline{90 \text { degrees }}$ | $9 \underline{\text { feet }}$ <br> 10 feet | $\underline{19 \text { feet }}$ | $\underline{24 \text { feet }}$ | $\underline{26 \text { feet }}$ | $\underline{64 \text { feet }}$ | $\underline{64 \text { feet }}$ |
| $\underline{60 \text { degrees }}$ | $\underline{10.5 \text { feet }}$ | $\underline{21 \text { feet }}$ | $\underline{18 \text { feet }}$ | $\underline{22 \text { feet }}$ | $\underline{60 \text { feet }}$ | $\underline{64 \text { feet }}$ |
| $\underline{45 \text { degrees }}$ | $\underline{13 \text { feet }}$ | $\underline{20 \text { feet }}$ | $\underline{13 \text { feet }}$ | $\underline{20 \text { feet }}$ | $\underline{53 \text { feet }}$ | $\underline{60 \text { feet }}$ |
| $\underline{30 \text { degrees }}$ | $\underline{18 \text { feet }}$ | $\underline{18 \text { feet }}$ | $\underline{12 \text { feet }}$ | $\underline{20 \text { feet }}$ | $\underline{46 \text { feet }}$ | $\underline{55 \text { feet }}$ |
| $\underline{\underline{\text { Parallel }}}$ | $\underline{23 \text { feet }}$ | $\underline{8 \text { feet }}$ | $\underline{12 \text { feet }}$ | $\underline{20 \text { feet }}$ | $\underline{20 \text { feet }}$ | $\underline{36 \text { feet }}$ |

Parking Stall Standards-

| Parking Stall Angle- <br> (degrees) | Pirection of <br> Traffic | Minimum Traffic Aisle and Driveway Width- <br> (feet) |
| :--- | :--- | :--- |
| $\theta$ (parallel) | One-way traffic- | 12 |
| $\theta$ (parallel) | Twe-way traffic- | 24 |
| 30 | One-way traffic | 14 |
| $45-$ | One-way traffic- | 16 |
| 60 | One-way traffic | 18 |
| $90-$ | One-way traffic | 24 |
| 90 | Two-way traffic | 24 |

Section 34. This Ordinance and the amendments to the Bennett Municipal Code set forth herein shall take effect thirty days after publication.

Section 35. 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 36. 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 37. 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 14 ${ }^{\text {th }}$ DAY OF JUNE 2022.

TOWN OF BENNETT, COLORADO

Royce D. Pindell, Mayor

## ATTEST:

Christina Hart, Town Clerk

## Suggested Motion

I move to approve Ordinance No. 742-22 - An ordinance amending Chapter 16 of the Bennett Municipal Code regarding general provisions and zoning.

## Public Hearing Script <br> Board of Trustees

MAYOR: I will now open the public hearing on the following: Adopting by Reference the 2020 Edition of the "Model Traffic Code" for the regulation of traffic in the Town of Bennett.

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

MAYOR: Ms. Hart, for the record, please state whether this hearing has been properly noticed.
[Town Clerk to summarize the notice required and accomplished for the hearing.]

MAYOR: Is there a staff presentation on this matter?
[Staff presentation/information]
MAYOR: This is a public hearing. Please keep public comment to the issues before the Town Board. Each speaker is asked to limit comment time to 3 minutes, unless the speaker represents a group of citizens, in which event additional time may be allocated. Please respect these limitations. I reserve the right to limit public comment that is inappropriate under these guidelines or otherwise improper. I also reserve the right to limit testimony or questioning that is repetitive, cumulative, argumentative, or not pertinent to the issues, and to set a limit on the duration of testimony if I determine it to be necessary in light of the number of persons who have signed up to testify.

MAYOR: Is there anyone here who wishes to speak on this issue?

## [Public comment]

MAYOR: Is there anyone else in the public who wishes to speak on this issue? Hearing none, I now close the public comment portion of the public hearing. We will now proceed to Board discussion. Are there any questions from the Trustees, or any discussion of the Trustees?
[Town Board questions and discussion]
MAYOR: I will now close the public hearing and the Board of Trustees will deliberate on the evidence presented. During deliberations, the Trustees may ask questions of Town staff, but no further public comment or testimony or evidence will be received.

MAYOR: If there is no further discussion by the Town Board, we have a draft Ordinance in front of us and I would entertain a motion.
welcome neighbors.

| TO: | Mayor and Town of Bennett Board of Trustees |
| :--- | :--- |
| FROM: | Taeler Houlberg, Administrative Services Director |
|  | Keith Buono, Lead Community Services Officer |
|  | Steve King, Special Projects Coordinator |
| DATE: | June 14, 2022 |
| SUBJECT: | Second Reading of the 2020 Model Traffic Code |

## Background

Per section 42-4-110(1)(b), C.R.S., municipalities may, in the manner prescribed by article 16 of title 31, C.R.S., adopt by reference all or any part of a model municipal traffic code. The Colorado Department of Transportation (CDOT) has prepared and adopted a 2020 revised edition of the Model Traffic Code (MTC) for Colorado.

The last adopted update to the MTC was conducted in 2015 in which the Town adopted the 2010 edition. Staff proposes that the Town adopt the new 2020 edition. The attached Ordinance 740-22 would allow the Town to adopt, with amendments, the 2020 edition of the MTC by reference. The amendments to the MTC that staff have put forward allow the Town to have a traffic code that is more specifically tailored to the Bennett community.

In order to adopt the 2020 MTC, state statute requires that the Board must conduct a First and Second Reading, as well as provide proper notification of the adoption. Staff ensured that proper notification was published fifteen (15) days and eight (8) days prior to the Second Reading. The dates of publishing were May 27, 2022, and June 3, 2022, as Legal \#2649.

## Second Reading - 2020 Revised Edition of the Model Traffic Code

No changes have been made to the proposed language in Ordinance 740-22 for the MTC adoption following the First Reading on May 10, 2022. Below is a synopsis of the ordinance and proposed amendments.

## Section 8-1-10. Model Traffic Code Adoption.

This section adopts by reference Parts 1 through 19, Appendix 1 and Definitions of the 2020 edition of the Model Traffic Code as published by CDOT. It also allows for the Town's additions and modifications to the MTC as set forth in Section 8-1-20.

## Section 8-2-20. Amendments.

Subsection "a" allows for the adopted MTC to be known as the "Town of Bennett Traffic Code." It also states the general purpose of the article as establishing local traffic regulations, that any provision of the MTC not relating to Bennett shall be ignored, any references to the Colorado Revised Statutes shall be deemed to include amendments to such statutes, references to "police" or "peace officer" shall mean
the Adams County Sheriff and Arapahoe County Sheriff, and references to "municipal" or "municipality" shall mean the Town of Bennett.

Subsection "b" clarifies that all generic references, including items like "this jurisdiction" and "local government authorities," shall mean and refer to the Town of Bennett and its elected or appointed officers.

Subsection " $h$ " regulates specific speed limits for areas where speed limits are not posted. The speed limit suggestions are as follow:
(a) Twenty-five (25) miles per hour in any residence district, as defined in section 42-1-102(80), C.R.S.;
(b) Thirty-five (35) miles per hour in any business district, as defined in Section 42-1-102(11), C.R.S.; and
(c) Fifteen (15) miles per hour in alleys."

Additional subsections include the following general amendments:

- Prohibiting the use of golf cars on roadways, except if used for special events;
- Giving the Town's Municipal Court jurisdictions over violations of traffic regulations and allowing the Court, if it chooses, to require driver improvement school for traffic violations;
- Adding a reference clarification;
- Adding language to designate maintenance, repair, or construction zones in order to increase penalties and surcharges in those designated areas;
- Adding language to increase penalties for moving traffic violations in school zones and giving the Town authority to place traffic signs designating those areas;
- Prohibiting parking at a municipal park unless the occupants of the vehicle are using the facilities;
- Adding a section to prohibit parking that obstructs traffic or maintenance;
- Allowing peace officers to tender a penalty service notice even upon refusal by the defendant; and
- Outlining sections of the MTC specifically not adopted.


## Section 8-1-30. Model Traffic Code - Applicability.

This section designates that the MTC shall apply to every street, alley, sidewalk area, driveway, park and every other public way, place or parking area, either within or outside the corporate limits of the Town, the use of which the Town has jurisdiction and authority to regulate.

## Section 8-1-40. Interpretation of provisions.

This section states that Chapter 8, Article I shall be interpreted as putting into effect the general purpose of conforming to the State's uniform regulation of vehicles and traffic.

## Staff Recommendation

Staff recommends that the Board of Trustees adopt Ordinance 740-22 on the Second Reading, an ordinance adopting by reference the 2020 edition of the "Model Traffic Code" for the regulation of traffic in the Town of Bennett.

## Attachments

1. Staff Presentation
2. 2020 Model Traffic Code
3. Ordinance 740-22

# 2020 Model Traffic Code Update 

Important Changes from 2010

June 14, 2022<br>Keith Buono, Lead Community Services Officer

## MTC 100 Section Changes

- Local authorities may impose weight restrictions, only enforceable if posted.
- Enhanced penalties for not using or having appropriate equipment for hazardous winter conditions.
- Low speed electric vehicles will be allowed on state roads if it meets minimum state requirements. No title issued until Federal standards are set.
- Local authorities cannot enact code that's in opposition to the MTC, but state roadways may have municipal regulations if approved by CDOT.


## MTC 100 Section Changes

- Local authorities must follow state guidelines for impaired drivers.
- Automated driving systems involve multiple jurisdictions. Local municipalities shall not enact standards contrary to state regulations designated for human drivers.
- The State will not use automated vehicle ID systems unless maintenance, repair or construction is occurring on state roads. However, local authorities may adopt regulations for their use but the violation must be delivered within 90 days of the infraction.


## MTC 200 Section Changes

- White license plate lights may be internal or external as long as the plate can be read from at least 50 ft .
- Electrical assisted bicycles will have a label affixed containing class number, top assist speed and motor wattage. Bicycle must comply with federal safety rules and disengage the motor when the rider stops pedaling (class $1 \& 3$ ) or when braking (class 2). Manufacturer must ensure safety features can't be bypassed.
- Window tinting shall have a minimum of $27 \%$ light transmittance, except for the windshield which shall have at least $70 \%$. Tint may not be mirrored or metallic in finish.


## MTC 200 Section Changes

- Children less than one year and less than 20lbs have to be in rear facing child seat. One to four years of age and 20lbs or more can be either in a rear or front facing child seat.
- If a person's actions are proximate cause of injury or death due to an accident, that person will be charged with a $1^{\text {st }}$ degree misdemeanor.
- Any person removing a tow-truck warning sign from a vehicle that's within 50ft of the towing vehicle or prior to towing completion will be charged with a class 3 misdemeanor.


## MTC 1200 Section Changes

- Electric vehicle recharging parking areas are for electric vehicles only, when signage is present stating such.


## MTC 1700 Section Changes

- New specific and severe penalties for commercial vehicle infractions, animal crossing infractions and construction zone infractions.
- Municipal courts may not dismiss charges or refuse to enforce traffic laws based on issuance via electronic format or that which contains an electronic signature.
- The aforementioned changes are the most notable made to the MTC. The sections that were re-organized, deleted, had minor verbiage changes, or didn't directly apply were not presented in this summary.


## Questions, Comments and Discussion

# MODEL TRAFFIC CODE FOR COLORADO 

Originally adopted in 1952. Subsequently revised in 1962,1966, 1970, 1973, 1974, 1977, 1995, 2003, 2009, 2010, and 2020


Colorado Department of Transportation
State of Colorado
REVISED 2020
(Revision 2 : Dated:7/7/2021)

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## FORWARD

Because of the significant mobility of today's traffic and the influx of motorists from many areas, every driver has a right to expect the rules governing the movement of vehicles and pedestrians on streets and highways are clearly defined and reasonably uniform throughout the state and the nation.

The General Assembly of the State of Colorado has recognized that conflicts between the state's traffic laws and municipal traffic ordinances lead to inconsistencies in the movement of traffic and has strengthened the requirements for uniformity of traffic regulations in the following terms:
"This article constitutes the uniform traffic code throughout the state and in all political subdivisions and municipalities therein". (Source: 42-4-110 (1), C.R.S.)
"All local authorities may, in the manner prescribed in article 16 of title 31, C.R.S., or in article 15 of title 30, C.R.S., adopt by reference all or any part of a model traffic code which embodies the rules of the road and vehicle requirements set forth in this article and such other additional regulations as are provided for in section 42-4-111; except that, in the case of state highways, any such additional regulations shall have the approval of the department of transportation". (Source: 42-4-110 (1)(b), C.R.S.)
"No local authority shall adopt, enact, or enforce on any street which is a state highway any ordinance, rule, or resolution which alters or changes the meaning of the "rules of the road" or is otherwise in conflict with the provisions of this article. For the purpose of this section, the "rules of the road" shall be construed to mean any of the regulations on the operation of vehicles set forth in this article which drivers throughout the state are required to obey without the benefit or necessity of official traffic control devices as declared in section 42-4-603 (2)." (Source: 42-4110(1)(c), C.R.S.)

These provisions leave little doubt that the basic driving rules are expected to be uniform statewide for the protection of Colorado drivers and pedestrians. If state laws and local government traffic codes are to serve their purpose they must complement one another and be given the widest possible publicity as companion documents.

The National Committee on Uniform Traffic Laws and Ordinances points out that it is not the proper purpose of traffic legislation to impose unnecessary or unreasonable restrictions on street or highway traffic, but to ensure, as far as this can be done by law and its enforcement, that traffic shall move smoothly, efficiently and safely; that no legitimate user of the street or highway, whether in a vehicle or on foot, shall be killed, injured or frustrated in such use by the improper behavior of others.

Through the cooperative efforts of both state and local governments, the "Model Traffic Code for Colorado" has been developed to make available a specimen set of motor vehicle and traffic regulations that track state law.

Section 42-4-105, C.R.S., states that all traffic control devices placed or maintained by local authorities shall conform to the most recent edition of the federal "Manual on Uniform Traffic Control Devices" (MUTCD) and the state supplement thereto.

Traffic regulatory areas preempted by state law have not been made part of the Code. Local governments are urged to bring their traffic ordinances into harmony with the current Code.

Local governments that adopt the Code by reference are cautioned not to make any changes or additions which are in conflict with state law. However, the adopting local governments are at liberty to delete any parts, articles, or sections which are deemed to be inapplicable. A specimen ordinance and specimen public notices for adopting the Code by reference will be found in the Appendix.

The following official state documents work in tandem to provide a uniform system of traffic regulation and accepted traffic engineering practices for greater operational efficiency and safety:

- Colorado Revised Statutes (C.R.S.), Title 42, Article 4 - Uniform traffic code for the State of Colorado. Updated periodically to correlate with national model legislation.
- Model Traffic Code for Colorado - Model ordinance embodies provisions of Colorado Law applicable to driving in municipalities and counties in a form that can be adopted by reference.
- Colorado Drivers Manual - Drivers' handbooks authorized by Colorado statute. Issued by the Colorado Department of Revenue (Division of Motor Vehicles). Traffic control text and illustrations developed by the Colorado Department of Transportation.
- Manual on Uniform Traffic Control Devices (MUTCD) - Manual of Federal Highway Administration approved traffic control devices. Updated periodically and adopted by the Transportation Commission as required by Colorado Law.


## PART 1 <br> TRAFFIC REGULATION - GENERALLY

## 101. Short title.

## 102. Legislative declaration.

## 103. Scope and effect of Code - exceptions to provisions.

(1) This Code constitutes the model traffic code throughout this jurisdiction.
(2) The provisions of this Code relating to the operation of vehicles and the movement of pedestrians refer exclusively to the use of streets and highways except:
(a) Where a different place is specifically referred to in a given section;
(b) For provisions of sections 1401, 1402 and 1413 of this Code which shall apply upon streets and highways and elsewhere throughout the jurisdiction.

## 104. Adoption of traffic control manual.

- See Appendices Part A.


## 105. Local traffic control devices.

Local authorities shall place and maintain such traffic control devices upon highways under their jurisdiction as they may deem necessary to indicate and to carry out the provisions of this Code or local traffic ordinances or to regulate, warn, or guide traffic, subject in the case of state highways to the provisions of sections 42-4-110 and 43-2-135 (1) (g), C.R.S. All such traffic control devices shall conform to the state manual and specifications for statewide uniformity as provided in section 42-4-104, C.R.S.

## 106. Who may restrict right to use highways.

(1) Local authorities with respect to highways under their jurisdiction may by ordinance or resolution prohibit the operation of vehicles upon any such highway or impose restrictions as to the weight of vehicles to be operated upon any such highway, for a total period of not to exceed ninety days in any one calendar year, whenever any said highway by reason of deterioration, rain, snow, or other climatic conditions will be seriously damaged or destroyed unless the use of vehicles thereon is prohibited or the permissible weights thereof reduced.
(2) After enacting any such ordinance signs designating the permissible weights shall be erected and maintained.
(3) This local government, with respect to highways under its jurisdiction, may also, by ordinance or resolution, prohibit the operation of trucks or other commercial vehicles on designated highways or may impose limitations as to the weight thereof, which prohibitions and limitations shall be designated by appropriate signs placed on such highways.
(4) The department of transportation shall likewise have authority as granted in this section to local authorities to determine by resolution and to impose restrictions as to the weight of vehicles operated upon any highway under the jurisdiction of said department, and such restrictions shall be effective when signs giving notice thereof are erected upon the highways or portion of any highway affected by such resolution.
(4.5) (a) The department of transportation has authority to close any portion of a state highway to public travel.
(b) (I) A person who operates a motor vehicle or vehicle combination over thirty-five feet in length on state highway 82 between mile markers 47 and 72 in violation of a closure under paragraph (a) of this subsection (4.5) is subject to an enhanced penalty as set forth in section 1701 (4) (a) (I) (F).
(II) A person who operates a motor vehicle or vehicle combination over thirty-five feet in length on state highway 82 between mile markers 47 and 72 in violation of a closure under paragraph (a) of this subsection (4.5) where the result of the violation is an incident that causes the closure of a travel lane in one or both directions, is subject to an enhanced penalty as set forth in section 1701 (4)(a)(I)(F).
(5) (a) (I)
(A) The department of transportation may close any portion of a state highway for public use during dangerous driving conditions, during construction or maintenance operations, or when necessary for the protection and safety of the public.
(B) When icy or snow-packed conditions exist on the highway, the department of transportation may restrict travel on or use of any portion of a state highway by any motor vehicle unless the motor vehicle is equipped with the following: Tire chains or an alternate traction device; four-wheel drive with tires that have a tread depth of at least three sixteenths of an inch and that are adequate for the conditions; all-wheel drive with tires that have a tread depth of at least three sixteenths of an inch and that are adequate for the conditions; or tires that are imprinted by a manufacturer with a mountain-snowflake, "MS", "M+S", or "M/S" symbol or that are all-weather rated by the manufacturer and that have a tread depth of at least three sixteenths of an inch.
(C) A closure or restriction under this subsection (5) is effective when signs, including temporary or electronic signs, that notify the public of the closure or restriction are erected upon the highway, and the restriction in subsection (5)(a)(I)(B) of this section is effective on interstate 70 between milepost 133 (Dotsero) and milepost 259 (Morrison) from September 1 through May 31 of each year. It is unlawful to proceed when a state highway is closed or to proceed when a restriction is in effect without the equipment required by this subsection (5).
(D) The Colorado state patrol shall cooperate with the department of transportation in the enforcement of a closing or restriction under this subsection (5).
(E) The driver of a commercial vehicle with four or more drive wheels, other than a bus, shall affix tire chains to at least four of the drive wheel tires when the vehicle is required to be equipped with tire chains under this subsection (5). The driver of a bus shall affix tire chains to at
least two of the drive wheel tires when the vehicle is required to be equipped with tire chains under this subsection (5).
(F) A person who violates this subsection (5)(a)(I) commits a traffic infraction and is subject to the penalties in section 42-4-1701 (4)(a)(I)(F).
(II) Any person who operates a motor vehicle in violation of restrictions imposed by the department of transportation or the state patrol under subparagraph (I) of this paragraph (a), where the result of the violation is an incident that causes the closure of a travel lane in one or both directions, shall be subject to an enhanced penalty as set forth in section 42-4-1701 (4)(a)(I)(F).
(III) A person who violates subparagraph (I) of this paragraph (a) while operating a commercial vehicle shall be subject to an enhanced penalty as set forth in section 42-4-1701 (4)(a)(I)(F).
(IV) A person who violates subparagraph (I) of this paragraph (a) while operating a commercial vehicle and the violation causes a closure in a travel lane shall be subject to an enhanced penalty as set forth in section 42-4-1701 (4)(a)(I)(F).
(V) If a fine is enhanced under subparagraphs (III) and (IV) of this paragraph (a), the portion of the fine that exceeds the fine imposed under subparagraph (I) for an enhancement under subparagraph (III), or subparagraph (II) for an enhancement under subparagraph (IV), that is allocated to the state by sections 42-1-217 and 43-4-205, C.R.S., shall be transferred to the state treasurer, who shall deposit it in the highway construction workers' safety account within the highway users tax fund created by section 42-4-1701 (4)(c)(II)(B), to be continuously appropriated to the department of transportation for work zone safety equipment, signs, and law enforcement.
(VI) Subparagraphs (III) and (IV) of this paragraph (a) shall not apply to a tow operator who is towing a motor vehicle or traveling to a site from which a motor vehicle shall be towed.
(VII) The Colorado department of transportation shall identify an appropriate place for commercial vehicles to apply chains, if necessary, to comply with subparagraph (I) of this paragraph (a) and provide adequate notice to commercial vehicle operators of such places.
(b) The transportation commission may promulgate rules to implement the provisions of this subsection (5).
(c) As used in this subsection (5):
(I) "Alternate traction device" means a device that is approved by the Colorado department of transportation as capable of providing traction comparable to that of metal chains or tire cables under similar conditions.
(II) "Equipped" means that a motor vehicle uses or carries the appropriate traction equipment for icy or snow-packed conditions.
(III) "Tire chains" means metal chains consisting of two circular metal loops, one on each side of the tire, connected by no fewer than nine evenly spaced chains across the tire tread.
(6)(a) Local authorities may, within their respective jurisdictions, for the purpose of road construction and maintenance, temporarily close to through traffic or to all vehicular traffic any highway or portion thereof for a period not to exceed a specified number of workdays for project completion and shall, in conjunction with any such road closure, establish appropriate detours or provide for an alternative routing of the traffic affected when, in the opinion of concerned local authorities, as evidenced by resolution or ordinance, such temporary closing of the highway or portion thereof and the rerouting of traffic is necessary for traffic safety and for the protection of work crews and road equipment. Such temporary closing of the highway or portion thereof and the routing of traffic along other roads shall not become effective until official traffic control devices are erected giving notice of the restrictions, and, when such devices are in place, no driver shall disobey the instructions or directions thereof.
(b) Local authorities, within their respective jurisdictions, may provide for the temporary closing to vehicular traffic of any portion of a highway during a specified period of the day for the purpose of celebrations, parades, and special local events or civil functions when in the opinion of said authorities such temporary closing is necessary for the safety and protection of persons who are to use that portion of the highway during the temporary closing.
(c) Local authorities shall enter in to agreements with one another for the establishment, signing and marking of appropriate detours and alternative routes which jointly affect local road systems and which are necessary to carry out the provisions of paragraphs (a) and (b) of this subsection (6). Any temporary closing of the street which is a state highway and any rerouting of state highway traffic shall have the approval of the department before such closing becomes effective.
(7) A person who violates any provision of this section commits a class B traffic infraction.

## 107. Obedience to police officers.

No person shall willfully fail or refuse to comply with any lawful order or direction of any police officer invested by law with authority to direct, control, or regulate traffic. Any person who violates any provision of this section commits a class 2 misdemeanor traffic offense.

## 108. Public officers to obey provisions - exceptions for emergency vehicles.

(1) The provisions of this Code applicable to the drivers of vehicles upon the highways shall apply to the drivers of all vehicles owned or operated by the United States, this state, or any county, city, town, district, or other political subdivision of the state, subject to such specific exceptions as are set forth in this Code with reference to authorized emergency vehicles.
(2) The driver of an authorized emergency vehicle, when responding to an emergency call, or when in pursuit of an actual or suspected violator of the law, or when responding to but not upon returning from a fire alarm, may exercise the privileges set forth in this section, but subject to the conditions stated in this Code. The driver of an authorized emergency vehicle may:
(a) Park or stand, irrespective of the provisions of this Code or State law;
(b) Proceed past a red or stop signal or stop sign, but only after slowing down as may be necessary for safe operation;
(c) Exceed the lawful speeds set forth in section 1101(2) or exceed the maximum lawful speed limits set forth in section 1101 (8) so long as said driver does not endanger life or property;
(d) Disregard regulations governing directions of movement or turning in specified directions.
(3) The exemptions and conditions provided in paragraphs (b) to (d), in their entirety, of subsection (2) of this section for an authorized emergency vehicle shall apply only when such vehicle is making use of audible or visual signals meeting the requirements of section 213, and the exemption granted in paragraph (a) of subsection (2) of this section shall apply only when such vehicle is making use of visual signals meeting the requirements of section 213 unless using such visual signals would cause an obstruction to the normal flow of traffic; except that an authorized emergency vehicle being operated as a police vehicle while in actual pursuit of a suspected violator of any provision of this title need not display or make use of audible or visual signals so long as such pursuit is being made to obtain verification of or evidence of the guilt of the suspected violator. Nothing in this section shall be construed to require an emergency vehicle to make use of audible signals when such vehicle is not moving, whether or not the vehicle is occupied.
(4) The provisions of this section shall not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons, nor shall such provisions protect the driver from the consequences of such driver's reckless disregard for the safety of others.

## 109. Low-power scooters, animals, skis, skates, and toy vehicles on highways.

(1) A person riding a low-power scooter upon a roadway where low-power scooter travel is permitted shall be granted all of the rights and shall be subject to all of the duties and penalties applicable to the driver of a vehicle as set forth in this Code except those provisions of this Code that, by their very nature, can have no application.
(2) A person riding a low-power scooter shall not ride other than upon or astride a permanent and regular seat attached thereto.
(3) No low-power scooter shall be used to carry more persons at one time than the number for which it is designed and equipped.
(4) No person riding upon any low-power scooter, coaster, roller skates, sled, or toy vehicle shall attach the same or himself or herself to any vehicle upon a roadway.
(5) A person operating a low-power scooter upon a roadway shall ride as close to the right side of the roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction.
(6) Persons riding low-power scooters upon a roadway shall not ride more than two abreast.
(6.5) A person under the age of eighteen years may not operate or carry a passenger who is under eighteen years of age on a low-power scooter unless the person and the passenger are wearing protective helmets in accordance with the provisions of section 1502 (4.5) of this Code.
(7) For the sake of uniformity and bicycle, electrical assisted bicycle, and low-power scooter safety throughout the state, the department of revenue in cooperation with the department of transportation shall prepare and make available to all local jurisdictions for distribution to bicycle, electrical assisted bicycle, and low-power scooter riders a digest of state regulations explaining and illustrating the rules of the road, equipment requirements, and traffic control devices that are applicable to such riders and their bicycles, electrical assisted bicycles, or lowpower scooters.
(8) Persons riding or leading animals on or along any highway shall ride or lead such animals on the left side of said highway, facing approaching traffic. This shall not apply to persons driving herds of animals along highways.
(9) No person shall use the highways for traveling on skis, toboggans, coasting sleds, skates, or similar devices. It is unlawful for any person to use any roadway of this state as a sled or ski course for the purpose of coasting on sleds, skis, or similar devices. It is also unlawful for any person upon roller skates or riding in or by means of any coaster, toy vehicle, or similar device to go upon any roadway except while crossing a highway in a crosswalk, and when so crossing such person shall be granted all of the rights and shall be subject to all of the duties applicable to pedestrians. This subsection (9) does not apply to any public way which is set aside by proper authority as a play street and which is adequately roped off or otherwise marked for such purpose.
(10) Every person riding or leading an animal or driving any animal-drawn conveyance upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by this Code, except those provisions of this Code which by their very nature can have no application.
(11) Where suitable bike paths, horseback trails, or other trails have been established on the right-of-way or parallel to and within one-fourth mile of the right-of-way of heavily traveled streets and highways, the department of transportation may, subject to the provisions of section 43-2-135, C.R.S., by resolution or order entered in its minutes, and local authorities may, where suitable bike paths, horseback trails, or other trails have been established on the right-of-way or parallel to it within four hundred fifty feet of the right-of-way of heavily traveled streets, by ordinance, determine and designate, upon the basis of an engineering and traffic investigation, those heavily traveled streets and highways upon which shall be prohibited any bicycle, electrical assisted bicycle, animal rider, animal-drawn conveyance, or other class or kind of nonmotorized traffic that is found to be incompatible with the normal and safe movement of traffic, and, upon such a determination, the department of transportation or local authority shall erect appropriate official signs giving notice thereof; except that, with respect to controlled access highways, section 1010 (3) shall apply. When such official signs are erected, no person shall violate any of the instructions contained thereon.
(12) The parent of any child or guardian of any ward shall not authorize or knowingly permit any child or ward to violate any provision of this section.
(13) (a) Except as otherwise provided in paragraph (b) of this subsection (13), any person who violates a provision of this section commits a class B traffic infraction.
(b) Any person who violates subsection (6.5) of this section commits a class A traffic infraction.

### 109.5. Low-speed electric vehicles.

(1) (a) A low-speed electric vehicle may be operated only on a roadway that has a speed limit equal to or less than thirty-five miles per hour; except that it may be operated to directly cross a roadway that has a speed limit greater than thirty-five miles per hour at an at-grade crossing to continue traveling along a roadway with a speed limit equal to or less than thirty-five miles per hour.
(b) Notwithstanding paragraph (a) of this subsection (1), a low-speed electric vehicle may be operated on a state highway that has a speed limit equal to forty miles per hour or cross a roadway with a speed limit equal to forty miles per hour to cross at-grade, if:
(I) Such roadway's lane width is eleven feet or greater;
(II) Such roadway provides two or more lanes in either direction; and
(III) The Colorado department of transportation has determined, in consultation with local government and law enforcement, upon the basis of a traffic investigation, survey, appropriate design standards, or projected volumes, that the operation of a low-speed electric vehicle on the roadway poses no substantial safety risk or hazard to motorists, bicyclists, pedestrians, or other persons.
(2) No person shall operate a low-speed electric vehicle on a limited-access highway.
(3) Any person who violates subsection (1) or (2) of this section commits a class B traffic infraction.

### 109.6. Class B low-speed electric vehicles - effective date - rules.

(1) A class B low speed electric vehicle may be operated only on a roadway that has a speed limit equal to or less than forty-five miles per hour; except that it may be operated to directly cross a roadway that has a speed limit greater than forty-five miles per hour at an atgrade crossing to continue traveling along a roadway with a speed limit equal to or less than forty-five miles per hour.
(2) No person shall operate a class B low speed electric vehicle on a limited-access highway.
(3) Any person who violates subsection (1) or (2) of this section commits a class B traffic infraction.
(4) For the purposes of this section, "class B low-speed electric vehicle" means a lowspeed electric vehicle that is capable of traveling at greater than twenty-five miles per hour but less than forty-five miles per hour.
(5) (a) The department of revenue shall not register or issue a title for a class B low-speed electric vehicle until after the United States department of transportation, through the national highway traffic safety administration, has adopted a federal motor vehicle safety standard for low-speed electric vehicles that authorizes operation at greater than twenty-five miles per hour but less than forty-five miles per hour.
(b) After the United States department of transportation, through the national highway traffic safety administration, has adopted a federal motor vehicle safety standard for low-speed electric vehicles that authorizes operation at greater than twenty-five miles per hour but less than forty-five miles per hour, the department of revenue shall promulgate rules authorizing the operation of class B low-speed electric vehicles in compliance with this section and shall notify the revisor of statutes in writing. Upon the promulgation of rules authorizing the operation of such vehicles, subsections (1) to (3) of this section shall take effect.
(6) The Colorado department of transportation may regulate the operation of a class B low-speed electric vehicle on a state highway located outside of a municipality. The regulation shall take effect when the Colorado department of transportation places an appropriate sign that provides adequate notice of the regulation.

## 110. Provisions uniform throughout jurisdiction.

(1) The provisions of this Code shall be applicable and uniform throughout this state and in all political subdivisions and municipalities therein. Local governments shall regulate and enforce all traffic and parking restrictions on streets which are state highways as provided in section 43-2-135 (1)(g), C.R.S. All local authorities may enact and enforce traffic regulations on other roads and streets within their respective jurisdictions. All such regulations shall be subject to the following conditions and limitations:
(a) All local governments may enact, adopt, or enforce traffic regulations which cover the same subject matter as the various sections of this Code or state law and such additional regulations as are included in section 111, except as otherwise stated in paragraphs (c) to (e) of this subsection (1).
(b) All local authorities may, in the manner prescribed in article 16 of title 31, C.R.S. or in article 15 of title 30, C.R.S., adopt by reference all or any part of a model traffic code which embodies the rules of the road and vehicle requirements set forth in this article and such additional regulations as are provided for in section 111; except that in the case of state highways, any such additional regulation shall have the approval of the department of transportation.
(c) No local authority shall adopt, enact, or enforce on any street which is a state highway any ordinance, rule, or resolution which alters or changes the meaning of any of the "rules of the road" or is otherwise in conflict with the provisions of this article. For the purpose of this section, the "rules of the road" shall be construed to mean any of the regulations on the operation of vehicles set forth in this article which drivers throughout the state are required to
obey without the benefit or necessity of official traffic control devices as declared in section 603(2)
(d) In no event shall local authorities have the power to enact by ordinance regulations governing the driving of vehicles by persons under the influence of alcohol or of a controlled substance as defined in section 18-18-102(5), C.R.S., or under the influence of any other drug to a degree that renders any such person incapable of safely operating a vehicle, or whose ability to operate a vehicle is impaired by the consumption of alcohol or by the use of a controlled substance as defined in section 18-18-102(5), C.R.S., or any other drug, the registration of vehicles and the licensing of drivers, the duties and obligations of persons involved in traffic accidents, and vehicle equipment requirements in conflict with the provisions of this article; but said local authorities within their respective jurisdictions shall enforce the state laws pertaining to these subjects, and in every charge of violation the complaint shall specify the section of state law under which the charge is made and the state court having jurisdiction.
(2) The municipal courts have jurisdiction over violations of traffic regulations enacted or adopted by municipalities.
(3) No person convicted of or pleading guilty to a violation of a municipal traffic ordinance shall be charged or tried in a state court for the same or similar offense.
(4) (a) Any local government located within the program area of the AIR program area as defined in section 304 may adopt ordinances or resolutions pertaining to the enforcement of the emissions control inspection requirements set forth in section 310 .
(b) An officer coming upon an unattended vehicle in the program area which is in apparent violation of an ordinance or resolution adopted as authorized in paragraph (a) of this subsection (4) may place upon such a vehicle a penalty assessment notice indicating the offense and direction the owner or operator of such vehicle a penalty assessment notice indicating the offense and directing the owner or operator of such vehicle to remit the penalty assessment as set forth in such ordinance to the local jurisdiction in whose name the penalty assessment notice was issued.
(c) The aggregate amount of fines, penalties, or forfeitures collected pursuant to ordinances or resolutions adopted as authorized in paragraph (a) of this subsection (4) shall be retained by the local jurisdiction in whose name such penalty notice was issued.
(5) The general assembly declares that the adjudication of class A and class B traffic infractions through the county court magistrate system was not intended to create a conflict between the provisions of this article and municipal ordinances covering the same subject matter as this article nor was it intended to require or prohibit the decriminalization of municipal ordinances covering the same subject matter as this article. Municipalities may continue to enforce violations of such ordinances through municipal court even though similar state offenses are enforced through the magistrate system established under this article.
(6) (a) The general assembly hereby finds that the use of automated driving systems will help people who may have difficulty driving, including people who are elderly and people with disabilities, gain access to goods and services essential to daily life. This access requires
traveling across and in multiple jurisdictions. Therefore, the regulation of automated driving systems is a matter of statewide concern.
(b) A state agency or a political subdivision of the state shall not adopt or enforce a policy, rule, or ordinance that sets standards for an automated driving system that are different from the standards set for a human driver.
110.5. Automated vehicle identification systems - definition. (1) The general assembly hereby finds and declares that the enforcement of traffic laws through the use of automated vehicle identification systems under this section is a matter of statewide concern and is an area in which uniform state standards are necessary.
(1.5) Except as set out in (1.7), nothing in this section shall apply to a violation detected by an automated vehicle identification device for driving twenty-five miles per hour or more in excess of the reasonable and prudent speed or twenty-five miles per hour or more in excess of the maximum speed limit of seventy-five miles per hour detected by the use of an automated vehicle identification device.
(1.7)(a) An automated vehicle identification system shall not be used under this subsection (1.7) unless maintenance, repair, or construction is occurring at the time the system is being used.
(2) A local authority may adopt an ordinance authorizing the use of an automated vehicle identification system to detect violations of traffic regulations adopted by the municipality or the local authority may utilize an automated vehicle identification system to detect traffic violations under state law, subject to the following conditions and limitations:
(a) (I) (Deleted by amendment, L. 2002, p. 570, § 1, effective May 24, 2002.
(II) If a local authority detects any alleged violation of a local traffic regulation or traffic violation under state law through the use of an automated vehicle identification system, then the state, county, city and county or municipality shall serve the penalty assessment notice or summons and complaint for a violation detected using an automated vehicle on the defendant no later than ninety days after the alleged violation occurred. If a penalty assessment notice or summons and complaint for a violation detected using an automated vehicle identification system is personally served, the state, a county, a city and county, or a municipality may only charge the actual costs of service of process that shall be no more than the amount usually charged for civil service of process.
111. Powers of Local Authorities. (1) Except as otherwise provided in subsection (2) of this section, this article does not prevent local authorities, with respect to streets and highways under their jurisdiction and within the reasonable exercise of the police power, from:
(a) Regulating or prohibiting the stopping, standing, or parking of vehicles, consistent with the provisions of this article;
(b) Establishing parking meter zones where it is determined upon the basis of an engineering and traffic investigation that the installation and operation of parking meetings is necessary to aid
in the regulation and control of the parking of vehicles during the hours and on the days specified on parking meter signs;
(c) Regulating traffic by means of police officers or official traffic control devices, consistent with the provisions of this article;
(d) Regulating or prohibiting processions or assemblages on the highways, consistent with the provisions of this article;
(e) Designating particular highways or roadways for use by traffic moving in one direction, consistent with the provisions of this article;
(f) Designating any highway as a through highway or designating any intersection as a stop or yield intersection, consistent with the provisions of this article;
(g) Designating truck routes and restricting the use of highways, consistent with the provisions of this article;
(h) Regulating the operation of bicycles or electrical assisted bicycles and requiring the registration and licensing of same, including the requirement of a registration fee, consistent with the provisions of this article;
(i) Altering or establishing speed limits, consistent with the provisions of this article;
(j) Establishing speed limits for vehicles in public parks, consistent with the provisions of this article;
(k) Determining and designating streets, parts of streets, or specific lanes thereon upon which vehicular traffic shall proceed in one direction during one period and the opposite direction during another period of the day, consistent with the provisions of this article;
(1) Regulating or prohibiting the turning of vehicles, consistent with the provisions of this article;
(m) Designating no-passing zones, consistent with the provisions of this article;
(n) Prohibiting or regulating the use of controlled-access roadways by nonmotorized traffic or other kinds of traffic, consistent with the provisions of this Code;
(o) Establishing minimum speed limits, consistent with the provisions of this Code;
(p) Designating hazardous railroad crossings, consistent with the provisions of this Code;
(q) Designating and regulating traffic on play streets, consistent with the provisions of this article;
(r) Prohibiting or restricting pedestrian crossing, consistent with the provisions of this Code;
(s) Regulating the movement of traffic at school crossings by official traffic control devices or by duly authorized school crossing guards, consistent with the provisions of the Code;
(t) Regulating persons propelling push carts;
(u) Regulating persons upon skates, coasters, sleds, or similar devices, consistent with the provisions of this Code;
(v) Adopting such temporary or experimental regulations as may be necessary to cover emergencies or special conditions;
(w) Adopting such other traffic regulations as are provided for by this article;
(x) Closing a street or portion thereof temporarily and establishing appropriate detours or an alternative routing for the traffic affected, consistent with the provisions of this article;
(y) Regulating the local movement of traffic or the use of local streets where such is not provided for in that article;
(z) Regulating the operation of low-powered scooters, consistent with the provisions of this article; except that local authorities shall be prohibited from establishing any requirements for the registration and licensing of low powered scooters;
(aa) Regulating the operation of low-speed electric vehicles, including, without limitation, establishing a safety inspection program, on streets and highways under their jurisdiction by resolution or ordinance of the governing body, if such regulation is consistent with this Code;
(bb) Authorizing and regulating the operation of golf cars on roadways by resolution or ordinance of the governing body, if the authorization or regulation is consistent with this title and does not authorize:
(I) An unlicensed driver of a golf car to carry a passenger who is under twenty-one years of age;
(II) Operation of a golf car by a person under sixteen years of age; or
(III) Operation of a golf car on a state highway; except that the ordinance or resolution may authorize a person to drive a golf car directly across a state highway at an atgrade sidewalk, bike path, or pedestrian path consistent with section 42-4-117(I) and (3), C.R.S.;
(cc) Authorizing, prohibiting, or regulating the use of an EPAMD on a roadway, sidewalk, bike path, or pedestrian path consistent with section 117(1) and (3);
(dd) Authorizing the use of the electrical motor on an electrical assisted bicycle on a bike or pedestrian path;
(ee) Enacting the idling standards in conformity with section 42-14-103, C.R.S.
(2)(a) An ordinance or regulation enacted under paragraph (a), (b), (e), (f), (g), (i), (j), (k), (l), (m), (n), (o), (p), (q), (r), (v), (x), (y), (aa), or (cc) of subsection (1) of this section may not take effect until official signs or other traffic control devices conforming to standards as required by section 42-4-602, C.R.S., and giving notice of the local traffic regulations are placed upon or at the entrances to the highway or part thereof affected as may be most appropriate.
(b) Subsection (1) of this section does not authorize a local authority to regulate or authorize the use of vehicles and motor vehicles on the state highway system that is subject to section 43-2-135, C.R.S., except in at-grade crossings where the roadway subject to the local authority's jurisdiction crosses the state highway. The local authority may regulate vehicles within such crossings only to the extent necessary to effect the local authority's power to regulate the roadway under the local authority's jurisdiction and only if the regulation or authorization does not interfere with the normal operation of the state highway.
(3) (a) A board of county commissioners may by resolution authorize the use of designated portions of unimproved county roads within the unincorporated portion of the county for motor vehicles participating in timed endurance events and for such purposes shall make such
regulations relating to the use of such roads and the operation of vehicles as are consistent with public safety in the conduct of such event and with the cooperation of county law enforcement officials.
(b) Such resolution by a board of county commissioners and regulations based thereon shall designate the specific route which may be used in such event, the time limitations imposed upon such use, any necessary restrictions in the use of such route by persons not participating in such event, special regulations concerning the operation of vehicles while participating in such event in which case any provisions of this article to the contrary shall not apply to such event, and such requirements concerning the sponsorship of any such event as may be reasonably necessary to assure adequate responsibility therefor.

## 112. Noninterference with the rights of owners of realty.

Subject to the exception provided in section 103 (2), nothing in this Code shall be construed to prevent the owner of real property used by the public for purposes of vehicular travel by permission of the owner and not as matter of right from prohibiting such use, or from requiring other or different or additional conditions than those specified in this Code, or from otherwise regulating such use as may seem best to such owner.

## 113. Appropriations for administration of article.

(See §42-4-113 C.R.S.)

## 114. Removal of traffic hazards.

(1) Local authorities, within their respective jurisdictions, may by written notice sent by certified mail require the owner of real property abutting on the right-of-way of any highway, sidewalk, or other public way to trim or remove, at the expense of said property owner, any tree limb or any shrub, vine, hedge, or other plant which projects beyond the property line of such owner onto or over the public right-of-way and thereby obstructs the view of traffic, obscures any traffic control device, or otherwise constitutes a hazard to drivers or pedestrians.
(2) It is the duty of the property owner to remove any dead, overhanging boughs of trees located on the premises of such property owner that endanger life or property on the public right-of-way.
(3) In the event that any property owner fails or neglects to trim or remove any such tree limb or any such shrub, vine, hedge, or other plant within ten days after receipt of written notice from said local authority to do so, said local authority may do or cause to be done the necessary work incident thereto, and said property owner shall reimburse the state or local authority for the cost of the work performed.

## 115. Information on traffic law enforcement - collection - profiling - annual report repeal. (Repealed)

## 116. Restrictions for minor drivers - definitions.

(1) (a) Except as provided in paragraph (c) of this subsection (1), a minor driver shall not operate a motor vehicle containing a passenger who is under twenty-one years of age and who is not a member of the driver's immediate family until such driver has held a valid driver's license for at least six months.
(b) Except as provided in paragraph (c) of this subsection (1), a minor driver shall not operate a motor vehicle containing more than one passenger who is under twenty-one years of age and who is not a member of the driver's immediate family until such driver has held a valid driver's license for at least one year.
(c) Paragraphs (a) and (b) of this subsection (1) shall not apply if:
(I) The motor vehicle contains the minor's parent or legal guardian or other responsible adult described in section 42-2-108, C.R.S.;
(II) The motor vehicle contains an adult twenty-one years of age or older who currently holds a valid driver's license and has held such license for at least one year;
(III) The passenger who is under twenty-one years of age is in the vehicle on account of a medical emergency;
(IV) All passengers who are under twenty-one years of age are members of the driver's immediate family and all such passengers are wearing a seatbelt.
(2) (a) Except as provided in paragraph (b) of this subsection (2), a minor driver shall not operate a motor vehicle between 12 midnight and 5 a.m. until such driver has held a driver's license for at least one year.
(b) This subsection (2) shall not apply if:
(I) The motor vehicle contains the minor's parent or legal guardian or other responsible adult described in section 42-2-108, C.R.S.;
(II) The motor vehicle contains an adult twenty-one years of age or older who currently holds a valid driver's license and has held such license for at least one year;
(III) The minor is driving to school or a school-authorized activity when the school does not provide adequate transportation, so long as the driver possesses a signed statement from the school official containing the date the activity will occur;
(IV) The minor is driving on account of employment when necessary, so long as the driver possesses a signed statement from the employer verifying employment;
(V) The minor is driving on account of a medical emergency; or
(VI) The minor is an emancipated minor.
(3) A violation of this section is a traffic infraction, and, upon conviction, the violator may be punished as follows:
(a) By the imposition of not less than eight hours nor more than twenty-four hours of community service for a first offense and not less than sixteen hours nor more than forty hours of community service for a subsequent offense;
(b) By the levying of a fine of not more than fifty dollars for a first offense, a fine of not more than one hundred dollars for a second offense, and a fine of one hundred fifty dollars for a subsequent offense;
(c) By an assessment of two license suspension points pursuant to section 42-2127(5)(kk), C.R.S.
(4) For the purposes of this section:
(a) "Emancipated minor" means an individual under eighteen years of age whose parents or guardian has surrendered parental responsibilities, custody, and the right to the care and earnings of such person, and are no longer under a duty to support such person.
(b) "Minor driver" means a person who is operating a motor vehicle and who is under eighteen years of age.
(5) No driver in a motor vehicle shall be cited for a violation of this section unless such driver was stopped by a law enforcement officer for an alleged violation of Codes 1 to 4 of Title 42 , CRS other than a violation of this section.

## 117. Personal mobility devices.

(1) A rider of an EPAMD shall have all the same rights and duties as an operator of any other vehicle under this Code, except as to those provisions that by their nature have no application.
(2) Unless otherwise prohibited, an EPAMD may be operated on a roadway in conformity with vehicle use.
(3) An EPAMD shall not be operated:
(a) On a limited-access highway;
(b) On a bike or pedestrian path; or
(c) At a speed of greater than twelve and one-half miles per hour.
(4) A person who violates this section commits a class B traffic infraction. 2
(7) Repealed.

## 118. Establishment of wildlife crossing zones - report - repeal.

(1) The department of transportation created in section 43-1-103, C.R.S., in consultation with both the Colorado state patrol created pursuant to section 24-33.5-201, C.R.S., and the division of wildlife created pursuant to section 24-1-124 (3) (h), C.R.S., in the department of natural resources, may establish areas within the public highways of the state as wildlife crossing zones.
(2) (a) If the department of transportation establishes an area within a public highway of the state as a wildlife crossing zone, the department of transportation may erect signs:
(I) Identifying the zone in accordance with the provisions of section 42-4-616; and
(II) Establishing a lower speed limit for the portion of the highway that lies within the zone.
(b) Notwithstanding the provisions of paragraph (a) of this subsection (2) to the contrary, the department of transportation shall not establish a lower speed limit for more than one hundred miles of the public highways of the state that have been established as wildlife crossing zones.
(3) (a) The department of transportation may establish an area within the federal highways of the state as a wildlife crossing zone if the department of transportation receives authorization from the federal government.
(b) If the department of transportation establishes an area within the federal highways of the state as a wildlife crossing zone pursuant to paragraph (a) of this subsection (3), the department of transportation may erect signs:
(I) Identifying the zone in accordance with the provisions of section 42-4-616; and
(II) Establishing a lower speed limit for the portion of the highway that lies within the zone.
(4) If the department of transportation erects a new wildlife crossing zone sign pursuant to subsection (2) or (3) of this section, it shall ensure that the sign indicates, in conformity with the state traffic control manual, that increased traffic penalties are in effect within the wildlife crossing zone. For the purposes of this section, it shall be sufficient that the sign states "increased penalties in effect".
(5) In establishing a lower speed limit within a wildlife crossing zone, the department of transportation shall give due consideration to factors including, but not limited to, the following:
(a) The percentage of traffic accidents that occur within the area that involve the presence of wildlife on the public highway;
(b) The relative levels of traffic congestion and mobility in the area; and
(c) The relative numbers of traffic accidents that occur within the area during the daytime and evening hours and involve the presence of wildlife on the public highway.
(6) As used in this section, unless the context otherwise requires, "wildlife" shall have the same meaning as "big game" as set forth in section 33-1-102 (2), C.R.S.
(7) (a) On or before March 1, 2012, the department of transportation shall prepare and submit to the transportation and energy committee of the house of representatives and the transportation committee of the senate, or any successor committees, a report concerning the implementation of this section. The report, at a minimum, shall include:
(I) The location and length of each wildlife crossing zone that the department of transportation has established pursuant to this section;
(II) The total number of miles within the public highways of the state that the department of transportation has established as wildlife crossing zones pursuant to this section;
(III) The total number of wildlife crossing zones within the state for which the department of transportation has established a lower speed limit, including identification of each wildlife crossing zone for which the department has established a lower speed limit;
(IV) The effect, if any, that the establishment of each wildlife crossing zone has had in reducing the frequency of traffic accidents within the area of the public highway that has been established as a wildlife crossing zone; and
(V) A recommendation by the department of transportation as to whether the general assembly should:
(A) Discontinue the establishment of wildlife crossing zones;
(B) Continue the establishment of wildlife crossing zones, as limited by the provisions of paragraph (b) of subsection (1) of this section; or
(C) Expand the establishment of wildlife crossing zones beyond the limits described in paragraph (b) of subsection (1) of this section.
(b) This subsection (7) is repealed, effective March 2, 2012.
(8) Notwithstanding any other provision of this section, the department of transportation shall not establish any area of any interstate highway as a wildlife crossing zone.

## PART 2 <br> EQUIPMENT

## 201. Obstruction of view or driving mechanism - hazardous situation.

(1) No person shall drive a vehicle when it is so loaded or when there are in the front seat such number of persons, exceeding three, as to obstruct the view of the driver to the front or sides of the vehicle or as to interfere with the driver's control over the driving mechanism of the vehicle.
(2) No person shall knowingly drive a vehicle while any passenger therein is riding in any manner which endangers the safety of such passenger or others.
(3) A person shall not drive a motor vehicle equipped with a video display visible to the driver while the motor vehicle is in motion. The provisions of this subsection (3) does not prohibit the usage of a computer, data terminal, or safety equipment in a motor vehicle so long as the computer, data terminal, or safety equipment is not used to display visual entertainment, including internet browsing, social media, and e-mail, to the driver while the motor vehicle is in motion.
(4) No vehicle shall be operated upon any highway unless the driver's vision through any required glass equipment is normal and unobstructed.
(5) No passenger in a vehicle shall ride in such position as to create a hazard for such passenger or others, or to interfere with the driver's view ahead or to the sides, or to interfere with the driver's control over the driving mechanism of the vehicle; nor shall the driver of a vehicle permit any passenger therein to ride in such manner.
(6) No person shall hang on or otherwise attach himself or herself to the outside, top, hood, or fenders of any vehicle, or to any other portion thereof, other than the specific enclosed
portion of such vehicle intended for passengers or while in a sitting position in the cargo area of a vehicle if such area is fully or partially enclosed on all four sides, while the same is in motion; nor shall the operator knowingly permit any person to hang on or otherwise attach himself or herself to the outside, top, hood, or fenders of any vehicle, or any other portion thereof, other than the specific enclosed portion of such vehicle intended for passengers or while in a sitting position in the cargo area of a vehicle if such area is fully or partially enclosed on all four sides, while the same is in motion. This subsection (6) shall not apply to parades, caravans, or exhibitions which are officially authorized or otherwise permitted by law.
(7) The provisions of subsection (6) of this section shall not apply to a vehicle owned by the United States government or any agency or instrumentality thereof, or to a vehicle owned by the state of Colorado or any of its political subdivisions, or to a privately owned vehicle when operating in a governmental capacity under contract with or permit from any governmental subdivision or under permit issued by the public utilities commission of the state of Colorado, when in the performance of their duties persons are required to stand or sit on the exterior of the vehicle and said vehicle is equipped with adequate handrails and safeguards.
(8) Any person who violates any provision of this section commits a class A traffic infraction.

## 202. Unsafe vehicles - penalty - identification plates.

(1) It is unlawful for any person to drive or move or for the owner to cause or knowingly permit to be driven or moved on any highway any vehicle or combination of vehicles which is in such unsafe condition as to endanger any person, or which does not contain those parts or is not at all times equipped with such lamps and other equipment in proper condition and adjustment as required in this section and sections 204 to 231 and part 3 of this Code, or which is equipped in any manner in violation of said sections and part 3 or for any person to do any act forbidden or fail to perform any act required under said sections and part 3 .
(2) The provisions of this section and sections 204 to 231 and part 3 of this Code with respect to equipment on vehicles shall not apply to implements of husbandry or farm tractors, except as made applicable in said sections and part 3.
(3) Nothing in this Code shall be construed to prohibit the use of additional parts and accessories on any vehicle, consistent with the provisions of this Code.
(4)(a) Upon its approval, the department of revenue shall issue an identification plate for each vehicle, motor vehicle, trailer, or item of special mobile machinery, or similar implement of equipment, used in any type of construction business which shall, when said plate is affixed, exempt any such item of equipment, machinery, trailer, or vehicle from all or part of this section and sections 204 to 231 of this Code.
(b) The department of revenue is authorized to promulgate written rules and regulations governing the application for, issuance of, and supervision, administration, and revocation of such identification plates and exemption authority and to prescribe the terms and conditions under which said plates may be issued for each item as set forth in paragraph (a) of this
subsection (4), and the department of revenue, in so doing, shall consider the safety of users of the public streets and highways and the type, nature, and use of such items set forth in paragraph (a) of this subsection (4) for which exemption is sought.
(c) Each exempt item may be moved on the roads, streets, and highways during daylight hours and at such time as vision is not less than five hundred feet. No cargo or supplies shall be hauled upon such exempt item except cargo and supplies used in normal operation of any such item.
(d) The identification plate shall be of a size and type designated and approved by the department. A fee of one dollar shall be charged and collected by the department for the issuance of each such identification plate. All such fees so collected shall be paid to the state treasurer who shall credit the same to the highway users tax fund for allocation and expenditure as specified in section 43-4-205(5.5)(b), C.R.S.
(e) Each such identification plate shall be issued for a calendar year. Application for such identification plates shall be made by the owner, and such plates shall be issued to the owner of each such item described in paragraph (a) of this subsection (4). Whenever the owner transfers, sells, or assigns the owner's interest therein, the exemption of such item shall expire and the owner shall remove the identification plate therefrom and forward the same to the department of revenue.
(f) An owner shall report a lost or damaged identification plate to the department of revenue, and, upon application to and approval by the department of revenue, the department shall issue a replacement plate upon payment to it of a fee of fifty cents.
(g) Notwithstanding the amount specified for any fee in this subsection (4), the executive director of the department of revenue by rule or as otherwise provided by law may reduce the amount of one or more of the fees if necessary pursuant to section 24-75-402(3), C.R.S., to reduce the uncommitted reserves of the fund to which all or any portion of one or more of the fees is credited. After the uncommitted reserves of the fund are sufficiently reduced, the executive director of the department of revenue by rule or as otherwise provided by law may increase the amount of one or more of the fees as provided in section 24-75-402(4), C.R.S.
(5) Any person who violates any provision of this section commits a class A traffic infraction.

## 203. Unsafe vehicles - spot inspections.

(1) Uniformed police officers, at any time upon reasonable cause, may require the driver of a vehicle to stop and submit such vehicle and its equipment to an inspection and such test with reference thereto as may be appropriate. The fact that a vehicle is an older model vehicle shall not alone constitute reasonable cause. In the event such vehicle is found to be in an unsafe condition or the required equipment is not present or is not in proper repair and adjustment, the officer may give a written notice and issue a summons to the driver. Said notice shall require that such vehicle be placed in safe condition and properly equipped or that its equipment be placed in proper repair and adjustment, the particulars of which shall be specified on said notice.
(2) In the event any such vehicle is, in the reasonable judgment of such police officer, in such condition that further operation would be hazardous, the officer may require, in addition to the instructions set forth in subsection (1) of this section, that the vehicle be moved at the operator's expense and not operated under its own power or that it be driven to the nearest garage or other place of safety.
(3) Every owner or driver upon receiving the notice and summons issued pursuant to subsection (1) of this section or mailed pursuant to paragraph (b) of subsection (4) of this section shall comply therewith and shall secure a certification upon such notice by a law enforcement officer that such vehicle is in safe condition and its equipment has been placed in proper repair and adjustment and otherwise made to conform to the requirements of this Code. Said certification shall be returned to the owner or driver for presentation in court as provided for in subsection (4) of this section.
(4) (a) (I) Except as provided for in subparagraph (II) or subparagraph (III) of this paragraph (a), any owner receiving written notice and a summons pursuant to this section is guilty of a misdemeanor traffic offense and, upon conviction thereof, shall be punished by a fine of one hundred dollars, payable within thirty days after conviction.
(II) If the owner repairs the unsafe condition or installs or adjusts the required equipment within thirty days after issuance of the notice and summons and presents the certification required in subsection (3) of this section to the court of competent jurisdiction, the owner shall be punished by a fine of five dollars.
(III) If the owner submits to the court of competent jurisdiction within thirty days after the issuance of the summons proof that the owner has disposed of the vehicle for junk parts or immobilized the vehicle and also submits to the court the registration and license plates for the vehicle, the owner shall be punished by a fine of five dollars. If the owner wishes to relicense the vehicle in the future, the owner must obtain the certification required in subsection (3) of this section.
(b) (I) Except as provided for in subparagraph (II) of this paragraph (b), any nonowner driver receiving written notice and a summons pursuant to this section is guilty of a misdemeanor traffic offense and, upon conviction thereof, shall be punished by a fine of one hundred dollars, payable within thirty days after conviction.
(II) If the driver submits to the court of competent jurisdiction within thirty days after the issuance of the summons proof that the driver was not the owner of the car at the time the summons was issued and that the driver mailed, within five days of issuance thereof, a copy of the notice and summons by certified mail to the owner of the vehicle at the address on the registration, the driver shall be punished by a fine of five dollars.
(c) Upon a showing of good cause that the required repairs or adjustments cannot be made within thirty days after issuance of the notice and summons, the court of competent jurisdiction may extend the period of time for installation or adjustment of required equipment as may appear justified.
(d) The owner may, in lieu of appearance, submit to the court of competent jurisdiction, within thirty days after the issuance of the notice and summons, the certification specified in subsection (3) of this section and the fine of five dollars.

## 204. When lighted lamps are required.

(1) Every vehicle upon a highway within this state, between sunset and sunrise and at any other time when, due to insufficient light or unfavorable atmospheric conditions, persons and vehicles on the highway are not clearly discernible at a distance of one thousand feet ahead, shall display lighted lamps and illuminating devices as required by this Code for different classes of vehicles, subject to exceptions with respect to parked vehicles.
(2) Whenever requirement is declared by this Code as to distance from which certain lamps and devices shall render objects visible or within which such lamps or devices shall be visible, said provisions shall apply during the times stated in subsection (1) of this section in respect to a vehicle without load when upon a straight, level, unlighted highway under normal atmospheric conditions, unless a different time or condition is expressly stated.
(3) Whenever requirement is declared by this Code as to the mounted height of lamps or devices, it shall mean from the center of such lamp or device to the level ground upon which the vehicle stands when such vehicle is without a load.
(4) Any person who violates any provision of this section commits a class A traffic infraction.

## 205. Head lamps on motor vehicles.

(1) Every motor vehicle other than a motorcycle shall be equipped with at least two head lamps with at least one on each side of the front of the motor vehicle, which head lamps shall comply with the requirements and limitations set forth in sections 202 and 204 to 231 and part 3 of this Code where applicable.
(2) Every motorcycle shall be equipped with at least one and not more than two head lamps that shall comply with the requirements and limitations of sections 202 and 204 to 231 and part 3 of this Code where applicable.
(3) Every head lamp upon every motor vehicle, including every motorcycle, shall be located at a height measured from the center of the head lamp of not more than fifty-four inches nor less than twenty-four inches, to be measured as set forth in section 204 (3).
(4) Any person who violates any provision of this section commits a class B traffic infraction.

## 206. Tail lamps and reflectors.

(1) Every motor vehicle, trailer, semitrailer, and pole trailer and any other vehicle which is being drawn at the end of a train of vehicles must be equipped with at least one tail lamp mounted on the rear, which, when lighted as required in section 204, emits a red light plainly
visible from a distance of five hundred feet to the rear; except that, in the case of a train of vehicles, only the tail lamp on the rear-most vehicle need actually be seen from the distance specified, and except as provided in section 204. Furthermore, every such vehicle registered in this state and manufactured or assembled after January 1, 1958, must be equipped with at least two tail lamps mounted on the rear, on the same level and as widely spaced laterally as practicable, which, when lighted as required in section 204, comply with the provisions of this section.
(2) Every tail lamp upon every vehicle shall be located at a height of not more than seventy-two inches nor less than twenty inches, to be measured as set forth in section 204 (3).
(3) Either a tail lamp or a separate lamp shall be so constructed and placed as to illuminate with a white light the rear registration plate and render it clearly legible from a distance of fifty feet to the rear. Any tail lamp, together with any separate lamp for illuminating the rear registration plate, shall be so wired as to be lighted whenever the head lamps or auxiliary driving lamps are lighted.
(4) Every motor vehicle operated on and after January 1, 1958, upon a highway in the state of Colorado must carry on the rear, either as part of a tail lamp or separately, one red reflector meeting the requirements of this section; except that vehicles of the type mentioned in section 207 shall be equipped with reflectors as required in those sections applicable thereto and except as provided in section 204.
(5) Every new motor vehicle sold and operated on and after January 1, 1958, upon a highway shall carry on the rear, whether as a part of the tail lamps or separately, two red reflectors; except that every motorcycle shall carry at least one reflector meeting the requirements of this section, and vehicles of the type mentioned in section 207 shall be equipped with reflectors as required in those sections applicable thereto.
(6) Every reflector shall be mounted on the vehicle at a height of not less than twenty inches nor more than sixty inches, measured as set forth in section 204 (3) and shall be of such size and characteristics and so mounted as to be visible at night from all distances within three hundred fifty feet to one hundred feet from such vehicle when directly in front of lawful upper beams and head lamps; except that visibility from a greater distance is required by law of reflectors on certain types of vehicles.
(7) Any person who violates any provision of this section commits a class B traffic infraction.

## 207. Clearance and identification.

(1) Every vehicle designed or used for the transportation of property or for the transportation of persons shall display lighted lamps at the times mentioned in section 204 when and as required in this section.
(2) Clearance lamps.
(a) Every motor vehicle or motor-drawn vehicle having a width at any part in excess of eighty inches shall be equipped with four clearance lamps located as follows:
(I) Two on the front and one at each side, displaying an amber light visible from a distance of five hundred feet to the front of the vehicle;
(II) Two on the rear and one at each side, displaying a red light visible only to the rear and visible from a distance of five hundred feet to the rear of the vehicle, which said rear clearance lamps shall be in addition to the rear red lamp required in section 206.
(b) All clearance lamps required shall be placed on the extreme sides and located on the highest stationary support; except that, when three or more identification lamps are mounted on the rear of a vehicle on the vertical center line and at the extreme height of the vehicle, rear clearance lamps may be mounted at optional height.
(c) Any trailer, when operated in conjunction with a vehicle which is properly equipped with front clearance lamps as provided in this section, may be, but is not required to be, equipped with front clearance lamps if the towing vehicle is of equal or greater width than the towed vehicle.
(d) All clearance lamps required in this section shall be of a type approved by the department of revenue.
(3) Side marker lamps.
(a) Every motor vehicle or motor-drawn vehicle or combination of such vehicles which exceeds thirty feet in overall length shall be equipped with four side marker lamps located as follows:
(I) One on each side near the front displaying an amber light visible from a distance of five hundred feet to the side of the vehicle on which it is located;
(II) One on each side near the rear displaying a red light visible from a distance of five hundred feet to the side of the vehicle on which it is located; but the rear marker light shall not be so placed as to be visible from the front of the vehicle.
(b) Each side marker lamp required shall be located not less than fifteen inches above the level on which the vehicle stands.
(c) If the clearance lamps required by this section are of such a design as to display lights visible from a distance of five hundred feet at right angles to the sides of the vehicles, they shall be deemed to meet the requirements as to marker lamps in this subsection (3).
(d) All marker lamps required in this section shall be of a type approved by the department of revenue.
(4) Clearance reflectors.
(a) Every motor vehicle having a width at any part in excess of eighty inches shall be equipped with clearance reflectors located as follows:
(I) Two red reflectors on the rear and one at each side, located not more than one inch from the extreme outside edges of the vehicle;
(II) All such reflectors shall be located not more than sixty inches nor less than fifteen inches above the level on which the vehicle stands.
(b) One or both of the required rear red reflectors may be incorporated within the tail lamp or tail lamps if any such tail lamps meet the location limits specified for reflectors.
(c) All such clearance reflectors shall be of a type approved by the department of revenue.
(5) Side marker reflectors.
(a) Every motor vehicle or motor-drawn vehicle or combination of vehicles which exceeds thirty feet in overall length shall be equipped with four side marker reflectors located as follows:
(I) One amber reflector on each side near the front;
(II) One red reflector on each side near the rear.
(b) Each side marker reflector shall be located not more than sixty inches nor less than fifteen inches above the level on which the vehicle stands.
(c) All such side marker reflectors shall be of a type approved by the department of revenue.
(6) Any person who violates any provision of this section commits a class B traffic infraction.
(7) Nothing in this section shall be construed to supersede any federal motor vehicle safety standard established pursuant to the "National Traffic and Motor Vehicle Safety Act of 1966", Public Law 89-563, as amended.

## 208. Stop lamps and turn signals.

(1) Every motor vehicle or motor-drawn vehicle shall be equipped with a stop light in good working order at all times and shall meet the requirements of section 215 (1).
2) No person shall sell or offer for sale or operate on the highways any motor vehicle registered in this state and manufactured or assembled after January 1, 1958, unless it is equipped with at least two stop lamps meeting the requirements of section 215 (1); except that a motorcycle manufactured or assembled after said date shall be equipped with at least one stop lamp meeting the requirements of section 215 (1).
(3) No person shall sell or offer for sale or operate on the highways any motor vehicle, trailer, or semitrailer registered in this state and manufactured or assembled after January 1, 1958, and no person shall operate any motor vehicle, trailer, or semitrailer on the highways when the distance from the center of the top of the steering post to the left outside limit of the body, cab, or load of such motor vehicle exceeds twenty-four inches, unless it is equipped with electrical turn signals meeting the requirements of section 215 (2). This subsection (3) shall not apply to any motorcycle or low-power scooter.
(4) Any person who violates any provision of this section commits a class B traffic infraction.

## 209. Lamp or flag on projecting load.

Whenever the load upon any vehicle extends to the rear four feet or more beyond the bed or body of such vehicle, there shall be displayed at the extreme rear end of the load, at the time specified in section 204, a red light or lantern plainly visible from a distance of at least five hundred feet to the sides and rear. The red light or lantern required under this section shall be in addition to the red rear light required upon every vehicle. At any other time, there shall be displayed at the extreme rear end of such load a red flag or cloth not less than twelve inches square and so hung that the entire area is visible to the driver of a vehicle approaching from the rear. Any person who violates any provision of this section commits a class A traffic infraction.

## 210. Lamps on parked vehicles.

(1) Whenever a vehicle is lawfully parked upon a highway during the hours between sunset and sunrise and in the event there is sufficient light to reveal any person or object within a distance of one thousand feet upon such highway, no lights need be displayed upon such parked vehicle.
(2) Whenever a vehicle is parked or stopped upon a roadway or shoulder adjacent thereto, whether attended or unattended, during the hours between sunset and sunrise and there is not sufficient light to reveal any person or object within a distance of one thousand feet upon such highway, such vehicle so parked or stopped shall be equipped with one or more operating lamps meeting the following requirements: At least one lamp shall display a white or amber light visible from a distance of five hundred feet to the front of the vehicle, and the same lamp or at least one other lamp shall display a red light visible from a distance of five hundred feet to the
rear of the vehicle, and the location of said lamp or lamps shall always be such that at least one lamp or combination of lamps meeting the requirements of this section is installed as near as practicable to the side of the vehicle that is closer to passing traffic. This subsection (2) shall not apply to a low-power scooter.
(3) Any lighted head lamps upon a parked vehicle shall be depressed or dimmed.
(4) Any person who violates any provision of this section commits a class B traffic infraction.
(5) This section shall not apply to low-speed electric vehicles.

## 211. Lamps on farm equipment and other vehicles and equipment.

(1) Every farm tractor and every self-propelled farm equipment unit or implement of husbandry not equipped with an electric lighting system shall, at all times mentioned in section 204, be equipped with at least one lamp displaying a white light visible from a distance of not less than five hundred feet to the front of such vehicle and shall also be equipped with at least one lamp displaying a red light visible from a distance of not less than five hundred feet to the rear of such vehicle.
(2) Every self-propelled unit of farm equipment not equipped with an electric lighting system shall, at all times mentioned in section 204, in addition to the lamps required in subsection (1) of this section, be equipped with two red reflectors visible from all distances within six hundred feet to one hundred feet to the rear when directly in front of lawful upper beams of head lamps.
(3) Every combination of farm tractor and towed unit of farm equipment or implement of husbandry not equipped with an electric lighting system shall, at all times mentioned in section 204, be equipped with the following lamps:
(a) At least one lamp mounted to indicate as nearly as practicable to the extreme left projection of said combination and displaying a white light visible from a distance of not less than five hundred feet to the front of said combination;
(b) Two lamps each displaying a red light visible when lighted from a distance of not less than five hundred feet to the rear of said combination or, as an alternative, at least one lamp displaying a red light visible from a distance of not less than five hundred feet to the rear thereof and two red reflectors visible from all distances within six hundred feet to one hundred feet to the rear thereof when illuminated by the upper beams of head lamps.
(4) Every farm tractor and every self-propelled unit of farm equipment or implement of husbandry equipped with an electric lighting system shall, at all times mentioned in section 204, be equipped with two single-beam head lamps meeting the requirements of section 216 or 218 , respectively, and at least one red lamp visible from a distance of not less than five hundred feet to the rear; but every such self-propelled unit of farm equipment other than a farm tractor shall have two such red lamps or, as an alternative, one such red lamp and two red reflectors visible from all distances within six hundred feet to one hundred feet when directly in front of lawful upper beams of head lamps.
(5) (a) Every combination of farm tractor and towed farm equipment or towed implement of husbandry equipped with an electric lighting system shall, at all times mentioned in section 204, be equipped with lamps as follows:
(I) The farm tractor element of every such combination shall be equipped as required in subsection (4) of this section.
(II) The towed unit of farm equipment or implement of husbandry element of such combination shall be equipped with two red lamps visible from a distance of not less than five hundred feet to the rear or, as an alternative, two red reflectors visible from all distances within six hundred feet to the rear when directly in front of lawful upper beams of head lamps.
(b) Said combinations shall also be equipped with a lamp displaying a white or amber light, or any shade of color between white and amber, visible from a distance of not less than five hundred feet to the front and a lamp displaying a red light visible when lighted from a distance of not less than five hundred feet to the rear.
(6) The lamps and reflectors required in this section shall be so positioned as to show from front and rear as nearly as practicable the extreme projection of the vehicle carrying them on the side of the roadway used in passing such vehicle. If a farm tractor or a unit of farm equipment, whether self-propelled or towed, is equipped with two or more lamps or reflectors visible from the front or two or more lamps or reflectors visible from the rear, such lamps or reflectors shall be so positioned that the extreme projections, both to the right and to the left of said vehicle, shall be indicated as nearly as practicable.
(7) Every vehicle, including animal-drawn vehicles and vehicles referred to in section 202 (2), not specifically required by the provisions of this Code to be equipped with lamps or other lighting devices shall at all times specified in section 204 be equipped with at least one lamp displaying a white light visible from a distance of not less than five hundred feet to the front of said vehicle and shall also be equipped with two lamps displaying red lights visible from a distance of not less than five hundred feet to the rear of said vehicle or, as an alternative, one lamp displaying a red light visible from a distance of not less than five hundred feet to the rear and two red reflectors visible for distances of one hundred feet to six hundred feet to the rear when illuminated by the upper beams of head lamps.
(8) Any person who violates any provision of this section commits a class B traffic infraction.

## 212. Spot lamps and auxiliary lamps.

(1) Any motor vehicle may be equipped with not more than two spot lamps, and every lighted spot lamp shall be so aimed and used upon approaching another vehicle that no part of the high intensity portion of the beam will be directed to the left of the prolongation of the extreme left side of the vehicle nor more than one hundred feet ahead of the vehicle.
(2) Any motor vehicle may be equipped with not more than two fog lamps mounted on the front at a height of not less than twelve inches nor more than thirty inches above the level surface upon which the vehicle stands and so aimed that, when the vehicle is not loaded, none of
the high-intensity portion of the light to the left of the center of the vehicle shall at a distance of twenty-five feet ahead project higher than a level of four inches below the level of the center of the lamp from which it comes. Lighted fog lamps meeting the requirements of this subsection (2) may be used with lower head-lamp beams as specified in section 216 (1) (b).
(3) Any motor vehicle may be equipped with not more than two auxiliary passing lamps mounted on the front at a height of not less than twenty inches nor more than forty-two inches above the level surface upon which the vehicle stands. The provisions of section 216 shall apply to any combination of head lamps and auxiliary passing lamps.
(4) Any motor vehicle may be equipped with not more than two auxiliary driving lamps mounted on the front at a height of not less than sixteen inches nor more than forty-two inches above the level surface upon which the vehicle stands. The provisions of section 216 shall apply to any combination of head lamps and auxiliary driving lamps.
(5) Any person who violates any provision of this section commits a class B traffic infraction.

## 213. Audible and visual signals on emergency vehicles.

(1) Except as otherwise provided in this section or in section 42-4-222, C.R.S. in the case of volunteer fire vehicles and volunteer ambulances, every authorized emergency vehicle shall, in addition to any other equipment and distinctive markings required by this Code, be equipped as a minimum with a siren and a horn. Such devices shall be capable of emitting a sound audible under normal conditions from a distance of not less than five hundred feet.
(2) Every authorized emergency vehicle, except those used as undercover vehicles by governmental agencies, shall, in addition to any other equipment and distinctive markings required by this Code, be equipped with at least one signal lamp mounted as high as practicable, which shall be capable of displaying a flashing, oscillating, or rotating red light to the front and to the rear having sufficient intensity to be visible at five hundred feet in normal sunlight. In addition to the required red light, flashing, oscillating, or rotating signal lights may be used which emit blue, white, or blue in combination with white.
(3) A police vehicle, when used as an authorized emergency vehicle, may but need not be equipped with the red lights specified in this section.
(4) Any authorized emergency vehicle, including those authorized by section 222, may be equipped with green flashing lights, mounted at sufficient height and having sufficient intensity to be visible at five hundred feet in all directions in normal daylight. Such lights may only be used at the single designated command post at any emergency location or incident and only when such command post is stationary. The single command post shall be designated by the onscene incident commander in accordance with local or state government emergency plans. Any other use of a green light by a vehicle shall constitute a violation of this section.
(5) The use of either the audible or the visual signal equipment described in this section shall impose upon drivers of other vehicles the obligation to yield right-of-way and stop as prescribed in section 705.
(6) Any person who violates any provision of this section commits a class A traffic infraction.

## 214. Visual signals on service vehicles.

(1) Except as otherwise provided in this section, on or after January 1, 1978, every authorized service vehicle shall, in addition to any other equipment required by this Code, be equipped with one or more warning lamps mounted as high as practicable, which shall be capable of displaying in all directions one or more flashing, oscillating, or rotating yellow lights. Only yellow and no other color or combination of colors shall be used as a warning lamp on an authorized service vehicle; except that an authorized service vehicle snowplow operated by a general purpose government may also be equipped with and use no more than two flashing, oscillating, or rotating blue lights as warning lamps. Lighted directional signs used by police and highway departments to direct traffic need not be visible except to the front and rear. Such lights shall have sufficient intensity to be visible at five hundred feet in normal sunlight.
(2) The warning lamps authorized in subsection (1) of this section shall be activated by the operator of an authorized service vehicle only when the vehicle is operating upon the roadway so as to create a hazard to other traffic. The use of such lamps shall not relieve the operator from the duty of using due care for the safety of others or from the obligation of using any other safety equipment or protective devices that are required by this Code. Service vehicles authorized to operate also as emergency vehicles shall also be equipped to comply with signal requirements for emergency vehicles.
(3) Whenever an authorized service vehicle is performing its service function and is displaying lights as authorized in subsection (1) of this section, drivers of all other vehicles shall exercise more than ordinary care and caution in approaching, overtaking, or passing such service vehicle and, in the case of highway and traffic maintenance equipment engaged in work upon the highway, shall comply with the instructions of section 712.
(4) On or after January 1, 1978, only authorized service vehicles shall be equipped with the warning lights authorized in subsection (1) of this section.
(5) The department of transportation shall determine by rule which types of vehicles render an essential public service when operating on or along a roadway and warrant designation as authorized service vehicles under specified conditions, including, without limitation, vehicles that sell or apply chains or other equipment to motor vehicles necessary to enable compliance with section 106.
(6) Any person who violates any provision of this section commits a class B traffic infraction.

## 215. Signal lamps and devices - additional lighting equipment.

(1) Any motor vehicle may be equipped, and when required under this Code shall be equipped, with a stop lamp or lamps on the rear of the vehicle which, except as provided in section 204, shall display a red or amber light, or any shade of color between red and amber,
visible from a distance of not less than one hundred feet to the rear in normal sunlight, and which shall be actuated upon application of the service (foot) brake, and which may but need not be incorporated with one or more other rear lamps. Such stop lamp or lamps may also be automatically actuated by a mechanical device when the vehicle is reducing speed or stopping. If two or more stop lamps are installed on any motor vehicle, any device actuating such lamps shall be so designed and installed that all stop lamps are actuated by such device.
(2) Any motor vehicle may be equipped, and when required under this Code shall be equipped, with lamps showing to the front and rear for the purpose of indicating an intention to turn either to the right or to the left. Such lamps showing to the front shall be located on the same level and as widely spaced laterally as practicable and when in use shall display a white or amber light, or any shade of color between white and amber, visible from a distance of not less than one hundred feet to the front in normal sunlight, and the lamps showing to the rear shall be located at the same level and as widely spaced laterally as practicable and, except as provided in section 204, when in use shall display a red or amber light, or any shade of color between red and amber, visible from a distance of not less than one hundred feet to the rear in normal sunlight. When actuated, such lamps shall indicate the intended direction of turning by flashing the light showing to the front and rear on the side toward which the turn is made.
(3) No stop lamp or signal lamp shall project a glaring or dazzling light.
(4) Any motor vehicle may be equipped with not more than two side cowl or fender lamps which shall emit an amber or white light without glare.
(5) Any motor vehicle may be equipped with not more than one runningboard courtesy lamp on each side thereof, which shall emit a white or amber light without glare.
(6) Any motor vehicle may be equipped with not more than two back-up lamps either separately or in combination with other lamps, but no such back-up lamp shall be lighted when the motor vehicle is in forward motion.
(7) Any vehicle may be equipped with lamps which may be used for the purpose of warning the operators of other vehicles of the presence of a vehicular traffic hazard requiring the exercise of unusual care in approaching, overtaking, or passing and, when so equipped and when the said vehicle is not in motion or is being operated at a speed of twenty-five miles per hour or less and at no other time, may display such warning in addition to any other warning signals required by this Code. The lamps used to display such warning to the front shall be mounted at the same level and as widely spaced laterally as practicable and shall display simultaneously flashing white or amber lights, or any shade of color between white and amber. The lamps used to display such warning to the rear shall be mounted at the same level and as widely spaced laterally as practicable and, except as provided in section 204, shall show simultaneously flashing amber or red lights, or any shade of color between amber and red. These warning lights shall be visible from a distance of not less than five hundred feet under normal atmospheric conditions at night.
(8) Any vehicle eighty inches or more in overall width may be equipped with not more than three identification lamps showing to the front which shall emit an amber light without glare
and not more than three identification lamps showing to the rear which shall emit a red light without glare. Such lamps shall be mounted horizontally.
(9) Any person who violates any provision of this section commits a class B traffic infraction.

### 215.5. Signal lamps and devices - street rod vehicles and custom motor vehicles.

Repealed.

## 216. Multiple-beam road lights.

(1) Except as provided in this Code, the head lamps or the auxiliary driving lamp or the auxiliary passing lamp or combination thereof on motor vehicles, other than motorcycles or lowpower scooters, shall be so arranged that the driver may select at will between distributions of light projected to different elevations, and such lamps may, in addition, be so arranged that such selection can be made automatically, subject to the following limitations:
(a) There shall be an uppermost distribution of light or composite beam so aimed and of such intensity as to reveal persons and vehicles at a distance of at least three hundred fifty feet ahead for all conditions of loading.
(b) There shall be a lowermost distribution of light or composite beam so aimed and of sufficient intensity to reveal persons and vehicles at a distance of at least one hundred feet ahead; and on a straight level road under any condition of loading, none of the high-intensity portion of the beam shall be directed to strike the eyes of an approaching driver.
(1.5) Head lamps arranged to provide a single distribution of light not supplemented by auxiliary driving lamps shall be permitted for low-speed electric vehicles in lieu of multiple beam, road-lighting equipment specified in this section if the single distribution of light complies with paragraph (b) of subsection (1) of this section.
(2) A new motor vehicle, other than a motorcycle or low-power scooter, that has multiple beam road-lighting equipment, shall be equipped with a beam indicator, which shall be lighted whenever the uppermost distribution of light from the head lamps is in use and shall not otherwise be lighted. Said indicator shall be so designed and located that when lighted it will be readily visible without glare to the driver of the vehicle so equipped.
(3) Any person who violates any provision of this section commits a class B traffic infraction.

## 217. Use of multiple-beam lights.

(1) Whenever a motor vehicle is being operated on a roadway or shoulder adjacent thereto during the times specified in section 204, the driver shall use a distribution of light, or composite beam, directed high enough and of sufficient intensity to reveal persons and vehicles at a safe distance in advance of the vehicle, subject to the following requirements and limitations:
(a) Whenever a driver of a vehicle approaches an oncoming vehicle within five hundred feet, such driver shall use a distribution of light or composite beam so aimed that the glaring rays
are not projected into the eyes of the oncoming driver. The lowermost distribution of light or composite beam specified in section 216 (1)(b) shall be deemed to avoid glare at all times, regardless of road contour and loading.
(b) Whenever the driver of a vehicle follows another vehicle within two hundred feet to the rear, except when engaged in the act of overtaking and passing, such driver shall use a distribution of light permissible under this title other than the uppermost distribution of light specified in section 216 (1) (a).
(c) A low-speed electric vehicle may use the distribution of light authorized in section 216 (1.5).
(2) Any person who violates any provision of this section commits a class A traffic infraction.

## 218. Single-beam road-lighting equipment.

(1) Head lamps arranged to provide a single distribution of light not supplemented by auxiliary driving lamps shall be permitted on motor vehicles manufactured and sold prior to July 15, 1936, in lieu of multiple-beam road-lighting equipment specified in section 216 if the single distribution of light complies with the following requirements and limitations:
(a) The head lamps shall be so aimed that when the vehicle is not loaded none of the high-intensity portion of the light shall, at a distance of twenty-five feet ahead, project higher than a level of five inches below the level of the center of the lamp from which it comes and in no case higher than forty-two inches above the level on which the vehicle stands at a distance of seventy-five feet ahead.
(b) The intensity shall be sufficient to reveal persons and vehicles at a distance of at least two hundred feet.
(2) Any person who violates any provision of this section commits a class B traffic infraction.

## 219. Number of lamps permitted.

Whenever a motor vehicle equipped with head lamps as required in this Code is also equipped with any auxiliary lamps or a spot lamp or any other lamp on the front thereof projecting a beam of an intensity greater than three hundred candlepower, not more than a total of four of any such lamps on the front of a vehicle shall be lighted at any one time when upon a highway. Any person who violates any provision of this section commits a class B traffic infraction.

## 220. Low-power scooters - lighting equipment - department control - use and operation.

(1) (a) A low-power scooter when in use at the times specified in section 204 shall be equipped with a lamp on the front that shall emit a white light visible from a distance of at least five hundred feet to the front and with a red reflector on the rear, of a type approved by the department, that shall be visible from all distances from fifty feet to three hundred feet to the rear
when directly in front of lawful upper beams of head lamps on a motor vehicle. A lamp emitting a red light visible from a distance of five hundred feet to the rear may be used in addition to the red reflector.
(b) No person shall operate a low-power scooter unless it is equipped with a bell or other device capable of giving a signal audible for a distance of at least one hundred feet; except that a low-power scooter shall not be equipped with nor shall any person use upon a low-power scooter a siren or whistle.
(c) A low-power scooter shall be equipped with a brake that will enable the operator to make the braked wheels skid on dry, level, clean pavement.
(2) (Deleted by amendment, L. 2009, (HB 09-1026), ch. 281, p. 1274, § 44, effective October 1, 2009.)
(3) (a) Any lighted lamp or illuminating device upon a motor vehicle, other than head lamps, spot lamps, auxiliary lamps, flashing turn signals, emergency vehicle warning lamps, and school bus warning lamps, which projects a beam of light of an intensity greater than three hundred candlepower shall be so directed that no part of the high-intensity portion of the beam will strike the level of the roadway on which the vehicle stands at a distance of more than seventy-five feet from the vehicle.
(b) Repealed.
(c) This subsection (3) shall not be construed to prohibit the use on any vehicle of simultaneously flashing hazard warning lights as provided by section 215 (7).
(4) No person shall have for sale, sell, or offer for sale, for use upon or as a part of the equipment of a motor vehicle, trailer, or semitrailer or for use upon any such vehicle, any head lamp, auxiliary or fog lamp, rear lamp, signal lamp, or reflector, which reflector is required under this Code, or parts of any of the foregoing which tend to change the original design or performance thereof, unless of a type which has been approved by the department of revenue.
(5) No person shall have for sale, sell, or offer for sale, for use upon or as a part of the equipment of a motor vehicle, trailer, or semitrailer, any lamp or device mentioned in this section which has been approved by the department unless such lamp or device bears thereon the trademark or name under which it is approved so as to be legible when installed.
(6) No person shall use upon any motor vehicle, trailer, or semitrailer any lamps mentioned in this section unless said lamps are mounted, adjusted, and aimed in accordance with instructions of the department of revenue.
(7) Any person who violates any provision of this section commits a class B traffic infraction.

## 221. Bicycle and personal mobility device equipment.

(1) No other provision of this part 2 and no provision of part 3 of this Code shall apply to a bicycle, electrical assisted bicycle, or EPAMD or to equipment for use on a bicycle, electrical assisted bicycle, or EPAMD except those provisions in this Code made specifically applicable to such a vehicle.
(2) Every bicycle, electrical assisted bicycle, or EPAMD in use at the times described in section 204 shall be equipped with a lamp on the front emitting a white light visible from a distance of at least five hundred feet to the front.
(3) Every bicycle, electrical assisted bicycle, or EPAMD shall be equipped with a red reflector of a type approved by the department, which shall be visible for six hundred feet to the rear when directly in front of lawful lower beams of head lamps on a motor vehicle.
(4) Every bicycle, electrical assisted bicycle, or EPAMD when in use at the times described in section 204 shall be equipped with reflective material of sufficient size and reflectivity to be visible from both sides for six hundred feet when directly in front of lawful lower beams of head lamps on a motor vehicle or, in lieu of such reflective material, with a lighted lamp visible from both sides from a distance of at least five hundred feet.
(5) A bicycle, electrical assisted bicycle, or EPAMD or its rider may be equipped with lights or reflectors in addition to those required by subsections (2) to (4) of this section.
(6) A bicycle or electrical assisted bicycle shall not be equipped with, nor shall any person use upon a bicycle or electrical assisted bicycle, any siren or whistle.
(7) Every bicycle or electrical assisted bicycle shall be equipped with a brake or brakes that will enable its rider to stop the bicycle or electrical assisted bicycle within twenty-five feet from a speed of ten miles per hour on dry, level, clean pavement.
(8) A person engaged in the business of selling bicycles or electrical assisted bicycles at retail shall not sell any bicycle or electrical assisted bicycle unless the bicycle or electrical assisted bicycle has an identifying number permanently stamped or cast on its frame.
(9)(a) On or after January 1, 2018, every manufacturer or distributor of new electrical assisted bicycles intended for sale or distribution in this state shall permanently affix to each electrical assisted bicycle, in a prominent location, a label that contains the classification number, top assisted speed, and motor wattage of the electrical assisted bicycle. The label must be printed in the Arial font in at least nine-point type.
(b) A person shall not knowingly modify an electrical assisted bicycle so as to change the speed capability or motor engagement of the electrical assisted bicycle without also appropriately replacing, or causing to be replaced, the label indicating the classification required by subsection (9)(a) of this section.
(10) (a) An electrical assisted bicycle must comply with the equipment and manufacturing requirements for bicycles adopted by the United States consumer product safety commission and codified at 16 CFR 1512 or its successor regulation.
(b) A class 2 electrical assisted bicycle must operate in a manner so that the electric motor is disengaged or ceases to function when the brakes are applied. Class 1 and class 3 electrical assisted bicycles must be equipped with a mechanism or circuit that cannot be bypassed and that causes the electric motor to disengage or cease to function when the rider stops pedaling.
(c) A class 3 electrical assisted bicycle must be equipped with a speedometer that displays, in miles per hours, the speed the electrical assisted bicycle is traveling.
(11) A person who violated this section commits a class B traffic infraction.

## 222. Volunteer firefighters - volunteer ambulance attendants - special lights and alarm systems.

(1) (a) All members of volunteer fire departments regularly attached to the fire departments organized within incorporated towns, counties, cities, and fire protection districts and all members of a volunteer ambulance service regularly attached to a volunteer ambulance service within an area that the ambulance service would be reasonably expected to serve may have their private automobiles equipped with a signal lamp or a combination of signal lamps capable of displaying flashing, oscillating, or rotating red lights visible to the front and rear at five hundred feet in normal sunlight. In addition to the red light, flashing, oscillating, or rotating signal lights may be used that emit white or white in combination with red lights. At least one of such signal lamps or combination of signal lamps shall be mounted on the top of the automobile. Said automobiles may be equipped with audible signal systems such as sirens, whistles, or bells. Said lights, together with any signal systems authorized by this subsection (1), may be used only as authorized by subsection (3) of this section or when a member of a fire department is responding to or attending a fire alarm or other emergency or when a member of an ambulance service is responding to an emergency requiring the member's services. Except as authorized in subsection (3) of this section, neither such lights nor such signals shall be used for any other purpose than those set forth in this subsection (1). If used for any other purpose, such use shall constitute a violation of this subsection (1), and the violator commits a class B traffic infraction.
(b) Notwithstanding the provisions of paragraph (a) of this subsection (1), a member of a volunteer fire department or a volunteer ambulance service may equip his or her private automobile with the equipment described in paragraph (a) of this subsection (1) only after receiving a permit for the equipment from the fire chief of the fire department or chief executive officer of the ambulance service through which the volunteer serves.
(2) (Deleted by amendment, L. 96, p. 957, § 3, effective July 1, 1996.)
(3) A fire engine collector or member of a fire department may use the signal system authorized by subsection (1) of this section in a funeral, parade, or for other special purposes if the circumstances would not lead a reasonable person to believe that such vehicle is responding to an actual emergency.

## 223. Brakes.

(1) Brake equipment required:
(a) Every motor vehicle, other than a motorcycle, when operated upon a highway shall be equipped with brakes adequate to control the movement of and to stop and hold such vehicle, including two separate means of applying the brakes, each of which means shall be effective to apply the brakes to at least two wheels. If these two separate means of applying the brakes are
connected in any way, they shall be so constructed that failure of any one part of the operating mechanism shall not leave the motor vehicle without brakes on at least two wheels.
(b) Every motorcycle and low-power scooter, when operated upon a highway, shall be equipped with at least one brake, which may be operated by hand or foot.
(c) Every trailer or semitrailer of a gross weight of three thousand pounds or more, when operated upon a highway, shall be equipped with brakes adequate to control the movement of and to stop and to hold such vehicle and so designed as to be applied by the driver of the towing motor vehicle from the cab, and said brakes shall be so designed and connected that in case of an accidental breakaway of the towed vehicle the brakes shall be automatically applied. The provisions of this paragraph (c) shall not be applicable to any trailer which does not meet the definition of "commercial vehicle" as that term is defined in section 235 (1) (a) and which is owned by a farmer when transporting agricultural products produced on the owner's farm or supplies back to the farm of the owner of the trailer, tank trailers not exceeding ten thousand pounds gross weight used solely for transporting liquid fertilizer or gaseous fertilizer under pressure, or distributor trailers not exceeding ten thousand pounds gross weight used solely for transporting and distributing dry fertilizer when hauled by a truck capable of stopping within the distance specified in subsection (2) of this section.
(d) Every motor vehicle, trailer, or semitrailer constructed or sold in this state or operated upon the highways shall be equipped with service brakes upon all wheels of every such vehicle; except that:
(I) Any trailer or semitrailer of less than three thousand pounds gross weight, or any horse trailer of a capacity of two horses or less, or any trailer which does not meet the definition of "commercial vehicle" as that term is defined in section 235 (1) (a) and which is owned by a farmer when transporting agricultural products produced on the owner's farm or supplies back to the farm of the owner of the trailer, or tank trailers not exceeding ten thousand pounds gross weight used solely for transporting liquid fertilizer or gaseous fertilizer under pressure, or distributor trailers not exceeding ten thousand pounds gross weight used solely for transporting and distributing dry fertilizer when hauled by a truck capable of stopping with loaded trailer attached in the distance specified by subsection (2) of this section need not be equipped with brakes, and any two-wheel motor vehicle need have brakes on only one wheel.
(II) Any truck or truck tractor, manufactured before July 25, 1980, and having three or more axles, need not have brakes on the wheels of the front or tandem steering axles if the brakes on the other wheels meet the performance requirements of subsection (2) of this section.
(III) Every trailer or semitrailer of three thousand pounds or more gross weight must have brakes on all wheels.
(e) Provisions of this subsection (1) shall not apply to manufactured homes.
(2) Performance ability of brakes:
(a) The service brakes upon any motor vehicle or combination of vehicles shall be adequate to stop such vehicle when traveling twenty miles per hour within a distance of forty feet
when upon dry asphalt or concrete pavement surface free from loose material where the grade does not exceed one percent.
(b) Under the conditions stated in paragraph (a) of this subsection (2), the hand brakes shall be adequate to stop such vehicle within a distance of fifty-five feet, and said hand brake shall be adequate to hold such vehicle stationary on any grade upon which operated.
(c) Under the conditions stated in paragraph (a) of this subsection (2), the service brakes upon a motor vehicle equipped with two-wheel brakes only, when permitted under this section, shall be adequate to stop the vehicle within a distance of fifty-five feet.
(d) All braking distances specified in this section shall apply to all vehicles mentioned, whether such vehicles are not loaded or are loaded to the maximum capacity permitted under this title.
(e) All brakes shall be maintained in good working order and shall be so adjusted as to operate as equally as possible with respect to the wheels on opposite sides of the vehicle.
(2.5) The department of public safety is specifically authorized to adopt rules relating to the use of surge brakes.
(3) Any person who violates any provision of this section commits a class A traffic infraction.

## 224. Horns or warning devices.

(1) Every motor vehicle, when operated upon a highway, shall be equipped with a horn in good working order and capable of emitting sound audible under normal conditions from a distance of not less than two hundred feet, but no horn or other warning device shall emit an unreasonably loud or harsh sound, except as provided in section 213(1) in the case of authorized emergency vehicles or as provided in section 222. The driver of a motor vehicle, when reasonably necessary to ensure safe operation, shall give audible warning with the horn but shall not otherwise use such horn when upon a highway.
(2) No vehicle shall be equipped with nor shall any person use upon a vehicle any audible device except as otherwise permitted in this section. It is permissible but not required that any vehicle be equipped with a theft alarm signal device which is so arranged that it cannot be used by the driver as a warning signal unless the alarm device is a required part of the vehicle. Nothing in this section is meant to preclude the use of audible warning devices that are activated when the vehicle is backing. Any authorized emergency vehicle may be equipped with an audible signal device under section 213 (1), but such device shall not be used except when such vehicle is operated in response to an emergency call or in the actual pursuit of a suspected violator of the law or for other special purposes, including, but not limited to, funerals, parades, and the escorting of dignitaries. Such device shall not be used for such special purposes unless the circumstances would not lead a reasonable person to believe that such vehicle is responding to an actual emergency.
(3) No bicycle, electrical assisted bicycle, or low-power scooter shall be equipped with nor shall any person use upon such vehicle a siren or whistle.
(4) Snowplows and other snow-removal equipment shall display flashing yellow lights meeting the requirements of section 214 as a warning to drivers when such equipment is in service on the highway.
(5) (a) When any snowplow or other snow removal equipment displaying flashing yellow lights is engaged in snow and ice removal or control, drivers of all other vehicles shall exercise more than ordinary care and caution in approaching, overtaking, or passing such snowplow.
(b) The driver of a snowplow, while engaged in the removal or control of snow and ice on any highway open to traffic and while displaying the required flashing yellow warning lights as provided by section 214, shall not be charged with any violation of the provisions of this Code relating to parking or standing, turning, backing, or yielding the right-of-way. These exemptions shall not relieve the driver of a snowplow from the duty to drive with due regard for the safety of all persons, nor shall these exemptions protect the driver of a snowplow from the consequences of a reckless or careless disregard for the safety of others.
(6) Any person who violates any provision of this section commits a class B traffic infraction.

## 225. Mufflers - prevention of noise.

(1) Every motor vehicle subject to registration and operated on a highway shall at all times be equipped with an adequate muffler in constant operation and properly maintained to prevent any excessive or unusual noise, and no such muffler or exhaust system shall be equipped with a cut-off, bypass, or similar device. No person shall modify the exhaust system of a motor vehicle in a manner which will amplify or increase the noise emitted by the motor of such vehicle above that emitted by the muffler originally installed on the vehicle, and such original muffler shall comply with all of the requirements of this section.
(1.5) Any commercial vehicle, as defined in section 235 (1) (a), subject to registration and operated on a highway, that is equipped with an engine compression brake device is required to have a muffler.
(2) A muffler is a device consisting of a series of chamber or baffle plates or other mechanical design for the purpose of receiving exhaust gas from an internal combustion engine and effective in reducing noise.
(3) Any person who violates subsection (1) of this section commits a class B traffic infraction. Any person who violates subsection (1.5) of this section shall, upon conviction, be punished by a fine of five hundred dollars. Fifty percent of any fine for a violation of subsection (1.5) of this section occurring within the corporate limits of a city or town, or within the unincorporated area of a county, shall be transmitted to the treasurer or chief financial officer of said city, town, or county, and the remaining fifty percent shall be transmitted to the state treasurer, credited to the highway users tax fund, and allocated and expended as specified in §§43-4-205(5.5)(a), C.R.S.
(4) This section shall not apply to electric motor vehicles.

## 226. Mirrors - exterior placements.

(1) Every motor vehicle shall be equipped with a mirror or mirrors so located and so constructed as to reflect to the driver a free and unobstructed view of the highway for a distance of at least two hundred feet to the rear of such vehicle.
(2) Whenever any motor vehicle is not equipped with a rear window and rear side windows or has a rear window and rear side windows composed of, covered by, or treated with any material or component that, when viewed from the position of the driver, obstructs the rear view of the driver or makes such window or windows nontransparent, or whenever any motor vehicle is towing another vehicle or trailer or carrying any load or cargo or object that obstructs the rear view of the driver, such vehicle shall be equipped with an exterior mirror on each side so located with respect to the position of the driver as to comply with the visual requirement of subsection (1) of this section.
(3) Any person who violates any provision of this section commits a class B traffic infraction.

## 227. Windows unobstructed - certain materials prohibited - windshield wiper requirements.

(1) (a) (I) Except as provided in this paragraph (a), no person shall operate any motor vehicle registered in Colorado on which any window, except the windshield, is composed of, covered by, or treated with any material or component which presents an opaque, nontransparent, or metallic or mirrored appearance in such a way that it allows less than twenty-seven percent light transmittance. The windshield shall allow seventy percent light transmittance.
(II) The provisions of this paragraph (a) shall not apply to the windows to the rear of the driver, including the rear window, on any motor vehicle; however, if such windows allow less than twenty-seven percent light transmittance, then the front side windows and the windshield on such vehicles shall allow seventy percent light transmittance.
(III) A law enforcement vehicle may have its windows, except the windshield, treated in such a manner so as to allow less than twenty-seven percent light transmittance only for the purpose of providing a valid law enforcement service. A law enforcement vehicle with such window treatment shall not be used for any traffic law enforcement operations, including operations concerning any offense in this article. For purposes of this subparagraph (III), "law enforcement vehicle" means a vehicle owned or leased by a state or local law enforcement agency. The treatment of the windshield of a law enforcement vehicle is subject to the limits described in paragraph (b) of this subsection (1).
(b) Notwithstanding any provision of paragraph (a) of this subsection (1), nontransparent material may be applied, installed, or affixed to the topmost portion of the windshield subject to the following:
(I) The bottom edge of the material extends no more than four inches measured from the top of the windshield down;
(II) The material is not red or amber in color, nor does it affect perception of primary colors or otherwise distort vision or contain lettering that distorts or obstructs vision;
(III) The material does not reflect sunlight or headlight glare into the eyes of occupants of oncoming or preceding vehicles to any greater extent than the windshield without the material.
(c) Nothing in this subsection (1) shall be construed to prevent the use of any window which is composed of, covered by, or treated with any material or component in a manner approved by federal statute or regulation if such window was included as a component part of a vehicle at the time of the vehicle manufacture, or the replacement of any such window by such covering which meets such guidelines.
(d) No material shall be used on any window in the motor vehicle that presents a metallic or mirrored appearance.
(e) Nothing in this subsection (1) shall be construed to deny or prevent the use of certificates or other papers which do not obstruct the view of the driver and which may be required by law to be displayed.
(2) The windshield on every motor vehicle shall be equipped with a device for cleaning rain, snow, or other moisture from the windshield, which device shall be so constructed as to be controlled or operated by the driver of the vehicle.
(3) (a) Except as provided in paragraph (b) of this subsection (3), any person who violates any provision of this section commits a class B traffic infraction.
(b) Any person who installs, covers, or treats a windshield or window so that the windshield or window does not meet the requirements of paragraph (a) of subsection (1) of this section is guilty of a misdemeanor and shall be punished by a fine of not less than five hundred dollars nor more than five thousand dollars.
(4) This section shall apply to all motor vehicles; except that subsection (2) of this section shall not apply to low-speed electric vehicles.

## 228. Restrictions on tire equipment.

(1) Every solid rubber tire on a vehicle shall have rubber on its entire traction surface at least one inch thick above the edge of the flange of the entire periphery.
(2) No person shall operate or move on any highway any motor vehicle, trailer, or semitrailer having any metal tire in contact with the roadway, and it is unlawful to operate upon the highways of this state any motor vehicle, trailer, or semitrailer equipped with solid rubber tires.
(3) No tire on a vehicle moved on a highway shall have on its periphery any block, stud, flange, cleat, or spike or any other protuberances of any material other than rubber which projects beyond the tread on the traction surface of the tire; except that, on single-tired passenger vehicles and on other single-tired vehicles with rated capacities up to and including three-fourths ton, it shall be permissible to use tires containing studs or other protuberances which do not project more than one-sixteenth of an inch beyond the tread of the traction surface of the tire; and except that it shall be permissible to use farm machinery with tires having protuberances which
will not injure the highway; and except also that it shall be permissible to use tire chains of reasonable proportions upon any vehicle when required for safety because of snow, ice, or other conditions tending to cause a vehicle to skid.
(4) The department of transportation and local authorities in their respective jurisdictions, in their discretion, may issue special permits authorizing the operation upon a highway of traction engines or tractors having movable tracks with transverse corrugations upon the periphery of such movable tracks or farm tractors or other farm machinery, the operation of which upon a highway would otherwise be prohibited under this Code.
(5) (a) No person shall drive or move a motor vehicle on any highway unless such vehicle is equipped with tires in safe operating condition in accordance with this subsection (5) and any supplemental rules and regulations promulgated by the executive director of the department.
(b) The executive director of the department shall promulgate such rules as the executive director deems necessary setting forth requirements of safe operating conditions for tires. These rules shall be utilized by law enforcement officers for visual inspection of tires and shall include methods for simple gauge measurement of tire tread depth.
(c) A tire shall be considered unsafe if it has:
(I) Any bump, bulge, or knot affecting the tire structure;
(II) A break which exposes a tire body cord or is repaired with a boot or patch;
(III) A tread depth of less than two thirty-seconds of an inch measured in any two tread grooves at three locations equally spaced around the circumference of the tire, or, on those tires with tread wear indicators, a tire shall be considered unsafe if it is worn to the point that the tread wear indicators contact the road in any two-tread grooves at three locations equally spaced around the circumference of the tire; except that this subparagraph (III) shall not apply to tires on a commercial vehicle as such term is defined in section 235 (1) (a); or
(IV) Such other conditions as may be reasonably demonstrated to render it unsafe.
(6) No passenger car tire shall be used on any motor vehicle which is driven or moved on any highway if such tire was designed or manufactured for non-highway use.
(7) No person shall sell any motor vehicle for highway use unless the vehicle is equipped with tires that are in compliance with subsections (5) and (6) of this section and any rules of safe operating condition promulgated by the department.
(8) (a) Any person who violates any provision of subsection (1), (2), (3), (5), or (6) of this section commits a class A traffic infraction.
(b) Any person who violates any provision of subsection (7) of this section commits a class 2 misdemeanor traffic offense.

## 229. Safety glazing material in motor vehicles.

(1) No person shall sell any new motor vehicle, nor shall any new motor vehicle be registered, unless such vehicle is equipped with safety glazing material of a type approved by the department for any required front windshield and wherever glazing material is used in doors and
windows of said motor vehicle. This section shall apply to all passenger-type motor vehicles, including passenger buses and school buses, but, in respect to camper coaches and trucks, including truck tractors, the requirements as to safety glazing material shall apply only to all glazing material used in required front windshields and that used in doors and windows in the drivers' compartments and such other compartments as are lawfully occupied by passengers in said vehicles.
(2) The term "safety glazing materials" means such glazing materials as will reduce substantially, in comparison with ordinary sheet glass or plate glass, the likelihood of injury to persons by objects from exterior sources or by these safety glazing materials when they may be cracked or broken.
(3) The department shall compile and publish a list of types of glazing material by name approved by it as meeting the requirements of this section, and the department shall not, after January 1,1958 , register any motor vehicle which is subject to the provisions of this section unless it is equipped with an approved type of safety glazing material, and the department shall suspend the registration of any motor vehicle subject to this section which is found to be not so equipped until it is made to conform to the requirements of this section.
(4) No person shall operate a motor vehicle on any highway within this state unless the vehicle is equipped with a front windshield as provided in this section, except as provided in section 232 (1) and except for motor vehicles registered as collectors' items under sections 42-12-301 or 42-12-302, C.R.S.
(5) Any person who violates any provision of this section commits a class B traffic infraction.

## 230. Emergency lighting equipment - who must carry.

(1) No motor vehicle carrying a truck license and weighing six thousand pounds or more and no passenger bus shall be operated over the highways of this state at any time without carrying in an accessible place inside or on the outside of the vehicle three bidirectional emergency reflective triangles of a type approved by the department, but the use of such equipment is not required in municipalities where there are street lights within not more than one hundred feet.
(2) Whenever a motor vehicle referred to in subsection (1) of this section is stopped upon the traveled portion of a highway or the shoulder of a highway for any cause other than necessary traffic stops, the driver of the stopped motor vehicle shall immediately activate the vehicular hazard warning signal flashers and continue the flashing until the driver places the bidirectional emergency reflective triangles as directed in subsection (3) of this section.
(3) Except as provided in subsection (2) of this section, whenever a motor vehicle referred to in subsection (1) of this section is stopped upon the traveled portion of a highway or the shoulder of a highway for any cause other than necessary traffic stops, the driver shall, as soon as possible, but in any event within ten minutes, place the bidirectional emergency reflective triangles in the following manner:
(a) One at the traffic side of the stopped vehicle, within ten feet of the front or rear of the vehicle;
(b) One at a distance of approximately one hundred feet from the stopped vehicle in the center of the traffic lane or shoulder occupied by the vehicle and in the direction toward traffic approaching in that lane; and
(c) One at a distance of approximately one hundred feet from the stopped vehicle in the opposite direction from those placed in accordance with paragraphs (a) and (b) of this subsection (3) in the center of the traffic lane or shoulder occupied by the vehicle; or
(d) If the vehicle is stopped within five hundred feet of a curve, crest of a hill, or other obstruction to view, the driver shall place the emergency equipment required by this subsection (3) in the direction of the obstruction to view at a distance of one hundred feet to five hundred feet from the stopped vehicle so as to afford ample warning to other users of the highway; or
(e) If the vehicle is stopped upon the traveled portion or the shoulder of a divided or oneway highway, the driver shall place the emergency equipment required by this subsection (3), one at a distance of two hundred feet and one at a distance of one hundred feet in a direction toward approaching traffic in the center of the lane or shoulder occupied by the vehicle, and one at the traffic side of the vehicle within ten feet of the rear of the vehicle.
(4) No motor vehicle operating as a tow truck, as defined in section 40-10.1-101(21), C.R.S., at the scene of an accident shall move or attempt to move any wrecked vehicle without first complying with those sections of the law concerning emergency lighting.
(5) Any person who violates any provision of this section commits a class B traffic infraction.

## 231. Parking lights.

When lighted lamps are required by section 204, no vehicle shall be driven upon a highway with the parking lights lighted except when the lights are being used as signal lamps and except when the head lamps are lighted at the same time. Parking lights are those lights permitted by section 215 and any other lights mounted on the front of the vehicle, designed to be displayed primarily when the vehicle is parked. Any person who violates any provision of this section commits a class B traffic infraction.

## 232. Minimum safety standards for motorcycles and low-power scooters.

(1) (a) Except as provided in paragraph (b) of this subsection (1), a person shall not drive a motorcycle or low-power scooter on a public highway unless the person and any passenger thereon is wearing goggles or eyeglasses with lenses made of safety glass or plastic; except that this subsection (1) does not apply to a person wearing a helmet containing eye protection made of safety glass or plastic.
(b) A person driving or riding a motorcycle need not wear eye protection if the motorcycle has:
(I) Three wheels;
(II) A maximum design speed of twenty-five miles per hour or less;
(III) A windshield; and
(IV) Seat belts.
(2) The department shall adopt standards and specifications for the design of goggles and eyeglasses.
(3) Any motorcycle carrying a passenger, other than in a sidecar or enclosed cab, shall be equipped with footrests for such passengers.
(4) Any person who violates any provision of this section commits a class A traffic infraction.

## 233. Alteration of suspension system.

(1) No person shall operate a motor vehicle of a type required to be registered under the laws of this state upon a public highway with either the rear or front suspension system altered or changed from the manufacturer's original design except in accordance with specifications permitting such alteration established by the department. Nothing contained in this section shall prevent the installation of manufactured heavy duty equipment to include shock absorbers and overload springs, nor shall anything contained in this section prevent a person from operating a motor vehicle on a public highway with normal wear of the suspension system if normal wear shall not affect the control of the vehicle.
(2) This section shall not apply to motor vehicles designed or modified primarily for offhighway racing purposes, and such motor vehicles may be lawfully towed on the highways of this state.
(3) Any person who violates any provision of this section commits a class 2 misdemeanor traffic offense.

## 234. Slow-moving vehicles - display of emblem.

(1) (a) All machinery, equipment, and vehicles, except bicycles, electrical assisted bicycles, and other human-powered vehicles, designed to operate or normally operated at a speed of less than twenty-five miles per hour on a public highway shall display a triangular slowmoving vehicle emblem on the rear.
(b) The department shall set standards for a triangular slow-moving emblem for use on low-speed electric vehicles.
(c) Bicycles, electrical assisted bicycles, and other human-powered vehicles shall be permitted but not required to display the emblem specified in this subsection (1).
(2) The executive director of the department shall adopt standards and specifications for such emblem, position of the mounting thereof, and requirements for certification of conformance with the standards and specifications adopted by the American society of agricultural engineers
concerning such emblems. The requirements of such emblem shall be in addition to any lighting device required by law.
(3) The use of the emblem required under this section shall be restricted to the use specified in subsection (1) of this section, and its use on any other type of vehicle or stationary object shall be prohibited.
(4) Any person who violates any provision of this section commits a class B traffic infraction.

## 235. Minimum standards for commercial vehicles - repeal.

(1) As used in this section, unless the context otherwise requires:
(a) "Commercial vehicle" means:
(I) A self-propelled or towed vehicle;
(A) Bearing an apportioned plate;
(B) Having a manufacturer's gross vehicle weight rating or gross combination rating of at least sixteen thousand one pounds and used in commerce on public highways; or
(C) Having a manufacturer's gross vehicle weight rating or gross combination rating of at least sixteen thousand one pounds and used to transport sixteen or more passengers, including the driver, unless the vehicle is a school bus regulated in accordance with section 42-4-1904, C.R.S., or a vehicle that does not have a gross vehicle weight rating of twenty-six thousand one or more pounds and that is owned or operated by a school district so long as the school district doest not receive remuneration, other than reimbursement of the school district's costs, for the use of the vehicle;
(II) Any motor vehicle designed or equipped to transport other motor vehicles from place to place by means of winches, cables, pulleys, or other equipment for towing, pulling, or lifting, when such motor vehicle is used in commerce on the public highways of this state; and
(III) A motor vehicle that is used on the public highways and transports materials determined by the secretary of transportation to be hazardous under 49 U.S.C. sec. 5103 in such quantities as to require placarding under 49 CFR parts 172 and 173.
(b) Repealed.
(c) "Motor carrier" means every person, lessee, receiver, or trustee appointed by any court whatsoever owning, controlling, operating, or managing any commercial vehicle as defined in paragraph (a) of this subsection (1).
(2) (a) No person shall operate a commercial vehicle, as defined in subsection (1) of this section, on any public highway of this state unless such vehicle is in compliance with the rules adopted by the chief of the Colorado state patrol pursuant to subsection (4) of this section. Any person who violates such rules, including intrastate motor carriers, shall be subject to the civil penalties authorized pursuant to 49 CFR part 386, subpart G, as such subpart existed on October 1, 2001. Persons who utilize an independent contractor shall not be liable for penalties imposed on the independent contractor for equipment, acts, and omissions within the independent contractor's control or supervision. All civil penalties collected pursuant to this article by a state agency or by a court shall be transmitted to the state treasurer, who shall credit the same to the
highway users tax fund created in section 43-4-201, C.R.S., for allocation and expenditure as specified in section 43-4-205(5.5)(a), C.R.S.
(b) Notwithstanding paragraph (a) of this subsection (2):
(I) Intrastate motor carriers shall not be subject to any provisions in 49 CFR, part 386, subpart $G$ that relate the amount of a penalty to a violator's ability to pay, and such penalties shall be based upon the nature and gravity of the violation, the degree of culpability, and such other matters as justice and public safety may require;
(II) When determining the assessment of a civil penalty for safety violations, the period of a motor carrier's safety compliance history that a compliance review officer may consider shall not exceed three years; and
(III) The intrastate operation of implements of husbandry shall not be subject to the civil penalties provided in 49 CFR, part 386, subpart G. Nothing in this subsection (2) shall be construed to repeal, preempt, or negate any existing regulatory exemption for agricultural operations, intrastate farm vehicle drivers, intrastate vehicles or combinations of vehicles with a gross vehicle weight rating of not more than twenty-six thousand pounds that do not require a commercial driver's license to operate, or any successor or analogous agricultural exemptions, whether based on federal or state law.
(IV) This section does not apply to a motor vehicle or motor vehicle and trailer combination:
(A) With a gross vehicle weight, gross vehicle weight rating, or gross combination rating of less than twenty-six thousand one pounds;
(B) Not operated in interstate commerce;
(C) Not transporting hazardous materials requiring placarding;
(D) Not transporting either sixteen or more passengers including the driver or eight or more passengers for compensation; and
(E) If the motor vehicle or combination is being used solely for agricultural purposes.
(c) The Colorado state patrol shall have exclusive enforcement authority to conduct safety compliance reviews, as defined in 49 CFR 385.3, as such section existed on October 1, 2001, and to impose civil penalties pursuant to such reviews. Nothing in this paragraph (c) shall expand or limit the ability of local governments to conduct roadside safety inspections.
(d) (I) Upon notice from the Colorado state patrol, the department shall, pursuant to section 42-3-120, C.R.S., cancel the registration of a motor carrier who fails to pay in full a civil penalty imposed pursuant to this subsection (2) within thirty days after notification of the penalty.
(II) Repealed.
(3) Any motor carrier operating a commercial vehicle within Colorado must declare knowledge of the rules and regulations adopted by the chief of the Colorado state patrol pursuant to subsection (4) of this section. The declaration of knowledge shall be in writing on a form provided by the Colorado state patrol. Such form must be signed and returned by a motor carrier according to rules adopted by the chief.
(4) (a)(I) The chief of the Colorado state patrol shall adopt rules for the operation of all commercial vehicles and, as specified in subsection (4)(a)(II) of this section, vehicles that would be commercial vehicles but for the fact that they have a manufacturer's gross vehicle weight rating or gross combination rating of ten thousand one pounds or more but not more than sixteen thousand pounds. In adopting such rules, the chief shall use as general guidelines the standards contained in the current rules and regulations of the United States department of transportation relating to safety regulations, qualifications of drivers, driving of motor vehicles, parts and accessories, notification and reporting of accidents, hours of service of drivers, inspection, repair and maintenance of motor vehicles, financial responsibility, insurance, and employee safety and health standards; except that rules regarding financial responsibility and insurance do not apply to a commercial vehicle as defined in subsection (1) of this section that is also subject to regulation by the public utilities commission under article 10.1 of title 40, C.R.S. On and after September 1, 2003, all commercial vehicle safety inspections conducted to determine compliance with rules promulgated by the chief pursuant to this paragraph (a) must be performed by an enforcement official, as defined in section 42-20-103(2), C.R.S., who has been certified by the commercial vehicle safety alliance, or any successor organization thereto, to perform level I inspections.
(II) With respect to the operation of all vehicles that would be commercial vehicles but for the fact that they have a manufacturer's gross vehicle weight rating or gross combination rating of ten thousand one pounds or more but not more than sixteen thousand pounds, the chief of the Colorado state patrol may adopt rules that authorize the Colorado state patrol to:
(A) Annually inspect these vehicles;
(B) Enforce with respect to these vehicles all requirements for the securing of loads that apply to commercial vehicles; and
(C) Enforce with respect to these vehicles all requirements relating to the use of coupling devices for commercial vehicles.
(b) The Colorado public utilities commission may enforce safety rules of the chief of the Colorado state patrol governing commercial vehicles described in subparagraphs (I) and (II) of paragraph (a) of subsection (1) of this section pursuant to his or her authority to regulate motor carriers, as defined in section 40-10.1-101, C.R.S., including the issuance of civil penalties for violations of such rules as provided in section 40-7-113, C.R.S.
(5) Any person who violates a rule or regulation promulgated by the chief of the Colorado state patrol pursuant to this section or fails to comply with subsection (3) of this section commits a class 2 misdemeanor traffic offense.

## 236. Child restraint systems required - definitions - exemptions.

(1) As used in this section, unless the context otherwise requires:
(a) "Child care center" means a facility required to be licensed under the "Child Care Licensing Act", article 6 of title 26, C.R.S.
(a.3) Deleted.
(a.5) "Child restraint system" means a specially designed seating system that is designed to protect, hold, or restrain a child in a motor vehicle in such a way as to prevent or minimize injury to the child in the event of a motor vehicle accident that is either permanently affixed to a motor vehicle or is affixed to such vehicle by a safety belt or a universal attachment system, and that meets the federal motor vehicle safety standards set forth in section 49 CFR 571.213, as amended.
(a.7) Deleted.
(a.8) "Motor vehicle" means a passenger car; a pickup truck; or a van, minivan, or sport utility vehicle with a gross vehicle weight rating of less than ten thousand pounds. "Motor vehicle" does not include motorcycles that are not autocycles, low-power scooters, motorscooters, motorbicycles, motorized bicycles, and farm tractors and implements of husbandry designed primarily or exclusively for use in agricultural operations.
(b) "Safety belt" means a lap belt, a shoulder belt, or any other belt or combination of belts installed in a motor vehicle to restrain drivers and passengers, except any such belt that is physically a part of a child restraint system. "Safety belt" includes the anchorages, the buckles, and all other equipment directly related to the operation of safety belts. Proper use of a safety belt means the shoulder belt, if present, crosses the shoulder and chest and the lap belt crosses the hips, touching the thighs.
(c) "Seating position" means any motor vehicle interior space intended by the motor vehicle manufacturer to provide seating accommodation while the motor vehicle is in motion.
(2) (a) (I) Unless exempted pursuant to subsection (3) of this section, and except as otherwise provided in subparagraphs (II) and (III) of this paragraph (a), every child who is under eight years of age and who is being transported in this state in a motor vehicle or in a vehicle operated by a child care center, shall be properly restrained in a child restraint system according to the manufacturer's instructions:
(II) If the child is less than one year of age and weighs less than twenty pounds, the child shall be properly restrained in a rear-facing child restraint system in a rear seat of the vehicle.
(III) If the child is one year of age or older, but less than four years of age, and weighs less than forty pounds, but at least twenty pounds, the child shall be properly restrained in a rearfacing or forward- facing child restraint system.
(b) Unless excepted pursuant to subsection (3) of this section, every child, who is at least eight years of age but less than sixteen years of age who is being transported in this state in a motor vehicle or in a vehicle operated by a child care center, shall be properly restrained in a safety belt or child restraint system according to the manufacturer's instructions.
(c) If a parent is in the motor vehicle, it is the responsibility of the parent to ensure that his or her child or children are provided with and that they properly use a child restraint system or safety belt system. If a parent is not in the motor vehicle, it is the responsibility of the driver transporting a child or children, subject to the requirements of this section, to ensure that such children are provided with and that they properly use a child restraint system or safety belt system.
(3) Except as provided in section 42-2-105.5(4), C.R.S., the requirements of subsection (2) of this section shall not apply to a child who:
(a) Repealed.
(b) Is less than eight years of age and is being transported in a motor vehicle as a result of a medical or other life-threatening emergency and a child restraint system is not available;
(c) Is being transported in a commercial motor vehicle, as defined in section 42-2402(4)(a), C.R.S., that is operated by a child care center; or
(d) Is the driver of a motor vehicle and is subject to the safety belt requirements provided in section 237;
(e) (Deleted by amendment, L. 2011, (SB 11-227), ch. 295, p. 1399, § 1, effective June 7, 2011.)
(f) Is being transported in a motor vehicle that is operated in the business of transporting persons for compensation or hire by or on behalf of a common carrier or a contract carrier as those terms are defined in section 40-10.1-101, C.R.S., or an operator of a luxury limousine service as defined in section 40-10.1-301, C.R.S
(4) No Rule.
(5) No person shall use a safety belt or child restraint system, whichever is applicable under the provisions of this section, for children under sixteen years of age in a motor vehicle unless it conforms to all applicable federal motor vehicle safety standards.
(6) Any violation of this section shall not constitute negligence per se or contributory negligence per se.
(7) (a) Except as otherwise provided in paragraph (b) of this subsection (7), any person who violates any provision of this section commits a class B traffic infraction.
(b) A minor driver under eighteen years of age who violates this section shall be punished in accordance with section 42-2-105.5(5)(b), C.R.S.
(8) The fine may be waived if the defendant presents the court with satisfactory evidence or proof of the acquisition, purchase, or rental of a child restraint system by the time of the court appearance.
(9) (Deleted by amendment, L. 2010, (SB 10-110), ch 294, p. 1365, § 3, effective August 1, 2020.
(10) and (11) Repealed.

## 237. Safety belt systems - mandatory use - exemptions - penalty.

(1) As used in this section:
(a) "Motor vehicle" means a self-propelled vehicle intended primarily for use and operation on the public highways, including passenger cars, station wagons, vans, taxicabs, ambulances, motor homes, and pickups. The term does not include motorcycles, low-power scooters, passenger buses, school buses, and farm tractors and implements of husbandry designed primarily or exclusively for use in agricultural operations.
(b) "Safety belt system" means a system utilizing a lap belt, a shoulder belt, or any other belt or combination of belts installed in a motor vehicle or an autocycle to restrain drivers and passengers, which system conforms to federal motor vehicle safety standards.
(2) Unless exempted pursuant to subsection (3) of this section, every driver of and every front seat passenger in a motor vehicle and every driver of and every passenger in an autocycle equipped with a safety belt system shall wear a fastened safety belt while the motor vehicle is being operated on a street or highway in this state.
(3) Except as provided in section 42-2-105.5, C.R.S., the requirement of subsection (2) of this section shall not apply to:
(a) A child required by section 236 to be restrained by a child restraint system;
(b) A member of an ambulance team, other than the driver, while involved in patient care;
(c) A peace officer as described in section 16-2.5-101, C.R.S., while performing official duties so long as the performance of said duties is in accordance with rules and regulations applicable to said officer which are at least as restrictive as subsection (2) of this section and which only provide exceptions necessary to protect the officer;
(d) A person with a physically or psychologically disabling condition whose physical or psychological disability prevents appropriate restraint by a safety belt system if such person possesses a written statement by a physician certifying the condition, as well as stating the reason why such restraint is inappropriate;
(e) A person driving or riding in a motor vehicle not equipped with a safety belt system due to the fact that federal law does not require such vehicle to be equipped with a safety belt system;
(f) A rural letter carrier of the United States postal service while performing duties as a rural letter carrier; and
(g) A person operating a motor vehicle which does not meet the definition of "commercial vehicle" as that term is defined in section 235 (1) (a) for commercial or residential delivery or pickup service; except that such person shall be required to wear a fastened safety belt during the time period prior to the first delivery or pickup of the day and during the time period following the last delivery or pickup of the day.
(4) (a) Except as otherwise provided in paragraph (b) of this subsection (4), any person who operates a motor vehicle while such person or any passenger is in violation of the requirement of subsection (2) of this section commits a class B traffic infraction. Penalties collected pursuant to this subsection (4) shall be transmitted to the appropriate authority pursuant to the provisions of section 42-1-217(1)(e) and (2), C.R.S.
(b) A minor driver under eighteen years of age who violates this section shall be punished in accordance with section 42-2-105.5(5)(b), C.R.S.
(5) No driver in a motor vehicle shall be cited for a violation of subsection (2) of this section unless such driver was stopped by a law enforcement officer for an alleged violation of Codes 1 to 4 of this title other than a violation of this section.
(6) Testimony at a trial for a violation charged pursuant to subsection (4) of this section may include:
(a) Testimony by a law enforcement officer that the officer observed the person charged operating a motor vehicle while said operator or any passenger was in violation of the requirement of subsection (2) of this section; or
(b) Evidence that the driver removed the safety belts or knowingly drove a vehicle from which the safety belts had been removed.
(7) Evidence of failure to comply with the requirement of subsection (2) of this section shall be admissible to mitigate damages with respect to any person who was involved in a motor vehicle accident and who seeks in any subsequent litigation to recover damages for injuries resulting from the accident. Such mitigation shall be limited to awards for pain and suffering and shall not be used for limiting recovery of economic loss and medical payments.

## 238. Blue and red lights - illegal use or possession.

(1) A person shall not be in actual physical control of a vehicle, except an authorized emergency vehicle as defined in section 42-1-102(6), C.R.S., that the person knows contains a lamp or device that is designed to display, or that is capable of displaying if affixed or attached to the vehicle, a red or blue light visible directly in front of the center of the vehicle.
(2) It shall be an affirmative defense that the defendant was:
(a) A peace officer as described in section 16-2.5-101, C.R.S.; or
(b) In actual physical control of a vehicle expressly authorized by a chief of police or sheriff to contain a lamp or device that is designed to display, or that is capable of displaying if affixed or attached to the vehicle, a red or blue light visible from directly in front of the center of the vehicle; or
(c) A member of a volunteer fire department or a volunteer ambulance service who possesses a permit from the fire chief of the fire department or chief executive officer of the ambulance service through which the volunteer serves to operate a vehicle pursuant to section 222 (1) (b); or
(d) A vendor who exhibits, sells, or offers for sale a lamp or device designed to display, or that is capable of displaying, if affixed or attached to the vehicle, a red or blue light; or
(e) A collector of fire engines, fire suppression vehicles, or ambulances and the vehicle to which the red or blue lamps were affixed is valued for the vehicle's historical interest or as a collector's item.
(3) A violation of this section is a class 1 misdemeanor.

## 239. Misuse of a wireless telephone - definitions - penalty - preemption.

(1) As used in this section, unless the context otherwise requires:
(a) "Emergency" means a situation in which a person:
(I) Has reason to fear for such person's life or safety or believes that a criminal act may be perpetrated against such person or another person, requiring the use of a wireless telephone while the car is moving; or
(II) Reports a fire, a traffic accident in which one or more injuries are apparent, a serious road hazard, a medical or hazardous materials emergency, or a person who is driving in a reckless, careless, or otherwise unsafe manner.
(b) "Operating a motor vehicle" means driving a motor vehicle on a public highway, but "operating a motor vehicle" shall not mean maintaining the instruments of control while the motor vehicle is at rest in a shoulder lane or lawfully parked.
(c) "Use" means talking on or listening to a wireless telephone or engaging the wireless telephone for text messaging or other similar forms of manual data entry or transmission.
(d) "Wireless telephone" means a telephone that operates without a physical, wireline connection to the provider's equipment. The term includes, without limitation, cellular and mobile telephones.
(2) A person under eighteen years of age shall not use a wireless telephone while operating a motor vehicle. This subsection (2) does not apply to acts specified in subsection (3) of this section.
(3) A person shall not use a wireless telephone for the purpose of engaging in text messaging or other similar forms of manual data entry or transmission while operating a motor vehicle.
(4) Subsection (2) or (3) of this section shall not apply to a person who is using the wireless telephone:
(a) To contact a public safety entity; or
(b) During an emergency.
(5) (a) A person who operates a motor vehicle in violation of subsection (2) of this section commits a class A traffic infraction as defined in section 42-4-1701(3), C.R.S. and the court or the department of revenue shall assess a fine of fifty dollars.
(b) A second or subsequent violation of subsection (2) of this section is a class A traffic infraction as defined in section 1701(3), and the court or the department of revenue shall assess a fine of one hundred dollars.
(5.5) (a) Except as provided in subsections (5.5)(b) and (5.5)(c) of this section, a person who operates a motor vehicle in violation of subsection (3) of this section commits a class 2 misdemeanor traffic offense, and the court or the department shall assess a fine of three hundred dollars.
(b) If the person's actions are the proximate cause of bodily injury to another, the person commits a class 1 misdemeanor traffic offense and shall be punished as provided in section 42-41701(3)(a)(II), C.R.S..
(c) If the person's actions are the proximate cause of death to another, the person commits a class 1 misdemeanor traffic offense and shall be punished as provided in section 42-41701(3)(a)(II), C.R.S.
(6) (a) An operator of a motor vehicle shall not be cited for a violation of subsection (2) of this section unless the operator was under eighteen years of age and a law enforcement officer saw the operator use, as defined in paragraph (c) of subsection (1) of this section, a wireless telephone.
(b) An operator of a motor vehicle shall not be cited for a violation of subsection (3) of this section unless a law enforcement officer saw the operator use a wireless telephone for the purpose of engaging in text messaging or other similar forms of manual data entry or transmission, in a manner that caused the operator to drive in a careless and imprudent manner, without due regard for the width, grade, curves, corners, traffic, and use of the streets and highways and all other attendant circumstances, as prohibited by 42-4-1402, C.R.S..
(7) The provisions of this section shall not be construed to authorize the seizure and forfeiture of a wireless telephone, unless otherwise provided by law.
(8) This section does not restrict operation of an amateur radio station by a person who holds a valid amateur radio operator license issued by the federal communications commission.
(9) The general assembly finds and declares that use of wireless telephones in motor vehicles is a matter of statewide concern.

## 240. Low-speed electric vehicle equipment requirements.

A low-speed electric vehicle shall conform with applicable federal manufacturing equipment standards. Any person who operates a low-speed electric vehicle in violation of this section commits a class B traffic infraction.

## 241. Unlawful removal of tow-truck signage - unlawful usage of tow-truck signage.

(1)(a) A person, other than a towing carrier or peace officer as described in section 16-2.5-101, C.R.S., commits the crime of unlawful removal of tow-truck signage if:
(I) A towing carrier has placed a tow-truck warning sign on the driver-side window of a vehicle to be towed or, if window placement is impracticable, in another location on the driverside of the vehicle; and
(II) The vehicle to be towed is within fifty feet of the towing carrier vehicle; and
(III) The person removes the tow-truck warning sign from the vehicle before the tow is completed.
(b) A person commits the crime of unlawful usage of tow-truck signage if the person places a tow-truck warning sign on a vehicle when the vehicle is not in the process of being towed or when the vehicle is occupied.
(c) A towing carrier may permit an owner of the vehicle to be towed to retrieve any personal items from the vehicle before the vehicle is towed.
(2) A person who violates subsection (1) of this section commits a class 3 misdemeanor.
(3) For purposes of this section, "tow-truck warning sign" means a sign that is at least eight inches by eight inches, is either yellow or orange, and states the following:

WARNING: This vehicle is in tow. Attempting to operate or operating this vehicle may result in criminal prosecution and may lead to injury or death to you or another person.

## 242. Automated driving systems - safe harbor.

(1) A person may use an automated driving system to drive a motor vehicle or to control a function of a motor vehicle if the system is capable of complying with every state and federal law that applies to the function that the system is operating.
(2) Any provision in articles 1 to 3 of title 42 and article 4 that by its nature regulates a human driver, including section 42-2-101, C.R.S., does not apply to an automated driving system, except for laws regulating the physical driving of a vehicle.
(3) (a) If an automated driving system is not capable of complying with every state and federal law that applies to the function the system is operating, a person shall not test the system unless approved by the Colorado state patrol and the Colorado department of transportation, in accordance with a process overseen by the Colorado state patrol and the Colorado department of transportation.
(b) A person who violates this subsection (3) commits a class B traffic infraction. Upon determining that there is probable cause to believe that a motor vehicle was used to violate this subsection (3), a peace officer of the state patrol may impound or immobilize the motor vehicle until the person who violated this section has obtained the required approval in accordance with subsection (3)(a) of this section or signed an affidavit, under penalty of perjury, stating the person's intention to cease using the automated driving system in Colorado without the required approval.
(4) The Colorado department of transportation shall report to the transportation legislation review committee by September 1 of each year, concerning the testing of automated driving systems in Colorado. The first report is due by September 1, 2018. Notwithstanding the provisions of section 24-1-136, the reporting requirements contained in this subsection (4) continued indefinitely.
(5) Liability for a crash involving an automated driving system driving a motor vehicle that is not under human control is determined in accordance with applicable state law, federal law, or common law.

## PART 3 EMISSIONS INSPECTION

## PART 4 <br> DIESEL INSPECTION PROGRAM

## PART 5 <br> SIZE - WEIGHT - LOAD

## 501. Size and weight violations - penalty.

Except as provided in section 509, it is a traffic infraction for any person to drive or move or for the owner to cause or knowingly permit to be driven or moved on any highway any vehicle or vehicles of a size or weight exceeding the limitations stated in sections 502 to 512 or otherwise in violation of said sections or section 1407, except as permitted in section 510. The maximum size and weight of vehicles specified in said sections shall be lawful throughout this state, and local authorities shall have no power or authority to alter said limitations, except as express authority may be granted in section 42-4-106, C.R.S.

## 502. Width of vehicles.

(1) The total outside width of any vehicle or the load thereon shall not exceed eight feet six inches, except as otherwise provided in this section.
(2) (a) A load of loose hay, including loosely bound, round bales, whether horse drawn or by motor, shall not exceed twelve feet in width.
(b) A vehicle and trailer may transport a load of rectangular hay bales if such vehicle and load do not exceed ten feet six inches in width.
(3) It is unlawful for any person to operate a vehicle or a motor vehicle which has attached thereto in any manner any chain, rope, wire, or other equipment which drags, swings, or projects in any manner so as to endanger the person or property of another.
(4) The total outside width of buses and coaches used for the transportation of passengers shall not exceed eight feet six inches.
(5) (a) The total outside width of vehicles as included in this section shall not be construed so as to prohibit the projection beyond such width of clearance lights, rearview mirrors, or other accessories required by federal, state, or city laws or regulations.
(b) The width requirements imposed by subsection (1) of this section shall not include appurtenances on recreational vehicles, including but not limited to motor homes, travel trailers, fifth wheel trailers, camping trailers, recreational park trailers, multipurpose trailers, and truck campers, all as defined in section 24-32-902, C.R.S., so long as such recreational vehicle, including such appurtenances, does not exceed a total outside width of nine feet six inches.
(6) Any person who violates any provision of this section commits a class B traffic infraction.

## 503. Projecting loads on passenger vehicles.

No passenger-type vehicle, except a motorcycle, a bicycle, or an electrical assisted bicycle shall be operated on any highway with any load carried thereon extending beyond the line of the fenders on the left side of such vehicle nor extending more than six inches beyond the line of the fenders on the right side thereof. Any person who violates this section commits a class $B$ traffic infraction.

## 504. Height and length of vehicles.

(1) No vehicle unladen or with load shall exceed a height of fourteen feet six inches. The department of transportation shall designate highways with overhead highway structures that have less than fourteen feet six inches of vertical clearance. A driver shall not drive a vehicle under a structure if the vehicle's height exceeds the department's designated vertical clearance for the structure.
(2) No single motor vehicle shall exceed a length of forty-five feet extreme overall dimension, inclusive of front and rear bumpers. The length of vehicles used for the mass transportation of passengers wholly within the limits of a town, city, or municipality or within a radius of fifteen miles thereof may extend to sixty feet. The length of school buses may extend to forty feet.
(3) Buses used for the transportation of passengers between towns, cities, and municipalities in the state of Colorado may be sixty feet extreme overall length, inclusive of front and rear bumpers but shall not exceed a height of thirteen feet six inches, if such buses are equipped to conform with the load and weight limitations set forth in section 508; except that buses with a height of fourteen feet six inches which otherwise conform to the requirements of this subsection (3) shall be operated only on highways designated by the department of transportation.
(4) No combination of vehicles coupled together shall consist of more than four units, and no such combination of vehicles shall exceed a total overall length of seventy feet. Said length limitation shall not apply to unladen truck tractor-semitrailer combinations when the semitrailer is fifty-seven feet four inches or less in length or to unladen truck tractor-semitrailertrailer combinations when the semitrailer and the trailer are each twenty-eight feet six inches or less in length. Said length limitations shall also not apply to vehicles operated by a public utility when required for emergency repair of public service facilities or properties or when operated under special permit as provided in section 42-4-510, C.R.S., but, in respect to night transportation, every such vehicle and the load thereon shall be equipped with a sufficient number of clearance lamps on both sides and marker lamps upon the extreme ends of any projecting load to clearly mark the dimensions of such load.
(4.5) Notwithstanding the provisions of subsection (4) of this section, drivers shall not drive the following combinations of vehicles:
(a) Saddlemount combinations consisting of more than four units or saddlemount combinations exceeding ninety-seven feet in overall length;
(b) Laden truck tractor-semitrailer combinations exceeding seventy-five feet in overall length; and
(c) Stinger-steered vehicle combinations for transporting automobiles or boats and whose total overall length exceeds eighty feet; except that the overall length of these combinations excludes:
(I) Safety devices that are not designed or used for carrying cargo;
(II) Automobiles or boats being transported;
(III) Any extension device that may be used for loading beyond the extreme front or rear ends of a vehicle or combination of vehicles; except that the projection of a load, including any extension devices loaded to the front of the vehicle, shall not extend more than four feet beyond the extreme front of the grill of such vehicle and no load or extension device may extend more than six feet to the extreme rear of the vehicle.
(d) Towaway trailer transporter combinations that:
(I) Exceed eighty-two feet in overall length;
(II) Carry property;
(III) Exceed an overall weight of twenty-six thousand pounds;
(IV) Consist of more than a single towing unit and two trailers or semitrailers; or
(V) Do not constitute inventory property of a manufacturer, distributor, or dealer of the trailer or semitrailer.
(5) The load upon any vehicle operated alone or the load upon the front vehicle of a combination of vehicles shall not extend beyond the front wheels of such vehicles or vehicle or the front most point of the grill of such vehicle; but a load may project not more than four feet beyond the front most point of the grill assembly of the vehicle engine compartment of such a vehicle at a point above the cab of the driver's compartment so long as that part of any load projecting ahead of the rear of the cab or driver's compartment shall be so loaded as not to obscure the vision of the driver to the front or to either side.
(6) The length limitations of vehicles and combinations of vehicles provided for in this section as they apply to vehicles being operated and utilized for the transportation of steel, fabricated beams, trusses, utility poles, and pipes shall be determined without regard to the projection of said commodities beyond the extreme front or rear of the vehicle or combination of vehicles; except that the projection of a load to the front shall be governed by the provisions of subsection (5) of this section, and no load shall project to the rear more than ten feet.
(7) Any person who violates any provision of this section commits a class B traffic infraction.

## 505. Longer vehicle combinations.

(1) Notwithstanding any other provision of this Code to the contrary, the department of transportation, in the exercise of its discretion, may issue permits for the use of longer vehicle combinations. An annual permit for such use may be issued to each qualified carrier company. The carrier company shall maintain a copy of such annual permit in each vehicle operating as a
longer vehicle combination; except that, if a peace officer, as described in section 16-2.5-101, C.R.S., or an authorized agent of the department of transportation may determine that the permit can be electronically verified at the time of contact, a copy of the permit need not be in each vehicle. The fee for the permit shall be two hundred fifty dollars per year.
(2) The permits shall allow operation, over designated highways, of the following vehicle combinations of not more than three cargo units and neither fewer than six axles nor more than nine axles:
(a) An unladen truck tractor, a semitrailer, and two trailers. A semitrailer used with a converter dolly shall be considered a trailer. Semitrailers and trailers shall be of approximately equal lengths not to exceed twenty-eight feet six inches in length.
(b) An unladen truck tractor, a semitrailer, and a single trailer. A semitrailer used with a converter dolly shall be considered a trailer. Semitrailers and trailers shall be of approximately equal lengths not to exceed forty-eight feet in length. Notwithstanding any other restriction set forth in this section, such combination may have up to eleven axles when used to transport empty trailers.
(c) An unladen truck tractor, a semitrailer, and a single trailer, one trailer of which is not more than forty-eight feet long, the other trailer of which is not more than twenty-eight feet six inches long. A semitrailer used with a converter dolly shall be considered a trailer. The shorter trailer shall be operated as the rear trailer.
(d) A truck and single trailer, having an overall length of not more than eighty-five feet, the truck of which is not more than thirty-five feet long and the trailer of which is not more than forty feet long. For the purposes of this paragraph (d), a semitrailer used with a converter dolly shall be considered a trailer.
(3) The long combinations are limited to interstate highway 25 , interstate highway 76 , interstate highway 70 west of its intersection with state highway 13 in Garfield county, interstate highway 70 east of its intersection with U.S. 40 and state highway 26, the circumferential highways designated I-225 and I-270, and state highway 133 in Delta county from mile marker 8.9 to mile marker 9.7.
(4) The department of transportation shall promulgate rules and regulations governing the issuance of the permits, including, but not limited to, selection of carriers, driver qualifications, equipment selection, hours of operation, and safety considerations; except that they shall not include hazardous materials subject to regulation by the provisions of Code 20 of this title.
(5) Any person who violates any provision of this section commits a class B traffic infraction.

## 506. Trailers and towed vehicles.

(1) When one vehicle is towing another, the drawbar or other connection shall be of sufficient strength to pull all weight towed thereby, and said drawbar or other connection shall not exceed fifteen feet from one vehicle to the other, except the connection between any two vehicles transporting poles, pipe, machinery, or other objects of a structural nature which cannot
readily be dismembered and except connections between vehicles in which the combined lengths of the vehicles and the connection does not exceed an overall length of fifty-five feet and the connection is of rigid construction included as part of the structural design of the towed vehicle.
(2) When one vehicle is towing another and the connection consists of a chain, rope, or cable, there shall be displayed upon such connection a white flag or cloth not less than twelve inches square.
(3) Whenever one vehicle is towing another, in addition to the drawbar or other connection, except a fifth wheel connection meeting the requirements of the department of transportation, safety chains or cables arranged in such a way that it will be impossible for the vehicle being towed to break loose from the vehicle towing in the event the drawbar or other connection were to be broken, loosened, or otherwise damaged shall be used. This subsection (3) shall apply to all motor vehicles, to all trailers, except semitrailers connected by a proper fifth wheel, and to any dolly used to convert a semitrailer to a full trailer.
(4) Any person who violates any provision of this section commits a class B traffic infraction.

## 507. Wheel and axle loads.

(1) The gross weight upon any wheel of a vehicle shall not exceed the following:
(a) When the wheel is equipped with a solid rubber or cushion tire, eight thousand pounds;
(b) When the wheel is equipped with a pneumatic tire, nine thousand pounds.
(2) The gross weight upon any single axle or tandem axle of a vehicle shall not exceed the following:
(a) When the wheels attached to said axle are equipped with solid rubber or cushion tires, sixteen thousand pounds;
(b) Except as provided in paragraph (b.5) of this subsection (2), when the wheels attached to a single axle are equipped with pneumatic tires, twenty thousand pounds;
(b.5) When the wheels attached to a single axle are equipped with pneumatic tires and the vehicle or vehicle combination is a digger derrick or bucket boom truck operated by an electric utility on a highway that is not on the interstate system as defined in section 43-2-101 (2), C.R.S., twenty-one thousand pounds;
(c) When the wheels attached to a tandem axle are equipped with pneumatic tires, thirtysix thousand pounds for highways on the interstate system and forty thousand pounds for highways not on the interstate system.
(3) (a) Vehicles equipped with a self-compactor and used solely for the transporting of trash are exempted from the provisions of paragraph (b) of subsection (2) of this section.
(b) (omitted)
(c) A vehicle contracted by or owned and operated by a local authority or special district is exempt from paragraph (c) of subsection (2) of this section of the vehicle:
(I) Is equipped with a vacuum or jet equipment to load or unload solid, semisolid, or liquid waste for water or wastewater treatment or transportation systems or for the removal of storm water; and
(II) Is not operated on the interstate system as defined by section 43-2-101, C.R.S.
(4) For the purposes of this section:
(a) A single axle is defined as all wheels, whose centers may be included within two parallel transverse vertical planes not more than forty inches apart, extending across the full width of the vehicle.
(b) A tandem axle is defined as two or more consecutive axles, the centers of which may be included between parallel vertical planes spaced more than forty inches and not more than ninety-six inches apart, extending across the full width of the vehicle.
(5) The gross weight upon any one wheel of a steel-tired vehicle shall not exceed five hundred pounds per inch of cross-sectional width of tire.
(6) Any person who drives a vehicle or owns a vehicle in violation of any provision of this section commits a class 2 misdemeanor traffic offense.

## 508. Gross weight of vehicles and loads.

(1) (a) Except as provided in subsection (1.5) of this section, a person shall not move or operate a vehicle or combination of vehicles on any highway or bridge when the gross weight upon any one axle of a vehicle exceeds the limits prescribed in section 507.
(b) Subject to the limitations prescribed in section 507, the maximum gross weight of any vehicle or combination of vehicles shall not exceed that determined by the formula $\mathrm{W}=1,000$ ( L +40 ), where W represents the gross weight in pounds and L represents the length in feet between the centers of the first and last axles of such vehicle or combination of vehicles; except that, in computation of this formula, the gross vehicle weight must not exceed eighty-five thousand pounds. For the purposes of this section, where a combination of vehicles is used, a vehicle must not carry a gross weight of less than ten percent of the overall gross weight of the combination of vehicles; except that these limitations shall not apply to specialized trailers of fixed public utilities whose axles may carry less than ten percent of the weight of the combination. The limitations provided in this section must be strictly construed and enforced.
(c) Notwithstanding any other provisions of this section, except as may be authorized under section 510, a person shall not move or operate a vehicle or combination of vehicles on any highway or bridge that is part of the national system of interstate and defense highways, also known as the interstate system, when the gross weight of such vehicle or combination of vehicles exceeds the amount determined by the formula $\mathrm{W}=500[(\mathrm{LN} / \mathrm{N}-1)+12 \mathrm{~N}+36]$, up to a maximum of eighty thousand pounds, where W represents the overall gross weight on any group of two or more consecutive axles to the nearest 500 pounds, L represents the distance in feet between the extreme of any group of two or more consecutive axles, and N represents the number of axles in the group.
(d) For the purposes of this subsection (1), where a combination of vehicles is used, a vehicle must not carry a gross weight of less than ten percent of the overall gross weight of the combination of vehicles; except that this limitation does not apply to specialized trailers whose specific use is to haul poles and whose axles may carry less than ten percent of the weight of the combination.
(1.5) The gross weight limits provided in subsection (1) of this section increase, but by no more than two thousand pounds for any vehicle or combination of vehicles if the vehicle or combination of vehicles contains an alternative fuel system and operates on alternative fuel or both alternative and conventional fuel. For the purposes of this subsection (1.5), "alternative fuel" has the same meaning provided in section 25-7-106.8(1)(a), C.R.S.
(2) The department upon registering any vehicle under the laws of this state, which vehicle is designed and used primarily for the transportation of property or for the transportation of ten or more persons, may acquire such information and may make such investigation or tests as necessary to enable it to determine whether such vehicle may safely be operated upon the highways in compliance with all the provisions of this article. The department shall not register any such vehicle for a permissible gross weight exceeding the limitations set forth in sections 501 to 512 and 1407 of this Code. Every such vehicle shall meet the following requirements:
(a) It shall be equipped with brakes as required in section 223;
(b) Every motor vehicle to be operated outside of business and residential district shall have motive power adequate to propel at a reasonable speed such vehicle and any load thereon or be drawn thereby.
(3) If the federal highway administration or the United States congress prescribes or adopts vehicle size or weight limits greater than those now prescribed by the "Federal-Aid Highway Act of 1956", which limits exceed in full or in part the provisions of section 504 or paragraph (b) or (c) of subsection (1) of this Code, the transportation commission, upon determining that Colorado highways have been constructed to standards which will accommodate such additional size or weight and that the adoption of said size and weight limitations will not jeopardize any distribution of federal highway funds to the state, may adopt size and weight limits comparable to those prescribed or adopted by the federal highway administration or the United States congress and may authorize said limits to be used by owners or operators of vehicles while said vehicles are using highways within this state; but no vehicle size or weight limit so adopted by the commission shall be less in any respect than those now provided for in section 504 or paragraph (b) or (c) of subsection (1) of this section.
(4) Any person who drives a vehicle or owns a vehicle in violation of any provision of this section commits a class 2 misdemeanor traffic offense.

## 509. Vehicles weighed - excess removed.

(1) Any police or peace officer, as described in section 16-2.5-101, C.R.S., having reason to believe that the weight of a vehicle and load is unlawful is authorized to require the driver to stop and submit to a weighing of the same by means of either portable or stationary scales or
shall require that such vehicle be driven to the nearest public scales in the event such scales are within five miles.
(2) (a) Except as provided in paragraph (b) of this subsection (2), whenever an officer upon weighing a vehicle and load as provided in subsection (1) of this section determines that the weight is unlawful, such officer shall require the driver to stop the vehicle in a suitable place and remain standing until such portion of the load is removed as may be necessary to reduce the gross weight of such vehicle to such limit as permitted under sections 501 to 512 and 1407. All material so unloaded shall be cared for by the owner or operator of such vehicle at the risk of such owner or operator.
(b) Whenever an officer upon weighing a vehicle and load as provided in subsection (1) of this section determines that the weight is unlawful and the load consists solely of either explosives or hazardous materials as defined in section 102 (32), such officer shall permit the driver of such vehicle to proceed to the driver's destination without requiring the driver to unload the excess portion of such load.
(3) Any driver of a vehicle who fails or refuses to stop and submit the vehicle and load to a weighing or who fails or refuses when directed by an officer upon a weighing of the vehicle to stop the vehicle and otherwise comply with the provisions of this section commits a class 2 misdemeanor traffic offense.

## 510. Permits for excess size and weight and for manufactured homes - rules.

(1) (a) Any local authority with respect to highways under its jurisdiction may, upon application in writing and good cause being shown therefor, issue a single trip, a special, or an annual permit in writing authorizing the applicant to operate or move a vehicle or combination of vehicles of a size or weight of vehicle or load exceeding the maximum specified in this Code or otherwise not in conformity with the provisions of this Code upon any highway under the jurisdiction of the party granting such permit and for the maintenance of which said party is responsible; except that permits for the movement of any manufactured home shall be issued as provided in subsection (2) of this section.
(b) (I) The application for any permit shall specifically describe the vehicle and load to be operated or moved and the particular highways for which the permit to operate is requested, and whether such permit is for a single trip, a special, or an annual operation, and the time of such movement. All local permits shall be issued in the discretion of the local authority pursuant to ordinances or resolutions adopted in accordance with section 511. Any ordinances or resolutions of local authorities shall not conflict with this section.
(II) An overweight permit issued pursuant to this section shall be available for overweight divisible loads if:
(A) The vehicle has a quad axle grouping and the maximum gross weight of the vehicle does not exceed one hundred ten thousand pounds; or
(B) The vehicle is operated in combination with a trailer or semitrailer, the trailer has two or three axles, and the maximum gross weight of the vehicle does not exceed ninety-seven thousand pounds; and
(C) The owner and operator of the motor vehicle are in compliance with the federal "Motor Carrier Safety Improvement Act of 1999", Pub.L. 106-159, as amended, as applicable to commercial vehicles; and
(D) The vehicle complies with rules promulgated by the department of transportation concerning the distribution of the load upon the vehicle's axles.
(III) A permit issued pursuant to this paragraph (b) shall not authorize the operation or movement of a motor vehicle on the interstate highway in violation of federal law.
(c) (I) A single trip or annual permit shall be issued pursuant to this section for a selfpropelled fixed load crane that exceeds legal weight limits if it does not exceed the weight limits authorized by the department of transportation. A boom trailer or boom dolly shall not be permitted unless the boom trailer or boom dolly is attached to the crane in a manner and for the purpose of distributing load to meet the weight requirements established by the department. A self-propelled fixed load crane may be permitted with counterweights when a boom trailer or boom dolly is used if the counterweights do not exceed the manufacturer's rated capacity of the self-propelled fixed load crane and do not cause the vehicle to exceed permitted axle or gross weight limits. A permit issued pursuant to this paragraph (c) shall not authorize movement on interstate highways if not approved by federal law.
(II) For the purposes of this paragraph (c), "self-propelled fixed load crane" means a selfpowered mobile crane designed with equipment or parts permanently attached to the body of the crane. A self-propelled fixed load crane includes, without limitation, the crane's shackles and slings.

Note: $1.5 \& 1.7(2)$ (a) An authentication of paid ad valorem taxes, after notification of such movement to the county treasurer, may serve as a permit for movement of manufactured homes on public streets or highways under the county's jurisdiction. An authentication of paid ad valorem taxes from the county treasurer of the county from which the manufactured home is to be moved, after notification of such movement has been provided to the county assessor of the county to which the manufactured home is to be moved, pursuant to section 39-5-205, C.R.S., may also serve as a permit for the movement of manufactured homes from one adjoining county to an adjoining county on streets and highways under local jurisdiction. The treasurer shall issue along with the authentication of paid ad valorem taxes a transportable manufactured home permit. The treasurer may establish and collect a fee, which shall not exceed ten dollars, for issuing the authentication of paid ad valorem taxes and the transportable manufactured home permit. Such transportable manufactured home permit shall be printed on an eleven inch by six inch fluorescent orange card and shall contain the following information: The name and address of the owner of the mobile home; the name and address of the mover; the transport number of the mover, a description of the mobile home including the make, year, and identification or serial number; the county authentication number; and an expiration date. The expiration date shall be
set by the treasurer, but in no event shall the expiration date be more than thirty days after the date of issue of the permit. Such transportable manufactured home permit shall be valid for a single trip only. The transportable manufactured home permit shall be prominently displayed on the rear of the mobile home during transit of the mobile home. Peace officers and local tax and assessment officials may request, and upon demand shall be shown, all moving permits, tax receipts, or certificates required by this subsection (2). Nothing in this section shall require a permit from a county treasurer for the movement of a new manufactured home. For the purposes of this section, a new manufactured home is one in transit under invoice or manufacturer's statement of origin which has not been previously occupied for residential purposes.
(b) All applications for permits to move manufactured homes over state highways shall comply with the following special provisions:
(I) Each such application shall be for a single trip, a special permit, an annual permit, or, subject to the requirements of paragraph (a) of subsection (1.5) of this section, an annual fleet permit. The application shall be accompanied by a certificate or other proof of public liability insurance in amounts of not less than one hundred thousand dollars per person and three hundred thousand dollars per accident for all manufactured homes moved within this state by the permit holder during the effective term of the permit. Each application for a single trip permit shall be accompanied by an authentication of paid ad valorem taxes on the used manufactured home.
(II) Holders of permits shall keep and maintain, for not less than three calendar years, records of all manufactured homes moved in whole or in part within this state, which records shall include the plate number of the towing vehicle; the year, make, serial number, and size of the unit moved, together with date of the move; the place of pickup; and the exact address of the final destination and the county of final destination and the name and address of the landowner of the final destination. These records shall be available upon request within this state for inspection by the state of Colorado or any of its ad valorem taxing governmental subdivisions.
(III) Holders of permits shall obtain an authentication of paid ad valorem taxes through the date of the move from the owner of a used manufactured home or from the county treasurer of the county from which the used manufactured home is being moved. Permit holders shall notify the county treasurer of the county from which the manufactured home is being moved of the new exact address of the final destination and the county of final destination of the manufactured home and the name and address of the landowner of the final destination, and, if within the state, the county treasurer shall forward copies of the used manufactured home tax certificate to the county assessor of the destination county. County treasurers may compute ad valorem manufactured home taxes due based upon the next preceding year's assessment prorated through the date of the move and accept payment of such as payment in full.
(IV) No owner of a manufactured home shall move the manufactured home or provide for the movement of the manufactured home without being the holder of a paid ad valorem tax certificate and a transportable manufactured home permit thereon, and no person shall assist such an owner in the movement of such owner's manufactured home, including a manufactured home dealer. Except as otherwise provided in this paragraph (b), a permit holder who moves any
manufactured home within this state shall be liable for all unpaid ad valorem taxes thereon through the date of such move if movement is made prior to payment of the ad valorem taxes due on the manufactured home moved.
(V) In the event of an imminent natural or man-made disaster or emergency, including, but not limited to, rising waters, flood, or fire, the owner, owner's representative or agent, occupant, or tenant of a manufactured home or the mobile home park owner or manager, lienholder, or manufactured home dealer is specifically exempted from the need to obtain a permit pursuant to this section and may move the endangered manufactured home out of the danger area to a temporary or new permanent location and may move such manufactured home back to its original location without a permit or penalty or fee requirement. Upon any such move to a temporary location as a result of a disaster or emergency, the person making the move or such person's agent or representative shall notify the county assessor in the county to which the manufactured home has been moved, within twenty days after such move, of the date and circumstances pertaining to the move and the temporary or permanent new location of the manufactured home. If the manufactured home is moved to a new permanent location from a temporary location as a result of a disaster or emergency, a permit for such move shall be issued but no fee shall be assessed.
(3) Any local authority is authorized to issue or withhold a permit, as provided in this section, and, if such permit is issued, to limit the number of trips, or to establish seasonal or other time limitations within which the vehicles described may be operated on the highways indicated, or otherwise to limit or prescribe conditions of operation of such vehicles, when necessary to protect the safety of highway users, to protect the efficient movement of traffic from unreasonable interference, or to protect the highways from undue damage to the road foundations, surfaces, or structures and may require such undertaking or other security as may be deemed necessary to compensate for any injury to any highway or highway structure.
(4) The original or a copy of every such permit shall be carried in the vehicle or combination of vehicles to which it refers and shall be open to inspection by any police officer or authorized agent of any authority granting such permit; except that, if a peace officer, as described in section 16-2.5-101, C.R.S., or an authorized agent of the authority that granted a permit may determine that the permit can be electronically verified at the time of contact, a copy of the permit need not be carried in the vehicle or combination of vehicles to which it refers. No person shall violate any of the terms or conditions of such permit.
(5) No vehicle having a permit under this section shall be remodeled, rebuilt, altered, or changed except in such a way as to conform to those specifications and limitations established in sections 501 to 507 and 1407.
(6) Any person who has obtained a valid permit for the movement of any oversize vehicle or load may attach to such vehicle or load or to any vehicle accompanying the same not more than three illuminated flashing yellow signals as warning devices.
(7) No permit shall be necessary for the operation of authorized emergency vehicles, public transportation vehicles operated by municipalities or other political subdivisions of the
state, county road maintenance and county road construction equipment temporarily moved upon the highway, implements of husbandry, and farm tractors temporarily moved upon the highway, including transportation of such tractors or implements by a person dealing therein to such person's place of business within the state or to the premises of a purchaser or prospective purchaser within the state; nor shall such vehicles or equipment be subject to the size and weight provisions of this part 5.
(8) The department of transportation shall have a procedure to allow those persons who are transporting loads from another state into Colorado and who would require a permit under the provisions of this section to make advance arrangements by telephone or other means of communication for the issuance of a permit if the load otherwise complies with the requirements of this section.
(9) No permit shall be necessary for the operation of authorized emergency vehicles, public transportation vehicles operated by municipalities or other political subdivisions of the state, county road maintenance and county road construction equipment temporarily moved upon the highway, implements of husbandry, and farm tractors temporarily moved upon the highway, including transportation of such tractors or implements by a person dealing therein to such person's place of business within the state or to the premises of a purchaser or prospective purchaser within the state; nor shall such vehicles or equipment be subject to the size and weight provisions of this part 5.
(10) Local law enforcement officials shall verify the validity of permits issued under this section whenever feasible. Upon determination by any of such officials or by any personnel of a county assessor's or county treasurer's office indicating that a manufactured home has been moved without a valid permit, the district attorney shall investigate and prosecute any alleged violation as authorized by law.
(11) (a) Any local authority may impose a fee, in addition to but not to exceed the following amounts:
(I) (I) For overlength, overwidth, and overheight permits on loads or vehicles which do not exceed legal weight limits:
(A) Annual permit, two hundred fifty dollars;
(B) Single trip permit, fifteen dollars;
(II) Not applicable.
(III) For overweight permits for vehicles or loads exceeding legal weight limits up to two hundred thousand pounds:
(A) Annual permit, four hundred dollars;
(B) Single trip permit, fifteen dollars plus five dollars per axle;
(C) Annual fleet permits, one thousand five hundred dollars plus twenty-five dollars per vehicle to be permitted. For purposes of this sub-subparagraph (C), "fleet" means any group of two or more vehicles owned by one person. This sub-subparagraph (C) shall apply only to longer vehicle combinations as defined in section 505.
(c) Any local authority may impose a fee for a special permit for structural, oversize, or overweight moves requiring extraordinary action or moves involving weight in excess of two hundred thousand pounds, except that a super-load permit fee is four hundred dollars, the amount of the fee shall not exceed the actual cost of the extraordinary action.
(12) (a) Any person holding a permit issued pursuant to this section or any person operating a vehicle pursuant to such permit who violates any provision of this section, any ordinance or resolution of a local authority, or any standards or rules or regulations promulgated pursuant to this section, except the provisions of subparagraph (IV) of paragraph (b) of subsection (2) of this section, commits a class 2 misdemeanor traffic offense.
(b) Any person who violates the provisions of subparagraph (IV) of paragraph (b) of subsection (2) of this section commits a class 2 petty offense and, upon conviction thereof, shall be fined two hundred dollars; except that, upon conviction of a second or subsequent such offense, such person commits a class 3 misdemeanor and shall be punished as provided in section 18-1.3-501, C.R.S.
(c) A local authority with regard to a local permit may, after a hearing, revoke, suspend, refuse to renew, or refuse to issue any permit authorized by this section upon a finding that the holder of the permit has violated the provisions of this section, any ordinance or resolution of the local authority, or any standards or rules promulgated pursuant to this section.

## 511. Permit standards - state and local.

(1) (a) Any permits which may be required by local authorities shall be issued in accordance with ordinances and resolutions adopted by the respective local authorities after a public hearing at which testimony is received from affected motor vehicle owners and operators. Notice of such public hearing shall be published in a newspaper having general circulation within the local authority's jurisdiction. Such notice shall not be less than eight days prior to the date of hearing. The publication shall not be placed in that portion of the newspaper in which legal notices or classified advertisements appear. Such notice shall state the purpose of the hearing, the time and place of the hearing, and that the general public, including motor vehicle owners and operators to be affected, may attend and make oral or written comments regarding the proposed ordinance or resolution. Notice of any subsequent hearing shall be published in the same manner as for the original hearing.
(b) At least thirty days prior to such public hearing, the local authority shall transmit a copy of the proposed ordinance or resolution to the department of transportation for its comments, and said department shall make such comments in writing to the local authority prior to such public hearing.
(c) Any local authority that adopts or has adopted an ordinance or resolution governing permits for the movement of oversize or overweight vehicles or loads shall file a copy of the ordinance or resolution with the department of transportation.

## 512. Liability for damage to highway.

(1) No person shall drive, operate, or move upon or over any highway or highway structure any vehicle, object, or contrivance in such a manner so as to cause damage to said highway or highway structure. When the damage sustained to said highway or highway structure is the result of the operating, driving, or moving of such vehicle, object, or contrivance weighing in excess of the maximum weight authorized by sections 501 to 512 and 1407, it shall be no defense to any action, either civil or criminal, brought against such person that the weight of the vehicle was authorized by special permit issued in accordance with sections 501 to 512 and 1407.
(2) Every person violating the provisions of subsection (1) of this section shall be liable for all damage which said highway or highway structure may sustain as a result thereof. Whenever the driver of such vehicle, object, or contrivance is not the owner thereof but is operating, driving, or moving such vehicle, object, or contrivance with the express or implied consent of the owner thereof, then said owner or driver shall be jointly and severally liable for any such damage. The liability for damage sustained by any such highway or highway structure may be enforced by a civil action by the authorities in control of such highway or highway structure. No satisfaction of such civil liability, however, shall be deemed to be a release or satisfaction of any criminal liability for violation of the provisions of subsection (1) of this section.
(3) Any person who violates any provision of this section commits a class A traffic infraction.

## PART 6 <br> SIGNALS - SIGNS - MARKINGS

## 601. Local governments to sign highways, where.

This local government shall place and maintain such traffic control devices, conforming to the "Manual of Uniform Traffic Control Devices" and specifications, upon streets and highways as it deems necessary to indicate and to carry out the provisions of this Code or to regulate, warn, or guide traffic.

## 602. Local traffic control devices.

(1) No local authority shall erect or maintain any stop sign or traffic control signal at any location so as to require the traffic on any state highway to stop before entering or crossing any intersecting highway unless approval in writing has first been obtained from the department of transportation.
(2) Where practical no local authority shall maintain three traffic control signals located on a roadway so as to be within one minute's driving time (to be determined by the speed limit) from any one of the signals to the other without synchronizing the lights to enhance the flow of traffic and thereby reduce air pollution.

## 603. Obedience to official traffic control devices.

(1) No driver of a vehicle shall disobey the instructions of any official traffic control device including any official hand signal device placed or displayed in accordance with the provisions of this Code unless otherwise directed by a police officer subject to the exceptions in this Code granted the driver of an authorized emergency vehicle.
(2) No provision of this Code for which official traffic control devices are required shall be enforced against an alleged violator if at the time and place of the alleged violation an official device is not in proper position and sufficiently legible to be seen by an ordinarily observant person. Whenever a particular section does not state that official traffic control devices are required, such section shall be effective even though no devices are erected or in place.
(3) Whenever official traffic control devices are placed in position approximately conforming to the requirements of this Code, such devices shall be presumed to have been so placed by the official act or direction of lawful authority unless the contrary is established by competent evidence.
(4) Any official traffic control device placed pursuant to the provisions of this Code and purporting to conform to the lawful requirements pertaining to such devices shall be presumed to comply with the requirements of this Code unless the contrary is established by competent evidence.
(5) Any person who violates any provision of this section commits a class A traffic infraction.

## 604. Traffic control signal legend.

(1) If traffic is controlled by traffic control signals exhibiting different colored lights, or colored lighted arrows, successively one at a time or in combination as declared in the traffic control manual adopted by the department of transportation, only the colors green, yellow, and red shall be used, except for special pedestrian-control signals carrying a word or symbol legend as provided in section 802 , and said lights, arrows, and combinations thereof shall indicate and apply to drivers of vehicles and pedestrians as follows:
(a) Green indication:
(I) Vehicular traffic facing a circular green signal may proceed straight through or turn right or left unless a sign at such place prohibits such turn; but vehicular traffic, including vehicles turning right or left, shall yield the right-of-way to other vehicles and to pedestrians lawfully within the intersection and to pedestrians lawfully within an adjacent crosswalk at the time such signal is exhibited.
(II) Vehicular traffic facing a green arrow signal, shown alone or in combination with another indication, may cautiously enter the intersection only to make the movement indicated by such arrow or such other movement as is permitted by other indications shown at the same time. Such vehicular traffic shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection.
(III) Unless otherwise directed by a pedestrian-control signal as provided in section 42-4802, C.R.S., pedestrians facing any green signal, except when the sole green signal is a turn arrow, may proceed across the roadway within any marked or unmarked crosswalk.
(b) Steady yellow indication:
(I) Vehicular traffic facing a steady circular yellow or yellow arrow signal is thereby warned that the related green movement is being terminated or that a red indication will be exhibited immediately thereafter.
(II) Pedestrians facing a steady circular yellow or yellow arrow signal, unless otherwise directed by a pedestrian-control signal as provided in section 802 , are thereby advised that there is insufficient time to cross the roadway before a red indication is shown, and no pedestrian shall then start to cross the roadway.
(c) Steady red indication:
(I) Vehicular traffic facing a steady circular red signal alone shall stop at a clearly marked stop line but, if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection and shall remain standing until an indication to proceed is shown; except that:
(A) Such vehicular traffic, after coming to a stop and yielding the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection, may make a right turn, unless state or local road authorities within their respective jurisdictions have by ordinance or resolution prohibited any such right turn and have erected an official sign at each intersection where such right turn is prohibited.
(B) Such vehicular traffic, when proceeding on a one-way street and after coming to a stop, may make a left turn onto a one-way street upon which traffic is moving to the left of the driver. Such turn shall be made only after yielding the right-of-way to pedestrians and other traffic proceeding as directed. No turn shall be made pursuant to this sub-subparagraph (B) if local authorities have by ordinance prohibited any such left turn and erected a sign giving notice of any such prohibition at each intersection where such left turn is prohibited.
(C) To promote uniformity in traffic regulation throughout the state and to protect the public peace, health, and safety, the general assembly declares that no local authority shall have any discretion other than is expressly provided in this subparagraph (I).
(II) Pedestrians facing a steady circular red signal alone shall not enter the roadway, unless otherwise directed by a pedestrian-control signal as provided in section 802 .
(III) Vehicular traffic facing a steady red arrow signal may not enter the intersection to make the movement indicated by such arrow and, unless entering the intersection to make such other movement as is permitted by other indications shown at the same time, shall stop at a
clearly marked stop line but, if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection and shall remain standing until an indication to make the movement indicated by such arrow is shown.
(IV) Pedestrians facing a steady red arrow signal shall not enter the roadway, unless otherwise directed by a pedestrian-control signal as provided in section 802.
(d) Non-intersection signal: In the event an official traffic control signal is erected and maintained at a place other than an intersection, the provisions of this section shall be applicable except as to those provisions which by their nature can have no application. Any stop required shall be made at a sign or pavement marking indicating where the stop shall be made, but in the absence of any such sign or marking the stop shall be made at the signal.
(e) Lane-use-control signals: Whenever lane-use-control signals are placed over the individual lanes of a street or highway, as declared in the traffic control manual adopted by the department of transportation, such signals shall indicate and apply to drivers of vehicles as follows:
(I) Downward-pointing green arrow (steady): A driver facing such signal may drive in any lane over which said green arrow signal is located.
(II) Yellow " X " (steady): A driver facing such signal is warned that the related green arrow movement is being terminated and shall vacate in a safe manner the lane over which said steady yellow signal is located to avoid if possible occupying that lane when the steady red " X " signal is exhibited.
(III) Yellow "X" (flashing): A driver facing such signal may use the lane over which said flashing yellow signal is located for the purpose of making a left turn or a passing maneuver, using proper caution, but for no other purpose.
(IV) Red "X" (steady): A driver facing such signal shall not drive in any lane over which said red signal is exhibited.
(2) Any person who violates any provision of this section commits a class A traffic infraction.

## 605. Flashing signals.

(1) Whenever an illuminated flashing red or yellow signal is used in conjunction with a traffic sign or a traffic signal or as a traffic beacon, it shall require obedience by vehicular traffic as follows:
(a) When a red lens is illuminated with rapid intermittent flashes, drivers of vehicles shall stop at a clearly marked stop line but, if none, before entering the crosswalk on the near side of the intersection or, if none, then at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering the intersection, and the right to proceed shall be subject to the rules applicable after making a stop at a stop sign.
(b) When a yellow lens is illuminated with rapid intermittent flashes, drivers of vehicles may proceed past such signal and through the intersection or other hazardous location only with caution.
(2) This section shall not apply at railroad grade crossings. Conduct of drivers of vehicles approaching railroad crossings shall be governed by the provisions of sections 706 to 708 .
(3) Any person who violates any provision of this section commits a class A traffic infraction.

## 606. Display of unauthorized signs or devices.

(1) No person shall place, maintain, or display upon or in view of any highway any unauthorized sign, signal, marking, or device which purports to be or is an imitation of or resembles an official traffic control device or railroad sign or signal, or which attempts to direct the movement of traffic, or which hides from view or interferes with the effectiveness of any official traffic control device or any railroad sign or signal, and no person shall place or maintain nor shall any public authority permit upon any highway any traffic sign or signal bearing thereon any commercial advertising. The provisions of this section shall not be deemed to prohibit the use of motorist services information of a general nature on official highway guide signs if such signs do not indicate the brand, trademark, or name of any private business or commercial enterprise offering the service, nor shall this section be deemed to prohibit the erection upon private property adjacent to highways of signs giving useful directional information and of a type that cannot be mistaken for official signs.
(2) Every such prohibited sign, signal, or marking is declared to be a public nuisance, and the authority having jurisdiction over the highway is empowered to remove the same or cause it to be removed without notice.
(3) Any person who violates any provision of this section commits a class A traffic infraction.
(4) The provisions of this section shall not be applicable to informational sites authorized under section 43-1-405, C.R.S.
(5) The provisions of this section shall not be applicable to specific information signs authorized under section 43-1-420, C.R.S.

## 607. Interference with official devices.

(1) (a) No person shall, without lawful authority, attempt to or in fact alter, deface, injure, knock down, remove, or interfere with the effective operation of any official traffic control device or any railroad sign or signal or any inscription, shield, or insignia thereon or any other part thereof. Except as otherwise provided in subsection (2) of this section, any person who violates any provision of this paragraph (a) commits a class B traffic infraction.
(b) No person shall possess or sell, without lawful authority, an electronic device that is designed to cause a traffic light to change. A person who violates any provision of this paragraph (b) commits a class B traffic infraction.
(2) (a) No person shall use an electronic device, without lawful authority, that causes a traffic light to change. Except as otherwise provided in paragraph (b) of this subsection (2), a person who violates any provision of this paragraph (a) commits a class A traffic infraction.
(b) A person who violates any provision of paragraph (a) of this subsection (2) and thereby proximately causes bodily injury to another person commits a class 1 misdemeanor traffic offense. In addition to any other penalty imposed by law, the court shall impose a fine of one thousand dollars.

## 608. Signals by hand or signal device.

(1) Any stop or turn signal when required as provided by section 42-4-903, C.R.S., shall be given either by means of the hand and arm as provided by section 42-4-609, C.R.S., or by signal lamps or signal device of the type approved by the department, except as otherwise provided in subsection (2) of this section.
(2) Any motor vehicle in use on a highway shall be equipped with, and the required signal shall be given by, signal lamps when the distance from the center of the top of the steering post to the left outside limit of the body, cab, or load of such motor vehicle exceeds twenty-four inches or when the distance from the center of the top of the steering post to the rear limit of the body or load thereof exceeds fourteen feet. The latter measurement shall apply to any single vehicle, also to any combination of vehicles.
(3) Any person who violates any provision of this section commits a class A traffic infraction.

## 609. Method of giving hand and arm signals.

(1) All signals required to be given by hand and arm shall be given from the left side of the vehicle in the following manner, and such signals shall indicate as follows:
(a) Left-turn, hand and arm extended horizontally;
(b) Right-turn, hand and arm extended upward;
(c) Stop or decrease speed, hand and arm extended downward.
(2) Any person who violates any provision of this section commits a class A traffic infraction.

## 610. Unauthorized insignia.

No owner shall display upon any part of the owner's vehicle any official designation, sign, or insignia of any public or quasi-public corporation or municipal, state, or national department or governmental subdivision without authority of such agency or any insignia, badge, sign, emblem, or distinctive mark of any organization or society of which the owner is not a bona fide member or otherwise authorized to display such sign or insignia. Any person who violates any provision of this section commits a class B traffic infraction.

## 611. Paraplegic persons or persons with disabilities - distress flag.

1) Any paraplegic person or person with a disability when in motor vehicle distress is authorized to display by the side of such person's disabled vehicle a white flag of approximately seven and one-half inches in width and thirteen inches in length, with the letter "D" thereon in
red color with an irregular one-half inch red border. Said flag shall be of reflective material so as to be readily discernible under darkened conditions, and said reflective material must be submitted to and approved by the department of transportation before the same is used.
(2) Any person who is not a paraplegic person or a person with a disability who uses such flag as a signal or for any other purpose is guilty of a misdemeanor and, upon conviction thereof, shall be punished by a fine of not less than one hundred dollars nor more than three hundred dollars, or by imprisonment in the county jail for not less than ten days nor more than ninety days, or by both such fine and imprisonment.

## 612. When signals are inoperative or malfunctioning.

(1) Whenever a driver approaches an intersection and faces a traffic control signal which is inoperative or which remains on steady red or steady yellow during several time cycles, the rules controlling entrance to a through street or highway from a stop street or highway, as provided under section 703, shall apply until a police officer assumes control of traffic or until normal operation is resumed. In the event that any traffic control signal at a place other than an intersection should cease to operate or should malfunction as set forth in this section, drivers may proceed through the inoperative or malfunctioning signal only with caution, as if the signal were one of flashing yellow.
(2) Whenever a pedestrian faces a pedestrian-control signal as provided in section 802 which is inoperative or which remains on "Don't Walk" or "Wait" during several time cycles, such pedestrian shall not enter the roadway unless the pedestrian can do so safely and without interfering with any vehicular traffic.
(3) Any person who violates any provision of this section commits a class A traffic infraction.

## 613. Failure to pay toll established by regional transportation authority.

Any person who fails to pay a required fee, toll, rate, or charge established by a regional transportation authority created pursuant to part 6 of Code 4 of title 43 , C.R.S., for the privilege of traveling on or using any property included in a regional transportation system pursuant to part 6 of Code 4 of title 43, C.R.S., commits a class A traffic infraction.
614. Designation of highway maintenance, repair, or construction zones - signs - increase in penalties for speeding violations.
(1) (a) If maintenance, repair, or construction activities are occurring or will occur within four hours on a portion of a state highway, the department of transportation may designate such portion of the highway as a highway maintenance, repair, or construction zone. Any person who commits certain violations listed in section 1701 (4) in a maintenance, repair, or construction zone that is designated pursuant to this section is subject to the increased penalties and surcharges imposed by section 1701 (4) (c).
(b) If maintenance, repair, or construction activities are occurring or will occur within four hours on a portion of a roadway that is not a state highway, the public entity conducting the activities may designate such portion of the roadway as a maintenance, repair, or construction zone. A person who commits certain violations listed in section 1701 (4) in a maintenance, repair, or construction zone that is designated pursuant to this section is subject to the increased penalties and surcharges imposed by section 1701 (4) (c).
(2) Local authorities, within their jurisdiction, shall designate a maintenance, repair, or construction zone by erecting or placing an appropriate sign in a conspicuous place before the area where the maintenance, repair, or construction activity is taking place or will be taking place within four hours. Such sign shall notify the public that increased penalties for certain traffic violations are in effect in such zone. Local authorities shall erect or place a second sign after such zone indicating that the increased penalties for certain traffic violations are no longer in effect. A maintenance, repair, or construction zone begins at the location of the sign indicating that increased penalties are in effect and ends at the location of the sign indicating that the increased penalties are no longer in effect.
(3) Signs used for designating the beginning and end of a maintenance, construction, or repair zone shall conform to department of transportation requirements. Local authorities may display such signs on any fixed, variable, or movable stand. Local authorities may place such a sign on a moving vehicle if required for certain activities, including, but not limited to, highway painting work.

## 615. School zones - increase in penalties for moving traffic violations.

(1) Any person who commits a moving traffic violation in a school zone is subject to the increased penalties and surcharges imposed by section 1701(4)(d).
(2) For the purposes of this section, "school zone" means an area that is designated as a school zone and has appropriate signs posted indicating that the penalties and surcharges will be doubled. The state or local government having jurisdiction over the placement of traffic signs and traffic control devices in the school zone area shall designate when the area will be deemed to be a school zone for the purposes of this section. In making such designation, the state or local government shall consider when increased penalties are necessary to protect the safety of school children.
(3) This section does not apply if the penalty and surcharge for a violation has been doubled pursuant to section 614 because such violation also occurred within a highway maintenance, repair, or construction zone.

## 616. Wildlife crossing zones - increase in penalties for moving traffic violations.

(1) Except as described by subsection (4) of this section, a person who commits a moving traffic violation in a wildlife crossing zone is subject to the increased penalties and surcharges imposed by section 1701 (4) (d.5).
(2) For the purposes of this section, "wildlife crossing zone" means an area on a public highway that:
(a) Begins at a sign that conforms to the state traffic control manual, was erected by the department of transportation pursuant to section 118, and indicates that a person is about to enter a wildlife crossing zone; and
(b) Extends to:
(I) A sign that conforms to the state traffic control manual, was erected by the department of transportation pursuant to section 118, and indicates that a person is about to leave a wildlife crossing zone; or
(II) If no sign exists that complies with subparagraph (I) of this paragraph (b), the distance indicated on the sign indicating the beginning of the wildlife crossing zone; or
(III) If no sign exists that complies with subparagraph (I) or (II) of this paragraph (b), one-half mile beyond the sign indicating the beginning of the wildlife crossing zone.
(3) (a) If the department of transportation erects a sign that indicates that a person is about to enter a wildlife crossing zone pursuant to section 118, the department of transportation shall:
(I) Establish the times of day and the periods of the calendar year during which the area will be deemed to be a wildlife crossing zone for the purposes of this section; and
(II) Ensure that the sign indicates the times of day and the periods of the calendar year during which the area will be deemed to be a wildlife crossing zone for the purposes of this section.
(b) In erecting signs as described in paragraph (a) of this subsection (3), the department of transportation, pursuant to section 118, shall not erect signs establishing a lower speed limit for more than one hundred miles of the public highways of the state that have been established as wildlife crossing zones.
(4) This section shall not apply if:
(a) The person who commits a moving traffic violation in a wildlife crossing zone is already subject to increased penalties and surcharges for said violation pursuant to section 614 or 615;
(b) The sign indicating that a person is about to enter a wildlife crossing zone does not indicate that increased traffic penalties are in effect in the zone; or
(c) The person who commits a moving traffic violation in a wildlife crossing zone commits the violation during a time that the area is not deemed by the department of transportation to be a wildlife crossing zone for the purposes of this section.

## PART 7 <br> RIGHTS-OF-WAY

## 701. Vehicles approaching or entering intersection.

(1) When two vehicles approach or enter an intersection from different highways at approximately the same time, the driver of the vehicle on the left shall yield the right-of-way to the vehicle on the right.
(2) The foregoing rule is modified at through highways and otherwise as stated in sections 702 to 704 .
(3) Any person who violates any provision of this section commits a class A traffic infraction.

## 702. Vehicle turning left.

The driver of a vehicle intending to turn to the left within an intersection or into an alley, private road, or driveway shall yield the right-of-way to any vehicle approaching from the opposite direction which is within the intersection or so close thereto as to constitute an immediate hazard. Any person who violates any provision of this section commits a class A traffic infraction.

## 703. Entering through highway - stop or yield intersection.

(1) The department of transportation and local authorities, within their respective jurisdictions, may erect and maintain stop signs, yield signs, or other official traffic control devices to designate through highways or to designate intersections or other roadway junctions at which vehicular traffic on one or more of the roadways is directed to yield or to stop and yield before entering the intersection or junction. In the case of state highways, such regulations shall be subject to the provisions of section 43-2-135 (1) (g), C.R.S.
(2) Every sign erected pursuant to subsection (1) of this section shall be a standard sign adopted by the department of transportation.
(3) Except when directed to proceed by a police officer, every driver of a vehicle approaching a stop sign shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering it. After having stopped, the driver shall yield the right-of-way to any vehicle in the intersection or approaching on another roadway so closely as to constitute an immediate hazard during the time when such driver is moving across or within the intersection or junction of roadways.
(4) The driver of a vehicle approaching a yield sign, in obedience to such sign, shall slow to a speed reasonable for the existing conditions and, if required for safety to stop, shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering it. After slowing or stopping, the driver shall yield the right-of-way to any vehicle in the intersection or approaching on another roadway so closely as to constitute an immediate hazard during the time such driver is
moving across or within the intersection or junction of roadways; except that, if a driver is involved in a collision with a vehicle in the intersection or junction of roadways after driving past a yield sign without stopping, such collision shall be deemed prima facie evidence of the driver's failure to yield right-of-way.
(5) Any person who violates any provision of this section commits a class A traffic infraction.

## 704. Vehicle entering roadway.

The driver of a vehicle about to enter or cross a roadway from any place other than another roadway shall yield the right-of-way to all vehicles approaching on the roadway to be entered or crossed. Any person who violates any provision of this section commits a class A traffic infraction.

## 705. Operation of vehicle approached by emergency vehicle - operation of vehicle approaching stationary emergency vehicle.

(1) Upon the immediate approach of an authorized emergency vehicle making use of audible or visual signals meeting the requirements of section 213 or 222, the driver of every other vehicle shall yield the right-of-way and where possible shall immediately clear the farthest left hand lane lawfully available to through traffic and shall drive to a position parallel to, and as close as possible to, the right-hand edge or curb of a roadway clear of any intersection and shall stop and remain in that position until the authorized emergency vehicle has passed, except when otherwise directed by a police officer.
(2) (a) A driver in a vehicle shall exhibit due care and caution and proceed as described in subsections (2)(b) and (2)(c) of this section when approaching or passing;
(I) A stationary authorized emergency vehicle that is giving a visual signal by means of flashing, rotating, or oscillating red, blue, or white lights as permitted by section 42-4-213 or 42-4-222, C.R.S.;
(II) A stationary towing carrier vehicle that is giving a visual signal by means of flashing, rotating, or oscillating yellow lights; or
(III) A stationary public utility service vehicle that is giving a visual signal by means of flashing, rotating, or oscillating amber lights.
(b) On a highway with at least two adjacent lanes proceeding in the same direction on the same side of the highway where a stationary authorized emergency vehicle, stationary towing carrier vehicle, or stationary public utility service vehicle is located, the driver of an approaching or passing vehicle shall proceed with due care and caution and yield the right-of-way by moving into a lane at least one moving lane apart from the stationary authorized emergency vehicle, stationary towing carrier vehicle, or stationary public utility service vehicle unless directed otherwise by a peace officer or other authorized emergency personnel. If movement to an adjacent moving lane is not possible due to weather, road conditions, or the immediate presence
of vehicular or pedestrian traffic, the driver of the approaching vehicle shall proceed in the manner described in subsection (2)(c) of this section.
(c) On a highway that does not have at least two adjacent lanes proceeding in the same direction on the same side of the highway where a stationary authorized emergency vehicle, stationary towing carrier vehicle, or stationary public utility service vehicle is located, or if movement by the driver of the approaching vehicle into an adjacent moving lane, as described in subsection (2)(b) of this section, is not possible, the driver of an approaching vehicle shall reduce and maintain a safe speed with regard to the location of the stationary authorized vehicle, stationary towing carrier vehicle, or stationary public utility service vehicle; weather conditions, road conditions, and vehicular or pedestrian traffic and proceed with due care and caution, or as directed by a peace officer or other authorized emergency personnel.
(2.5) (a) A driver in a vehicle that is approaching or passing a maintenance, repair, or construction vehicle that is moving at less than twenty miles per hour shall exhibit due care and caution and proceed as described in paragraphs (b) and (c) of this subsection (2.5).
(b) On a highway with at least two adjacent lanes proceeding in the same direction on the same side of the highway where a stationary or slow-moving maintenance, repair, or construction vehicle is located, the driver of an approaching or passing vehicle shall proceed with due care and caution and yield the right-of-way by moving into a lane at least one moving lane apart from the vehicle, unless directed otherwise by a peace officer or other authorized emergency personnel. If movement to an adjacent moving lane is not possible due to weather, road conditions, or the immediate presence of vehicular or pedestrian traffic, the driver of the approaching vehicle shall proceed in the manner described in paragraph (c) of this subsection (2.5).
(c) On a highway that does not have at least two adjacent lanes proceeding in the same direction on the same side of the highway where a stationary or slow-moving maintenance, repair, or construction vehicle is located, or if movement by the driver of the approaching vehicle into an adjacent moving lane, as described in paragraph (b) of this subsection (2.5), is not possible, the driver of an approaching vehicle shall reduce and maintain a safe speed with regard to the location of the stationary or slow-moving maintenance, repair, or construction vehicle, weather conditions, road conditions, and vehicular or pedestrian traffic, and shall proceed with due care and caution, or as directed by a peace officer or other authorized emergency personnel.
(2.6) (a) A driver in a vehicle that is approaching or passing a motor vehicle where the tires are being equipped with chains on the side of the highway shall exhibit due care and caution and proceed as described in paragraphs (b) and (c) of this subsection (2.6).
(b) On a highway with at least two adjacent lanes proceeding in the same direction on the same side of the highway where chains are being applied to the tires of a motor vehicle, the driver of an approaching or passing vehicle shall proceed with due care and caution and yield the right-of-way by moving into a lane at least one moving lane apart from the vehicle, unless directed otherwise by a peace officer or other authorized emergency personnel. If movement to an adjacent moving lane is not possible due to weather, road conditions, or the immediate
presence of vehicular or pedestrian traffic, the driver of the approaching vehicle shall proceed in the manner described in paragraph (c) of this subsection (2.6).
(c) On a highway that does not have at least two adjacent lanes proceeding in the same direction on the same side of the highway where chains are being applied to the tires of a motor vehicle, or if movement by the driver of the approaching vehicle into an adjacent moving lane, as described in paragraph (b) of this subsection (2.6), is not possible, the driver of an approaching vehicle shall reduce and maintain a safe speed with regard to the location of the motor vehicle where chains are being applied to the tires, weather conditions, road conditions, and vehicular or pedestrian traffic, and shall proceed with due care and caution, or as directed by a peace officer or other authorized emergency personnel.
(3) (a) Any person who violates subsection (1) of this section commits a class A traffic infraction.
(b) (I) Except as otherwise provided in subsection (3)(b)(II) and (3)(b)(III) of this section, any person who violates subsection (2), (2.5), or (2.6) of this section commits careless driving as described in 42-4-1402, C.R.S.
(II) If the person violates subsection (2) of this section and the person's actions are the proximate cause of bodily injury to another person, the person commits a class 1 misdemeanor and shall be punished as described in section 18-1.3-501.
(III) If the person violations subsection (2) of this section and the person's actions are the proximate cause of the death of another person, the person commits a class 6 felony and shall be punished as described in section 18-1.3-401.

## 706. Obedience to railroad signal.

(1) Any driver of a motor vehicle approaching a railroad crossing sign shall slow down to a speed that is reasonable and safe for the existing conditions. If required to stop for a traffic control device, flagperson, or safety before crossing the railroad grade crossing, the driver shall stop at the marked stop line, if any. If no such stop line exists, the driver shall:
(a) Stop not less than fifteen feet nor more than fifty feet from the nearest rail of the railroad grade crossing and shall not proceed until the railroad grade can be crossed safely; or
(b) In the event the driver would not have a reasonable view of approaching trains when stopped pursuant to paragraph (a) of this subsection (1), stop before proceeding across the railroad grade crossing at the point nearest such crossing where the driver has a reasonable view of approaching trains and not proceed until the railroad grade can be crossed safely.
(2) No person shall drive any vehicle through, around, or under any crossing gate or barrier at a railroad crossing while such gate or barrier is closed or is being opened or closed, nor shall any pedestrian pass through, around, over, or under any crossing gate or barrier at a railroad grade crossing while such gate or barrier is closed or is being opened or closed.
(3) Any person who violates any provision of this section commits a class A traffic infraction.

## 707. Certain vehicles must stop at railroad grade crossings.

(1) Except as otherwise provided in this section, the driver of a school bus, as defined in paragraph (b) of subsection (5) of this section, carrying any schoolchild, the driver of a vehicle carrying hazardous materials that is required to be placarded in accordance with regulations issued pursuant to section 42-20-108, C.R.S., or the driver of a commercial vehicle, as defined in section 42-4-235, C.R.S., that is transporting passengers, before crossing at grade any tracks of a railroad, shall stop such vehicle within fifty feet but not less than fifteen feet from the nearest rail of such railroad and while so stopped shall listen and look in both directions along such track for any approaching train and for signals indicating the approach of a train and shall not proceed until the driver can do so safely. After stopping as required in this section and upon proceeding when it is safe to do so, the driver of any said vehicle shall cross only in such gear of the vehicle that there will be no necessity for changing gears while traversing such crossing, and the driver shall not manually shift gears while crossing the tracks.
(2) This section shall not apply at street railway grade crossings within a business district.
(3) When stopping as required at such railroad crossing, the driver shall keep as far to the right of the roadway as possible and shall not form two lanes of traffic unless the roadway is marked for four or more lanes of traffic.
(4) Subsection (1) of this section shall not apply at:
(a) (Deleted by amendment, L. 2006, p. 42, §1, effective July 1, 2006.)
(b) Any railroad grade crossing at which traffic is regulated by a traffic control signal;
(c) Any railroad grade crossing at which traffic is controlled by a police officer or human flagperson;
(d) Any railroad crossing where state or local road authorities within their respective jurisdictions have determined that trains are not operating during certain periods or seasons of the year and have erected an official sign carrying the legend "exempt", which shall give notice when so posted that such crossing is exempt from the stopping requirement provided for in this section.
(5) For the purposes of this section:
(a) The definition of hazardous materials shall be the definition contained in the rules adopted by the chief of the Colorado state patrol pursuant to section 42-20-108, C.R.S.
(b) "School bus" means only those school buses that are required to bear on the front and rear of such school bus the words "SCHOOL BUS" and display visual signal lights pursuant to section 1903 (2) (a).
(6) Any person who violates any provision of this section commits a class A traffic infraction.

## 708. Moving heavy equipment at railroad grade crossing.

(1) No person shall operate or move any crawler-type tractor, steam shovel, derrick, or roller or any equipment or structure having a normal operating speed of ten or less miles per hour
or a vertical body or load clearance of less than nine inches above the level surface of a roadway upon or across any tracks at a railroad grade crossing without first complying with this section.
(2) Notice of any such intended crossing shall be given to a superintendent of such railroad and a reasonable time be given to such railroad to provide proper protection at such crossing.
(3) Before making any such crossing, the person operating or moving any such vehicle or equipment shall first stop the same not less than fifteen feet nor more than fifty feet from the nearest rail of such railroad, and while so stopped shall listen and look in both directions along such track for any approaching train and for signals indicating the approach of a train, and shall not proceed until the crossing can be made safely.
(4) No such crossing shall be made when warning is given by automatic signal or crossing gates or a flagperson or otherwise of the immediate approach of a railroad train or car.
(5) Subsection (3) of this section shall not apply at any railroad crossing where state or local road authorities within their respective jurisdictions have determined that trains are not operating during certain periods or seasons of the year and have erected an official sign carrying the legend "exempt", which shall give notice when so posted that such crossing is exempt from the stopping requirement provided in this section.
(6) Any person who violates any provision of this section commits a class B traffic infraction.

## 709. Stop when traffic obstructed.

No driver shall enter an intersection or a marked crosswalk or drive onto any railroad grade crossing unless there is sufficient space on the other side of the intersection, crosswalk, or railroad grade crossing to accommodate the vehicle the driver is operating without obstructing the passage of other vehicles, pedestrians, or railroad trains, notwithstanding the indication of any traffic control signal to proceed. Any person who violates any provision of this section commits a class A traffic infraction.

## 710. Emerging from or entering alley, driveway, or building.

1) The driver of a vehicle emerging from an alley, driveway, building, parking lot, or other place, immediately prior to driving onto a sidewalk or into the sidewalk area extending across any such alleyway, driveway, or entranceway, shall yield the right-of-way to any pedestrian upon or about to enter such sidewalk or sidewalk area extending across such alleyway, driveway, or entranceway, as may be necessary to avoid collision, and when entering the roadway shall comply with the provisions of section 704.
(2) The driver of a vehicle entering an alley, driveway, or entranceway shall yield the right-of-way to any pedestrian within or about to enter the sidewalk or sidewalk area extending across such alleyway, driveway, or entranceway.
(3) No person shall drive any vehicle other than a bicycle, electric assisted bicycle, or any other human-powered vehicle upon a sidewalk or sidewalk area, except upon a permanent or duly authorized temporary driveway.
(4) Any person who violates any provision of this section commits a class A traffic infraction.

## 711. Driving on mountain highways.

(1) The driver of a motor vehicle traveling through defiles or canyons or on mountain highways shall hold such motor vehicle under control and as near to the right-hand edge of the highway as reasonably possible and, except when driving entirely to the right of the center of the roadway, shall give audible warning with the horn of such motor vehicle upon approaching any curve where the view is obstructed within a distance of two hundred feet along the highway.
(2) On narrow mountain highways with turnouts having a grade of six percent or more, ascending vehicles shall have the right-of-way over descending vehicles, except where it is more practicable for the ascending vehicle to return to a turnout.
(3) Any person who violates any provision of this section commits a class A traffic infraction.

## 712. Driving in highway work area.

(1) The driver of a vehicle shall yield the right-of-way to any authorized vehicle or pedestrian engaged in work upon a highway within any highway construction or maintenance work area indicated by official traffic control devices.
(2) The driver of a vehicle shall yield the right-of-way to any authorized service vehicle engaged in work upon a highway whenever such vehicle displays flashing lights meeting the requirements of section 214.
(3) Any person who violates any provision of this section commits a class A traffic infraction.

## 713. Yielding right-of-way to transit buses - definitions - penalty.

(1) As used in this section, unless the context otherwise requires:
(a) "Public mass transit operator" has the same meaning as in section 43-1-102 (5), C.R.S.
(b) "Transit bus" means a bus operated by a public mass transit operator.
(2) Drivers of vehicles in the same lane of traffic and behind a transit bus shall yield the right-of-way to the bus if:
(a) The driver of the transit bus, after stopping to allow passengers to board or exit, is signaling an intention to enter a traffic lane; and
(b) A yield sign as described in subsection (3) of this section is displayed and illuminated on the back of the transit bus.
(3) The yield sign referred to in paragraph (b) of subsection (2) of this section shall:
(a) Warn a driver of a vehicle behind the transit bus that the driver is required to yield when the bus is entering a traffic lane; and
(b) Be illuminated when the driver of the transit bus is attempting to enter a traffic lane.
(4) This section does not require a public mass transit operator to install yield signs as described in subsection (3) of this section on transit buses operated by the public mass transit operator.
(5) This section does not relieve a driver of a transit bus from the duty to drive with due regard for the safety of all persons using the roadway.

## PART 8 <br> PEDESTRIANS

## 801. Pedestrian obedience to traffic control devices and traffic regulations.

(1) A pedestrian shall obey the instructions of any official traffic control device specifically applicable to the pedestrian, unless otherwise directed by a police officer.
(2) Pedestrians shall be subject to traffic and pedestrian-control signals as provided in sections 604 and 802 (5).
(3) At all other places, pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in this Code.
(4) Any person who violates any provision of this section commits a class B traffic infraction.

## 802. Pedestrians' right-of-way in crosswalks.

(1) When traffic control signals are not in place or not in operation, the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.
(2) Subsection (1) of this section shall not apply under the conditions stated in section 803.
(3) No pedestrian shall suddenly leave a curb or other place of safety and ride a bicycle, ride an electrical assisted bicycle, walk, or run into the path of a moving vehicle that is so close as to constitute an immediate hazard.
(4) Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.
(5) Whenever special pedestrian-control signals exhibiting "Walk" or "Don't Walk" word or symbol indications are in place, as declared in the traffic control manual adopted by the department of transportation, such signals shall indicate and require as follows:
(a) "Walk" (steady): While the "Walk" indication is steadily illuminated, pedestrians facing such signal may proceed across the roadway in the direction of the signal indication and shall be given the right-of-way by the drivers of all vehicles.
(b) "Don't Walk" (steady): While the "Don't Walk" indication is steadily illuminated, no pedestrian shall enter the roadway in the direction of the signal indication.
(c) "Don't Walk" (flashing): Whenever the "Don't Walk" indication is flashing, no pedestrian shall start to cross the roadway in the direction of such signal indication, but any pedestrian who has partly completed crossing during the "Walk" indication shall proceed to a sidewalk or to a safety island, and all drivers of vehicles shall yield to any such pedestrian.
(d) Whenever a signal system provides for the stopping of all vehicular traffic and the exclusive movement of pedestrians and "Walk" and "Don't Walk" signal indications control such pedestrian movement, pedestrians may cross in any direction between corners of the intersection offering the shortest route within the boundaries of the intersection while the "Walk" indication is exhibited, if signals and other official devices direct pedestrian movement in such manner consistent with section 803 (4).
(6) Any person who violates any provision of this section commits a class A traffic infraction.

## 803. Crossing at other than crosswalks.

(1) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway.
(2) Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.
(3) Between adjacent intersections at which traffic control signals are in operation, pedestrians shall not cross at any place except in a marked crosswalk.
(4) No pedestrian shall cross a roadway intersection diagonally unless authorized by official traffic control devices; and, when authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic control devices pertaining to such crossing movements.
(5) Any person who violates any provision of this section commits a class B traffic infraction.

## 804. Pedestrian to use right half of crosswalk. (Repealed)

## 805. Pedestrians walking or traveling in a wheelchair on highways.

(1) Pedestrians walking or traveling in a wheelchair along and upon highways where sidewalks are not provided shall walk or travel only on a road shoulder as far as practicable from the edge of the roadway. Where neither a sidewalk nor road shoulder is available, any pedestrian walking or traveling in a wheelchair along and upon a highway shall walk as near as practicable to an outside edge of the roadway and, in the case of a two-way roadway, shall walk or travel only on the left side of the roadway facing traffic that may approach from the opposite direction; except that any person lawfully soliciting a ride may stand on either side of such two-way roadway where there is a view of traffic approaching from both directions.
(2) No person shall stand in a roadway for the purpose of soliciting a ride from the driver of any private vehicle. For the purposes of this subsection (2), "roadway" means that portion of the road normally used by moving motor vehicle traffic.
(3) It is unlawful for any person who is under the influence of alcohol or of any controlled substance, as defined in section 12-22-303 (7), C.R.S., or of any stupefying drug to walk or be upon that portion of any highway normally used by moving motor vehicle traffic.
(4) This section applying to pedestrians shall also be applicable to riders of animals.
(5) This local government may, by ordinance, regulate the use by pedestrians of streets and highways under its jurisdiction to the extent authorized under subsection (6) of this section and sections 110 and 111 , but no ordinance regulating such use of streets and highways in a manner differing from this section shall be effective until official signs or devices giving notice thereof have been placed as required by section 111 (2).
(6) No person shall solicit a ride on any highway included in the interstate system, as defined in section 43-2-101 (2), C.R.S., except at an entrance to or exit from such highway or at places specifically designated by the department of transportation; or, in an emergency affecting a vehicle or its operation, a driver or passenger of a disabled vehicle may solicit a ride on any highway.
(7) Pedestrians shall only be picked up where there is adequate road space for vehicles to pull off and not endanger and impede the flow of traffic.
(8) Upon the immediate approach of an authorized emergency vehicle making use of audible or visual signals meeting the requirements of section 213 or of a police vehicle properly and lawfully making use of an audible signal only, every pedestrian shall yield the right-of-way to the authorized emergency vehicle and shall leave the roadway and remain off the same until the authorized emergency vehicle has passed, except when otherwise directed by a police officer. This subsection (8) shall not relieve the driver of an authorized emergency vehicle from the duty to use due care as provided in sections 108 (4) and 807.
(9) Any person who violates any provision of this section commits a class B traffic infraction.

## 806. Driving through safety zone prohibited.

No vehicle at any time shall be driven through or within a safety zone. Any person who violates any provision of this section commits a class A traffic infraction.

## 807. Drivers to exercise due care.

Notwithstanding any of the provisions of this Code, every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian upon any roadway and shall give warning by sounding the horn when necessary and shall exercise proper precaution upon observing any child or any obviously confused or incapacitated person upon a roadway. Any person who violates any provision of this section commits a class A traffic infraction.

## 808. Drivers and pedestrians, other than persons in wheelchairs, to yield to persons with disabilities.

(1) Any pedestrian other than a person in a wheelchair, or any driver of a vehicle who approaches an individual who has an obviously apparent disability shall immediately come to a full stop and take such precautions before proceeding as are necessary to avoid an accident or injury to said individual. A disability shall be deemed to be obviously apparent if, by way of example and without limitation, the individual is using a mobility device, is assisted by a service animal as defined in section 24-34-301, C.R.S., is being assisted by another person, or is walking with an obvious physical impairment. Any person who violates any provision of this section commits a class A traffic offense.

## PART 9 TURNING - STOPPING

## 901. Required position and method of turning.

(1) The driver of a motor vehicle intending to turn shall do so as follows:
(a) Right turns. Both the approach for a right turn and a right turn shall be made as close as practicable to the right-hand curb or edge of the roadway.
(b) Left turns. The driver of a vehicle intending to turn left shall approach the turn in the extreme left-hand lane lawfully available to traffic moving in the direction of travel of such vehicle. Whenever practicable, the left turn shall be made to the left of the center of the intersection so as to leave the intersection or other location in the extreme left-hand lane lawfully available to traffic moving in the same direction as such vehicle on the roadway being entered.
(c) Two-way left-turn lanes. Where a special lane for making left turns by drivers proceeding in opposite directions has been indicated by official traffic control devices in the manner prescribed in the state traffic control manual, a left turn shall not be made from any other lane, and a vehicle shall not be driven in said special lane except when preparing for or making a left turn from or into the roadway or when preparing for or making a U-turn when otherwise permitted by law.
(2) Local authorities in their respective jurisdictions may cause official traffic control devices to be placed and thereby require and direct that a different course from that specified in this section be traveled by turning vehicles, and, when such devices are so placed, no driver shall turn a vehicle other than as directed and required by such devices. In the case of streets which are a part of the state highway system, the local regulation shall be subject to the approval of the department of transportation as provided in section 43-2-135 (1) (g), C.R.S.
(3) Any person who violates any provision of this section commits a class A traffic infraction.

## 902. Limitations on turning around.

(1) No vehicle shall be turned so as to proceed in the opposite direction upon any curve or upon the approach to or near the crest of a grade where such vehicle cannot be seen by the driver of any other vehicle approaching from either direction within such distance as is necessary to avoid interfering with or endangering approaching traffic.
(2) The driver of any vehicle shall not turn such vehicle at an intersection or any other location so as to proceed in the opposite direction unless such movement can be made in safety and without interfering with or endangering other traffic.
(3) Local authorities, within their respective jurisdictions, subject to the provisions of section 43-2-135 (1) (g), C.R.S., in the case of streets which are state highways, may erect "Uturn" prohibition or restriction signs at intersections or other locations where such movements are deemed to be hazardous, and, whenever official signs are so erected, no driver of a vehicle shall disobey the instructions thereof.
(4) Any person who violates any provision of this section commits a class A traffic infraction.

## 903. Turning movements and required signals.

(1) No person shall turn a vehicle at an intersection unless the vehicle is in proper position upon the roadway as required in section 901 , or turn a vehicle to enter a private road or driveway, or otherwise turn a vehicle from a direct course or move right or left upon a roadway unless and until such movement can be made with reasonable safety and then only after giving an appropriate signal in the manner provided in sections 608 and 609.
(2) A signal of intention to turn right or left shall be given continuously during not less than the last one hundred feet traveled by the vehicle before turning in urban or metropolitan areas and shall be given continuously for at least two hundred feet on all four-lane highways and other highways where the prima facie or posted speed limit is more than forty miles per hour. Such signals shall be given regardless of existing weather conditions.
(3) No person shall stop or suddenly decrease the speed of a vehicle without first giving an appropriate signal in the manner provided in sections 608 and 609 to the driver of any vehicle immediately to the rear when there is opportunity to give such signal.
(4) The signals provided for in section 608 (2) shall be used to indicate an intention to turn, change lanes, or start from a parked position and shall not be flashed on one side only on a parked or disabled vehicle or flashed as a courtesy or "do pass" signal to operators of other vehicles approaching from the rear.
(5) Any person who violates any provision of this section commits a class A traffic infraction.

## PART 10 <br> DRIVING - OVERTAKING - PASSING

## 1001. Drive on right side - exceptions.

(1) Upon all roadways of sufficient width, a vehicle shall be driven upon the right half of the roadway, except as follows:
(a) When overtaking and passing another vehicle proceeding in the same direction under the rules governing such movement;
(b) When an obstruction exists making it necessary to drive to the left of the center of the highway; but any person so doing shall yield the right-of-way to all vehicles traveling in the proper direction upon the unobstructed portion of the highway within such distance as to constitute an immediate hazard;
(c) Upon a roadway divided into three lanes for traffic under the rules applicable thereon; or
(d) Upon a roadway restricted to one-way traffic as indicated by official traffic control devices.
(2) Upon all roadways any vehicle proceeding at less than the normal speed of traffic at the time and place and under the conditions then existing shall be driven in the right-hand lane then available for traffic or as close as practicable to the right-hand curb or edge of the roadway, except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn at an intersection or into a private road or driveway.
(3) Upon any roadway having four or more lanes for moving traffic and providing for two-way movement of traffic, no vehicle shall be driven to the left of the center line of the roadway, except when authorized by official traffic control devices designating certain lanes to the left side of the center of the roadway for use by traffic not otherwise permitted to use such lanes or except as permitted under subsection (1) (b) of this section. However, this subsection (3) does not prohibit the crossing of the center line in making a left turn into or from an alley, private road, or driveway when such movement can be made in safety and without interfering with, impeding, or endangering other traffic lawfully using the highway.
(4) Any person who violates any provision of this section commits a class A traffic infraction.

## 1002. Passing oncoming vehicles.

(1) Drivers of vehicles proceeding in opposite directions shall pass each other to the right, and, upon roadways having width for not more than one lane of traffic in each direction, each driver shall give to the other at least one-half of the main traveled portion of the roadway as nearly as possible.
(2) A driver shall not pass a bicyclist moving in the same direction and in the same lane when there is oncoming traffic unless the driver can simultaneously:
(a) Allow oncoming vehicles at least one-half of the main-traveled portion of the roadway in accordance with subsection (1) of this section; and
(b) Allow the bicyclist at least a three-foot separation between the right side of the driver's vehicle, including all mirrors or other projections, and the left side of the bicyclist at all times.
(3) Any person who violates any provision of this section commits a class A traffic infraction.

## 1003. Overtaking a vehicle on the left.

(1) The following rules shall govern the overtaking and passing of vehicles proceeding in the same direction, subject to the limitations, exceptions, and special rules stated in this section and sections 1004 to 1008:
(a) The driver of a vehicle overtaking another vehicle proceeding in the same direction shall pass to the left of the vehicle at a safe distance and shall not again drive to the right side of the roadway until safely clear of the overtaken vehicle.
(b) The driver of a motor vehicle overtaking a bicyclist proceeding in the same direction shall allow the bicyclist at least a three-foot separation between the right side of the driver's vehicle, including all mirrors or other projections, and the left side of the bicyclist at all times.
(c) Except when overtaking and passing on the right is permitted, the driver of an overtaken vehicle shall give way to the right in favor of the overtaking vehicle on audible signal and shall not increase the speed of the driver's vehicle until completely passed by the overtaking vehicle.
(2) Any person who violates any provision of this section commits a class A traffic infraction.

## 1004. When overtaking on the right is permitted.

(1) The driver of a vehicle may overtake and pass upon the right of another vehicle only under the following conditions:
(a) When the vehicle overtaken is making or giving indication of making a left turn;
(b) Upon a street or highway with unobstructed pavement not occupied by parked vehicles and marked for two or more lanes of moving vehicles in each direction; or
(c) Upon a one-way street or upon any roadway on which traffic is restricted to one direction of movement where the roadway is free from obstructions and marked for two or more lanes of moving vehicles.
(1.5) The driver of a motor vehicle upon a one-way roadway with two or more marked traffic lanes, when overtaking a bicyclist proceeding in the same direction and riding on the lefthand side of the road, shall allow the bicyclist at least a three-foot separation between the left side of the driver's vehicle, including all mirrors or other projections, and the right side of the bicyclist at all times.
(2) The driver of a vehicle may overtake and pass another vehicle upon the right only under conditions permitting such movement in safety. In no event shall such movement be made by driving off the pavement or main-traveled portion of the roadway.
(3) Any person who violates any provision of this section commits a class A traffic infraction.

## 1005. Limitations on overtaking on the left.

(1) No vehicle shall be driven to the left side of the center of the roadway in overtaking and passing another vehicle proceeding in the same direction unless authorized by the provisions of this Code and unless such left side is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing to be completed without interfering with the operation of any vehicle approaching from the opposite direction or any vehicle overtaken. In every event the overtaking vehicle must return to an authorized lane of travel as soon as practicable and, in the event the passing movement involves the use of a lane authorized for vehicles approaching from the opposite direction, before coming within two hundred feet of any approaching vehicle.
(2) No vehicle shall be driven on the left side of the roadway under the following conditions:
(a) When approaching or upon the crest of a grade or a curve in the highway where the driver's view is obstructed within such distance as to create a hazard in the event another vehicle might approach from the opposite direction;
(b) When approaching within one hundred feet of or traversing any intersection or railroad grade crossing; or
(c) When the view is obstructed upon approaching within one hundred feet of any bridge, viaduct, or tunnel.
(3) Local authorities are authorized to determine those portions of any highway under their respective jurisdictions where overtaking and passing or driving on the left side of the roadway would be especially hazardous and may by appropriate signs or markings on the roadway indicate the beginning and end of such zones. Where such signs or markings are in place to define a no-passing zone and such signs or markings are clearly visible to an ordinarily observant person, no driver shall drive on the left side of the roadway within such no-passing
zone or on the left side of any pavement striping designed to mark such no-passing zone throughout its length.
(4) The provisions of this section shall not apply:
(a) Upon a one-way roadway;
(b) Under the conditions described in section 1001 (1) (b);
(c) To the driver of a vehicle turning left into or from an alley, private road, or driveway when such movement can be made in safety and without interfering with, impeding, or endangering other traffic lawfully using the highway; or
(d) To the driver of a vehicle passing a bicyclist moving the same direction and in the same lane when such movement can be made in safety and without interfering with, impeding, or endangering other traffic lawfully using the highway.
(5) Any person who violates any provision of this section commits a class A traffic infraction.

## 1006. One-way roadways and rotary traffic islands.

(1) Upon a roadway restricted to one-way traffic, a vehicle shall be driven only in the direction designated at all or such times as shall be indicated by official traffic control devices.
(2) A vehicle passing around a rotary traffic island shall be driven only to the right of such island.
(3) Local authorities with respect to highways under their respective jurisdictions may designate any roadway, part of a roadway, or specific lanes upon which vehicular traffic shall proceed in one direction at all or such times as shall be indicated by official traffic control devices. In the case of streets which are a part of the state highway system, the regulation shall be subject to the approval of the department of transportation pursuant to section 43-2-135 (1) (g), C.R.S.
(4) Any person who violates any provision of this section commits a class A traffic infraction.

## 1007. Driving on roadways laned for traffic.

(1) Whenever any roadway has been divided into two or more clearly marked lanes for traffic, the following rules in addition to all others consistent with this section shall apply:
(a) A vehicle shall be driven as nearly as practicable entirely within a single lane and shall not be moved from such lane until the driver has first ascertained that such movement can be made with safety.
(b) Upon a roadway which is divided into three lanes and provides for two-way movement of traffic, a vehicle shall not be driven in the center lane except when overtaking and passing another vehicle traveling in the same direction where the roadway is clearly visible and such center lane is clear of traffic within a safe distance, or in preparation for a left turn, or where such center lane is at the time allocated exclusively to the traffic moving in the direction the
vehicle is proceeding and is designated by official traffic control devices to give notice of such allocation. Under no condition shall an attempt be made to pass upon the shoulder or any portion of the roadway remaining to the right of the indicated right-hand traffic lane.
(c) Official traffic control devices may be erected directing specified traffic to use a designated lane or designating those lanes to be used by traffic moving in a particular direction regardless of the center of the roadway, and drivers of vehicles shall obey the directions of every such device.
(d) Official traffic control devices may be installed prohibiting the changing of lanes on sections of roadway, and drivers of vehicles shall obey the directions of every such device.
(2) (a) The department of transportation may designate with signage an area on a roadway not otherwise laned for traffic for use by commercial vehicles, as defined in section $235(1)(a)$, that are designed to transport sixteen or more passengers, including the driver, and that are operated by a governmental entity or government-owned business that transports the general public or by a contractor on behalf of such an entity or government-owned business. Use of such an area is limited to vehicles authorized by the department operating under conditions of use established by the department but, subject to the conditions of use, the driver of an authorized vehicle has sole discretion to decide whether or not to drive on such an area based on the driver's assessment of the safety of doing so. The department shall consult with the Colorado state patrol before granting authorization for the use of the area and establishing conditions of use. The department shall impose and each authorized user shall acknowledge the conditions for use by written agreement, and the department need not note the conditions of use in roadway signage. An authorized user does not violate this section or section 1004 when operating in accordance with the conditions of use for an area imposed by the department and acknowledged by the user in a written agreement.
(b) The department of transportation shall work with local governmental agencies in implementing the provisions of this subsection (2).
(3) Any person who violates any provision of this section commits a class A traffic infraction.

## 1008. Following too closely.

(1) The driver of a motor vehicle shall not follow another vehicle more closely than is reasonable and prudent, having due regard for the speed of such vehicles and the traffic upon and the condition of the highway.
(2) The driver of any motor truck or motor vehicle drawing another vehicle when traveling upon a roadway outside of a business or residence district and which is following another motor truck or motor vehicle drawing another vehicle shall, whenever conditions permit, leave sufficient space so that an overtaking vehicle may enter and occupy such space without danger; except that this shall not prevent a motor truck or motor vehicle drawing another vehicle from overtaking and passing any like vehicle or other vehicle.
(3) Motor vehicles being driven upon any roadway outside of a business or residence district in a caravan or motorcade, whether or not towing other vehicles, shall be so operated as to allow sufficient space between each such vehicle or combination of vehicles so as to enable any other vehicle to enter and occupy such space without danger. This provision shall not apply to funeral processions.
(4) Any person who violates any provision of this section commits a class A traffic infraction.

### 1008.5. Crowding or threatening bicyclist.

(1) The driver of a motor vehicle shall not, in a careless and imprudent manner, drive the vehicle unnecessarily close to, toward, or near a bicyclist.
(2) Any person who violates subsection (1) of this section commits careless driving as described in section 1402.

## 1009. Coasting prohibited.

(1) The driver of any motor vehicle when traveling upon a downgrade shall not coast with the gears or transmission of such vehicle in neutral.
(2) The driver of a truck or bus when traveling upon a downgrade shall not coast with the clutch disengaged.
(3) Any person who violates any provision of this section commits a class A traffic infraction.

## 1010. Driving on divided or controlled-access highways.

(1) Whenever any highway has been divided into separate roadways by leaving an intervening space or by a physical barrier or clearly indicated dividing section so constructed as to impede vehicular traffic, every vehicle shall be driven only upon the right-hand roadway, unless directed or permitted to use another roadway by official traffic control devices. No vehicle shall be driven over, across, or within any such dividing space, barrier, or section, except through an opening in such physical barrier or dividing section or space or at a crossover or intersection as established, unless specifically prohibited by official signs and markings or by the provisions of section 42-4-902, C.R.S. However, this subsection (1) does not prohibit a left turn across a median island formed by standard pavement markings or other mountable or traversable devices as prescribed in the state traffic control manual when such movement can be made in safety and without interfering with, impeding, or endangering other traffic lawfully using the highway.
(2) (a) No person shall drive a vehicle onto or from any controlled-access roadway except at such entrances and exits as are established by public authority.
(b) Wherever an acceleration lane has been provided in conjunction with a ramp entering a controlled-access highway and the ramp intersection is not designated or signed as a stop or yield intersection as provided in section 703 (1), drivers may use the acceleration lane to attain a safe speed for merging with through traffic when conditions permit such acceleration with safety. Traffic so merging shall be subject to the rule governing the changing of lanes as set forth in section 1007 (1) (a).
(c) Wherever a deceleration lane has been provided in conjunction with a ramp leaving a controlled-access highway, drivers shall use such lane to slow to a safe speed for making an exit turn after leaving the mainstream of faster-moving traffic.
(3) Local authorities may by ordinance consistent with the provisions of section 43-2-135 (1) (g), C.R.S., with respect to any controlled-access highway under their respective jurisdictions, prohibit the use of any such highway by any class or kind of traffic which is found to be incompatible with the normal and safe movement of traffic. After adopting such prohibitory regulations shall install official traffic control devices in conformity with the standards established by sections 601 and 602 at entrance points or along the highway on which such regulations are applicable. When such devices are so in place, giving notice thereof, no person shall disobey the restrictions made known by such devices.
(4) Any person who violates any provision of this section commits a class A traffic infraction.

## 1011. Use of runaway vehicle ramps.

(1) No person shall use a runaway vehicle ramp unless such person is in an emergency situation requiring use of the ramp to stop such person's vehicle.
(2) No person shall stop, stand, or park a vehicle on a runaway vehicle ramp or in the pathway of the ramp.
(3) Any person who violates any provision of this section commits a class A traffic infraction.

## 1012. High occupancy vehicle (HOV) and high occupancy toll (HOT) lanes.

(1) Local authorities, with respect to streets and highways under their respective jurisdictions, may designate exclusive or preferential lanes for vehicles that carry a specified number of persons. The occupancy level of vehicles and the time of day when lane usage is restricted to high occupancy vehicles, if applicable, shall be designated by official traffic control devices.
(2) A motorcycle may be operated upon high occupancy vehicle lanes pursuant to section 163 of Public Law 97-424 or upon high occupancy toll lanes, unless prohibited by official traffic control devices.
(2.5) (a) (I) Except as otherwise provided in paragraph (d) of this subsection (2.5), a motor vehicle with a gross vehicle weight of twenty-six thousand pounds or less that is either an inherently low-emission vehicle or a hybrid vehicle may be operated upon high occupancy vehicle lanes without regard to the number of persons in the vehicle and without payment of a special toll or fee. The exemption relating to hybrid vehicles shall apply only if such exemption does not affect the receipt of federal funds and does not violate any federal laws or regulations.
(II) As used in this subsection (2.5), "inherently low-emission vehicle" or "ILEV" means:
(A) A light-duty vehicle or light-duty truck, regardless of whether such vehicle or truck is part of a motor vehicle fleet, that has been certified by the federal environmental protection agency as conforming to the ILEV guidelines, procedures, and standards as published in the federal register at 58 FR 11888 (March 1, 1993) and 59 FR 50042 (September 30, 1994), as amended from time to time; and
(B) A heavy-duty vehicle powered by an engine that has been certified as set forth in subsubparagraph (A) of this subparagraph (II).
(III) As used in this subsection (2.5), "hybrid vehicle" means a motor vehicle with a hybrid propulsion system that uses an alternative fuel by operating on both an alternative fuel, including electricity, and a traditional fuel.
(b) No person shall operate a vehicle upon a high occupancy vehicle lane pursuant to this subsection (2.5) unless the vehicle:
(I) Meets all applicable federal emission standards set forth in 40 CFR sec. 88.311-93, as amended from time to time, or, subject to subparagraph (I) of paragraph (a) of this subsection (2.5), is a hybrid vehicle; and
(II) Is identified by means of a circular sticker or decal at least four inches in diameter, made of bright orange reflective material, and affixed either to the windshield, to the front of the side view mirror on the driver's side, or to the front bumper of the vehicle. Said sticker or decal shall be approved by the Colorado department of transportation.
(c) Local authorities, with respect to streets and highways under their respective jurisdictions, shall provide information via official traffic control devices to indicate that ILEVs
and, subject to subparagraph (I) of paragraph (a) of this subsection (2.5), hybrid vehicles may be operated upon high occupancy vehicle lanes pursuant to this section. Such information may, but need not, be added to existing printed signs, but as existing printed signs related to high occupancy vehicle lane use are replaced or new ones are erected, such information shall be added. In addition, whenever existing electronic signs are capable of being reprogrammed to carry such information, they shall be so reprogrammed by September 1, 2003.
(d) (I) In consultation with the regional transportation district, the department of transportation and local authorities, with respect to streets and highways under their respective jurisdictions, shall, in connection with their periodic level-of-service evaluation of high occupancy vehicle lanes, perform a level-of-service evaluation of the use of high occupancy vehicle lanes by ILEVs and hybrid vehicles. If the use of high occupancy vehicle lanes by ILEVs or hybrid vehicles is determined to cause a significant decrease in the level of service for other bona fide users of such lanes, then the department of transportation or a local authority may restrict or eliminate use of such lanes by ILEVs or hybrid vehicles.
(II) If the United States secretary of transportation makes a formal determination that, by giving effect to paragraph (a) of this subsection (2.5) on a particular highway or lane, the state of Colorado would disqualify itself from receiving federal highway funds the state would otherwise qualify to receive or would be required to refund federal transportation grant funds it has already received, then said paragraph (a) shall not be effective as to such highway or lane.
(3) (a) Any person who uses a high occupancy vehicle lane in violation of restrictions imposed by local authorities commits a class A traffic infraction.
(b) Any person convicted of a third or subsequent offense of paragraph (a) of this subsection (3) committed within a twelve-month period shall be subject to an increased penalty pursuant to section 1701 (4) (a) (I) (K).

## 1013. Passing lane - definitions - penalty.

(1) A person shall not drive a motor vehicle in the passing lane of a highway if the speed limit is sixty-five miles per hour or more unless such person is passing other motor vehicles that are in a non-passing lane or turning left, or unless the volume of traffic does not permit the motor vehicle to safely merge into a non-passing lane.
(2) For the purposes of this section:
(a) "Non-passing lane" means any lane that is to the right of the passing lane if there are two or more adjacent lanes of traffic moving in the same direction in one roadway.
(b) "Passing lane" means the farthest to the left lane if there are two or more adjacent lanes of traffic moving in the same direction in one roadway; except that, if such left lane is restricted to high occupancy vehicle use or is designed for left turns only, the passing lane shall be the lane immediately to the right of such high occupancy lane or left-turn lane.
(3) A person who violates this section commits a class A traffic infraction.

## PART 11 SPEED REGULATIONS

## 1101. Speed limits.

(1) No person shall drive a vehicle on a highway at a speed greater than is reasonable and prudent under the conditions then existing.
(2) Except when a special hazard exists that requires a lower speed, the following speeds shall be lawful:
(a) Twenty miles per hour on narrow, winding mountain highways or on blind curves;
(b) Twenty-five miles per hour in any business district, as defined in section 42-1102(11), C.R.S.;
(c) Thirty miles per hour in any residence district, as defined in section 42-1-102(80), C.R.S.;
(d) Forty miles per hour on open mountain highways;
(e) Forty-five miles per hour for all single rear axle vehicles in the business of transporting trash that exceed twenty thousand pounds, where higher speeds are posted, when said vehicle is loaded as an exempted vehicle pursuant to section 507 (3);
(f) Fifty-five miles per hour on other open highways which are not on the interstate system, as defined in section 43-2-101 (2), C.R.S., and are not surfaced, four-lane freeways or expressways;
(g) Sixty-five miles per hour on surfaced, four-lane highways which are on the interstate system, as defined in section 43-2-101 (2), C.R.S., or are freeways or expressways;
(h) Any speed not in excess of a speed limit designated by an official traffic control device.
(3) No driver of a vehicle shall fail to decrease the speed of such vehicle from an otherwise lawful speed to a reasonable and prudent speed when a special hazard exists with respect to pedestrians or other traffic or by reason of weather or highway conditions.
(4) Except as otherwise provided in paragraph (c) of subsection (8) of this section, any speed in excess of the lawful speeds set forth in subsection (2) of this section shall be prima facie evidence that such speed was not reasonable or prudent under the conditions then existing. As used in this subsection (4), "prima facie evidence" means evidence which is sufficient proof that the speed was not reasonable or prudent under the conditions then existing, and which will remain sufficient proof of such fact, unless contradicted and overcome by evidence bearing upon the question of whether or not the speed was reasonable and prudent under the conditions then existing.
(5) In every charge of violating subsection (1) of this section, the complaint, summons and complaint, or penalty assessment notice shall specify the speed at which the defendant is alleged to have driven and also the alleged reasonable and prudent speed applicable at the specified time and location of the alleged violation.
(6) The provisions of this section shall not be construed to relieve the party alleging negligence under this section in any civil action for damages from the burden of proving that such negligence was the proximate cause of an accident.
(7) Notwithstanding paragraphs (a), (b), and (c) of subsection (2) of this section, any city or town may by ordinance adopt absolute speed limits as the maximum lawful speed limits in its jurisdiction, and such speed limits shall not be subject to the provisions of subsection (4) of this section.
(8) (a) (Deleted by amendment, L. 96, p. 578, § 2, effective May 25, 1996.)
(b) Notwithstanding any other provisions of this section, no person shall drive a vehicle on a highway at a speed in excess of a maximum lawful speed limit of seventy-five miles per hour.
(c) The speed limit set forth in paragraph (b) of this subsection (8) is the maximum lawful speed limit and is not subject to the provisions of subsection (4) of this section.
(d) Local authorities within their respective jurisdictions shall not authorize any speed limit which exceeds seventy-five miles per hour on any highway.
(e) The provisions of this subsection (8) are declared to be matters of both local and statewide concern requiring uniform compliance throughout the state.
(f) In every charge of a violation of paragraph (b) of this subsection (8), the complaint, summons and complaint, or penalty assessment notice shall specify the speed at which the defendant is alleged to have driven and also the maximum lawful speed limit of seventy-five miles per hour.
(g) Notwithstanding any other provision of this section, no person shall drive a lowpower scooter on a roadway at a speed in excess of forty miles per hour. Local authorities shall not authorize low-power scooters to exceed forty miles per hour on a roadway.
(9) The conduct of a driver of a vehicle which would otherwise constitute a violation of this section is justifiable and not unlawful when:
(a) It is necessary as an emergency measure to avoid an imminent public or private injury which is about to occur by reason of a situation occasioned or developed through no conduct of said driver and which is of sufficient gravity that, according to ordinary standards of intelligence and morality, the desirability and urgency of avoiding the injury clearly outweigh the desirability of avoiding the consequences sought to be prevented by this section; or
(b) With respect to authorized emergency vehicles, the applicable conditions for exemption, as set forth in section 108, exist.
(10) The minimum requirement for commission of a traffic infraction or misdemeanor traffic offense under this section is the performance by a driver of prohibited conduct, which includes a voluntary act or the omission to perform an act which said driver is physically capable of performing.
(11) It shall not be a defense to prosecution for a violation of this section that:
(a) The defendant's conduct was not performed intentionally, knowingly, recklessly, or with criminal negligence; or
(b) The defendant's conduct was performed under a mistaken belief of fact, including, but not limited to, a mistaken belief of the defendant regarding the speed of the defendant's vehicle; or
(c) The defendant's vehicle has a greater operating or fuel-conserving efficiency at speeds greater than the reasonable and prudent speed under the conditions then existing or at speeds greater than the maximum lawful speed limit.
(12) (a) A violation of driving one to twenty-four miles per hour in excess of the reasonable and prudent speed or in excess of the maximum lawful speed limit of seventy-five miles per hour is a class A traffic infraction.
(b) A violation of driving twenty-five or more miles per hour in excess of the reasonable and prudent speed or in excess of the maximum lawful speed limit of seventy-five miles per hour is a class 2 misdemeanor traffic offense; except that such violation within a maintenance, repair, or construction zone, designated pursuant to section 614, is a class 1 misdemeanor traffic offense.
(c) A violation under subsection (3) of this section is a class A traffic infraction.

## 1102. Altering of speed limits.

(1)(a) Whenever local authorities determine upon the basis of a traffic investigation or survey or upon the basis of appropriate design standards and projected traffic volumes in the case of newly constructed highways or segments thereof that any speed specified or established as authorized under sections 1101 to 1104 is greater or less than is reasonable or safe under the road and traffic conditions at any intersection or other place or upon any part of a state highway under its jurisdiction, said local authority shall determine and declare a reasonable and safe speed limit thereat which shall be effective when appropriate signs giving notice thereof are erected at such intersection or other place or upon the approaches thereto; except that no speed limit in excess of seventy-five miles per hour shall be authorized by said local authority.
(b) Repealed.
(2) Whenever county or municipal authorities within their respective jurisdictions determine upon the basis of a traffic investigation or survey, or upon the basis of appropriate design standards and projected traffic volumes in the case of newly constructed highways or segments thereof, that any speed specified or established as authorized under sections 1101 to 1104 is greater or less than is reasonable or safe under the road and traffic conditions at any intersection or other place or upon any part of a street or highway in its jurisdiction, said local authority shall determine and declare a reasonable and safe speed limit thereat which shall be effective when appropriate signs giving notice thereof are erected at such intersection or other place or upon the approaches thereto. No such local authority shall have the power to alter the basic rules set forth in section 1101 (1) or in any event to authorize by resolution or ordinance a speed in excess of seventy-five miles per hour.
(3) Local municipal authorities within their respective jurisdictions shall determine upon the basis of a traffic investigation or survey the proper speed for all arterial streets and shall
declare a reasonable and safe speed limit thereon which may be greater or less than the speed specified under section 1101 (2) (b) or (2) (c). Such speed limit shall not exceed seventy-five miles per hour and shall become effective when appropriate signs are erected giving notice thereof. For purposes of this subsection (3), an "arterial street" means any United States or statenumbered route, controlled-access highway, or other major radial or circumferential street or highway designated by local authorities within their respective jurisdictions as part of a major arterial system of streets or highways.
(4) No alteration of speed limits on state highways within cities, cities and counties, and incorporated towns is effective until it has been approved in writing by the department of transportation. Upon the request of any incorporated city or town, the department of transportation shall conduct any traffic investigation or survey that is deemed to be warranted for determination of a safe and reasonable speed limit on any street or portion thereof that is a state highway. In conducting such a traffic investigation, the department may receive and consider traffic and engineering data provided by the city or county engineer of any requesting local government that will be impacted by a proposed alteration of speed limits. Any speed limit so determined by the department becomes effective when declared by the local authority and made known by official signs conforming to the state traffic control manual.
(5) Whenever the local authorities, within their respective jurisdictions, determine upon the basis of a traffic investigation or survey that a reduced speed limit is warranted in a school or construction area or other place during certain hours or periods of the day when special or temporary hazards exist, the department or the concerned local authority may erect or display official signs of a type prescribed in the state traffic control manual giving notice of the appropriate speed limit for such conditions and stating the time or period the regulation is effective. When such signs are erected or displayed, the lawful speed limit at the particular time and place shall be that which is then indicated upon such signs; except that no such speed limit shall be less than twenty miles per hour on a state highway or other arterial street as defined in subsection (3) of this section nor less than fifteen miles per hour on any other road or street, nor shall any such reduced speed limit be made applicable at times when the special conditions for which it is imposed cease to exist. Such reduced speed limits on streets which are state highways shall be subject to the written approval of the department of transportation before becoming effective.
(6) In its discretion, a municipality, by ordinance, or a county, by resolution of the board of county commissioners, may impose and enforce stop sign regulations and speed limits, not inconsistent with the provisions of sections 1101 to 1104, upon any way which is open to travel by motor vehicles and which is privately maintained in mobile home parks, when appropriate signs giving notice of such enforcement are erected at the entrances to such ways. Unless there is an agreement to the contrary, the jurisdiction ordering the regulations shall be responsible for the erection and maintenance of the signs.
(7) Any powers granted in this section to county or municipal authorities may be exercised by such authorities or by any municipal officer or employee who is designated by ordinance to exercise such powers.

## 1103. Minimum speed regulation.

(1) No person shall drive a motor vehicle on any highway at such a slow speed as to impede or block the normal and reasonable forward movement of traffic, except when a reduced speed is necessary for safe operation of such vehicle or in compliance with law.
(2) Whenever the department of transportation or local authorities within their respective jurisdictions determine, on the basis of an engineering and traffic investigation as described in the state traffic control manual, that slow speeds on any part of a highway consistently impede the normal and reasonable movement of traffic, said department or such local authority may determine and declare a minimum speed limit below which no person shall drive a vehicle, except when necessary for safe operation or in compliance with law.
(3) Notwithstanding any minimum speed that may be authorized and posted pursuant to this section, if any person drives a motor vehicle on a highway outside an incorporated area or on any controlled-access highway at a speed less than the normal and reasonable speed of traffic under the conditions then and there existing and by so driving at such slower speed impedes or retards the normal and reasonable movement of vehicular traffic following immediately behind, then such driver shall:
(a) Where the width of the traveled way permits, drive in the right-hand lane available to traffic or on the extreme right side of the roadway consistent with the provisions of section 1001 (2) until such impeded traffic has passed by; or
(b) Pull off the roadway at the first available place where such movement can safely and lawfully be made until such impeded traffic has passed by.
(4) Wherever special uphill traffic lanes or roadside turnouts are provided and posted, drivers of all vehicles proceeding at less than the normal and reasonable speed of traffic shall use such lanes or turnouts to allow other vehicles to pass or maintain normal traffic flow.
(5) Any person who violates any provision of this section commits a class A traffic infraction.

## 1104. Speed limits on elevated structures.

(1) No person shall drive a vehicle over any bridge or other elevated structure constituting a part of a highway at a speed which is greater than the maximum speed which can be maintained with safety to such bridge or structure, when such structure is signposted as provided in this section.
(2) The department of transportation upon request from any local authority shall, or upon its own initiative may, conduct an investigation of any bridge or other elevated structure constituting a part of a highway, and, if it finds that such structure cannot with safety to itself withstand vehicles traveling at the speed otherwise permissible under sections 1101 to 1104 , said
department shall determine and declare the maximum speed of vehicles which such structure can withstand and shall cause or permit suitable standard signs stating such maximum speed to be erected and maintained before each end of such structure in conformity with the state traffic control manual.
(3) Upon the trial of any person charged with a violation of this section, proof of said determination of the maximum speed by said department and the existence of said signs shall constitute conclusive evidence of the maximum speed which can be maintained with safety to such bridge or structure.
(4) Any person who violates any provision of this section commits a class A traffic infraction.

## 1105. Speed contests - speed exhibitions - aiding and facilitating - immobilization of motor vehicle - definitions.

(1) (a) Except as otherwise provided in subsection (4) of this section, it is unlawful for a person to knowingly engage in a speed contest on a highway.
(b) For purposes of this section, "speed contest" means the operation of one or more motor vehicles to conduct a race or a time trial, including but not limited to rapid acceleration, exceeding reasonable and prudent speeds for highways and existing traffic conditions, vying for position, or performing one or more lane changes in an attempt to gain advantage over one or more of the other race participants.
(c) A person who violates any provision of this subsection (1) commits a class 1 misdemeanor traffic offense.
(2) (a) Except as otherwise provided in subsection (4) of this section, it is unlawful for a person to knowingly engage in a speed exhibition on a highway.
(b) For purposes of this section, "speed exhibition" means the operation of a motor vehicle to present a display of speed or power. "Speed exhibition" includes, but is not limited to, squealing the tires of a motor vehicle while it is stationary or in motion, rapid acceleration, rapid swerving or weaving in and out of traffic, producing smoke from tire slippage, or leaving visible tire acceleration marks on the surface of the highway or ground.
(c) A person who violates any provision of this subsection (2) commits a class 2 misdemeanor traffic offense.
(3) (a) Except as otherwise provided in subsection (4) of this section, a person shall not, for the purpose of facilitating or aiding or as an incident to any speed contest or speed exhibition upon a highway, in any manner obstruct or place a barricade or obstruction, or assist or participate in placing any such barricade or obstruction, upon a highway.
(b) A person who violates any provision of this subsection (3) commits, pursuant to section 1703, the offense that the person aided in or facilitated the commission of. Nothing in this subsection (3) shall be construed to preclude charging a person under section 1703 for otherwise being a party to the crime of engaging in a speed contest or engaging in a speed exhibition.
(4) The provisions of this section shall not apply to the operation of a motor vehicle in an organized competition according to accepted rules on a designated and duly authorized race track, race course, or drag strip.
(5) (a) In addition to a sentence imposed pursuant to this section or pursuant to any other provision of law:
(I) Upon the second conviction for an offense specified in subsection (1) or (2) of this section, or any other crime, the underlying factual basis of which has been found by the court to include an act of operating a motor vehicle in violation of subsection (1) or (2) of this section, the court may, in its discretion, order the primary law enforcement agency involved with the case to place an immobilization device on the motor vehicle or motor vehicles so operated for a period of up to fourteen days.
(II) Upon the third or subsequent conviction for an offense specified in subsection (1) or (2) of this section, or any other crime, the underlying factual basis of which has been found by the court to include an act of operating a motor vehicle in violation of subsection (1) or (2) of this section, the court may, in its discretion, order the primary law enforcement agency involved with the case to place an immobilization device on the motor vehicle or motor vehicles so operated for a period of up to thirty days but more than fourteen days.
(b) The period during which a motor vehicle may be fitted with an immobilization device pursuant to paragraph (a) of this subsection (5) shall be in addition to any period during which the motor vehicle was impounded prior to sentencing.
(c) An order issued under this subsection (5) shall state the requirements included in subsections (7) and (8) of this section.
(d) For purposes of this section, "immobilization device" means a device locked into place over a wheel of a motor vehicle that prevents the motor vehicle from being moved. "Immobilization device" includes but is not limited to a device commonly referred to as a "traffic boot" or "boot".
(6) (a) Except as otherwise provided in subsection (9) of this section, a law enforcement agency that is ordered to place an immobilization device on a motor vehicle pursuant to subsection (5) of this section shall attempt to locate the motor vehicle within its jurisdiction. The law enforcement agency may, in its discretion, attempt to locate the motor vehicle outside of its jurisdiction.
(b) Nothing in this subsection (6) shall be construed to:
(I) Prohibit a law enforcement agency from seeking the assistance of another law enforcement agency for the purpose of placing an immobilization device on a motor vehicle or removing the device in accordance with this section; or
(II) Require a law enforcement agency to expend excessive time or commit excessive staff to the task of locating a motor vehicle subject to immobilization under this section.
(c) The time spent by a law enforcement agency in locating a motor vehicle in accordance with this subsection (6) shall not alter the immobilization period ordered by the court under subsection (5) of this section.
(d) A law enforcement agency that places an immobilization device on a motor vehicle pursuant to this section shall affix a notice to the immobilized motor vehicle stating the information described in subsections (7) and (8) of this section.
(e) A peace officer who locates or attempts to locate a motor vehicle, or who places or removes, or assists with the placement or removal of, an immobilization device in accordance with the provisions of this section shall be immune from civil liability for damages, except for damages arising from willful and wanton conduct.
(7) (a) The owner of a motor vehicle immobilized under this section shall be assessed a fee of thirty-five dollars for each day the motor vehicle is ordered immobilized and, except as otherwise provided in paragraph (d) of this subsection (7), thirty-five dollars for each day up to fourteen days after the immobilization period that the fee for the immobilization period is not paid. The owner shall pay the fee to the law enforcement agency that places the immobilization device on the motor vehicle.
(b) The owner, within fourteen days after the end of the immobilization period ordered by the court, may obtain removal of the immobilization device by the law enforcement agency that placed it by requesting the removal and paying the fee required under paragraph (a) of this subsection (7).
(c) The failure of the owner of the immobilized motor vehicle to request removal of the immobilization device and pay the fee within fourteen days after the end of the immobilization period ordered by the court or within the additional time granted by the court pursuant to paragraph (d) of this subsection (7), whichever is applicable, shall result in the motor vehicle being deemed an "abandoned motor vehicle", as defined in sections 1802 (1) (d) and 2102 (1) (d), and subject to the provisions of part 18 or 21 of this Code, whichever is applicable. The law enforcement agency entitled to payment of the fee under this subsection (7) shall be eligible to recover the fee if the abandoned motor vehicle is sold, pursuant to section 1809 (2)(b.5) or 2108 (2) (a.5).
(d) Upon application of the owner of an immobilized motor vehicle, the court that ordered the immobilization may, in its discretion, grant additional time to pay the immobilization fee required under paragraph (a) of this subsection (7). If additional time is granted, the court shall notify the law enforcement agency that placed the immobilization device.
(8) (a) A person may not remove an immobilization device that is placed on a motor vehicle pursuant to this section during the immobilization period ordered by the court.
(b) No person may remove the immobilization device after the end of the immobilization period except the law enforcement agency that placed the immobilization device and that has been requested by the owner to remove the device and to which the owner has properly paid the fee required by subsection (7) of this section. Nothing in this subsection (8) shall be construed to prevent the removal of an immobilization device in order to comply with the provisions of part 18 or 21 of this Code.
(c) A person who violates any provision of this subsection (8) commits a class 2 misdemeanor traffic offense.
(9) (a) A law enforcement agency that is ordered to place an immobilization device on a motor vehicle pursuant to subsection (5) of this section shall inform the court at sentencing if it is unable to comply with the court's order either because the law enforcement agency is not yet equipped with an immobilization device or because it does not have a sufficient number of immobilization devices. The court, upon being so informed, shall, in lieu of ordering immobilization, order the law enforcement agency to impound the motor vehicle for the same time period that the court initially ordered the motor vehicle to be immobilized.
(b) If a motor vehicle is ordered to be impounded pursuant to paragraph (a) of this subsection (9), the provisions of subsections (6) to (8) of this section shall not apply.

## PART 12

## PARKING

## 1201. Starting parked vehicle.

No person shall start a vehicle which is stopped, standing, or parked unless and until such movement can be made with reasonable safety. Any person who violates any provision of this section commits a class A traffic infraction.

## 1202. Parking or abandonment of vehicles.

(1) No person shall stop, park, or leave standing any vehicle, either attended or unattended, outside of a business or a residential district, upon the paved or improved and maintraveled part of the highway. Nothing contained in this section shall apply to the driver of any vehicle which is disabled while on the paved or improved and main-traveled portion of a highway in such manner and to such extent that it is impossible to avoid stopping and temporarily leaving such disabled vehicle in such position, subject, when applicable, to the emergency lighting requirements set forth in section 230.
(2) Any person who violates any provision of this section commits a class B traffic infraction.

## 1203. Ski areas to install signs

(1) Colorado ski areas shall install traffic control signs as provided in this section on both sides of that segment of every highway which is within one mile of and which leads to the recognized entrances to the ski area parking lots if it is found that:
(a) The ski area has insufficient parking capacity as evidenced by the practice of parking by motor vehicles on such highways; and
(b) Such parking constitutes a hazard to traffic or an obstacle to snow removal or the movement or passage of emergency equipment.
(2) The findings required by subsection (1) of this section shall be made by the department of transportation for the state highway system, by the chairman of the board of county commissioners for county roads, and by the chief executive officer of a municipality for a municipal street system. Such findings shall be based upon a traffic investigation.
(3) Such signs shall conform to any and all specifications of the department of transportation adopted pursuant to section 42-4-601, C.R.S. All such signs shall contain a statement that there is no parking allowed on a highway right-of-way so as to obstruct traffic or highway maintenance and that offending vehicles will be towed away.

## 1204. Stopping, standing, or parking prohibited in specified places.

(1) Except as otherwise provided in subsection (4) of this section, no person shall stop, stand, or park a vehicle, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or an official traffic control device, in any of the following places:
(a) On a sidewalk;
(b) Within an intersection;
(c) On a crosswalk;
(d) Between a safety zone and the adjacent curb or within thirty feet of points on the curb immediately opposite the ends of a safety zone, unless the traffic authority indicates a different length by signs or markings;
(e) Alongside or opposite any street excavation or obstruction when stopping, standing, or parking would obstruct traffic;
(f) On the roadway side of any vehicle stopped or parked at the edge or curb of a street;
(g) Upon any bridge or other elevated structure upon a highway or within a highway tunnel;
(h) On any railroad tracks;
(i) On any controlled-access highway;
(j) In the area between roadways of a divided highway, including crossovers;
(k) At any other place where official signs prohibit stopping.
(2) Except as otherwise provided in subsection (4) of this section, in addition to the restrictions specified in subsection (1) of this section, no person shall stand or park a vehicle, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or an official traffic control device, in any of the following places:
(a) Within five feet of a public or private driveway;
(b) Within fifteen feet of a fire hydrant;
(c) Within twenty feet of a crosswalk at an intersection;
(d) Within thirty feet upon the approach to any flashing beacon or signal, stop sign, yield sign, or traffic control signal located at the side of a roadway;
(e) Within twenty feet of the driveway entrance to any fire station or, on the side of a street opposite the entrance to any fire station, within seventy-five feet of said entrance when properly signposted;
(f) At any other place where official signs prohibit standing.
(3) In addition to the restrictions specified in subsections (1) and (2) of this section, no person shall park a vehicle, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or official traffic control device, in any of the following places:
(a) Within fifty feet of the nearest rail of a railroad crossing;
(b) At any other place where official signs prohibit parking.
(4) (a) Paragraph (a) of subsection (1) of this section shall not prohibit persons from parking bicycles or electrical assisted bicycles on sidewalks in accordance with the provisions of section 1412 (11) (a) and (11) (b).
(b) Paragraph (f) of subsection (1) of this section shall not prohibit persons from parking two or more bicycles or electrical assisted bicycles abreast in accordance with the provisions of section 1412 (11) (d).
(c) Paragraphs (a), (c), and (d) of subsection (2) of this section shall not apply to bicycles or electrical assisted bicycles parked on sidewalks in accordance with section 1412 (11) (a) and (11) (b).
(5) No person shall move a vehicle not lawfully under such person's control into any such prohibited area or away from a curb such distance as is unlawful.
(6) This local authority, with respect to highways under its jurisdiction, may place official traffic control devices prohibiting, limiting, or restricting the stopping, standing, or parking of vehicles on any highway where it is determined, upon the basis of a traffic investigation or study, that such stopping, standing, or parking is dangerous to those using the highway or where the stopping, standing, or parking of vehicles would unduly interfere with the free movement of traffic thereon. No person shall stop, stand, or park any vehicle in violation of the restrictions indicated by such devices.
(7) Any person who violates any provision of this section commits a class B traffic infraction; except that, if a person violates paragraph (b) of subsection (2) of this section and the violation occurs in an unincorporated area of a county, the penalty is fifty dollars.
(8) A political subdivision may not adopt or enforce an ordinance or regulation that prohibits the parking of more than one motorcycle within a space served by a single parking meter.

## 1205. Parking at curb or edge of roadway.

(1) Except as otherwise provided in this section, every vehicle stopped or parked upon a two-way roadway shall be so stopped or parked with the right-hand wheels parallel to and within twelve inches of the right-hand curb or as close as practicable to the right edge of the right-hand shoulder.
(2) Except as otherwise provided by local ordinance, every vehicle stopped or parked upon a one-way roadway shall be so stopped or parked parallel to the curb or edge of the roadway in the direction of authorized traffic movement, with its right-hand wheels within twelve inches of the right-hand curb or as close as practicable to the right edge of the right-hand shoulder or with its left-hand wheels within twelve inches of the left-hand curb or as close as practicable to the left edge of the left-hand shoulder.
(3) Local authorities may by ordinance permit angle parking on any roadway; except that angle parking shall not be permitted on any state highway unless the department of transportation has determined by resolution or order entered in its minutes that the roadway is of sufficient width to permit angle parking without interfering with the free movement of traffic.
(4) Any person who violates any provision of this section commits a class B traffic infraction.

## 1206. Unattended motor vehicle - definitions.

(1) A person driving or in charge of an unlocked motor vehicle shall not permit it to stand unattended without first stopping the engine, locking the ignition, removing the key from the ignition, and effectively setting the brake thereon. When the vehicle is standing upon any grade, the person shall turn the front wheels to the curb or side of the highway in such a manner as to prevent the vehicle from rolling onto the traveled way.
(2) Any person who violates any provision of this section commits a class B traffic infraction.
(3) The use or operation of a remote starter system and adequate security measures is sufficient to comply with subsection (1) of this section.
(4) As used in this section:
(a) "Adequate security measures" includes, but is not limited to:
(I) Using a vehicle that requires a key to put the vehicle into gear and move the vehicle;
(II) Keeping a keyless start fob out of proximity of the vehicle; or
(III) Employing steering wheel security devices.
(b) "Remote starter system" means a device installed in a motor vehicle that allows the engine of the vehicle to be started by remote or radio control.
(5) Nothing in this section preempts or otherwise impairs the power of local authorities to enforce or enact ordinances or resolutions concerning time limits on the idling of motor vehicles on or before August 10, 2017.

## 1207. Opening and closing vehicle doors.

No person shall open the door of a motor vehicle on the side available to moving traffic unless and until it is reasonably safe to do so and can be done without interfering with the movement of other traffic; nor shall any person leave a door open on the side of a vehicle available to moving traffic for a period of time longer than necessary to load or unload
passengers. Any person who violates any provision of this section commits a class B traffic infraction.

## 1208. Parking privileges for persons with disabilities - applicability - rules.

(1) Definitions. As used in this section:
(a) "Disability" or "disabled" has the same meaning as set forth in section 42-3-204, C.R.S.
(b) "Holder" means a person with a disability who has lawfully obtained an identifying plate or placard.
(c) "Identifying figure" has the same meaning as set forth in section 42-3-204, C.R.S.
(d) "Identifying placard" has the same meaning as set forth in section 42-3-204, C.R.S.
(e) "Identifying plate" has the same meaning as set forth in section 42-3-204, C.R.S.
(f) "Professional" has the same meaning as set forth in section 42-3-204, C.R.S.
(f.5) "Remuneration-exempt identifying placard" has the same meaning as set forth in 42-3-204, C.R.S.(g) "Reserved parking" means a parking space reserved for a person with a disability.
(2) Use of plate or placard.
(a) A person with a disability may use reserved parking on public property or private property if the person displays an identifying plate or placard while using reserved parking.
(b) When an identifying placard is used for reserved parking, the driver of the parked motor vehicle shall ensure that the front of the identifying placard is legible and visible through the windshield when viewed from outside the vehicle. The driver shall hang the placard from the rear-view mirror unless a rear-view mirror is not available or the individual is physically unable to hang the placard from the rear-view mirror. If the tag is not hung from the rear-view mirror, the driver shall display it on the dashboard.
(c) A person with a disability who is a resident of a state other than Colorado may use reserved parking in Colorado if the motor vehicle displays an identifying plate or placard issued by a state other than Colorado, and if:
(I) The identifying plate or placard is currently valid in the state of issuance and meets the requirements of 23 CFR 1235; and
(II) The holder has not been a resident in Colorado for more than ninety days.
(d) A motor vehicle with an identifying plate or a placard may be parked in public parking areas along public streets or in private parking lots regardless of any time limitation imposed upon parking in the area; except that a jurisdiction may specifically limit reserved parking on any public street to no less than four hours. To limit reserved parking, the jurisdiction must clearly post the appropriate time limits in the area. The ability to park notwithstanding parking limitations does not apply to areas in which:
(I) Stopping, standing, or parking of all vehicles is prohibited;
(II) Only special vehicles may be parked; or
(III) Parking is not allowed during specific periods of the day in order to accommodate heavy traffic.
(e) (I) The owner of public or private property may request the installation of official signs or pavement markings identifying reserved parking spaces. The request operates as a waiver of any objection the owner may assert concerning enforcement of this section by a peace officer. An officer may enforce this section on private property notwithstanding any provision of law to the contrary.
(II) (A) The number and placement of accessible parking spaces should meet or exceed section 1106 of chapter 11 of the 2012 (second printing) version of the international building code, or any succeeding standard, published by the international code council.
(B) The technical standards for accessible parking spaces should meet or exceed section 502, or any successor section, of the "Accessible and Useable Buildings and Facilities" standard, or any succeeding standard, promulgated and amended from time to time by the international code council (commonly cited as ICC/ANSI A117.1).
(C) Access aisles should post "Wheelchair Access Aisle Absolutely No Parking" sign, which blocks neither the access aisle nor accessible routes.
(D) The technical standards for post- or wall-mounted signs indicating accessible parking spaces and van-accessible parking spaces should meet or exceed section 2B. 46 concerning parking, standing, and stopping signs and section 2B. 47 concerning design of parking, standing, and stopping of the 2009 version of the manual on uniform traffic control devices, or any succeeding standard, published by the United States federal highway administration.
(III) The owner of real property with multiple-family dwellings affixed and with reserved parking shall retain the reserved parking as commonly owned for the tenants, owners, or visitors of the individual units within the dwellings. This subparagraph (III) does not prohibit the sale of all commonly owned property so long as the reserved parking is not severed from the other elements.
(IV) A person shall not impose restrictions on the use of disabled parking unless specifically authorized by a statute of Colorado and a resolution of or ordinance of a political subdivision of Colorado and notice of the restriction is prominently posted by a sign clearly visible at the parking space.
(3) Misuse of reserved parking.
(a) A person without a disability shall not park in a parking space on public or private property that is clearly identified by an official sign or by visible pavement markings as being reserved parking or as being a passenger loading zone unless:
(I) The person is parking the vehicle for the direct benefit of a person with a disability to enter or exit the vehicle while it is parked in the reserved parking space; and
(II) An identifying plate or placard obtained under or authorized by section 42-3-204, C.R.S., is displayed in or on the vehicle if the license plate or placard is currently valid or has expired less than one month before the day the person used the reserved parking.
(a.5) A person shall not, while parked in a parking space that requires remuneration, display a remuneration-exempt identifying placard that is not issued to the person. A person who possesses a remuneration-exempt identifying placard shall not allow another person to use the placard to park in a parking space that requires remuneration.
(b) (I) A person, after using a reserved parking space that has a time limit, shall not switch motor vehicles or move the motor vehicle to another reserved parking space within one hundred yards of the original parking space within the same eight hours in order to exceed the time limit.
(II) (A) Parking in a time-limited reserved parking space for more than three hours for at least three days a week for at least two weeks creates a rebuttable presumption that the person is violating this paragraph (b).
(B) This subparagraph (II) does not apply to privately owned parking spaces.
(c) A person shall not use reserved parking for a commercial purpose unless:
(I) The purpose relates to transacting business with a business the reserved parking is intended to serve; or
(II) The owner of private property consents to allow the use.
(d) (I) An employee of an entity shall not use an identifying placard issued to the entity unless the employee is transporting persons with disabilities.
(II) For a violation of this paragraph (d), the chief operations officer within Colorado of the entity to whom the placard or plate was issued and the offending employee are each subject to the penalties in section 42-4-1701(4)(a)(I)(M), C.R.S.
(III) (A) It is an affirmative defense to a violation of this paragraph (d) for the chief operations officer within Colorado that the entity enforces an internal policy controlling access to and use of identifying placards issued to the entity.
(B) If the placard used is expired by operation of section 42-3-204(6)(f), C.R.S., it is an affirmative defense to a violation of this paragraph (d) that the person did not know the placard was expired if the person who used the placard was the person to whom it was issued.
(e) (I) A person who violates subsection (3)(a) or (3)(a.5) of this section is subject to the penalties in section 42-4-1701(4)(a)(VIII) and (IX), C.R.S.
(II) A person who violates paragraphs (b) to (d) of this subsection (3) is subject to the penalties in section 42-4-1701(4)(a)(I)(M), C.R.S.
(4) Blocking access.
(a) Regardless of whether a person displays an identifying plate or placard, a person shall not park a vehicle so as to block reasonable access to curb ramps, passenger loading zones, or accessible routes, as identified in 28 CFR part 36 appendix A, that are clearly identified unless the person is actively loading or unloading a person with a disability.
(b) A person who violates this subsection (4) is subject to the penalties in section 42-41701(4)(a)(VIII), C.R.S.
(5) Fraud and trafficking. A person is subject to the penalties in section 42-41701(4)(a)(X), C.R.S., if the person:
(a) Knowingly and fraudulently obtains, possesses, uses, or transfers an identifying placard issued to a person with a disability;
(b) Knowingly makes, possesses, uses, alters, or transfers what purports to be, but is not, an identifying placard; or
(c) Knowingly creates or uses a device intended to give the impression that it is an identifying placard when viewed from outside the vehicle.
(6) Enforcement of reserved parking.
(a) A peace officer or authorized and uniformed parking enforcement official may check the identification of a person using an identifying plate or placard in order to determine whether the use is authorized.
(b) (I) A peace officer or authorized and uniformed parking enforcement official may confiscate an identifying placard that is being used in violation of this section.
(II) The peace officer or parking enforcement official shall send a confiscated placard to the department unless it is being held as evidence for prosecution of a violation of this section. If the tag is being held as evidence, the peace officer or parking enforcement official shall notify the department of the confiscation and pending charges.
(III) The department shall hold a confiscated placard for thirty days and may dispose of the placard after thirty days. The department shall release the placard to the person with a disability to whom it was issued when the person signs a statement under penalty of perjury that he or she was unaware that the violator used, or intended to use, the placard in violation of this section.
(c) A peace officer and the department may investigate an allegation that a person is violating this section.
(d) A person who observes a violation of this section may submit evidence, including a sworn statement, concerning the violation to any law enforcement agency.
(e) (I) A peace officer may issue a penalty assessment notice for a violation of paragraph (b), (c), or (d) of subsection (3) of this section by sending it by certified mail to the registered owner of the motor vehicle. The peace officer shall include in the penalty assessment notice the offense or infraction, the time and place where it occurred, and a statement that the payment of the penalty assessment and a surcharge is due within twenty days after the issuance of the notice. The department receives payment of the penalty assessment by the due date if the payment is received or postmarked by the twentieth day after the vehicle owner received the penalty assessment notice.
(II) If the penalty assessment and surcharge are not paid within twenty days after the date the vehicle owner receives the assessment notice specified in subparagraph (I) of this paragraph (e), the peace officer who issued the original penalty assessment notice shall file a complaint with a court having jurisdiction and issue and serve upon the registered owner of the vehicle a summons to appear in court at the time and place specified.
(f) (I) The entering court shall send certification of the entry of judgment for each violation of paragraph (b), (c), or (d) of subsection (3) of this section to the department.
(II) Upon receipt of certification of an entry of judgment for a violation of paragraph (b), (c), or (d) of subsection (3) of this section, the department shall not register the person's vehicle until all fines imposed for the violations have been paid.
(III) Upon receipt of certification or independent verification of an entry of judgment, the department shall revoke an identifying plate or placard as provided in section 42-3-204(7)(d), C.R.S.
(g) (I) Notwithstanding any other provision of this section to the contrary, a holder is liable for any penalty or fine as set forth in this section or section 42-3-204, C.R.S., or for any misuse of an identifying plate or placard, including the use of such plate or placard by any person other than a holder, unless the holder furnishes sufficient evidence that the identifying plate or placard was, at the time of the violation, in the care, custody, or control of another person without the holder's knowledge or consent.
(II) A holder may avoid the liability described in subparagraph (I) of this paragraph (g) if, within a reasonable time after notification of the violation, the holder furnishes to the prosecutorial division of the appropriate jurisdiction the name and address of the person who had the care, custody, or control of the identifying plate or placard at the time of the violation or the holder reports the license plate or placard lost or stolen to both the appropriate local law enforcement agency and the department.
(h) An employer shall not forbid an employee from reporting violations of this section. A person shall not initiate or administer any disciplinary action against an employee because the employee notified the authorities of a possible violation of this section if the employee has a good-faith belief that a violation has occurred.
(i) A landlord shall not retaliate against a tenant because the tenant notified the authorities of a possible violation of this section if the tenant has a good-faith belief that a violation has occurred.
(j) In order to stop a vehicle from blocking access or illegally using reserved parking, a peace officer may order a vehicle that is used to violate this subsection (4) to be towed to an impound lot or a vehicle storage location. The peace officer shall verify that the vehicle has not been stolen and report the fact of the tow to the department of revenue in accordance with section 42-4-1804, C.R.S.
(k) The local authority issuing a citation under this section, or under any local ordinance defining a substantially equivalent offense, shall transfer one-half of the fine to the state treasurer, who shall credit the fine to the disabled parking education and enforcement fund created in section 42-1-226, C.R.S.

## 1209. Owner liability for parking violations.

In addition to any other liability provided for in this Code, the owner of a motor vehicle who is engaged in the business of leasing or renting motor vehicles is liable for payment of a parking violation fine unless the owner of the leased or rented motor vehicle can furnish sufficient evidence that the vehicle was, at the time of the parking violation, in the care, custody,
or control of another person. To avoid liability for payment the owner of the motor vehicle is required, within a reasonable time after notification of the parking violation, to furnish to the prosecutorial division of the appropriate jurisdiction the name and address of the person or company who leased, rented, or otherwise had the care, custody, or control of such vehicle. As a condition to avoid liability for payment of a parking violation, any person or company who leases or rents motor vehicles to another person shall attach to the leasing or rental agreement a notice stating that, pursuant to the requirements of this section, the operator of the vehicle is liable for payment of a parking violation fine incurred when the operator has the care, custody, or control of the motor vehicle. The notice shall inform the operator that the operator's name and address shall be furnished to the prosecutorial division of the appropriate jurisdiction when a parking violation fine is incurred by the operator.

## . Designated areas on private property for authorized vehicles.

(1) The owner or lessee of any private property available for public use in the unincorporated areas of a county may request in writing that specified areas on such property be designated by the board of county commissioners for use only by authorized vehicles and that said areas, upon acceptance in writing by the board of county commissioners, shall be clearly marked by the owner or lessee with official traffic control devices, as defined in section 42-1102(64), C.R.S. Such a request shall be a waiver of any objection the owner or lessee may assert concerning enforcement of this section by peace officers of this state, and such officers are hereby authorized and empowered to so enforce this section, provisions of law to the contrary notwithstanding. When the owner or lessee gives written notice to the board of county commissioners that said request is withdrawn, and the owner or lessee removes all traffic control devices, the provisions of this section shall no longer be applicable.
(2) It is unlawful for any person to park any vehicle other than an authorized vehicle in any area designated and marked for such use as provided in this section.
(3) Any person who violates the provisions of subsection (2) of this section is guilty of a class 2 petty offense and, upon conviction thereof, shall be punished by a fine of twenty-five dollars. The disposition of fines and forfeitures shall be paid into the treasury of the county at such times and in such manner as may be prescribed by the board of county commissioners.

## 1211. Limitations on backing.

(1) (a) The driver of a vehicle, whether on public property or private property which is used by the general public for parking purposes, shall not back the same unless such movement can be made with safety and without interfering with other traffic.
(b) The driver of a vehicle shall not back the same upon any shoulder or roadway of any controlled-access highway.
(2) Any person who violates any provision of this section commits a class A traffic infraction.

## 1212. Pay parking access for disabled.

(1) A person who owns, operates, or manages a parking space that requires remuneration shall not tow, boot, or otherwise take adverse action against an individual or motor vehicle parking in the space for failure to pay the remuneration if the motor vehicle bears a remuneration-exempt identifying placard issued pursuant to section 42-3-204, C.R.S..
(2) Notwithstanding any statute, resolution, or ordinance of the state of Colorado, a political subdivision of Colorado, or a governing board of a state institution of higher education, parking in a space without paying the required remuneration is not a violation of the statute, resolution, or ordinance if the conditions specified in subsection (1) of this section are met.
(3) A law or parking enforcement agency shall withdraw any penalty assessment notice or summons and complaint that is deemed not to be a violation under subsection (2) of this section within five business days after being shown proof that the individual cited has a valid remuneration-exempt identifying placard.

## 1213. Parking in electric motor vehicle charging stations.

(1)(a) For the purposes of this section, "official sign" means a sign identifying a parking space for electric motor vehicle charging that cites this section or the equivalent local ordinance and that clearly displays the penalties for violating this section or the equivalent local ordinance.
(b) The owner of public or private property may install official signs that identify a parking space as a dedicated charging station. The installation operates as a waiver of any objection the owner may assert concerning enforcement of this section by a peace officer. A peace officer may enforce this section on private property.
(2)(a) A person shall not park a motor vehicle within a parking space designated for charging a plug-in electric motor vehicle unless the motor vehicle is a plug-in electric motor vehicle.
(b) Except as provided in subsection (3) of this section, a person shall not park a plug-in electric motor vehicle in a parking space with a dedicated charging connector for the parking space unless the person is parked in the charging station for the purpose of charging the plug-in electric motor vehicle.
(c) A plug-in electric motor vehicle is rebuttably presumed to not be charging if the motor vehicle is:
(I) Parked in a charging station parking space with a dedicated charging connector for the space; and
(II) Not continuously and electrically connected to the charger for longer than thirty minutes.
(3)(a) A person may park a plug-in electric motor vehicle at a charging after the motor vehicle is fully charged in a parking lot:
(I) That serves a lodging business if the person is a client of the lodging business and has parked the plug-in electric motor vehicle in the lot to charge overnight;
(II) That serves an airport if the person is a client of the airport and has parked the plug-in electric motor vehicle in the lot to charge when traveling; or
(III) Between the hours of 11 p.m. and 5 a.m.
(b) The exception in subsection (3)(a) of this section is an affirmative defense to a violation of subsection (2) of this section.
(4) A person who violates this section commits a class B traffic infraction.

# PART 13 <br> ALCOHOL AND DRUG OFFENSES 

(Removed)

## PART 14 <br> OTHER OFFENSES

## 1401. Reckless driving - penalty.

(1) A person who drives a motor vehicle, bicycle, electrical assisted bicycle, or lowpower scooter in such a manner as to indicate either a wanton or a willful disregard for the safety of persons or property is guilty of reckless driving. A person convicted of reckless driving of a bicycle or electrical assisted bicycle shall not be subject to the provisions of 42-2-127, C.R.S.
(2) Any person who violates any provision of this section commits a class 2 misdemeanor traffic offense. Upon a second or subsequent conviction, such person shall be punished by a fine of not less than fifty dollars nor more than one thousand dollars, or by imprisonment in the county jail for not less than ten days nor more than six months, or by both such fine and imprisonment.

## 1402. Careless driving - penalty.

(1) A person who drives a motor vehicle, bicycle, electrical assisted bicycle, or lowpower scooter in a careless and imprudent manner, without due regard for the width, grade, curves, corners, traffic, and use of the streets and highways and all other attendant circumstances, is guilty of careless driving. A person convicted of careless driving of a bicycle or electrical assisted bicycle shall not be subject to the provisions of 42-2-127, C.R.S.
(2) Any person who violates any provision of this section commits a class 2 misdemeanor traffic offense, but, if the person's actions are the proximate cause of bodily injury or death to another, such person commits a class 1 misdemeanor traffic offense.

## 1403. Following fire apparatus prohibited.

The driver of any vehicle other than one on official business shall not follow any fire apparatus traveling in response to a fire alarm closer than five hundred feet or drive into or park such vehicle within the block where fire apparatus has stopped in answer to a fire alarm. Any person who violates any provision of this section commits a class A traffic infraction.

## 1404. Crossing fire hose.

No vehicle shall be driven over any unprotected hose of a fire department used at any fire, alarm of fire, or practice runs or laid down on any street, private driveway, or highway without the consent of the fire department official in command. Any person who violates any provision of this section commits a class B traffic infraction.

## 1405. Riding in trailers.

No person shall occupy a trailer while it is being moved upon a public highway. Any person who violates any provision of this section commits a class $B$ traffic infraction.

## 1406. Foreign matter on highway prohibited.

(1) (a) No person shall throw or deposit upon or along any highway any glass bottle, glass, stones, nails, tacks, wire, cans, container of human waste, or other substance likely to injure any person, animal, or vehicle upon or along such highway.
(b) No person shall throw, drop, or otherwise expel a lighted cigarette, cigar, match, or other burning material from a motor vehicle upon any highway.
(2) Any person who drops, or permits to be dropped or thrown, upon any highway or structure any destructive or injurious material or lighted or burning substance shall immediately remove the same or cause it to be removed.
(3) Any person removing a wrecked or damaged vehicle from a highway shall remove any glass or other injurious substance dropped upon the highway from such vehicle.
(4) No person shall excavate a ditch or other aqueduct, or construct any flume or pipeline or any steam, electric, or other railway, or construct any approach to a public highway without written consent of the authority responsible for the maintenance of that highway.
(5) (a) Except as provided in paragraph (b) of this subsection (5), any person who violates any provision of this section commits a class $B$ traffic infraction.
(b) (I) Any person who violates any provision of paragraph (b) of subsection (1) of this section commits a class 2 misdemeanor and shall be punished as provided in section 18-1.3-501, C.R.S.
(II) Any person who violates paragraph (a) of subsection (1) of this section by throwing or depositing a container of human waste upon or along any highway shall be punished by a fine of five hundred dollars in lieu of the penalty and surcharge prescribed in section 1701 (4) (a)(I) (N).
(6) As used in this section:
(a) "Container" includes, but is not limited to, a bottle, a can, a box, or a diaper.
(b) "Human waste" means urine or feces produced by a human.

## 1407. Spilling loads on highways prohibited - prevention of spilling of aggregate, trash, or recyclables.

(1) No vehicle shall be driven or moved on any highway unless such vehicle is constructed or loaded or the load thereof securely covered to prevent any of its load from blowing, dropping, sifting, leaking, or otherwise escaping therefrom; except that material may be dropped for the purpose of securing traction or water or other substance may be sprinkled on a roadway in cleaning or maintaining such roadway.
(2) (Deleted by amendment, L. 99, p. 295, §1, effective July 1, 1999.)
(2.4) (a) A vehicle shall not be driven or moved on a highway if the vehicle is transporting trash or recyclables unless at least one of the following conditions is met:
(I) The load is covered by a tarp or other cover in a manner that prevents the load from blowing, dropping, shifting, leaking, or otherwise escaping from the vehicle;
(II) The vehicle utilizes other technology that prevents the load from blowing, dropping, shifting, leaking, or otherwise escaping from the vehicle;
(III) The load is required to be secured under and complies with 49 CFR parts 392 and 393; or
(IV) The vehicle is loaded in such a manner or the load itself has physical characteristics such that the contents will not escape from the vehicle. Such a load may include, but is not limited to, heavy scrap metal or hydraulically compressed scrap recyclables.
(b) Paragraph (a) of this subsection (2.4) shall not apply to a motor vehicle in the process of collecting trash or recyclables within a one mile radius of the motor vehicle's last collection point.
(2.5) (a) No vehicle shall be driven or moved on any highway for a distance of more than two miles if the vehicle is transporting aggregate material with a diameter of one inch or less unless:
(I) The load is covered by a tarp or other cover in a manner that prevents the aggregate material from blowing, dropping, sifting, leaking, or otherwise escaping from the vehicle; or
(II) The vehicle utilizes other technology that prevents the aggregate material from blowing, dropping, sifting, leaking, or otherwise escaping from the vehicle.
(b) Nothing in this subsection (2.5) shall apply to a vehicle:
(I) Operating entirely within a marked construction zone;
(II) Involved in maintenance of public roads during snow or ice removal operations; or
(III) Involved in emergency operations when requested by a law enforcement agency or an emergency response authority designated in or pursuant to section 29-22-102, C.R.S.
(2.7) For the purposes of this section:
(a) "Aggregate material" means any rock, clay, silts, gravel, limestone, dimension stone, marble, and shale; except that "aggregate material" does not include hot asphalt, including asphalt patching material, wet concrete, or other materials not susceptible to blowing.
(b) "Recyclables" means material or objects that can be reused, reprocessed, remanufactured, reclaimed, or recycled.
(c) "Trash" means material or objects that have been or are in the process of being discarded or transported.
(3) (a) Except as otherwise provided in paragraph (b) or (c) of this subsection (3), any person who violates any provision of this section commits a class B traffic infraction.
(b) Any person who violates any provision of this section while driving or moving a car or pickup truck without causing bodily injury to another person commits a class A traffic infraction.
(c) Any person who violates any provision of this section while driving or moving a car or pickup truck and thereby proximately causes bodily injury to another person commits a class 2 misdemeanor traffic offense.

### 1407.5. Splash guards - when required.

(1) As used in this section, unless the context otherwise requires:
(a) "Splash guards" means mud flaps, rubber, plastic or fabric aprons, or other devices directly behind the rear-most wheels, designed to minimize the spray of water and other substances to the rear.
(b) "Splash guards" must, at a minimum, be wide enough to cover the full tread of the tire or tires being protected, hang perpendicular from the vehicle not more than ten inches above the surface of the street or highway when the vehicle is empty, and generally maintain their perpendicular relationship under normal driving conditions.
(2) Except as otherwise permitted in this section, no vehicle or motor vehicle shall be driven or moved on any street or highway unless the vehicle or motor vehicle is equipped with splash guards. However, vehicles and motor vehicles with splash guards that violate this section shall be allowed to remain in service for the time necessary to continue to a place where the deficient splash guards will be replaced. Such replacement shall occur at the first reasonable opportunity.
(3) This section does not apply to:
(a) Passenger-carrying motor vehicles registered pursuant to section 42-3-306(2), C.R.S.;
(b) Trucks and truck tractors registered pursuant to section 42-3-306(4) or (5) C.R.S., having an empty weight of ten thousand pounds or less;
(c) Trailers equipped with fenders or utility pole trailers;
(d) Vehicles while involved in chip and seal or paving operations or road widening equipment;
(e) Truck tractors or converter dollies when used in combination with other vehicles;
(f) Vehicles drawn by animals; or
(g) Bicycles or electrical assisted bicycles.
(4) Any person who violates any provision of this section commits a class B traffic infraction.

## 1408. Operation of motor vehicles on property under control of or owned by parks and recreation districts.

(1) Any metropolitan recreation district, any park and recreation district organized pursuant to Code 1 of title 32, C.R.S., or any recreation district organized pursuant to the provisions of part 7 of Code 20 of title 30, C.R.S., referred to in this section as a "district", shall have the authority to designate areas on property owned or controlled by the district in which the operation of motor vehicles shall be prohibited. Areas in which it shall be prohibited to operate motor vehicles shall be clearly posted by a district.
(2) It is unlawful for any person to operate a motor vehicle in an area owned or under the control of a district if the district has declared the operation of motor vehicles to be prohibited in such area, as provided in subsection (1) of this section.
(3) Any person who violates any provision of this section commits a class B traffic infraction.

## 1409. Compulsory insurance - penalty - legislative intent.

(1) No owner of a motor vehicle or low-power scooter required to be registered in this state shall operate the vehicle or permit it to be operated on the public highways of this state when the owner has failed to have a complying policy or certificate of self-insurance in full force and effect as required by law.
(2) No person shall operate a motor vehicle or low-power scooter on the public highways of this state without a complying policy or certificate of self-insurance in full force and effect as required by law.
(3) (a) When an accident occurs, or when requested to do so following any lawful traffic contact or during any traffic investigation by a peace officer, an owner or operator of a motor vehicle or low-power scooter shall present to the requesting officer immediate evidence of a complying policy or certificate of self-insurance in full force and effect as required by law.
(b) As used in this section, "evidence of a complying policy or certificate of selfinsurance in full force and effect" includes the presentation of such a policy or certificate upon a cell phone or other electronic device.
(4) (a) Any person who violates the provisions of subsection (1), (2), or (3) of this section commits a class 1 misdemeanor traffic offense. The minimum fine imposed by section 42-4-1701(3)(a)(II)(A), C.R.S., shall be mandatory, and the defendant shall be punished by a minimum mandatory fine of not less than five hundred dollars. The court may suspend up to one half of the fine upon a showing that appropriate insurance as required pursuant to section 10-4619 or 10-4-624, C.R.S., has been obtained. Nothing in this paragraph (a) shall be construed to prevent the court from imposing a fine greater than the minimum mandatory fine.
(b) Upon a second or subsequent conviction under this section within a period of five years following a prior conviction under this section, in addition to any imprisonment imposed pursuant to section 42-4-1701(3)(a)(II)(A), C.R.S., the defendant shall be punished by a
minimum mandatory fine of not less than one thousand dollars, and the court shall not suspend such minimum fine. The court or the court collections' investigator may establish a payment schedule for a person convicted of the provisions of subsection (1), (2), or (3) of this section, and the provisions of section 16-11-101.6, C.R.S., shall apply. The court may suspend up to one half of the fine upon a showing that appropriate insurance as required pursuant to section 10-4-619 or 10-4-624, C.R.S., has been obtained.
(c) In addition to the penalties prescribed in paragraphs (a) and (b) of this subsection (4), any person convicted pursuant to this section may, at the discretion of the court, be sentenced to perform not less than forty hours of community service, subject to the provisions of section 18-1.3-507, C.R.S.
(5) Testimony of the failure of any owner or operator of a motor vehicle or low-power scooter to present immediate evidence of a complying policy or certificate of self-insurance in full force and effect as required by law, when requested to do so by a peace officer, shall constitute prima facie evidence, at a trial concerning a violation charged under subsection (1) or (2) of this section, that such owner or operator of a motor vehicle violated subsection (1) or (2) of this section.
(6) A person charged with violating subsection (1), (2), or (3) of this section shall not be convicted if the person produces in court a bona fide complying policy or certificate of selfinsurance that was in full force and effect as required by law at the time of the alleged violation. The court clerk's office may dismiss the charge if it verifies that the person had a valid policy in effect at the time of the alleged violation using the uninsured motorist identification database created in section 42-7-602, C.R.S.
(7) Repealed.
(8) (Deleted by amendment, L. 2003, p. 2648, § 7, effective July 1, 2003.)
(8.5) If an operator of a motor vehicle or low-power scooter uses a cell phone or other electronic device to present evidence of a complying policy or certificate of self-insurance in full force and effect, as described in paragraph (b) of subsection (3) of this section:
(a) The law enforcement officer to whom the operator presents the device shall not explore the contents of the cell phone or other electronic device other than to examine the operator's policy or certificate of self-insurance; and
(b) The law enforcement officer to whom the operator presents the device and any law enforcement agency that employs the officer are immune from any civil damages resulting from the officer dropping or otherwise unintentionally damaging the cell phone or other electronic device.
(9) It is the intent of the general assembly that the money collected as fines imposed pursuant subsections (4)(a) and (4)(b) of this section are to be used for the supervision of the public highways. The general assembly determines that law enforcement agencies that patrol and maintain the public safety on public highways are supervising the public highways. The general assembly further determines that an authorized agent is supervising the public highways through his or her enforcement of the requirements for demonstration of proof of motor vehicle insurance
pursuant to section 42-3-105(1)(d), C.R.S. Therefore, of the money collected from fines pursuant to subsections (4)(a) and (4)(b) of this section, fifty percent shall be transferred to the law enforcement agency that issued the ticket for a violation of this section. The remaining fifty percent of the money collected from fines for violations subsection (4)(a) or (4)(b) of this section shall be transmitted to the authorized agent for the county in which the violation occurred.

### 1410.5 Providing false evidence of proof of motor vehicle insurance - penalty.

(1) It is unlawful for any person to offer, use, or attempt to offer or use any means, manner, type of paper, document, card, digital image, or any other proof of motor vehicle liability insurance required by state law to a law enforcement officer, judge, magistrate, prosecutor, or employee of a court clerk's office with the intent to mislead that official regarding the status or any motor vehicle liability insurance policy in the course of an official investigation, or for purposes of dismissing any charge under section 1409 or reducing any penalty imposed under section 1409, where such means, manner, type, or kind of proof of insurance offered or used, or that is attempted to be offered or used, is known or should be known by the person to be false, fraudulent, or incorrect in any material manner or way, or which is known or should be known by the person to be altered, forged, defaced, or changed in any material respect, unless such changes are required or authorized by law.
(2) Violation of this section is a class B traffic infraction, punishable by a fine of up to five hundred dollars.
(3) A person who is convicted of, who admits liability for, or against whom a judgment is entered for a violation of this section shall be deemed, but only for purposes of section 18-1-408 C.R.S. to have been convicted of a criminal offense.

## 1411. Use of earphones while driving.

(1) (a) No person shall operate a motor vehicle while wearing earphones.
(b) For purposes of this subsection (1), "earphones" includes any headset, radio, tape player, or other similar device which provides the listener with radio programs, music, or other recorded information through a device attached to the head and which covers all of or a portion of the ears. "Earphones" does not include speakers or other listening devices that are built into protective headgear or a device or portion of a device that only covers all or a portion of one ear and that is connected to a wireless, handheld telephone.
(2) Any person who violates this section commits a class B traffic infraction.
(3) Nothing in this section authorizes the holder of a commercial driver's license issued pursuant to part 4 of article 2 of this title to act in violation of any federal law or regulation relating to driving a commercial vehicle.

## 1412. Operation of bicycles and other human-powered vehicles.

(1) Every person riding a bicycle or electrical assisted bicycle shall have all of the rights and duties applicable to the driver of any other vehicle under this Code, except as to special
regulations in this Code and except as to those provisions which by their nature can have no application. Said riders shall comply with the rules set forth in this section and section 221, and, when using streets and highways within incorporated cities and towns, shall be subject to local ordinances regulating the operation of bicycles and electrical assisted bicycles as provided in section 111.
(2) It is the intent of the general assembly that nothing contained in House Bill No. 1246, enacted at the second regular session of the fifty-sixth general assembly, shall in any way be construed to modify or increase the duty of the department of transportation or any political subdivision to sign or maintain highways or sidewalks or to affect or increase the liability of the state of Colorado or any political subdivision under the "Colorado Governmental Immunity Act", Code 10 of title 24, C.R.S.
(3) No bicycle or electrical assisted bicycle shall be used to carry more persons at one time than the number for which it is designed or equipped.
(4) No person riding upon any bicycle or electrical assisted bicycle shall attach the same or himself or herself to any motor vehicle upon a roadway.
(5) (a) Any person operating a bicycle or an electrical assisted bicycle upon a roadway at less than the normal speed of traffic shall ride in the right-hand lane, subject to the following conditions:
(I) If the right-hand lane then available for traffic is wide enough to be safely shared with overtaking vehicles, a bicyclist shall ride far enough to the right as judged safe by the bicyclist to facilitate the movement of such overtaking vehicles unless other conditions make it unsafe to do so.
(II) A bicyclist may use a lane other than the right-hand lane when:
(A) Preparing for a left turn at an intersection or into a private roadway or driveway;
(B) Overtaking a slower vehicle; or
(C) Taking reasonably necessary precautions to avoid hazards or road conditions.
(III) Upon approaching an intersection where right turns are permitted and there is a dedicated right-turn lane, a bicyclist may ride on the left-hand portion of the dedicated right-turn lane even if the bicyclist does not intend to turn right.
(b) A bicyclist shall not be expected or required to:
(I) Ride over or through hazards at the edge of a roadway, including but not limited to fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards, or narrow lanes; or
(II) Ride without a reasonable safety margin on the right-hand side of the roadway.
(c) A person operating a bicycle or an electrical assisted bicycle upon a one-way roadway with two or more marked traffic lanes may ride as near to the left-hand curb or edge of such roadway as judged safe by the bicyclist, subject to the following conditions:
(I) If the left-hand lane then available for traffic is wide enough to be safely shared with overtaking vehicles, a bicyclist shall ride far enough to the left as judged safe by the bicyclist to
facilitate the movement of such overtaking vehicles unless other conditions make it unsafe to do so.
(II) A bicyclist shall not be expected or required to:
(A) Ride over or through hazards at the edge of a roadway, including but not limited to fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards, or narrow lanes; or
(B) Ride without a reasonable safety margin on the left-hand side of the roadway.
(6) (a) Persons riding bicycles or electrical assisted bicycles upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.
(b) Persons riding bicycles or electrical assisted bicycles two abreast shall not impede the normal and reasonable movement of traffic and, on a laned roadway, shall ride within a single lane.
(7) A person operating a bicycle or electrical assisted bicycle shall keep at least one hand on the handlebars at all times.
(8) (a) A person riding a bicycle or electrical assisted bicycle intending to turn left shall follow a course described in sections 901 (1), 903 , and 1007 or may make a left turn in the manner prescribed in paragraph (b) of this subsection (8).
(b) A person riding a bicycle or electrical assisted bicycle intending to turn left shall approach the turn as closely as practicable to the right-hand curb or edge of the roadway. After proceeding across the intersecting roadway to the far corner of the curb or intersection of the roadway edges, the bicyclist shall stop, as much as practicable, out of the way of traffic. After stopping, the bicyclist shall yield to any traffic proceeding in either direction along the roadway that the bicyclist had been using. After yielding and complying with any official traffic control device or police officer regulating traffic on the highway along which the bicyclist intends to proceed, the bicyclist may proceed in the new direction.
(c) Notwithstanding the provisions of paragraphs (a) and (b) of this subsection (8), the transportation commission and local authorities in their respective jurisdictions may cause official traffic control devices to be placed on roadways and thereby require and direct that a specific course be traveled.
(9) (a) Except as otherwise provided in this subsection (9), every person riding a bicycle or electrical assisted bicycle shall signal the intention to turn or stop in accordance with section 903; except that a person riding a bicycle or electrical assisted bicycle may signal a right turn with the right arm extended horizontally.
(b) A signal of intention to turn right or left when required shall be given continuously during not less than the last one hundred feet traveled by the bicycle or electrical assisted bicycle before turning and shall be given while the bicycle or electrical assisted bicycle is stopped waiting to turn. A signal by hand and arm need not be given continuously if the hand is needed in the control or operation of the bicycle or electrical assisted bicycle.
(10) (a) A person riding a bicycle or electrical assisted bicycle upon and along a sidewalk or pathway or across a roadway upon and along a crosswalk shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian. A person riding a bicycle in a crosswalk shall do so in a manner that is safe for pedestrians.
(b) A person shall not ride a bicycle or electrical assisted bicycle upon and along a sidewalk or pathway or across a roadway upon and along a crosswalk where such use of bicycles or electrical assisted bicycles is prohibited by official traffic control devices or local ordinances. A person riding a bicycle or electrical assisted bicycle shall dismount before entering any crosswalk where required by official traffic control devices or local ordinances.
(c) A person riding or walking a bicycle or electrical assisted bicycle upon and along a sidewalk or pathway or across a roadway upon and along a crosswalk shall have all the rights and duties applicable to a pedestrian under the same circumstances, including, but not limited to, the rights and duties granted and required by section 802 .
(d) (Deleted by amendment, L. 2005, p. 1353, § 1, effective July 1, 2005.)
(11) (a) A person may park a bicycle or electrical assisted bicycle on a sidewalk unless prohibited or restricted by an official traffic control device or local ordinance.
(b) A bicycle or electrical assisted bicycle parked on a sidewalk shall not impede the normal and reasonable movement of pedestrian or other traffic.
(c) A bicycle or electrical assisted bicycle may be parked on the road at any angle to the curb or edge of the road at any location where parking is allowed.
(d) A bicycle or electrical assisted bicycle may be parked on the road abreast of another such bicycle or bicycles near the side of the road or any location where parking is allowed in such a manner as does not impede the normal and reasonable movement of traffic.
(e) In all other respects, bicycles or electrical assisted bicycles parked anywhere on a highway shall conform to the provisions of part 12 of this Code regulating the parking of vehicles.
(12) (a) Any person who violates any provision of this section commits a class 2 misdemeanor traffic offense; except that 42-2-127, C.R.S., shall not apply.
(b) Any person riding a bicycle or electrical assisted bicycle who violates any provision of this Code other than this section which is applicable to such a vehicle and for which a penalty is specified shall be subject to the same specified penalty as any other vehicle; except that 42-2127, C.R.S., shall not apply.
(13) Upon request, the law enforcement agency having jurisdiction shall complete a report concerning an injury or death incident that involves a bicycle or electrical assisted bicycle on the roadways of the state, even if such accident does not involve a motor vehicle.
(14) (a) (I) A person may ride a class 1 or class 2 electrical assisted bicycle on a bike or pedestrian path where bicycles are authorized to travel.
(II) A local authority may prohibit the operation of a class 1 or class 2 electrical assisted bicycle on a bike or a pedestrian path under its jurisdiction.
(b) A person shall not ride a class 3 electrical assisted bicycle on a bike or pedestrian path unless:
(I) The path is within a street or highway; or
(II) The local authority permits the operation of a class 3 electrical assisted bicycle on a path under its jurisdiction.
(15) (a) A person under sixteen years of age shall not ride a class 3 electrical assisted bicycle upon any street, highway, or bike or pedestrian path; except that a person under sixteen years of age may ride as a passenger on a class 3 electrical assisted bicycle that is designed to accommodate passengers.
(b) A person shall not operate or ride as a passenger on a class 3 electrical assisted bicycle unless:
(I) Each person under eighteen years of age is wearing a protective helmet of a type and design manufactured for use by operators of bicycles;
(II) The protective helmet conforms to the design and specifications set forth by the United States consumer product safety commission or the American Society for Testing and Materials; and
(III) The protective helmet is secured properly on the person's head with a chin strap while the class 3 electrical assisted bicycle is in motion.
(c) A violation of subsection (15)(b) of this section does not constitute negligence or negligence per se in the context of any civil personal injury claim or lawsuit seeking damages.

## 1413. Eluding or attempting to elude a police officer.

Any operator of a motor vehicle who the officer has reasonable grounds to believe has violated a state law or municipal ordinance, who has received a visual or audible signal such as a red light or a siren from a police officer driving a marked vehicle showing the same to be an official police, sheriff, or Colorado state patrol car directing the operator to bring the operator's vehicle to a stop, and who willfully increases his or her speed or extinguishes his or her lights in an attempt to elude such police officer, or willfully attempts in any other manner to elude the police officer, or does elude such police officer commits a class 2 misdemeanor traffic offense.

## 1414. Use of dyed fuel on highways prohibited.

(1) No person shall operate a motor vehicle upon any highway of the state using diesel fuel dyed to show that no taxes have been collected on the fuel.
(2) (a) Any person who violates subsection (1) of this section commits a class B traffic infraction.
(b) Any person who commits a second violation of subsection (1) of this section within a twelve-month period shall be subject to an increased penalty pursuant to section 42-41701(4)(a)(I)(N), C.R.S.
(c) Any person who commits a third or subsequent violation of subsection (1) of this section within a twelve-month period shall be subject to an increased penalty pursuant to section 42-4-1701(4)(a)(I)(N), C.R.S.
(3) Any person violating any provision of this section shall be subject to audit by the department regarding payment of motor fuel tax.

## 1415. Radar jamming devices prohibited - penalty.

(1) (a) No person shall use, possess, or sell a radar jamming device.
(b) No person shall operate a motor vehicle with a radar jamming device in the motor vehicle.
(2) (a) For purposes of this section, "radar jamming device" means any active or passive device, instrument, mechanism, or equipment that is designed or intended to interfere with, disrupt, or scramble the radar or laser that is used by law enforcement agencies and peace officers to measure the speed of motor vehicles. "Radar jamming device" includes but is not limited to devices commonly referred to as "jammers" or "scramblers".
(b) For purposes of this section, "radar jamming device" shall not include equipment that is legal under FCC regulations, such as a citizens' band radio, ham radio, or any other similar electronic equipment.
(3) Radar jamming devices are subject to seizure by any peace officer and may be confiscated and destroyed by order of the court in which a violation of this section is charged.
(4) A violation of subsection (1) of this section is a class 2 misdemeanor traffic offense, punishable as provided in section 42-4-1701(3)(a)(II)(A), C.R.S.
(5) The provisions of subsection (1) of this section shall not apply to peace officers acting in their official capacity.

## 1416.Failure to present a valid transit pass or coupon - fare inspector authorization definitions.

(1) A person commits failure to present a valid transit pass or coupon if the person occupies, rides in, or uses a public transportation vehicle without paying the applicable fare or providing a valid transit pass or coupon.
(2) A person shall not occupy, ride in, or use a public transportation vehicle without possession of proof of prior fare payment. A person shall present proof of prior fare payment upon demand of a fare inspector appointed or employed pursuant to subsection (4) of this section, a peace officer, or any other employee or agent of a public transportation entity.
(3) A violation of this section is a class B traffic infraction and is punishable by a fine of seventy-five dollars. Notwithstanding any other provision of law, fines for a violation of subsection (1) of this section shall be retained by the clerk of the court in the city and county of Denver upon receipt by the clerk for a violation occurring within that jurisdiction, or transmitted to the state judicial department if the fine is receipted by the clerk of the court of any other county.
(4) (a) Public transportation entities may appoint or employ, with the power of removal, fare inspectors as necessary to enforce the provisions of this section. The employing public transportation entity shall determine the requirements for employment as a fare inspector.
(b) A fare inspector appointed or employed pursuant to this section is authorized to enforce the provisions of this section while acting within the scope of his or her authority and in the performance of his or her duties. A fare inspector is authorized to issue a citation to a person who commits failure to provide a valid transit pass or coupon in violation of this section. The fare inspector shall issue a citation on behalf of the county in which the person occupying, riding in, or using a public transportation vehicle without paying the applicable fare is located at the time the violation is discovered. The public transportation entity whose fare inspector issued the citation shall timely deliver the citation to the clerk of the county court for the jurisdiction in which the accused person is located at the time the violation is discovered.
(5) As used in this section, unless the context otherwise requires:
(a) "Proof of prior fare payment" means:
(I) A transit pass valid for the day and time of use;
(II) A receipt showing payment of the applicable fare for use of a public transportation vehicle during the day and time specified in the receipt; or
(III) A prepaid ticket or series of tickets showing cancellation by a public transportation entity used within the day and time specified in the ticket.
(b) "Public transportation entity" means a mass transit district, a mass transit authority, or any other public entity authorized under the laws of this state to provide mass transportation services to the general public.
(c) "Public transportation vehicle" means a bus, a train, a light rail vehicle, or any other mode of transportation used by a public transportation entity to provide transportation services to the general public.
(d) "Transit pass" means any pass, coupon, transfer, card, identification, token, ticket, or other document, whether issued by a public transportation entity or issued by an employer to employees pursuant to an agreement with a public transportation entity, used to obtain public transit.

## PART 15 MOTORCYCLES

## 1501. Traffic laws apply to persons operating motorcycles - special permits.

(1) Every person operating a motorcycle shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of any other vehicle under this Code, except as
to special regulations in this Code and except as to those provisions of this Code which by their nature can have no application.
(2) For the purposes of a prearranged organized special event and upon a showing that safety will be reasonably maintained, the department of transportation may grant a special permit exempting the operation of a motorcycle from any requirement of this part 15.

## 1502. Riding on motorcycles - protective helmet.

(1) A person operating a motorcycle shall ride only upon the permanent and regular seat attached thereto, and such operator shall not carry any other person nor shall any other person ride on a motorcycle unless such motorcycle is designed to carry more than one person, in which event a passenger may ride upon the permanent seat if designed for two persons or upon another seat firmly attached to the motorcycle at the rear or side of the operator.
(2) A person shall ride upon a motorcycle only while sitting astride the seat, facing forward, with one leg on either side of the motorcycle.
(3) No person shall operate a motorcycle while carrying packages, bundles, or other articles which prevent the person from keeping both hands on the handlebars.
(4) No operator shall carry any person nor shall any person ride in a position that will interfere with the operation or control of the motorcycle or the view of the operator.
(4.5) (a) Except as provided in paragraph (c) of this subsection (4.5), a person shall not operate or ride as a passenger on a motorcycle or low-power scooter on a roadway unless:
(I) Each person under eighteen years of age is wearing a protective helmet of a type and design manufactured for use by operators of motorcycles;
(II) The protective helmet conforms to the design and specifications set forth in paragraph (b) of this subsection (4.5); and
(III) The protective helmet is secured properly on the person's head with a chin strap while the motorcycle is in motion.
(b) A protective helmet required to be worn by this subsection (4.5) shall:
(I) Be designed to reduce injuries to the user resulting from head impacts and to protect the user by remaining on the user's head, deflecting blows, resisting penetration, and spreading the force of impact;
(II) Consist of lining, padding, and chin strap; and
(III) Meet or exceed the standards established in the United States department of transportation federal motor vehicle safety standard no. 218, 49 CFR 571.218, for motorcycle helmets.
(c) A person driving or riding a motorcycle need not wear a helmet if the motorcycle has:
(I) Three wheels;
(II) A maximum design speed of twenty-five miles per hour or less;
(III) A windshield; and
(IV) Seat belts.
(5) Any person who violates any provision of this section commits a class A traffic infraction.

## 1503. Operating motorcycles on roadways laned for traffic.

(1) All motorcycles are entitled to full use of a traffic lane, and no motor vehicle shall be driven in such a manner as to deprive any motorcycle of the full use of a traffic lane. This subsection (1) shall not apply to motorcycles operated two abreast in a single lane.
(2) The operator of a motorcycle shall not overtake or pass in the same lane occupied by the vehicle being overtaken.
(3) No person shall operate a motorcycle between lanes of traffic or between adjacent lines or rows of vehicles.
(4) Motorcycles shall not be operated more than two abreast in a single lane.
(5) Subsections (2) and (3) of this section shall not apply to police officers in the performance of their official duties.
(6) Any person who violates any provision of this section commits a class A traffic infraction.

## 1504. Clinging to other vehicles.

No person riding upon a motorcycle shall attach himself, herself, or the motorcycle to any other vehicle on a roadway. Any person who violates any provision of this section commits a class A traffic infraction.

## PART 16 <br> ACCIDENTS AND ACCIDENT REPORTS

(Removed)

## PART 17 PENALTIES AND PROCEDURE

## Preface.

(1) Municipalities that have adopted the Code need to be aware of: sections 13-10-101, C.R.S., et. seq., section 42-4-110 (2), C.R.S., and the Colorado Municipal Court Rules (C.M.C.R.).
(2) Counties that have adopted the Code need to be aware of: part 5 of Code 6 of title 13, C.R.S., section 16-2-201, C.R.S., sections 30-15-401 (1)(h), 30-15-402, 30-15-407, C.R.S., section 42-4-1701, C.R.S., Colorado Rules for Magistrates - Rule 7, and Colorado Rules of Criminal Procedure - Rule 4.1.
(3) Counties additionally need to be aware of section 30-15-401 (1)(h), C.R.S., which reads in part, emphasis added:
"To control and regulate the movement and parking of vehicles and motor vehicles on public property; except that misdemeanor traffic offenses and the posted speed limit on any state highway located within the county shall be deemed a matter of statewide interest.".

Pursuant to section 30-15-402, C.R.S., which reads in part, emphasis added:
(1) "Any person who violates any county ordinance adopted pursuant to this part $4 \ldots$ in the case of traffic offenses, commits a traffic infraction, and, upon conviction thereof, shall be punished by a fine of not more than one thousand dollars for each separate violation. If authorized by the county ordinance, the penalty assessment procedure provided in section 16-2-201, C.R.S., may be followed by any arresting law enforcement officer for any such violation. As part of said county ordinance authorizing the penalty assessment procedure, the board of county commissioners may adopt a graduated fine schedule for such violations. Such graduated fine schedule may provide for increased penalty assessments for repeat offenses by the same individual. In the case of county traffic ordinance violations, the provisions of sections 42-41701 and 42-4-1703, C.R.S., and sections 42-4-1708 to 42-4-1718, C.R.S., shall apply; except that the fine or penalty for a violation charged and the surcharge thereon if authorized by county ordinance shall be paid to the county.
(2) In addition to the penalties prescribed in subsection (1) of this section, persons convicted of a violation of any ordinance adopted pursuant to this part 4 are subject to:
(a) A surcharge of ten dollars that shall be paid to the clerk of the court by the defendant. Each clerk shall transmit the moneys to the court administrator of the judicial district in which the offense occurred for credit to the victims and witnesses assistance and law enforcement fund established in that judicial district pursuant to section 24-4.2-103, C.R.S.".
1701. Traffic offenses and infractions classified - penalties - penalty and surcharge schedule - repeal.
(1) It is a traffic infraction for any person to violate any of the provisions of articles 1 to 3 of title 42, Colorado Revised Statutes, and parts 1 to 3 and 5 to 19 of this Code unless such violation is, by articles 1 to 3 of title 42, Colorado Revised Statues, and parts 1 to 3 and 5 to 19 of this Code or by any other law of this state, declared to be a felony, misdemeanor, petty offense, or misdemeanor traffic offense. Such a traffic infraction shall constitute a civil matter.
(2) (a) For the purposes of this part 17, "judge" shall include any county court magistrate who hears traffic infraction matters, but no person charged with a traffic violation other than a traffic infraction or class 2 misdemeanor traffic offense shall be taken before a county court magistrate.
(b) For the purposes of this part 17, "magistrate" shall include any county court judge who is acting as a county court magistrate in traffic infraction and class 2 misdemeanor traffic offense matters.
(3) (a) (I) Except as provided in subsections (4) and (5) of this section or the section creating the infraction, traffic infractions are divided into two classes which shall be subject to the following penalties which are authorized upon entry of judgment against the defendant:

| Class | Minimum <br> Penalty | Maximum <br> Penalty |
| :--- | :--- | :--- |
| A | $\$ 15$ penalty | $\$ 100$ penalty |
| B | $\$ 15$ penalty | $\$ 100$ penalty |

(II) (A) Except as otherwise provided in sub-subparagraph (B) of this subparagraph (II), subsections (4) and (5) of this section, and sections 42-4-1301.3, 42-4-1301.4 and 42-4-1307, C.R.S., or the section creating the offense, misdemeanor traffic offenses are divided into two classes that are distinguished from one another by the following penalties that are authorized upon conviction:

| Class | Minimum <br> Sentence | Maximum <br> Sentence |
| :--- | :--- | :--- |
| 1 | Ten days imprisonment, <br> or $\$ 300$ fine, or both | One year imprisonment, <br> or $\$ 1,000$ fine, or both |
| 2 | Ten days imprisonment, <br> or $\$ 150$ fine, or both | Ninety days imprisonment, <br> or $\$ 300$ fine, or both |

(B) Any person convicted of a class 1 or class 2 misdemeanor traffic offense shall be required to pay restitution as required by article 18.5 of title 16 , C.R.S., and may be sentenced to perform a certain number of hours of community or useful public service in addition to any other sentence provided by sub-subparagraph (A) of this subparagraph (II), subject to the conditions and restrictions of section 18-1.3-507, C.R.S.
(b) Any traffic infraction or misdemeanor traffic offense defined by law outside of articles 1 to 4 of this title shall be punishable as provided in the statute defining it or as otherwise provided by law.
(c) The department has no authority to assess any points under section 42-2-127, C.R.S., upon entry of judgment for any class B traffic infractions.
(4) (a) (I) Except as provided in subsection (5)(c) of this section, every person who is convicted of, who admits liability for, or against whom a judgment is entered for a violation of any provision of this title 42 to which subsection (5)(a) or (5)(b) of this section applies shall be fined or penalized, and have a surcharge levied thereon pursuant to sections 24-4.1-119 (1) (f) and 24-4.2-104 (1) (b) (I), C.R.S., in accordance with the penalty and surcharge schedule set forth in subsections (4)(a)(I)(A) to (4)(a)(I)(P) of this section; or, if no penalty or surcharge is specified in the schedule, the penalty for class A and class B traffic infractions shall be fifteen dollars, and the surcharge shall be four dollars. These penalties and surcharges shall apply whether the defendant acknowledges the defendant's guilt or liability in accordance with the procedure set forth by subsection (5)(a) this section, is found guilty by a court of competent jurisdiction, or has judgment entered against the defendant by a county court magistrate. Penalties and surcharges for violating specific sections shall be as follows:
Section Violated Penalty Surcharge
(A) Drivers' license violations:

| $42-2-101(1)$ or (4) | $\$ 35.00$ | $\$$ |
| :--- | ---: | ---: |
| $42-2-101(2),(3)$, or (5) | 15.00 |  |
| $42-2-103$ | 15.00 | 6.00 |
| $42-2-105$ | 70.00 | 6.00 |
| $42-2-105.5(4)$ | 65.00 | 10.00 |
| $42-2-106$ | 70.00 | 10.00 |
| $42-2-116$ (6) (a) | 30.00 | 6.00 |
| $42-2-119$ | 15.00 | 6.00 |
| $42-2-134$ | 35.00 | 10.00 |
| $42-2-136$ | 35.00 | 10.00 |
| $42-2-139$ | 35.00 | 10.00 |
| $42-2-140$ | 35.00 | 10.00 |
| $42-2-141$ | 35.00 | 10.00 |

(B) Registration and taxation violations:

| $42-3-103$ | 50.00 | $\$$ |
| :--- | :---: | ---: |
| $42-3-113$ | 15.00 | 6.00 |
| $42-3-202$ | 15.00 | 6.00 |
| $42-3-116$ | 50.00 | 16.00 |
| $42-3-121(1)(\mathrm{a})$ | 75.00 | 24.00 |
| $42-3-121(1)(\mathrm{c})$ | 35.00 | 10.00 |
| $42-3-121(1)(\mathrm{f}),(1)(\mathrm{g})$, and (1)(h) | 75.00 | 24.00 |
| $42-3-304$ to 306 | 50.00 | 16.00 |

(C) Traffic regulation generally:

| Sec. ${ }^{1} 1412$ | $\$ 15.00$ | $\$$ |
| :--- | ---: | ---: |
| Sec. $109(13)(a)$ | 15.00 | 6.00 |
| Sec. $109(13)(b)$ | 100.00 |  |
| Sec. 1211 | 30.00 |  |
| Sec. 1405 | 15.00 | 6.00 |
|  |  | 6.00 |

(D) Equipment violations:

Sec. 201
Sec. 202
Sec. 204
\$ $35.00 \quad \$ \quad 10.00$

Sec. 205
Sec. 206
Sec. 207
Sec. 208
Sec. 209
Sec. 210
Sec. 211
Sec. 212
Sec. 213
Sec. 214
Sec. 215
Sec. 216
Sec. 217
Sec. 218
Sec. 219

[^6]| Sec. 220 | 15.00 | 6.00 |
| :--- | ---: | ---: |
| Sec. 221 | 15.00 | 6.00 |
| Sec. 222 (1) | 15.00 | 6.00 |
| Sec. 223 | 15.00 | 6.00 |
| Sec. 224 | 15.00 | 6.00 |
| Sec. 225 (1) | 15.00 | 6.00 |
| Sec. 226 | 15.00 | 6.00 |
| Sec. 227 (1) | 50.00 | 16.00 |
| Sec. 227 (2) | 15.00 | 6.00 |
| Sec. 228 (1), (2), (3), (5), or (6) | 15.00 | 6.00 |
| Sec. 229 | 15.00 | 6.00 |
| Sec. 230 | 15.00 | 6.00 |
| Sec. 231 | 15.00 | 6.00 |
| Sec. 232 | 15.00 | 6.00 |
| Sec. 233 | 75.00 | 24.00 |
| Sec. 234 | 15.00 | 6.00 |
| Sec. 235 | 50.00 | 16.00 |
| Sec. 236 | 65.00 | 16.00 |
| Sec. 237 | 65.00 | 6.00 |
| Sec. 1411 | 15.00 | 6.00 |
| Sec. 1412 | 15.00 | 6.00 |
| Sec. 1901 | 35.00 | 10.00 |

(E) Emissions inspections:

| Sec. $313(3)(c)$ | $\$$ | 50.00 | $\$$ | 16.00 |
| :--- | ---: | ---: | ---: | ---: |
| Sec. $313(3)(d)$ |  | 15.00 |  | 6.00 |

(F) Size, weight, and load violations:

Sec. 106 (1), (3), (4), (6), or (7) $35.00 \quad 10.00$
Sec. 106 (5)(a)(I)
Sec. 106 (5)(a)(II)
Sec. 106 (5)(a)(III)
Sec. 106 (5)(a)(IV)
Sec. 105 (1) to (5)
Sec. 106
Sec. 502
Sec. 503
Sec. 504

|  | 35.00 |  |
| ---: | ---: | ---: |
|  | 100.00 | 32.00 |
| 500.00 | 156.00 |  |
| 500.00 | 78.00 |  |
|  | $1,000.00$ | 156.00 |
|  | 50.00 | 16.00 |
|  | 50.00 |  |
| $\$$ | 75.00 | $\$$ |
|  | 15.00 |  |
|  | 24.00 |  |
|  | 75.00 |  |
|  |  | 6.00 |
|  |  | 24.00 |


| Sec. 505 | 75.00 | 24.00 |
| :--- | ---: | ---: |
| Sec. 506 | 15.00 | 6.00 |
| Sec. 509 | 50.00 | 16.00 |
| Sec. 510 (12)(a) | 35.00 | 10.00 |
| Sec. 512 | 75.00 | 24.00 |

(G) Signals, signs, and markings violations:

Sec. 603
Sec. 604
Sec. 605
Sec. 606
Sec. 607 (1)
Sec. 607 (2)(a)
Sec. 608 (1)
Sec. 608 (2)
Sec. 609
Sec. 610
Sec. 612
Sec. 613
(H) Rights-of-way violations:

Sec. 701
Sec. 702
Sec. 703
Sec. 704
Sec. 705
Sec. 706
Sec. 707
Sec. 708
Sec. 709
Sec. 710
Sec. 711
Sec. 712
(I) Pedestrian violations:

| Sec. 801 | $\$$ | 15.00 | $\$$ | 6.00 |
| :--- | ---: | :--- | :--- | :--- |
| Sec. $802(1)$ |  | 30.00 |  | 6.00 |
| Sec. $802(3)$ | 15.00 |  | 6.00 |  |


| Sec. $802(4)$ | 30.00 | 6.00 |
| :--- | ---: | ---: |
| Sec. $802(5)$ | 30.00 | 6.00 |
| Sec. 803 | 15.00 | 6.00 |
| Sec. 805 | 15.00 | 6.00 |
| Sec. 806 | 70.00 | 10.00 |
| Sec. 807 | 70.00 | 10.00 |
| Sec. 808 | 70.00 | 10.00 |

(J) Turning and stopping violations:

| Sec. 901 | $\$$ | 70.00 | $\$$ |
| :--- | ---: | ---: | :--- |
| Sec. 902 |  | 70.00 |  |
| Sec. 903 |  | 70.00 |  |

(K) Driving, overtaking, and passing violations:

| Sec. 1001 | $\$ 0.00$ | $\$$ |
| :--- | ---: | ---: |
| Sec. 1002 | 100.00 | 10.00 |
| Sec. 1003 | 100.00 | 10.00 |
| Sec. 1004 | 100.00 | 10.00 |
| Sec. 1005 | 100.00 | 10.00 |
| Sec. 1006 | 70.00 | 10.00 |
| Sec. 1007 | 100.00 | 10.00 |
| Sec. 1008 | 100.00 | 10.00 |
| Sec. 1009 | 70.00 | 10.00 |
| Sec. 1010 | 70.00 | 10.00 |
| Sec. 1011 | 200.00 | 32.00 |
| Sec. $1012(3)(a)$ | 65.00 | (NONE) |
| Sec. $1012(3)(b)$ | 125.00 | (NONE) |
| Sec. 1013 | 100.00 | (NONE) |

(L) Speeding violations:

Sec. 1101 (1) or (8) (b) (1 to 4 miles per hour over the reasonable and prudent speed or over the maximum lawful speed limit of 75 miles per hour) $\quad \$ \quad 30.00 \quad \$ \quad 6.00$

Sec. 1101 (1) or (8) (b) (5 to 9 miles
per hour over the reasonable and prudent speed or over the maximum lawful speed limit of 75 miles $\begin{array}{lll}\text { per hour } & 70.00 & 10.00\end{array}$

Sec. 1101 (1) or (8) (b) (10 to 19 miles per hour over the reasonable and prudent speed or over the maximum lawful speed limit of 75 miles per hour)

Sec. 1101 (1) or (8) (b) (20 to 24 miles per hour over the reasonable and prudent speed or over the maximum lawful speed limit of 75 miles per hour)

Sec. 1101 (8) (g) (1 to 4 miles per hour over the maximum lawful speed limit of 40 miles per hour driving a low-power scooter)6.00

Sec. 1101 (8) (g) ( 5 to 9 miles per hour over the maximum lawful speed limit of 40 miles per hour driving a low-power scooter)

Sec. 1101 (8) (g) (greater than 9 miles per hour over the maximum lawful speed limit of 40 miles per hour driving a low-power scooter)
$100.00 \quad 16.00$
Sec. 1101 (3)
100.00
10.00

Sec. 1103
Sec. 1104
50.00
6.00
30.00
6.00
(M) Parking violations:

Sec. 1201
30.00
6.00

Sec. 1202
30.00
6.00

| Sec. 1204 | 15.00 | 6.00 |
| :--- | :--- | :--- |
| Sec. 1205 | 15.00 | 6.00 |
| Sec. 1206 | 15.00 | 6.00 |
| Sec. 1207 | 15.00 | 6.00 |
| Sec. 1208 |  |  |
| (9), (15), or $(16)$ | 150.00 | 32.00 |
| Sec. 1213 | 150.00 | 32.00 |

(N) Other offenses:

| Sec. $1301(2)(d)$ | 100.00 | $\$$ |
| :--- | ---: | ---: |
| Sec. 1305 | 50.00 | 16.00 |
| Sec. $1305.5(2)$ | 50.00 | 7.80 |
| Sec. 1402 | 150.00 | 16.00 |
| Sec. 1403 | 30.00 | 6.00 |
| Sec. 1404 | 15.00 | 6.00 |
| Sec. 1406 | 35.00 | 10.00 |
| Sec. 1407 (3)(a) | 35.00 | 10.00 |
| Sec. 1407 (3)(b) | 100.00 | 30.00 |
| Sec. 1407 (3)(c) | 500.00 | 200.00 |
| Sec. 314 (1) and (2) | 35.00 | 10.00 |
| Sec. 314 (6)(a) | 100.00 | 10.00 |
| Sec. 1408 | 15.00 | 6.00 |
| Sec. 1414 (2)(a) | 500.00 | 156.00 |
| Sec. 1414 (2)(b) | $1,000.00$ | 312.00 |
| Sec. 1414 (2)(c) | $5,000.00$ | $1,560.00$ |
| Sec. 1416 (3) | 75.00 | 4.00 |
| 42-20-109 (2) | 250.00 | 66.00 |

(O) Motorcycle violations:
$\begin{array}{lrr}\text { Sec. } 1502 \text { (1), (2), (3), or (4) } & \$ 30.00 & \$ \\ \text { Sec. } 1502 \text { (4.5) } & 100.00 & \\ \text { Sec. } 1503 & 30.00 & \\ \text { Sec. } 1504 & 30.00 & 6.00 \\ & & 6.00\end{array}$
(P) Offenses by persons controlling vehicles:

| Sec. $239(5)(a)$ | 50.00 | $\$$ |
| :--- | ---: | ---: |
| Sec. $239(5)(\mathrm{b})$ | 100.00 |  |
| Sec. $239(5.5)$ | 300.00 |  |
| Sec. 1704 | 15.00 | 6.00 |
|  |  | 6.00 |

(II) (A) A person convicted of violating section 507 or 508 shall be fined pursuant to this subsubparagraph (A), whether the defendant acknowledges the defendant's guilt pursuant to the procedure set forth in paragraph (a) of subsection (5) of this section or is found guilty by a court of competent jurisdiction. A person who violates section 507 or 508 shall be punished by the following fine plus a surcharge of sixteen percent of the fine as follows:

| Excess Weight - Pounds | Penalty |
| :--- | :---: |
| $1-1,000$ | $\$ 20.00$ |
| $1,001-3,000$ | 25.00 |
| $3,001-5,000$ | 0.03 per pound overweight |
| $5,001-7,000$ | 0.05 per pound overweight |
|  | rounded to the nearest dollar |
| $7,001-10,000$ | 0.07 per pound overweight |
| rounded to the nearest dollar |  |
| $10,001-15,000$ | 0.10 per pound overweight <br> rounded to the nearest dollar <br> $15,001-19,750$ |
| 0.15 per pound <br> Over 19,750 | rounded to the nearest dollar |
|  | rounded to the nearest dollar |
|  |  |

(B) The state, county, city, or city and county issuing a citation that results in the assessment of the penalties in sub-subparagraph (A) of this subparagraph (II) may retain and distribute the following amount of the penalty according to the law of the jurisdiction that assesses the penalty, but the remainder of the penalty shall be transmitted to the state treasurer, who shall credit the moneys to the commercial vehicle enterprise tax fund created in section 42-1-225, C.R.S.:

| Excess Weight - Pounds | Penalty Retained |
| :--- | :---: |
| $1-3,000$ | $\$ 15.00$ |
| $3,001-4,250$ | 25.00 |
| $4,251-4,500$ | 50.00 |
| $4,501-4,750$ | 55.00 |


| $4,751-5,000$ | 60.00 |
| :--- | ---: |
| $5,001-5,250$ | 65.00 |
| $5,251-5,500$ | 75.00 |
| $5,501-5,750$ | 85.00 |
| $5,751-6,000$ | 95.00 |
| $6,001-6,250$ | 105.00 |
| $6,251-6,500$ | 125.00 |
| $6,501-6,750$ | 145.00 |
| $6,751-7,000$ | 165.00 |
| $7,001-7,250$ | 185.00 |
| $7,251-7,500$ | 215.00 |
| $7,501-7,750$ | 245.00 |
| $7,751-8,000$ | 275.00 |
| $8,001-8,250$ | 305.00 |
| $8,251-8,500$ | 345.00 |
| $8,501-8,750$ | 385.00 |
| $8,751-9,000$ | 425.00 |
| $9,001-9,250$ | 465.00 |
| $9,251-9,500$ | 515.00 |
| $9,501-9,750$ | 565.00 |
| $9,751-10,000$ | 615.00 |
| $10,001-10,250$ | 665.00 |
| Over 10,250 | 30.00 |

for each 250 pounds additional overweight, plus \$ 665.00
(III) Any person convicted of violating any of the rules promulgated pursuant to section 510, except section 510 (2) (b) (IV), shall be fined as follows, whether the violator acknowledges the violator's guilt pursuant to the procedure set forth in paragraph (a) of subsection (5) of this section or is found guilty by a court of competent jurisdiction:
(A) Except as provided in sub-subparagraph (D) of this subparagraph (III), any person who violates the maximum permitted weight on an axle or on gross weight shall be punished by the following fine plus a surcharge of sixteen percent of the fine:

## Excess Weight Above Maximum

Permitted Weight - Pounds

## Penalty

$\begin{array}{lr}1-2,500 & \$ 50.00 \\ 2,501-5,000 & 100.00\end{array}$

| $5,001-7,500$ | 200.00 |
| :--- | :--- |
| $7,501-10,000$ | 400.00 |
| Over 10,000 | $\$ 150.00$ |

for each 1,000 pounds additional oveweight, plus \$ 400.00
(B) Any person who violates any of the requirements of the rules and regulations pertaining to transport permits for the movement of overweight or oversize vehicles or loads, other than those violations specified in sub-subparagraph (A) or (C) of this subparagraph (III), shall be punished by a fine of fifty dollars.
(C) Any person who fails to have an escort vehicle when such vehicle is required by the rules and regulations pertaining to transport permits for the movement of overweight or oversize vehicles or loads or who fails to reduce speed when such speed reduction is required by said rules and regulations shall be punished by a fine of two hundred fifty dollars.
(D) The fines for a person who violates the maximum permitted weight on an axle or on gross weight under a permit issued pursuant to section 510 (1) (b) (II) shall be doubled.
(IV) (A) Any person convicted of violating section 42-3-114, C.R.S. who has not been convicted of a violation of section 42-3-114, C.R.S. in the twelve months preceding such conviction shall be fined as follows, whether the defendant acknowledges the defendant's guilt pursuant to the procedure set forth in paragraph (a) of subsection (5) of this section or is found guilty by a court of competent jurisdiction:

Number of days beyond renewal period that registration has

| been expired | Penalty | Surcharge |
| :---: | ---: | :---: |
| $1-29$ | $\$ 35.00$ | $\$ 8.00$ |
| $30-59$ | 50.00 | 12.00 |
| 60 and over | 75.00 | 18.00 |

(B) Any person convicted of violating section 42-3-114, C.R.S. who has been convicted of violating said section within the twelve months preceding such conviction shall be fined pursuant to subparagraph (I) of paragraph (a) of subsection (3) of this section.
(V) Any person convicted of violating section 42-20-204(2), C.R.S shall be fined twenty-five dollars, whether the violator acknowledges guilt pursuant to the procedure set forth in paragraph (a) of subsection (5) of this section or is found guilty by a court of competent jurisdiction.
(VI) (A) Except as provided in paragraph (c) of subsection (5) of this section, every person who is convicted of, who admits liability for, or against whom a judgment is entered for a violation of any provision of this title to which the provisions of paragraph (a) or (b) of subsection (5) of this section apply, shall, in addition to any other fine or penalty or surcharge, be assessed a surcharge of one dollar, which amount shall be transmitted to the state treasurer for deposit in the familyfriendly court program cash fund created in section 13-3-113 (6), C.R.S. This surcharge shall apply whether the defendant acknowledges the defendant's guilt or liability in accordance with the procedure set forth by paragraph (a) of subsection (5) of this section or is found guilty by a court of competent jurisdiction or has judgment entered against the defendant by a county court magistrate.

## (B) Repealed.

(VII) The penalties and surcharges for a second or subsequent violation of section 42-20-109(2), C.R.S., within twelve months shall be doubled.
(VIII) A person who violates section 42-3-204(7)(f)(II), C.R.S., or section 1208 (3) (a) or (4) commits a misdemeanor and, upon conviction, shall be punished by a surcharge of thirty-two dollars under sections 24-4.1-119 (1) (f) and 24-4.2-104 (1) (b) (I), C.R.S., and:
(A) A fine of not less than three hundred fifty dollars but not more than one thousand dollars for the first offense;
(B) A fine of not less than six hundred dollars but not more than one thousand dollars for a second offense; and
(C) A fine of not less than one thousand dollars but not more than five thousand dollars, in addition to not more than ten hours of community service, for a third or subsequent offense.
(IX) A person who violates section 1208 (3) by parking a vehicle owned by a commercial carrier is guilty of a misdemeanor and, upon conviction, shall be punished by the surcharge and a fine of up to twice the penalty imposed in subparagraph (VIII) of this paragraph (a).
(X) (A) A person who violates section 1208 (5) of this section is guilty of a class 1 misdemeanor and, upon conviction, shall be punished as provided in section 18-1.3-501, C.R.S.
(B) A person who willfully receives remuneration for violating section 1208 (5) is guilty of a class 1 misdemeanor and, upon conviction, shall be punished by twice the civil and criminal penalties that would be imposed under section 18-1.3-501, C.R.S.
(b) (I) The schedule in subparagraph (I) of paragraph (a) of this subsection (4) shall not apply when the provisions of paragraph (c) of subsection (5) of this section prohibit the issuance of a penalty assessment notice for a violation of the aforesaid traffic violation.
(II) The schedules in subparagraphs (II) and (III) of paragraph (a) of this subsection (4) shall apply whether the violator is issued a penalty assessment notice or a summons and complaint.
(c) (I) The penalties and surcharges imposed for speeding violations under subsection (4) (a) (I) (L) of this section shall be doubled if a speeding violation occurs within a maintenance, repair, or construction zone that is designated by the department of transportation pursuant to section 614 (1) (a); except that the penalty for violating section 1101 (1) or (8) (b) by twenty to twenty-four miles per hour over the reasonable and prudent speed or over the maximum lawful speed limit of seventy-five miles per hour shall be five hundred forty dollars.
(II) (A) The penalties and surcharges imposed for violations under sub-subparagraphs (C), (G), (H), (I), (J), (K), (N), and (O) of subparagraph (I) of paragraph (a) of this subsection (4) shall be doubled if a violation occurs within a maintenance, repair, or construction zone that is designated by the department of transportation pursuant to section 614 (1) (a); except that the fines for violating sections $314,610,613,706,707,708,709,710,1011,1012,1404,1408$, and 1414 shall not be doubled under this subparagraph (II).
(B) There is hereby created, within the highway users tax fund, the highway construction workers' safety account.
(C) If a fine is doubled under subparagraph (I) or (II) of this paragraph (c), one-half of the fine allocated to the state by sections 42-1-217 and section 205, C.R.S., shall be transferred to the state treasurer, who shall deposit it in the highway construction workers' safety account within the highway users tax fund to be continuously appropriated to the department of transportation for work zone safety equipment, signs, and law enforcement.
(D) This subparagraph (II) is effective July 1, 2006.
(III) The penalties and surcharges imposed for speeding violations under sub-subparagraph (L) of subparagraph (I) of paragraph (a) of this subsection (4) shall be doubled if a speeding violation occurs within a maintenance, repair, or construction zone that is designated by a public entity pursuant to section 614 (1) (b).
(IV) The penalties and surcharges imposed for violations under sub-subparagraphs (C), (G), (H), (I), (J), (K), (N), and (O) of subparagraph (I) of paragraph (a) of this subsection (4) shall be doubled if a violation occurs within a maintenance, repair, or construction zone that is designated
by a public entity pursuant to section 614 (1) (b); except that the fines for violating sections 314 , $610,613,706,707,708,709,710,1011,1012,1404,1408$, and 1414 shall not be doubled under this subparagraph (IV).
(d) The penalty and surcharge imposed for any moving traffic violation under subparagraph (I) of paragraph (a) of this subsection (4) are doubled if the violation occurs within a school zone pursuant to section 615.
(d.5) (I) The penalty and surcharge imposed for any moving traffic violation under subparagraph (I) of paragraph (a) of this subsection (4) are doubled if the violation occurs within a wildlife crossing zone pursuant to section 616 .
(II) (A) There is hereby created, within the highway users tax fund, the wildlife crossing zones safety account.
(B) If a penalty and surcharge are doubled pursuant to subparagraph (I) of this paragraph (d.5), one-half of the penalty and surcharge allocated to the state by sections 42-1-217 and section 205, C.R.S., shall be transferred to the state treasurer, who shall deposit the moneys in the wildlife crossing zones safety account within the highway users tax fund to be continuously appropriated to the department of transportation for wildlife crossing zones signs and law enforcement.
(e) (I) An additional twenty dollars shall be assessed for speeding violations pursuant to subsection (4)(a)(I)(L) of this section in addition to the penalties and surcharge stated subsection (4)(a)(I)(L) of this section. Money collected pursuant to this subsection 4(e) must be transmitted to the state treasurer who shall deposit such money in the Colorado brain injury trust fund created pursuant to section 26-1-309, C.R.S., within fourteen days after the end of each quarter, to be used for the purposes set forth in sections 26-1-301 to 26-1-310, C.R.S.
(II) If the surcharge is collected by a county, the surcharge shall be twenty-two dollars of which two dollars shall be retained by the county and the remaining twenty dollars must be transmitted to the state treasurer and credited to the Colorado brain injury trust fund created pursuant to section 26-1-309, C.R.S., within fourteen days after the end of each quarter, to be used for the purposes set forth in sections 26-1-301 to 26-1-310, C.R.S.
(III) An additional twenty dollars is assessed for a violation of a traffic regulation pursuant to subsection (4)(a)(I)(C) of this section for a violation of section 109(13)(b), in addition to the penalties stated in subsection $(4)(\mathrm{a})(\mathrm{I})(\mathrm{C})$ of this section. An additional twenty dollars must be assessed for a motorcycle violation pursuant to subsection (4)(a)(I)(O) of this section for a violation of section 1502(4.5), in addition to the penalties stated in subsection (4)(a)(I)(O) of this section. Money collected pursuant to this subsection (4)(e)(III) must be transmitted to the state
treasurer, who shall deposit the money in the Colorado brain injury trust fund created pursuant to section 26-1-309, C.R.S., to be used for the purposes set forth in sections 26-1-301 to 26-1-310, C.R.S.
(f) (I) In addition to the surcharge specified in sub-subparagraph (N) of subparagraph (I) of paragraph (a) of this subsection (4), the court shall assess a surcharge of five dollars shall be assessed for a violation of section 1301 (2)(d). Moneys collected pursuant to this paragraph (f) shall be transmitted to the state treasurer who shall deposit such moneys in the rural alcohol and substance abuse cash fund created in section 27-80-117 (3), C.R.S., within fourteen days after the end of each quarter, to be used for the purposes set forth in section 27-80-117, C.R.S.
(II) If the additional surcharge is collected by a county court, the additional surcharge shall be six dollars of which one dollar shall be retained by the county and the remaining five dollars shall be transmitted to the state treasurer and credited to the rural alcohol and substance abuse cash fund created in section 27-80-117 (3), C.R.S., within fourteen days after the end of each quarter, to be used for the purposes set forth in section 27-80-117, C.R.S.
(III) This paragraph (f) is repealed, effective September 1, 2025, unless the general assembly extends the repeal of the rural alcohol and substance abuse prevention and treatment program created in section 27-80-117.
(5) (a) (I) At the time that any person is arrested for the commission of any misdemeanors, petty offenses, or misdemeanor traffic offenses set forth in subsection (4) of this section, the arresting officer may, except when the provisions of paragraph (c) of this subsection (5) prohibit it, offer to give a penalty assessment notice to the defendant. At any time that a person is charged with the commission of any traffic infraction, the peace officer shall, except when the provisions of paragraph (c) of this subsection (5) prohibit it, give a penalty assessment notice to the defendant. Such penalty assessment notice shall contain all the information required by section 1707 (3) or by section 1709, whichever is applicable. The fine or penalty specified in subsection (4) of this section for the violation charged and the surcharge thereon may be paid at the office of the department of revenue, either in person or by postmarking such payment within twenty days from the date the penalty assessment notice is served upon the defendant; except that the fine or penalty charged and the surcharge thereon shall be paid to the county if it relates to a traffic offense authorized by county ordinance. The department of revenue shall accept late payment of any penalty assessment up to twenty days after such payment becomes due. Except as otherwise provided in subparagraph (II) of this paragraph (a), in the case of an offense other than a traffic infraction, a defendant who otherwise would be eligible to be issued a penalty assessment notice but who does not furnish satisfactory evidence of identity or who the officer has reasonable and probable grounds to believe will disregard the summons portion of such notice may be issued a penalty assessment notice if the defendant consents to be taken by the officer to the nearest
mailbox and to mail the amount of the fine or penalty and surcharge thereon to the department. The peace officer shall advise the person arrested or cited of the points to be assessed in accordance with section 42-2-127, C.R.S. Except as otherwise provided in section 1710 (1) (b), acceptance of a penalty assessment notice and payment of the prescribed fine or penalty and surcharge thereon to the department shall be deemed a complete satisfaction for the violation, and the defendant shall be given a receipt which so states when such fine or penalty and surcharge thereon is paid in currency or other form of legal tender. Checks tendered by the defendant to and accepted by the department and on which payment is received by the department shall be deemed sufficient receipt.
(II) In the case of an offense other than a traffic infraction that involves a minor under the age of eighteen years, the officer shall proceed in accordance with the provisions of section 1706 (2) or 1707 (1) (b) or (3) (a.5). In no case may an officer issue a penalty assessment notice to a minor under the age of eighteen years and require or offer that the minor consent to be taken by the officer to the nearest mailbox to mail the amount of the fine or penalty and surcharge thereon to the department.
(b) In the case of an offense other than a traffic infraction, should the defendant refuse to accept service of the penalty assessment notice when such notice is tendered, the peace officer shall proceed in accordance with section 42-4-1705, C.R.S., or 1707 of this Code. Should the defendant charged with an offense other than a traffic infraction accept service of the penalty assessment notice but fail to post the prescribed penalty and surcharge thereon within twenty days thereafter, the notice shall be construed to be a summons and complaint unless payment for such penalty assessment has been accepted by the department of revenue as evidenced by receipt. Should the defendant charged with a traffic infraction accept the notice but fail to post the prescribed penalty and surcharge thereon within twenty days thereafter, and should the department of revenue not accept payment for such penalty and surcharge as evidenced by receipt, the defendant shall be allowed to pay such penalty and surcharge thereon and the docket fee in the amount set forth in section 1710 (4) to the clerk of the court referred to in the summons portion of the penalty assessment notice during the two business days prior to the time for appearance as specified in the notice. If the penalty for a misdemeanor, misdemeanor traffic offense, or a petty offense and surcharge thereon is not timely paid, the case shall thereafter be heard in the court of competent jurisdiction prescribed on the penalty assessment notice in the same manner as is provided by law for prosecutions of the misdemeanors not specified in subsection (4) of this section. If the penalty for a traffic infraction and surcharge thereon is not timely paid, the case shall thereafter be heard in the court of competent jurisdiction prescribed on the penalty assessment notice in the manner provided for in this article for the prosecution of traffic infractions. In either case, the maximum penalty that may be imposed shall not exceed the penalty set forth in the applicable penalty and surcharge schedule in subsection (4) of this section.
(b.5) The provisions of section 1710 (1) (b) shall govern any case described in paragraph (b) of this subsection (5) in which a minor under the age of eighteen years submits timely payment for an infraction or offense in a penalty assessment notice but such payment is not accompanied by the penalty assessment notice signed and notarized in the manner required by section 1707 (3) (a.5) or 1709 (1.5).
(c) (I) The penalty and surcharge schedules of subsection (4) of this section and the penalty assessment notice provisions of paragraphs (a) and (b) of this subsection (5) shall not apply to violations constituting misdemeanors, petty offenses, or misdemeanor traffic offenses not specified in said subsection (4) of this section, nor shall they apply to the violations constituting misdemeanors, petty offenses, misdemeanor traffic offenses, or traffic infractions specified in said subsection (4) of this section when it appears that:
(A) (Deleted by amendment, L. 96, p. 580, § 4, effective May 25, 1996.)
(B) In a violation of section 1101 (1) or (8) (b), the defendant exceeded the reasonable and prudent speed or the maximum lawful speed of seventy-five miles per hour by more than twentyfour miles per hour;
(C) The alleged violation has caused, or contributed to the cause of, an accident resulting in appreciable damage to property of another or in injury or death to any person;
(D) The defendant has, in the course of the same transaction, violated one of the provisions of this title specified in the penalty and surcharge schedules in subsection (4) of this section and has also violated one or more provisions of this title not so specified, and the peace officer charges such defendant with two or more violations, any one of which is not specified in the penalty and surcharge schedules in subsection (4) of this section.
(II) In all cases where this paragraph (c) prohibits the issuance of a penalty assessment notice, the penalty and surcharge schedule contained in subparagraph (I) of paragraph (a) of subsection (4) of this section shall be inapplicable; except that the penalty and surcharge provided in the schedule contained in sub-subparagraph (B) of subparagraph (I) of paragraph (a) of subsection (4) of this section for any violation of section 121 shall always apply to such a violation. In all cases where the penalty and surcharge schedule contained in subparagraph (I) of paragraph (a) of subsection (4) of this section is inapplicable, the provisions of subsection (3) of this section shall apply.
(d) In addition to any other cases governed by this section, the penalty and surcharge schedule contained in subparagraph (I) of paragraph (a) of subsection (4) of this section shall apply in the following cases:
(I) In all cases in which a peace officer was authorized by the provisions of this subsection (5) to offer a penalty assessment notice for the commission of a misdemeanor, petty offense, or misdemeanor traffic offense but such peace officer chose not to offer such penalty assessment notice;
(II) In all cases involving the commission of a misdemeanor, petty offense, or misdemeanor traffic offense in which a penalty assessment notice was offered by a peace officer but such penalty assessment notice was refused by the defendant.
(6) An officer coming upon an unattended vehicle that is in apparent violation of any provision of the state motor vehicle law may place upon the vehicle a penalty assessment notice indicating the offense or infraction and directing the owner or operator of the vehicle to remit the penalty assessment provided for by subsection (4) of this section and the surcharges thereon pursuant to sections $119(1)(\mathrm{f})$ and 104 to the Colorado department of revenue within ten days. If the penalty assessment and surcharge thereon is not paid within ten days of the issuance of the notice, the department shall mail a notice to the registered owner of the vehicle, setting forth the offense or infraction and the time and place where it occurred and directing the payment of the penalty assessment and surcharge thereon within twenty days from the issuance of the notice. If the penalty assessment and surcharge thereon is not paid within the twenty days from the date of mailing of such notice, the department shall request the police officer who issued the original penalty assessment notice to file a complaint with a court having jurisdiction and issue and serve upon the registered owner of the vehicle a summons to appear in court at a time and place specified therein as in the case of other offenses or infractions.
(7) Notwithstanding the provisions of paragraph (b) of subsection (5) of this section, receipt of payment by mail by the department or postmarking such payment on or prior to the twentieth day after the receipt of the penalty assessment notice by the defendant shall be deemed to constitute receipt on or before the date the payment was due.
(8) The surcharges described in subsections (4) to (6) of this section are separate and distinct from a surcharge levied pursuant to section 24-33.5-415.6, C.R.S.

## 1702. Counties - traffic offenses classified - schedule of fines.

(1) Pursuant to sections 30-15-402(1), C.R.S., and 42-4-1701, C.R.S., it is a traffic infraction for any person to violate parts 1 and 2, and 5 to 19 of this Code except as otherwise provided in subsections (2), (3),(4), and (5) of this section.
(2) Violation of sections 238, 239, 607 (2)(a), 1402 (2), and 1409, of this Code are class 1 traffic misdemeanors
(3) Violations of sections 107, 228 (8), 233, 507, 508, 509, 510, 1105, 1401, 1402 (1), $1407,1412,1413,1704,1716(2)$ and $1903(1)(a)$ of this Code are class 2 traffic misdemeanors.
(4) In section 1101 of this Code a violation of driving one to twenty-four miles per hour in excess of the reasonable and prudent speed or in excess of the maximum lawful speed limit of seventy-five miles per hour is a traffic infraction; a violation of driving twenty-five or more miles per hour in excess of the reasonable and prudent speed or in excess of the maximum lawful speed limit of seventy-five miles per hour is a class 2 misdemeanor traffic offense.
(5) Violation of subsection (1.5) of section 225 shall, upon conviction, be punished by a fine of five hundred dollars.
(6) The County Commissioners may adopt a fine and surcharge schedule for penalty assessment violations.

## 1703. Parties to a crime.

Every person who commits, conspires to commit, or aids or abets in the commission of any act declared in this Code to be a traffic offense, whether individually or in connection with one or more other persons or as principal, agent, or accessory, is guilty of such offense or liable for such offense, and every person who falsely, fraudulently, forcibly, or willfully induces, causes, coerces, requires, permits, or directs another to violate any provision of this Code is likewise guilty of such offense or liable for such offense.

## 1704. Offenses by persons controlling vehicles.

It is unlawful for the owner or any other person employing or otherwise directing the driver of any vehicle to require or knowingly to permit the operation of such vehicle upon a highway in any manner contrary to law or this Code.

## 1705. Person arrested to be taken before the proper court

(1) Whenever a person is arrested for any violation of this article punishable as a misdemeanor, the arrested person shall be taken without unnecessary delay before a county judge who has jurisdiction of such offense as provided by law, in any of the following cases:
(a) When a person arrested demands an appearance without unnecessary delay before a judge;
(b) When the person is arrested and charged with an offense under this article causing or contributing to an accident resulting in injury or death to any person;
(c) When the person is arrested and charged with DUI, DUI per se, or UDD;
(d) When the person is arrested upon a charge of failure to stop in the event of an accident causing death, personal injuries, or damage to property;
(e) In any other event when the provisions of section 42-4-1701 (5)(b) and (5)(c) apply and the person arrested refuses to give a written promise to appear in court as provided in section 42-4-1707.
(2) Whenever any person is arrested by a police officer for any violation of this article punishable as a misdemeanor and is not required to be taken before a county judge as provided in subsection (1) of this section, the arrested person shall, in the discretion of the officer, either be given a written notice or summons to appear in court as provided in section 42-4-1707 or be taken without unnecessary delay before a county judge who has jurisdiction of such offense when the arrested person does not furnish satisfactory evidence of identity or when the officer has reasonable and probable grounds to believe the person will disregard a written promise to appear in court. The court shall provide a bail bond schedule and available personnel to accept adequate security for such bail bonds.
(2.5) In any case in which the arrested person that is taken before a county judge pursuant to subsection (1) or (2) of this section is a child, as defined in section 19-1-103 (18), C.R.S., the provisions of section 42-4-1706 (2) shall apply.
(3) Any other provision of law to the contrary notwithstanding, a police officer may place a person who has been arrested and charged with DUI, DUI per se, or UDD and who has been given a written notice or summons to appear in court as provided in section 42-4-1707 in a state-approved treatment facility for alcohol use disorders even though entry or other record of such arrest and charge has been made. Placement is governed by article 81 of title 27, except where in conflict with this section.

## 1706. Juveniles - convicted - arrested and incarcerated - provisions for confinement.

(1) Notwithstanding any other provision of law, a child, as defined in section 19-1-103 (18), C.R.S., convicted of a misdemeanor traffic offense under this Code, violating the conditions of probation imposed under this Code, or found in contempt of court in connection with a violation or alleged violation under this Code shall not be confined in a jail, lockup, or other place used for the confinement of adult offenders if the court with jurisdiction is located in a county in which there is a juvenile detention facility operated by or under contract with the department of human services that shall receive and provide care for such child or if the jail is located within forty miles of such facility. The court imposing penalties under this section may confine a child for a determinate period of time in a juvenile detention facility operated by or under contract with the department of human services. If a juvenile detention facility operated by or under contract with the department of human services is not located within the county or within forty miles of the jail, a child may be confined for up to forty-eight hours in a jail pursuant to section 19-2-508 (4), C.R.S.
(2)(a) Notwithstanding any other provision of law, a child, as defined in section 19-1-103 (18), C.R.S., arrested and incarcerated for an alleged misdemeanor traffic offense under this Code, and not released on bond, shall be taken before a county judge who has jurisdiction of such offense within forty-eight hours for fixing of bail and conditions of bond pursuant to section 19-2-508 (4)(d), C.R.S. Such child shall not be confined in a jail, lockup, or other place used for the confinement of adult offenders for longer than seventy-two hours, after which the child may be further detained only in a juvenile detention facility operated by or under contract with the department of human services. In calculating time under this subsection (2), Saturdays, Sundays, and court holidays shall be included.
(b) In any case in which a child is taken before a county judge pursuant to paragraph (a) of this subsection (2), the child's parent or legal guardian shall immediately be notified by the court in which the county judge sits. Any person so notified by the court under this paragraph (b) shall comply with the provisions of section 42-4-1716 (4), C.R.S.
1707. Summons and complaint or penalty assessment notice for misdemeanors, petty offenses, and misdemeanor traffic offenses--release-registration.
(1)(a) Whenever a person commits a violation of this title punishable as a misdemeanor, petty offense, or misdemeanor traffic offense, other than a violation for which a penalty assessment notice may be issued in accordance with the provisions of section 1701(5)(a), and such person is not required by the provisions of section 42-4-1705, C.R.S., to be arrested and taken without unnecessary delay before a county judge, the peace officer may issue and serve upon the defendant a summons and complaint which must contain the name and address of the defendant, the license number of the vehicle involved, if any, the number of the defendant's driver's license, if any, a citation of the statute alleged to have been violated, a brief description of the offense, the date and approximate location thereof, and the date the summons and complaint is served on the defendant; direct the defendant to appear in a specified county court at a specified time and place; and be signed by the peace officer. The summons and complaint submitted to the department of revenue and the county court before which appearance is required, either by paper or electronic submission, must contain the name and address of the defendant, the license of the vehicle involved, if any, and the number of the defendant's driver's license, if any.
(b) A summons and complaint issued and served pursuant to paragraph (a) of this subsection (1) on a minor under the age of eighteen years shall also contain or be accompanied by a document containing an advisement to the minor that the minor's parent or legal guardian, if known, shall be notified by the court from which the summons is issued and be required to appear with the minor at the minor's court hearing or hearings.
(2) If a peace officer issues and serves a summons and complaint to appear in any court upon the defendant as described in subsection (1) of this section, any defect in form in such summons and complaint regarding the name and address of the defendant, the license number of the vehicle involved, if any, the number of the defendant's driver's license, if any, the date and
approximate location thereof, and the date the summons and complaint is served on the defendant may be cured by amendment at any time prior to trial or any time before verdict or findings upon an oral motion by the prosecuting attorney after notice to the defendant and an opportunity for a hearing. No such amendment shall be permitted if substantial rights of the defendant are prejudiced. No summons and complaint shall be considered defective so as to be cause for dismissal solely because of a defect in form in such summons and complaint as described in this subsection (2).
(3)(a) Whenever a penalty assessment notice for a misdemeanor, petty offense, or misdemeanor traffic offense is issued pursuant to section 1701(5)(a), the penalty assessment notice that shall be served upon the defendant by the peace officer shall contain the name and address of the defendant, the license number of the vehicle involved, if any, the number of the defendant's driver's license, if any, a citation of the statute alleged to have been violated, a brief description of the offense, the date and approximate location thereof, the amount of the penalty prescribed for the offense, the amount of the surcharges thereon pursuant to sections 24-4.1$119(1)(\mathrm{f}), 24-4.2-104(1)$, and 24-33.5-415.6, C.R.S., the number of points, if any, prescribed for the offense pursuant to section 42-2-127, and the date the penalty assessment notice is served on the defendant; shall direct the defendant to appear in a specified county court at a specified time and place in the event the penalty and surcharges thereon are not paid; shall be signed by the peace officer; and shall contain a place for the defendant to elect to execute a signed acknowledgment of guilt and an agreement to pay the penalty prescribed and surcharges thereon within twenty days, as well as such other information as may be required by law to constitute the penalty assessment notice to be a summons and complaint, should the prescribed penalty and surcharges thereon not be paid within the time allowed in section 1701.
(a.5) A penalty assessment notice issued and served pursuant to paragraph (a) of this subsection (3) on a minor under the age of eighteen years shall also contain or be accompanied by a document containing:
(I) A preprinted declaration stating that the minor's parent or legal guardian has reviewed the contents of the penalty assessment notice with the minor;
(II) Preprinted signature lines following the declaration on which the reviewing person described in subparagraph (I) of this paragraph (a.5) shall affix his or her signature and for a notary public to duly acknowledge the reviewing person's signature; and
(III) An advisement to the minor that:
(A) The minor shall, within seventy-two hours after service of the penalty assessment notice, inform his or her parent or legal guardian that the minor has received a penalty assessment notice;
(B) The parent or legal guardian of the minor is required by law to review and sign the penalty assessment notice and to have his or her signature duly acknowledged by a notary public; and
(C) Noncompliance with the requirement set forth in sub-subparagraph (B) of this subparagraph (III) shall result in the minor and the parent or legal guardian of the minor being
required to appear in court pursuant to sections 42-4-1710(1) (b), 42-4-1710(1.5), and 42-41716(4), C.R.S.
(b) One copy of said penalty assessment notice shall be served upon the defendant by the peace officer and one copy sent to the supervisor within the department and such other copies sent as may be required by rule of the department to govern the internal administration of this article between the department and the Colorado state patrol.
(4)(a) The time specified in the summons portion of said summons and complaint must be at least twenty days after the date such summons and complaint is served, unless the defendant shall demand an earlier court appearance date.
(b) The time specified in the summons portion of said penalty assessment notice shall be at least thirty days but not more than ninety days after the date such penalty assessment notice is served, unless the defendant shall demand an earlier court appearance date.

## 1708. Burden of proof - appeals.

(1) The burden of proof shall be upon the people, and the court shall enter judgment in favor of the defendant unless the people prove the liability of the defendant beyond a reasonable doubt.
(2) Appeals from courts of record shall be in accordance with Rule 37 of the Colorado Rules of Criminal Procedure.

## 1709. Penalty assessment notice for traffic offenses - violations of provisions by officer driver's license.

(1) Whenever a penalty assessment notice for a traffic infraction is issued the penalty assessment notice which shall be served upon the defendant by the peace officer shall contain the name and address of the defendant, the license number of the vehicle involved, if any, the number of the defendant's driver's license, if any, a citation of the statute alleged to have been violated, a brief description of the traffic infraction, the date and approximate location thereof, the amount of the penalty prescribed for such traffic infraction, the amount of the surcharge thereon pursuant to section 24-4.2-104 (1), C.R.S., the number of points, if any, prescribed for such traffic infraction pursuant to section 42-2-127, C.R.S., and the date the penalty assessment notice is served on the defendant; shall direct the defendant to appear in a specified county court at a specified time and place in the event such penalty and surcharge thereon is not paid; shall be signed by the peace officer; and shall contain a place for the defendant to elect to execute a signed acknowledgment of liability and an agreement to pay the penalty prescribed and surcharge thereon within twenty days, as well as such other information as may be required by law to constitute such penalty assessment notice to be a summons and complaint, should the prescribed penalty and surcharge thereon not be paid within the time allowed in section 42-41701, C.R.S.
(1.5) A penalty assessment notice issued and served pursuant to subsection (1) of this section on a minor under the age of eighteen years shall also contain or be accompanied by a document containing:
(a) A preprinted declaration stating that the minor's parent or legal guardian has reviewed the contents of the penalty assessment notice with the minor;
(b) Preprinted signature lines following the declaration on which the reviewing person described in paragraph (a) of this subsection (1.5) shall affix his or her signature and for a notary public to duly acknowledge the reviewing person's signature; and
(c) An advisement to the minor that:
(I) The minor shall, within seventy-two hours after service of the penalty assessment notice, inform his or her parent or legal guardian that the minor has received a penalty assessment notice;
(II) The parent or legal guardian of the minor is required by this Code to review and sign the penalty assessment notice and to have his or her signature duly acknowledged by a notary public; and
(III) Noncompliance with the requirement set forth in subparagraph (II) of this paragraph (c) shall result in the minor and the parent or legal guardian of the minor being required to appear in court pursuant to sections 1710 (1)(b), 1710 (1.5), and 1716 (4).
(2) One copy of said penalty assessment notice shall be served upon the defendant by the peace officer and one copy sent to the clerk of the court and such other copies sent as may be required by ordinance or the court.
(3) The time specified in the summons portion of said penalty assessment notice must be at least thirty days but not more than ninety days after the date such penalty assessment notice is served, unless the defendant shall demand an earlier hearing.
(4) The place specified in the summons portion of said penalty assessment notice must be a court within the county in which the traffic infraction is alleged to have been committed.
(5) Whenever the defendant refuses to accept service of the penalty assessment notice, tender of such notice by the peace officer to the defendant shall constitute service thereof upon the defendant.

## 1710. Failure to pay penalty for traffic offenses - failure of parent or guardian to sign penalty assessment notice - procedures.

(1)(a) Unless a person who has been cited for a traffic infraction pays the penalty assessment as provided in this Code and surcharge thereon pursuant to section 24-4.2-104 (1), C.R.S., the person shall appear at a hearing on the date and time specified in the citation and answer the complaint against such person.
(b) Notwithstanding the provisions of paragraph (a) of this subsection (1), a minor under the age of eighteen years shall be required to appear at a hearing on the date and time specified in the citation and answer the complaint if the penalty assessment was timely paid but not signed and notarized in the manner required by section 1709 (1.5).
(1.5) If a minor under the age of eighteen years is required to appear at a hearing pursuant to subsection (1) of this section, the minor shall so inform his or her parent or legal guardian, and the parent or legal guardian shall also be required to appear at the hearing.
(2) If the violator answers that he or she is guilty or if the violator fails to appear for the hearing, judgment shall be entered against the violator.
(3) If the violator denies the allegations in the complaint, a final hearing on the complaint shall be held subject to the provisions regarding a speedy trial which are contained in section 18-1-405, C.R.S. If the violator is found guilty or liable at such final hearing or if the violator fails to appear for a final hearing, judgment shall be entered against the violator.
(4) If judgment is entered against a violator, the violator shall be assessed an appropriate penalty and surcharge thereon, a docket fee, and other applicable costs authorized by ordinance or the court. If the violator had been cited by a penalty assessment notice, the penalty shall be assessed pursuant to this Code.

## 1711. Compliance with promise to appear.

A written promise to appear in court may be complied with by an appearance by counsel.

## 1712. Procedure prescribed not exclusive.

The foregoing provisions of this Code shall govern all police officers in making arrests without a warrant or issuing citations for violations of this Code, for offenses or infractions committed in their presence, but the procedure prescribed in this Code shall not otherwise be exclusive of any other method prescribed by law or ordinance for the arrest and prosecution of a person for an offense or infraction of like grade.

## 1713. Conviction record inadmissible in civil action.

Except as provided in sections 42-2-201 to 42-2-208, C.R.S., no record of the conviction of any person for any violation of this Code shall be admissible as evidence in any court in any civil action.

## 1714. Traffic violation not to affect credibility of witness.

The conviction of a person upon a charge of violating any provision of this Code or other traffic regulation less than a felony shall not affect or impair the credibility of such person as a witness in any civil or criminal proceeding.

## 1715. Convictions, judgments, and charges recorded - public inspection.

(1) Every judge of a court not of record and every clerk of a court of record shall keep a full record of every case in which a person is charged with any violation of this Code or any other law regulating the operation of vehicles on highways.
(2) Within ten days after the entry of a judgment, conviction, or forfeiture of bail of a person upon a charge of violating any provision of this Code or other law regulating the
operation of vehicles on highways, the judge or clerk of the court in which the entry of a judgment was made or the conviction was had or bail was forfeited shall prepare and immediately forward to the motor vehicle division of the department of revenue an abstract of the record of said court covering every case in which said person had a judgment entered against him or her, was so convicted, or forfeited bail, which abstract must be certified by the person so required to prepare the same to be true and correct.
(3) Said abstract must be made upon a form furnished by the department of revenue and shall include the name, address, and driver's license number of the party charged, the registration number of the vehicle involved, the nature of the offense, the date of hearing, the plea, the judgment or whether bail forfeited, and the amount of the fine or forfeiture as the case may be.

## 1716. Notice to appear or pay fine - failure to appear - penalty.

(1) For the purposes of this part 17, tender by an arresting officer of the summons or penalty assessment notice shall constitute notice to the violator to appear in court at the time specified on such summons or to pay the required fine and surcharge thereon.
(2) Except as otherwise provided in subsection (4) of this section, a person commits a traffic offense if the person fails to appear to answer any offense other than a traffic infraction charged under this part 17.
(3) Deleted.
(4)(a)(I) Except as otherwise provided in subparagraph (II) of this paragraph (a), a person who is a parent or legal guardian of a minor under the age of eighteen years and who is required to appear in court with the minor pursuant to the provisions of this part 17 including but not limited to section $1706(2)(b)$ or $1710(1.5)$, shall appear in court at the location and on the date stated in the penalty assessment notice or in the summons and complaint or as instructed by the court.
(II) The provisions of subparagraph (I) of this paragraph (a) concerning the appearance of a parent or legal guardian shall not apply in a case where the minor under the age of eighteen years or the parent of the minor demonstrates to the court by clear and convincing evidence that the minor is an emancipated minor.
(III) For purposes of this subsection (4), "emancipated minor" means a minor under the age of eighteen years who has no legal guardian and whose parents have entirely surrendered the right to the care, custody, and earnings of the minor, no longer are under any duty to support or maintain the minor, and have made no provision for the support of the minor.
(b) A person who violates any provision of paragraph (a) of subparagraph (I) of this subsection (4) commits a class 1 petty offense and shall be punished pursuant to section 18-1.3503, C.R.S.

## 1717. Conviction - attendance at driver improvement school.

(1) Except as otherwise provided in subsection (2) of this section, whenever a person has been convicted of violating any provision of this Code or other law regulating the operation of
vehicles on streets or highways, the court, in addition to the penalty provided for the violation or as a condition of either the probation or the suspension of all or any portion of any fine or sentence of imprisonment for a violation other than a traffic infraction, may require the defendant, at the defendant's own expense, if any, to attend and satisfactorily complete a course of instruction at any designated driver improvement school located and operating in the county of the defendant's residence and providing instruction in the traffic laws of this state, instruction in recognition of hazardous traffic situations, and instruction in traffic accident prevention. Such school shall be approved by the court.
(2) Whenever a minor under eighteen years of age has been convicted of violating any provision of this Code or other law regulating the operation of vehicles on streets or highways, the court may require the minor to attend and satisfactorily complete a course of instruction at any designated driver improvement school providing instruction in the traffic laws of this state, instruction in recognition of hazardous traffic situations, and instruction in traffic accident prevention. The court may impose the driver improvement school requirement in addition to the penalty provided for the violation or as a condition of either the probation or the suspension of all or any portion of any fine or sentence of imprisonment for the violation. The minor, or the minor's parent or parents who appear in court with the minor in accordance with section 1716 (4), of this Code, shall pay the cost of attending the designated driver improvement school. The court shall make available information on scholarships and other financial assistance available to help minors or their parents offset the costs of driver improvement school. Such school shall be approved by the court.

## 1718. Electronic transmission of data-standards.

A municipal court, county court, district court, or any court with jurisdiction over violations of traffic rules and laws shall not dismiss any charges or refuse to enforce any traffic law or rule solely because a penalty assessment notice or summons and complaint issued pursuant to the standards established in this section is in electronic form or contains an electronic signature.

## 1719. Violations--commercial driver's license--compliance with federal regulation.

As to a holder of a commercial driver's license as defined in section 42-2-402 or the operator of a commercial motor vehicle as defined in section 42-2-402, a court shall not defer imposition of judgment or allow a person to enter into a diversion program that would prevent a driver's conviction for any violation, in any type of motor vehicle, of a traffic control law from appearing on the driver's record.

## PART 18 <br> VEHICLES ABANDONED ON PUBLIC PROPERTY

## 1801. Legislative declaration.

This jurisdiction hereby declares that the purpose of this part 18 is to provide procedures for the removal, storage, and disposal of motor vehicles that are abandoned on public property.
1802. Definitions. As used in this part 18, unless the context otherwise requires:
(1) "Abandoned motor vehicle" means:
(a) Any motor vehicle left unattended on public property, including any portion of a highway right-of-way, outside the limits of any incorporated town or city for a period of fortyeight hours or longer;
(b) Any motor vehicle left unattended on public property, including any portion of a highway right-of-way, within the limits of any incorporated town or city for a period longer than any limit prescribed by any local ordinance concerning the abandonment of motor vehicles or, if there is no such ordinance, for a period of forty-eight hours or longer;
(c) Any motor vehicle stored in an impound lot at the request of a law enforcement agency and not removed from the impound lot within seventy-two hours after the time the law enforcement agency notifies the owner or agent that the vehicle is available for release upon payment of any applicable charges or fees;
(d) A motor vehicle fitted with an immobilization device that is on public property and deemed to be abandoned pursuant to section 1105 (7) (c); or
(e) Any motor vehicle left unattended at a regional transportation district parking facility, as defined in section 32-9-119.9 (6), C.R.S., that is deemed to be abandoned pursuant to section 32-9-119.9 (4) (b), C.R.S.
(2) "Agency employee" means any employee of the department of transportation or other municipal, county, or city and county agency responsible for highway safety and maintenance.
(3) (Deleted by amendment, L. 2009, (HB09-1279), ch. 170, p. 763, § 1, effective August 5, 2009.)
(4) "Appraisal" means a bona fide estimate of reasonable market value made by any motor vehicle dealer licensed in this state or by any employee of the Colorado state patrol or of any sheriff's or police department whose appointment for such purpose has been reported by the head of the appointing agency to the executive director of the department.
(5) "Disabled motor vehicle" means any motor vehicle that is stopped or parked, either attended or unattended, upon a public right-of-way and that is, due to any mechanical failure or any inoperability because of a collision, a fire, or any other such injury, temporarily inoperable under its own power.
(6) "Impound lot" means a parcel of real property that is owned or leased by a government or operator at which motor vehicles are stored under appropriate protection.
(7) "Operator" means a person or a firm licensed by the public utilities commission as a towing carrier.
(8) "Public property" means any real property having its title, ownership, use, or possession held by the federal government; this state; or any county, municipality, as defined in section 31-1-101 (6), C.R.S., or other governmental entity of this state.
(9) "Responsible law enforcement agency" means the law enforcement agency authorizing the original tow of an abandoned motor vehicle, whether or not the vehicle is towed to another law enforcement agency's jurisdiction.

## 1803. Abandonment of motor vehicles - public property.

(1) (a) No person shall abandon any motor vehicle upon public property. Any sheriff, undersheriff, deputy sheriff, police officer, marshal, Colorado state patrol officer, or agent of the Colorado bureau of investigation who finds a motor vehicle that such officer has reasonable grounds to believe has been abandoned shall require such motor vehicle to be removed or cause the same to be removed and placed in storage in any impound lot designated or maintained by the law enforcement agency employing such officer.
(b) If an operator is used by the responsible law enforcement agency to tow or impound the motor vehicle pursuant to paragraph (a) of this subsection (1), the operator shall be provided with written authorization to possess the motor vehicle on a document that includes, without limitation, the year, make, model, vehicle identification number, and storage location.
(2) Whenever any sheriff, undersheriff, deputy sheriff, police officer, marshal, Colorado state patrol officer, agent of the Colorado bureau of investigation, or agency employee finds a motor vehicle, vehicle, cargo, or debris, attended or unattended, standing upon any portion of a highway right-of-way in such a manner as to constitute an obstruction to traffic or proper highway maintenance, such officer or agency employee is authorized to cause the motor vehicle, vehicle, cargo, or debris to be moved to eliminate any such obstruction; and neither the officer, the agency employee, nor anyone acting under the direction of such officer or employee shall be liable for any damage to such motor vehicle, vehicle, cargo, or debris occasioned by such removal. The removal process is intended to clear the obstruction, but such activity should create as little damage as possible to the vehicle, or cargo, or both. No agency employee shall cause any motor vehicle to be moved unless such employee has obtained approval from a local law enforcement agency of a municipality, county, or city and county, the Colorado bureau of investigation, or the Colorado state patrol.
(3) The operator shall be responsible for removing the motor vehicle and the motor vehicle debris from the site pursuant to this section, but shall not be required to remove or clean up any hazardous or commercial cargo the motor vehicle carried. The commercial carrier shall be responsible for removal or clean-up of the hazardous or commercial cargo.
1804. Report of abandoned motor vehicles - owner's opportunity to request hearing.
(1)(a) Upon having an abandoned motor vehicle towed, the responsible law enforcement agency shall ascertain, if possible, whether or not the motor vehicle has been reported stolen,
and, if so reported, such agency shall recover and secure the motor vehicle and notify its rightful owner and terminate the abandonment proceedings under this part 18. The responsible law enforcement agency and the towing carrier shall have the right to recover from the owner their reasonable costs and fees for recovering and securing the motor vehicle. Nothing in this section shall be construed to authorize fees for services that were not provided or that were provided by another person or entity.
(b) As soon as possible, but in no event later than ten working days after having an abandoned motor vehicle towed, the responsible law enforcement agency shall report the same to the department by first-class or certified mail, by personal delivery, or by internet communication. The report shall be on a form prescribed and supplied by the department.
(c) The report shall contain the following information:
(I) The fact of possession, including the date possession was taken, the location of storage of the abandoned motor vehicle and the location from which it was towed, the identity of the responsible law enforcement agency, and the business address, telephone number, and name and signature of a representative from the responsible law enforcement agency;
(II) If applicable, the identity of the operator possessing the abandoned motor vehicle, together with the operator's business address and telephone number and the carrier number assigned by the public utilities commission; and
(III) A description of the abandoned motor vehicle, including the make, model, color, and year, the number, issuing state, and expiration date of the license plate, and the vehicle identification number.
(2) Upon its receipt of a report made under subsection (1) or (6) of this section, the department shall search its records to ascertain the last-known owner of record for the abandoned motor vehicle and any lienholder as those persons are represented in department records. In the event the vehicle is determined by the department not to be registered in the state of Colorado, the report required by this section shall state that no Colorado title record exists regarding the vehicle. Within ten working days after such receipt, the department shall complete its search and shall transmit such report, together with all relevant information, to the responsible law enforcement agency.
(3) The responsible law enforcement agency, upon its receipt of the report required under subsection (2) of this section, shall determine, from all available information and after reasonable inquiry, whether the abandoned motor vehicle has been reported stolen, and, if so reported, such agency shall recover and secure the motor vehicle and notify its rightful owner and terminate the abandonment proceedings under this part 18. The responsible law enforcement agency and the operator shall have the right to recover from the owner their reasonable costs to recover and secure the motor vehicle.
(4) (a) If the responsible law enforcement agency, does not use an operator to store the motor vehicle, the responsible law enforcement agency, within ten working days after the receipt of the report from the department within ten working days after the receipt of the report from the department required in subsection (2) of this section, shall notify by certified mail the owner of
record, if ascertained, and any lienholder, if ascertained, of the fact of such report and the claim of any lien under section 1806 and shall send a copy of such notice to the operator. The notice shall contain information that the identified motor vehicle has been reported abandoned to the department, the location of the motor vehicle and the location from which it was towed, and that, unless claimed within thirty calendar days after the date the notice was sent as determined from the postmark on the notice, the motor vehicle is subject to sale.
(b) If the responsible law enforcement agency uses an operator to store the motor vehicle, the responsible law enforcement agency within ten working days after the receipt of the report from the department required in subsection (2) of this section, shall notify by first class mail the owner of record, if ascertained, and any lienholder, if ascertained, of the fact of the report and the claim of any lien under section 1806. The notice shall contain information that the identified motor vehicle has been reported abandoned to the department, the location of the motor vehicle and the location from where it was towed, and that from the postmark on the notice, the motor vehicle is subject to sale.
(c) The responsible law enforcement agency shall include in the notices sent pursuant to either paragraph (a) or (b) of this subsection (4), a statement informing the owner of record of the opportunity to request a hearing concerning the legality of the towing of the abandoned motor vehicle, and the responsible law enforcement agency to contact for that purpose.
(d) If an owner or lienholder requests a hearing, the owner or lienholder shall make the request in writing to the responsible law enforcement agency within ten days after the notice was sent, as determined by the postmark. Such hearing, if requested, shall be conducted pursuant to the provisions of section 24-4-105, C.R.S., if the responsible law enforcement agency is the Colorado state patrol. If a local political subdivision is the responsible law enforcement agency, such hearing shall be conducted pursuant to local hearing procedures. If it is determined at the hearing that the motor vehicle was illegally towed upon request from a law enforcement agency, all towing charges and storage fees assessed against the vehicle shall be paid by such law enforcement agency.
(5) The department shall maintain department-approved notice forms satisfying the requirements of subsection (4) of this section and shall make them available for use by local law enforcement agencies.
(6) (a) (I) Except as provided in subparagraph (II) of this paragraph (a), an operator or its agent shall, no less than two days, but no more than ten days after a motor vehicle has been towed, determine who the owner is and if there is a lienholder and send a notice by certified mail, return receipt requested, to the last address of the owner, and any lienholder, as determined from the records of the department or from a national search performed by the department
(II) If the department conducts a national title search in accordance with paragraph (b) of subsection (2) of this section, each day elapsing between the department being notified and the department returning information on the motor vehicle as a result of the search does not count against the tow operator's ten-day deadline to contact the motor vehicle's owner or any lienholder. This subparagraph (II) does not affect daily storage fees.
(III) The cost of complying with this paragraph (a) is a cost of towing; except that the total of all costs of complying with this section shall not exceed one hundred fifty dollars. To comply with this subsection (6), the notice to the owner and lienholder must be sent within five days after the operator receives the information from the department and must contain the following information:
(A) The fact of possession, including the date possession was taken, the location of storage of the motor vehicle, and the location from which it was towed;
(B) The identity of the operator possessing the abandoned motor vehicle, together with the operator's business address and telephone number and the carrier number assigned by the public utilities commission; and
(C) A description of the motor vehicle, including the make, model, color, and year and the number, issuing state, and expiration date of the license plate, or any other indicia of the motor vehicle's state of origin.
(b) The operator shall not be entitled to recover any daily storage fees from the day the vehicle is towed until the day the owner and lienholder are notified, unless the operator reasonably attempts to notify the owner and lienholder by the date specified in paragraph (a) of this subsection (6). Sending a notice by certified mail, return receipt requested, to the owner and the lienholder as represented in department records shall be deemed a reasonable attempt to notify the owner and the lienholder. Failure to notify the owner and the lienholder due to the receipt of erroneous information from the department or a failure of the law enforcement agency to comply with this section shall not cause the loss of such storage fees accrued from the date the vehicle is towed until the owner and the lienholder receive such notice.

## 1805. Appraisal of abandoned motor vehicles - sale.

(1) (a) Abandoned motor vehicles or motor vehicles abandoned in an impound lot subsequent to a tow from public property shall be appraised by a law enforcement officer or an independent motor vehicle dealer and sold by the responsible law enforcement agency at a public or private sale held not less than thirty days nor more than sixty days after the date the notice required by section 42-4-1804(4), C.R.S., was mailed.
(b) Subject to section 1804, the operator may continue to charge for daily storage fees until the responsible law enforcement agency complies with this section.
(2) If the appraised value of an abandoned motor vehicle sold pursuant to this section is three hundred fifty dollars or less, the sale shall be made only for the purpose of junking, scrapping, or dismantling such motor vehicle, and the purchaser thereof shall not, under any circumstances, be entitled to a Colorado certificate of title. The responsible law enforcement agency making the sale shall cause to be executed and delivered a bill of sale, together with a copy of the report described in section 1804 (2), to the person purchasing such motor vehicle. The bill of sale shall state that the purchaser acquires no right to a certificate of title for such vehicle. The responsible law enforcement agency making the sale shall promptly submit a report of sale, with a copy of the bill of sale, to the department and shall deliver a copy of such report of
sale to the purchaser of the motor vehicle. Upon receipt of any report of sale with supporting documents on any sale made pursuant to this subsection (2), the department shall purge the records for such vehicle as provided in section 42-4-1810(1)(b), C.R.S., and shall not issue a new certificate of title for such vehicle. Any certificate of title issued in violation of this subsection (2) shall be void.
(3) If the appraised value of an abandoned motor vehicle sold pursuant to this section is more than three hundred fifty dollars, the sale may be made for any intended use by the purchaser. The responsible law enforcement agency making the sale shall cause to be executed and delivered a bill of sale, together with a copy of the report described in section 1804 (2), and an application for a Colorado certificate of title signed by a legally authorized representative of the responsible law enforcement agency conducting the sale, to the person purchasing such motor vehicle. The purchaser of the abandoned motor vehicle shall be entitled to a Colorado certificate of title upon application and proof of compliance with the applicable provisions of the "Certificate of Title Act", part 1 of Code 6 of this title, within fourteen days after the sale; except that, if such vehicle is less than five years old, including the current year model, and if the department does not provide the name of an owner of record to the law enforcement agency, the purchaser shall apply for a bonded title and the department shall issue such bonded title upon the applicant meeting the qualifications for such title pursuant to rules promulgated by the department.
(4) (a) Transferring the title of a motor vehicle to an operator to satisfy a debt created pursuant to this part 18 shall not be deemed to be the sale of a motor vehicle.
(b) Nothing in this section requires an operator to be licensed pursuant to Part 1 of article 6 of title 12, C.R.S., for purposes of conducting activities under this part 18.

## 1806. Liens upon towed motor vehicles.

(1) Whenever an operator who is registered with the department in accordance with subsection (2) of this section recovers, removes, or stores a motor vehicle upon instructions from any duly authorized law enforcement agency or peace officer who has determined that such motor vehicle is an abandoned motor vehicle, such operator shall have a possessory lien, subject to the provisions of section 1804 (6), upon such motor vehicle and its attached accessories or equipment for all fees for recovering, towing, and storage as authorized in section 1809 (2) (a). Such lien shall be a first and prior lien on the motor vehicle, and such lien shall be satisfied before all other charges against such motor vehicle.
(2) (a) No operator shall have a possessory lien upon a motor vehicle described in subsection (1) of this section unless said operator is registered with the department. Such registration shall include the following information:
(I) The location of the operator's tow business;
(II) The hours of operation of the operator's tow business;
(III) The location of the impound lot where vehicles may be claimed by the owner of record; and
(IV) Any information relating to a violation of any provision contained in this part 18 or of any other state law or rule relating to the operation, theft, or transfer of motor vehicles.
(b) The executive director of the department may cancel the registration of any operator if an administrative law judge finds, after affording the operator due notice and an opportunity to be heard, that the operator has violated any of the provisions set forth in this part 18.

## 1807. Perfection of lien.

The lien provided for in section 1806 shall be perfected by taking physical possession of the motor vehicle and its attached accessories or equipment and by sending to the department within ten working days after the time possession was taken a notice containing the information required in the report to be made under the provisions of section 1804. In addition, such report shall contain a declaration by the operator that a possessory lien is claimed for all past, present, and future charges, up to the date of redemption, and that the lien is enforceable and may be foreclosed pursuant to the provisions of this part 18.

## 1808. Foreclosure of lien.

Any motor vehicle and its attached accessories and equipment or personal property within or attached to such vehicle that are not redeemed by the last known owner of record or lienholder after such owner or lienholder has been sent notice of such lien by the operator or responsible law enforcement agency shall be sold in accordance with the provisions of section 1805.

## 1809. Proceeds of sale.

(1) If the sale of any motor vehicle, personal property, and its attached accessories or equipment under the provisions of section 42-4-1805, C.R.S., produces an amount less than or equal to the sum of all charges of the operator who has perfected his or her lien, then the operator shall have a valid claim against the owner for the full amount of such charges, less the amount received upon the sale of such motor vehicle. Failure to register such vehicle in accordance with this title shall constitute a waiver of such owner's right to be notified pursuant to this part 18 for the purposes of foreclosure of the lien pursuant to section 1808. Such charges shall be assessed in the manner provided for in paragraph (a) of subsection (2) of this section.
(2) If the sale of any motor vehicle and its attached accessories or equipment under the provisions of section 1805 produces an amount greater than the sum of all charges of the operator who has perfected his or her lien:
(a) The entity receiving the proceeds shall first satisfy the operator's reasonable fee arising from the sale of the motor vehicle and the cost and fees of towing and storing the abandoned motor vehicle, subject to a maximum charge specified in rules promulgated by the public utilities commission that govern nonconsensual tows by towing carriers.
(b) Any balance remaining after payment pursuant to paragraph (a) of this subsection (2) shall be paid to the responsible law enforcement agency to satisfy the cost of mailing notices,
having an appraisal made, advertising and selling the motor vehicle, and any other costs of the responsible law enforcement agency including administrative costs, taxes, fines, and penalties due.
(b.5) In the case of the sale of an abandoned motor vehicle described in section 42-41802(1)(d), C.R.S., any balance remaining after payment pursuant to paragraph (b) of this subsection (2) shall be paid to the law enforcement agency that is owed a fee for the courtordered placement of an immobilization device on the motor vehicle pursuant to section 1105.
(c) Any balance remaining after payment pursuant to paragraphs (b) and (b.5) of this subsection (2) shall be forwarded to the department, and the department may recover from such balance any taxes, fees, and penalties due and payable to it with respect to such motor vehicle.
(d) Any balance remaining after payment pursuant to paragraph (c) of this subsection (2) shall be paid by the department: First, to any lienholder of record as the lienholder's interest may appear upon the records of the department; second, to any owner of record as the owner's interest may so appear; and then to any person submitting proof of such person's interest in such motor vehicle upon the application of such lienholder, owner, or person. If such payments are not requested and made within one hundred twenty days after the sale of the abandoned motor vehicle, the balance shall be transmitted to the state treasurer, who shall credit the same to the highway users tax fund for allocation and expenditure as specified in section 43-4-205 (5.5)(e), C.R.S.
(3) The provisions of paragraphs (a) and (b) of subsection (2) of this section shall not apply to a responsible law enforcement agency operating under a towing contract.

## 1810. Transfer and purge of certificates of title.

(1) Whenever any motor vehicle is abandoned and removed and sold in accordance with the procedures set forth in this part 18, the department shall transfer the certificate of title or issue a new certificate of title or shall purge such certificate of title in either of the following cases:
(a) Upon a person's submission to the department of the necessary documents indicating the abandonment, removal, and subsequent sale or transfer of a motor vehicle, the department shall transfer the certificate of title or issue a new certificate of title for such abandoned motor vehicle.
(b) Upon a person's submission of documents indicating the abandonment, removal, and subsequent wrecking or dismantling of a motor vehicle, including all sales of abandoned motor vehicles with an appraised value under three hundred fifty dollars that are conducted pursuant to section 1805 (2), the department shall keep the records for one year and then purge the records for such abandoned motor vehicle; except that the department shall not be required to wait before purging the records if the purchaser is a licensed motor vehicle dealer.

## 1811. Penalty.

Unless otherwise specified in this part 18, any person who knowingly violates any of the provisions of this part 18 commits a class 2 misdemeanor and shall be punished as provided in section 18-1.3-501, C.R.S.

## 1812. Exemptions.

(1) Nothing in this part 18 shall be construed to include or apply to the driver of any disabled motor vehicle who temporarily leaves such vehicle on the paved or improved and maintraveled portion of a highway, subject, when applicable, to the emergency lighting requirements set forth in section 230 .
(2) Nothing in this part 18 shall be construed to include or apply to authorized emergency motor vehicles while such vehicles are actually and directly engaged in, coming from, or going to an emergency.

## 1813. Local regulations.

(1) The state or any county, municipality as defined in section 31-1-101 (6), C.R.S., or other governmental entity of the state may execute a contract or contracts for the removal, storage, or disposal of abandoned motor vehicles within the area of its authority to effectuate the provisions of this part 18.
(2) The provisions of this part 18 may be superseded by ordinance or resolution of a municipality, as defined in section 31-1-101, C.R.S., or any county that sets forth procedures for the removal, storage, and disposal of abandoned or illegally parked motor vehicles on public property; except that such ordinance or resolution shall not deprive an operator of a lien attached and perfected under this part 18.

## 1814. Violation of motor vehicle registration or inspection laws - separate statutory provision.

Owners of motor vehicles impounded by the Colorado state patrol for violation of motor vehicle registration or inspection laws shall receive notice and the opportunity for a hearing pursuant to the provisions of section 42-13-106, C.R.S. If such a motor vehicle is found to be abandoned in accordance with the provisions of said section 42-13-106, C.R.S., the notice and hearing provisions to owners of motor vehicles under other sections of this part 18 shall be deemed to have been met for purposes of proper disposition of the motor vehicle under the terms of this part 18. Nevertheless, the notice and hearing provisions of the other sections of this part 18 as to lienholders are applicable and shall not be deemed to have been met by the provisions of section 42-13-106, C.R.S., or this section.

## PART 19 <br> SCHOOL BUS REQUIREMENTS

## 1901. School buses - equipped with supplementary brake retarders.

(1) (a) On and after July 1, 1991, except as provided in paragraph (a) of subsection (2) of this section, passengers of any school bus being used on mountainous terrain by any school district of the state shall not occupy the front row of seats and any seats located next to the emergency doors of such school bus during the period of such use.
(b) For purposes of this section, mountainous terrain shall include, but shall not be limited to, any road or street which the department of transportation has designated as being located on mountainous terrain.
(2) (a) The provisions of paragraph (a) of subsection (1) of this section shall not apply to:
(I) Passengers of any school bus which is equipped with retarders of appropriate capacity for purposes of supplementing any service brake systems of such school bus; or
(II) Any passenger who is adequately restrained in a fixed position pursuant to federal and state standards.
(b) The general assembly encourages school districts to consider installing only electromagnetic retarders or state-of-the-art retarders for purposes of supplementing service brake systems of school buses when such retarders are acquired on or after April 17, 1991. The general assembly also encourages school districts to consider purchasing only those new school buses which are equipped with external public address systems and retarders of appropriate capacity for purposes of supplementing any service brake systems of such school buses.
(3) For purposes of this section and section 1902:
(a) "Mountainous terrain" means that condition where longitudinal and transverse changes in the elevation of the ground with respect to a road or street are abrupt and where benching and sidehill excavation are frequently required to obtain acceptable horizontal and vertical alignment.
(b) Repealed

## 1902. School vehicle drivers - special training required.

On and after July 1, 1992, the driver of any school vehicle as defined in section 42-1102(88.5), C.R.S., owned or operated by or for any school district in this state shall have successfully completed training, approved by the department of education, concerning driving on mountainous terrain, as defined in section 1901 (3) (a), and driving in adverse weather conditions.

## 1903. School buses - stops - signs - passing.

(1) (a) The driver of a motor vehicle upon any highway, road, or street, upon meeting or overtaking from either direction any school bus that has stopped, shall stop the vehicle at least twenty feet before reaching the school bus if visual signal lights as specified in subsection (2) of this section have been actuated on the school bus. The driver shall not proceed until the visual
signal lights are no longer being actuated. The driver of a motor vehicle shall stop when a school bus that is not required to be equipped with visual signal lights by subsection (2) of this section stops to receive or discharge schoolchildren.
(b) (I) A driver of any school bus who observes a violation of paragraph (a) of this subsection (1) shall notify the driver's school district transportation dispatcher. The school bus driver shall provide the school district transportation dispatcher with the color, basic description, and license plate number of the vehicle involved in the violation, information pertaining to the identity of the alleged violator, and the time and the approximate location at which the violation occurred. Any school district transportation dispatcher who has received information by a school bus driver concerning a violation of paragraph (a) of this subsection (1) shall provide such information to the appropriate law enforcement agency or agencies.
(II) A law enforcement agency may issue a citation on the basis of the information supplied to it pursuant to subparagraph (I) of this paragraph (b) to the driver of the vehicle involved in the violation.
(2) (a) Every school bus as defined in section 42-1-102 (88), C.R.S., other than a small passenger-type vehicle having a seating capacity of not more than fifteen, used for the transportation of schoolchildren shall:
(I) Bear upon the front and rear of such school bus plainly visible and legible signs containing the words "SCHOOL BUS" in letters not less than eight inches in height; and
(II) Display eight visual signal lights meeting the requirements of 49 CFR 571.108 or its successor regulation.
(b) (I) The red visual signal lights shall be actuated by the driver of the school bus whenever the school bus is stopped for the purpose of receiving or discharging schoolchildren, is stopped because it is behind another school bus that is receiving or discharging passengers, or, except as provided in subsection (4) of this section, is stopped because it has met a school bus traveling in a different direction that is receiving or discharging passengers and at no other time; but such lights need not be actuated when a school bus is stopped at locations where the local traffic regulatory authority has by prior written designation declared such actuation unnecessary.
(II) A school bus shall be exempt from the provisions of subparagraph (I) of this paragraph (b) when stopped for the purpose of discharging or loading passengers who require the assistance of a lift device only when no passenger is required to cross the roadway. Such buses shall stop as far to the right off the roadway as possible to reduce obstruction to traffic.
(c) The alternating flashing yellow lights shall be actuated at least two hundred feet prior to the point where the bus is to be stopped for the purpose of receiving or discharging schoolchildren, and the red lights shall be actuated only at the time the bus is actually stopped.
(3) Every school bus used for the transportation of schoolchildren, except those small passenger- type vehicles described in subsection (1) of this section, shall be equipped with school bus pedestrian safety devices that comply with 49 CFR 571.131 or its successor regulation.
(4) The driver of a vehicle upon a highway with separate roadways need not stop upon meeting or passing a school bus which is on a different roadway. For the purposes of this section, "highway with separate roadways" means a highway that is divided into two or more roadways by a depressed, raised, or painted median or other intervening space serving as a clearly indicated dividing section or island.
(5) Every school bus shall stop as far to the right of the roadway as possible before discharging or loading passengers; except that the school bus may block the lane of traffic when a passenger being received or discharged is required to cross the roadway. When possible, a school bus shall not stop where the visibility is obscured for a distance of two hundred feet either way from the bus. The driver of a school bus that has stopped shall allow time for any vehicles that have stopped behind the school bus to pass the school bus, if such passing is legally permissible where the school bus is stopped, after the visual signal lights, if any, are no longer being displayed or actuated and after all children who have embarked or disembarked from the bus are safe from traffic.
(6) (a) Except as provided in paragraph (b) of this subsection (6), any person who violates any provision of paragraph (a) of subsection (1) of this section commits a class 2 misdemeanor traffic offense.
(b) Any person who violates the provisions of paragraph (a) of subsection (1) of this section commits a class 1 misdemeanor traffic offense if such person has been convicted within the previous five years of a violation of paragraph (a) of subsection (1) of this section.
(7) The provisions of this section shall not apply in the case of public transportation programs for pupil transportation under section 22-51-104 (1) (c), C.R.S.

## 1904. Regulations for school buses - regulations on discharge of passengers - penalty exception.

(1) The state board of education, by and with the advice of the executive director of the department, shall adopt and enforce regulations not inconsistent with this Code to govern the operation of all school buses used for the transportation of schoolchildren and to govern the discharge of passengers from such school buses. Such regulations shall prohibit the driver of any school bus used for the transportation of schoolchildren from discharging any passenger from the school bus which will result in the passenger's immediately crossing a major thoroughfare, except for two-lane highways when such crossing can be done in a safe manner, as determined by the local school board in consultation with the local traffic regulatory authority, and shall prohibit the discharging or loading of passengers from the school bus onto the side of any major thoroughfare whenever access to the destination of the passenger is possible by the use of a road or street which is adjacent to the major thoroughfare. For the purposes of this section, a "major thoroughfare" means a freeway, any U.S. highway outside any incorporated limit, interstate highway, or highway with four or more lanes, or a highway or road with a median separating multiple lanes of traffic. Every person operating a school bus or responsible for or in control of the operation of school buses shall be subject to said regulations.
(2) Any person operating a school bus under contract with a school district who fails to comply with any of said regulations is guilty of breach of contract, and such contract shall be cancelled after notice and hearing by the responsible officers of such district.
(3) Any person who violates any provision of this section is guilty of a misdemeanor and, upon conviction thereof, shall be punished by a fine of not less than five dollars nor more than one hundred dollars, or by imprisonment in the county jail for not more than one year, or by both such fine and imprisonment.
(4) The provisions of this section shall not apply in the case of public transportation programs for pupil transportation under section 22-51-104 (1) (c), C.R.S.

## APPENDICES

## DEFINITIONS

As used in this Code, unless the context otherwise requires:
(1) "Acceleration lane" means a speed-change lane, including tapered areas, for the purpose of enabling a vehicle entering a roadway to increase its speed to a rate at which it can more safely merge with through traffic.
(2) "Administrator" means the property tax administrator.
(3) "Alley" means a street or highway intended to provide access to the rear or side of lots or buildings in urban areas and not intended for the purpose of through vehicular traffic.
(4) "Apportioned registration" means registration of a vehicle pursuant to a reciprocal agreement under which the fees paid for registration of such vehicle are ultimately divided among the several jurisdictions in which the vehicle travels, based upon the number of miles traveled by the vehicle in each jurisdiction or upon some other agreed criterion.
(4.5) "Appurtenance" means a piece of equipment that is affixed or attached to a motor vehicle or trailer and is used for a specific purpose or task, including awnings, support hardware, and extractable equipment. "Appurtenance" does not include any item or equipment that is temporarily affixed or attached to the exterior of a motor vehicle for the purpose of transporting such vehicle.
(5) "Authorized agent" means the county clerk and recorder in each county in the state of Colorado, the clerk and recorder in the city and county of Broomfield, and the manager of revenue or such other official of the city and county of Denver as may be appointed by the mayor to perform the functions related to the registration of, titling of, or filing of liens on motor vehicles, wheeled trailers, semitrailers, trailer coaches, special mobile machinery, off-highway vehicles, and manufactured homes.
(6) "Authorized emergency vehicle" means such vehicles of the fire department, police vehicles, ambulances, and other special-purpose vehicles as are publicly owned and operated by or for a governmental agency to protect and preserve life and property in accordance with state laws regulating emergency vehicles; said term also means the following if equipped and operated as emergency vehicles in the manner prescribed by state law:
(a) Privately owned vehicles as are designated by the state motor vehicle licensing agency necessary to the preservation of life and property; or
(b) Privately owned tow trucks approved by the public utilities commission to respond to vehicle emergencies
(7) "Authorized service vehicle" means such highway or traffic maintenance vehicles as are publicly owned and operated on a highway by or for a governmental agency the function of which requires the use of service vehicle warning lights as prescribed by state law and such other vehicles having a public service function, including, but not limited to, public utility vehicles and tow trucks, as determined by the department of transportation under section 42-4-214(5), C.R.S.

Some vehicles may be designated as both an authorized emergency vehicle and an authorized service vehicle.
(7.5) "Autocycle" means a three-wheeled motorcycle that does not use handlebars or any other device that is directly connected to a single front wheel to steer and in which the driver and each passenger ride in a fully or partly enclosed seating area that is equipped with safety belts for all occupants that constitute a safety belt system, as defined in section 42-4-237(1)(b), C.R.S. For purposes of this subsection (7.5), "partly enclosed seating area" means a seating area that is entirely or partly surrounded on the sides by the frame or body of a vehicle but is not fully enclosed.
(7.7) "Automated driving system" means hardware and software that are collectively capable, without any intervention or supervision by a human operator, of performing all aspects of the dynamic driving task for a vehicle on a part-time or full-time basis, described as levels 4 and 5 automation in SAE International's standard J3016, as it existed in September 2016.
(8) "Automobile" means any motor vehicle.
(8.5) "BAC" means either:
(a) A person's blood alcohol content, expressed in grams of alcohol per one hundred milliliters of blood as shown by analysis of the person's blood; or
(b) A person's breath alcohol content, expressed in grams of alcohol per two hundred ten liters of breath as shown by analysis of the person's breath.
(9) "Base jurisdiction" means the state, province, or other jurisdiction which receives, apportions, and remits to other jurisdictions moneys paid for registration of a vehicle pursuant to a reciprocal agreement governing registration of vehicles.
(10) "Bicycle" means a vehicle propelled by human power applied to pedals upon which a person may ride having two tandem wheels or two parallel wheels and one forward wheel, all of which are more than fourteen inches in diameter.
(10.5) "Bulk electronic transfer" means the mass electronic transfer of files, updated files, or portions thereof, in the same form as those files exist within the department.
(11) "Business district" means the territory contiguous to and including a highway when within any six hundred feet along such highway there are buildings in use for business or industrial purposes, including but not limited to motels, banks, office buildings, railroad stations, and
public buildings which occupy at least three hundred feet of frontage on one side or three hundred feet collectively on both sides of the highway.
(12) "Calendar year" means the twelve calendar months beginning January 1 and ending December 31 of any year.
(13) "Camper coach" means an item of mounted equipment, weighing more than five hundred pounds, which when temporarily or permanently mounted on a motor vehicle adapts such vehicle for use as temporary living or sleeping accommodations.
(14) "Camper trailer" means a wheeled vehicle having an overall length of less than twenty-six feet, without motive power, which is designed to be drawn by a motor vehicle over the public highways and which is generally and commonly used for temporary living or sleeping accommodations.
(15) "Chauffeur" means every person who is employed for the principal purpose of operating a motor vehicle and every person who drives a motor vehicle while in use as a public or common carrier of persons or property.
(16) "Classified personal property" means any personal property which has been classified for the purpose of imposing thereon a graduated annual specific ownership tax.
(16.5) "Colorado DRIVES" is an acronym that stands for "Colorado driver's license, record, identification, and vehicle enterprise solution" and means the driver and vehicle services information technology system that the department uses to provide driver, identification, and vehicle title registration services to Colorado residents.
(17) "Commercial carrier" means any owner of a motor vehicle, truck, laden or unladen truck tractor, trailer, or semitrailer used in the business of transporting persons or property over the public highways for profit, hire, or otherwise in any business or commercial enterprise.
(17.5) "Commercial vehicle" means a vehicle used to transport cargo or passengers for profit, hire, or otherwise to further the purposes of a business or commercial enterprise. This subsection (17.5) shall not apply for purposes of sections 42-4-235 and 42-4-707(1), C.R.S.
(18) "Controlled-access highway" means every highway, street, or roadway in respect to which owners or occupants of abutting lands and other persons have no legal right of access to or from the same except at such points only and in such manner as may be determined by the public authority having jurisdiction over such highway, street, or roadway.
(19) "Convicted" or "conviction" means:
(a) A plea of guilty or nolo contendere;
(b) A verdict of guilty;
(c) An adjudication of delinquency under title 19, C.R.S.;
(d) The payment of a penalty assessment under section 42-4-1701, C.R.S., or this Code, if the summons states clearly the points to be assessed for the offense; and
(e) As to a holder of a commercial driver's license as defined in section 42-2-402, C.R.S., or the operator of a commercial motor vehicle as defined in section 42-2-402, C.R.S.:
(I) An unvacated adjudication of guilt or a determination by an authorized administrative hearing that a person has violated or failed to comply with the law;
(II) An unvacated forfeiture of bail or collateral deposited to secure the person's appearance in court;
(III) The payment of a fine or court cost or violation of a condition of release without bail, regardless of whether or not the penalty is rebated, suspended, or probated; or (IV) A deferred sentence.
(20) "Court" means any municipal court, county court, district court, or any court having jurisdiction over offenses against traffic regulations and laws.
(21) "Crosswalk" means that portion of a roadway ordinarily included within the prolongation or connection of the lateral lines of sidewalks at intersections or any portion of a roadway distinctly indicated for pedestrian crossing by lines or other marking on the surface.
(22) "Dealer" means every person engaged in the business of buying, selling, or exchanging vehicles of a type required to be registered under articles 1 to 4 of title 42, C.R.S., and who has an established place of business for such purpose in this state.
(23) "Deceleration lane" means a speed-change lane, including tapered areas, for the purpose of enabling a vehicle that is to make an exit to turn from a roadway to slow to the safe speed on the ramp ahead after it has left the mainstream of faster-moving traffic.
(23.5) "Declared gross vehicle weight" means the combined weight of the vehicle or combination vehicle and its cargo when operated on the public highways of this state. Such weight shall be declared by the vehicle owner at the time the vehicle is registered. Accurate records shall be kept of all miles operated by each vehicle over the public highways of this state by the owner of each vehicle.
(24) "Department" means the Department of Revenue of this state acting directly or through its duly authorized officers and agents.
(24.5) "Distinctive special license plate" means a special license plate that is issued to a person because such person has an immutable characteristic or special achievement honor. Such special achievement honor shall not include a common achievement such as graduating from an institution of higher education. Such special achievement shall include honorable service in the armed forces of the United States. "Distinctive special license plate" shall include a license plate that is issued to a person or the person's family to honor such person's service in the armed forces.
(25) "Divided highway" means a highway with separated roadways usually for traffic moving in opposite directions, such separation being indicated by depressed dividing strips, raised curbings, traffic islands, or other physical barriers so constructed as to impede vehicular traffic or otherwise indicated by standard pavement markings or other official traffic control devices as prescribed in the state traffic control manual.
(26) "Drive-away transporter" or "tow-away transporter" means every person engaged in the transporting of vehicles which are sold or to be sold and not owned by such transporter, by the drive-away or tow-away methods, where such vehicles are driven, towed, or transported singly, or by saddlemount, towbar, or fullmount methods, or by any lawful combination thereof.
(27) "Driver" means every person, including a minor driver under the age of twenty-one years, who drives or is in actual physical control of a vehicle.
(27.3) "DUI" means driving under the influence, as defined in section 42-4-1301(1)(f), C.R.S., and use of the term shall incorporate by reference the offense described in section 42-41301(1)(a), C.R.S.
(27.5) "DUI per se" means driving with a BAC of 0.08 or more, and use of the term shall incorporate by reference the offense described in section 42-4-1301(2)(a), C.R.S.
(27.7) "DWAI" means driving while ability impaired, as defined in section 42-4-1301(1)(g) C.R.S., and use of the term shall incorporate by reference the offense described in section 42-41301(1)(b), C.R.S.
(27.8) (a) "Dynamic driving task" means all of the following aspects of driving:
(I) Operational aspects, including steering, braking, accelerating, and monitoring the vehicle and the roadway; and
(II) Tactical aspects, including responding to events, determining when to change lanes, turning, using signals, and other related actions.
(b) "Dynamic driving task" does not include strategic aspects, including determining destinations or way points, of driving.
(28) "Effective date of registration period certificate" means the month in which a fleet owner must register all fleet vehicles.
(28.5) "Electrical assisted bicycle" means a vehicle having two or three wheels and fully operable pedals, and an electric motor not exceeding seven hundred fifty watts of power. Electrical assisted bicycles are further required to conform to one of three classes as follows:
(a) "Class 1 electrical assisted bicycle" means an electrical assisted bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of twenty miles per hour.
(b) "Class 2 electrical assisted bicycle" means an electrical assisted bicycle equipped with a motor that provides assistance regardless of whether the rider is pedaling but ceases to provide assistance when the bicycle reaches a speed of twenty miles per hour.
(c) "Class 3 electrical assisted bicycle" means an electrical assisted bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of twenty-eight miles per hour.
(28.7) "Electric personal assistive mobility device" or "EPAMD" means a self-balancing, nontandem two-wheeled device, designed to transport only one person, that is powered solely by an electric propulsion system producing an average power output of no more than seven hundred fifty watts.

## (28.8)

(a) "Electric scooter" means a device:
(I) Weighing less than one hundred pounds;
(II) With handlebars and an electric motor;
(III) That is powered by an electric motor; and
(IV) That has a maximum speed of twenty miles per hour on a paved level surface when powered solely by the electric motor.
(b) "Electric scooter" does not include an electrical assisted bicycle, EPAMD, motorcycle, or low-power scooter.
(29) "Empty weight" means the weight of any motor vehicle or trailer or any combination thereof, including the operating body and accessories, as determined by weighing on a scale approved by the department.
(30) "Essential parts" means all integral parts and body parts, the removal, alteration, or substitution of which will tend to conceal the identity or substantially alter the appearance of the vehicle.
(31) "Established place of business" means the place actually occupied either continuously or at regular periods by a dealer or manufacturer where such dealer's or manufacturer's books and records are kept and a large share of his or her business transacted.
(31.5) "Exceptions processing" means the procedures the department uses to assist persons who are unable for reasons beyond their control to present all the necessary documents required by the department and must rely on alternative documents to establish identity, date of birth, or United States citizenship in lieu of lawful presence in the United States.
(32) "Explosives and hazardous materials" means any substance so defined by the code of federal regulations, title 49, chapter 1, parts 173.50 through 173.389.
(33) "Farm tractor" means every implement of husbandry designed and used primarily as a farm implement for drawing plows and mowing machines and other implements of husbandry.
(34) "Flammable liquid" means any liquid which has a flash point of seventy degrees Fahrenheit or less, as determined by a Tagliabue or equivalent closed-cup test device.
(35) "Fleet operator" means any resident who owns or leases ten or more motor vehicles, trailers, or pole trailers and who receives from the department a registration period certificate in accordance with article 3 of title 42, C.R.S.
(36) "Fleet vehicle" means any motor vehicle, trailer, or pole trailer owned or leased by a fleet operator and registered pursuant to section 42-3-125, C.R.S.
(37) "Foreign vehicle" means every motor vehicle, trailer, or semitrailer which is brought into this state otherwise than in the ordinary course of business by or through a manufacturer or dealer and which has not been registered in this state.
(38) "Fullmount" means a vehicle which is mounted completely on the frame of the first vehicle or last vehicle in a saddlemount combination.
(39) "Garage" means any public building or place of business for the storage or repair of automobiles.
(39.5) "Golf car" means a self-propelled vehicle not designed primarily for operation on roadways and that has:
(a) A design speed of less than twenty miles per hour;
(b) At least three wheels in contact with the ground;
(c) An empty weight of not more than one thousand three hundred pounds; and
(d) A carrying capacity of not more than four persons.
(40) "Graduated annual specific ownership tax" means an annual tax imposed in lieu of an ad valorem tax upon the personal property required to be classified by the general assembly pursuant to the provisions of section 6 of article $X$ of the state constitution.
(41) "Gross dollar volume" means the total contracted cost of work performed or put in place in a given county by the owner or operator of special mobile machinery.
(41.5) "Group special license plate" means a special license plate that is not a distinctive plate and is issued to a group of people because such people have a common interest or affinity.
(42) "High occupancy vehicle lane" means a lane designated pursuant to the provisions of section 42-4-1012(1), C.R.S., or this Code.
(43) "Highway" means the entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel or the entire width of every way declared to be a public highway by any law of this state.
(43.3) "Human operator" means a natural person in the vehicle with immediate access to controls for steering, braking, and acceleration.
(43.5) "Immediate family" means a person who is related by blood, marriage, or adoption.
(44) (a) On and after July 1, 2000, "Implement of husbandry" means every vehicle that is designed, adapted, or used for agricultural purposes. It also includes equipment used solely for the application of liquid, gaseous, and dry fertilizers. Transportation of fertilizer, in or on the
equipment used for its application, shall be deemed a part of application if it is incidental to such application. It also includes hay balers, hay stacking equipment, combines, tillage and harvesting equipment, agricultural commodity handling equipment, and other heavy movable farm equipment primarily used on farms or in a livestock production facility and not on the highways. Trailers specially designed to move such equipment on highways shall, for the purposes of part 5 of article 4 of this title, be considered as component parts of such implements of husbandry.
(b) Effective July 1, 2013, for purposes of this section, "implements of husbandry" includes personal property valued by the county assessor as silvicultural.
(45) "Intersection" means the area embraced within the prolongation of the lateral curb lines or, if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at, right angles, or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict. Where a highway includes two roadways thirty feet or more apart, every crossing of each roadway of such divided highway by an intersecting highway shall be regarded as a separate intersection. In the event such intersecting highway also includes two roadways thirty feet or more apart, every crossing of two roadways of such highways shall be regarded as a separate intersection. The junction of an alley with a street or highway does not constitute an intersection.
(45.5) "Kit vehicle" means a passenger-type motor vehicle assembled, by other than a licensed manufacturer, from a manufactured kit that includes a prefabricated body and chassis and is accompanied by a manufacturer's statement of origin.
(46) "Lane" means the portion of a roadway for the movement of a single line of vehicles.
(47) "Laned highway" means a highway the roadway of which is divided into two or more clearly marked lanes for vehicular traffic.
(47.3) "Last-known address" means:
(a) For notifications regarding motor vehicles, the most recent mailing address provided on a vehicle registration or vehicle registration mailing address change notification provided in accordance with section 42-3-113, C.R.S., or the corrected address as reported by an address correction service licensed by the United States postal service;
(b) For notifications regarding driving privileges, driver's licenses, or identification cards when there is a driver's license or identification card on file with the department, the most recent of either:
(I) The mailing address provided by an applicant for a driver's license or identification card;
(II) The mailing address stated on an address change notification provided to the department pursuant to subsection (47.3)(a) of this section; or
(III) The corrected address as reported by an address correction service licensed by the United States postal service;
(c) For notifications regarding driving privileges or identification cards when there is no driver's license or identification card on file with the department, the most recent address shown on any other record on file with the department pursuant to this article 1 and as may be corrected by an address correction service licensed by the United States postal service.
(47.5) "Lien" means a security interest in a motor or off-highway vehicle under article 9 of title 4, C.R.S., and this article.
(48) "Local authorities" means every county, municipal, and other local board or body having authority to adopt local police regulations under the constitution and laws of this state.
(48.5) (a) "Low-power scooter" means a self-propelled vehicle designed primarily for use on the roadways with not more than three wheels in contact with the ground, no manual clutch, and either of the following:
(I) A cylinder capacity not exceeding fifty cubic centimeters if powered by internal combustion; or
(II) A wattage not exceeding four thousand four hundred seventy-six if powered by electricity.
(b) "Low-power scooter" shall not include a toy vehicle, bicycle, electrical assisted bicycle, wheelchair, or any device designed to assist mobility-impaired people who use pedestrian rights-of-way.
(48.6) "Low-speed electric vehicle" means a vehicle that:
(a) Is self-propelled utilizing electricity as its primary propulsion method;
(b) Has at least three wheels in contact with the ground;
(c) Does not use handlebars to steer; and
(d) Exhibits the manufacturer's compliance with 49 CFR 565 or displays a seventeen-character vehicle identification number as provided in 49 CFR 565.
(49) "Manufacturer" means any person, firm, association, corporation, or trust, whether resident or nonresident, who manufactures or assembles new and unused motor vehicles of a type required to be registered under articles 1 to 4 of this title.
(50) "Manufacturer's suggested retail price" means the retail price of such motor vehicle suggested by the manufacturer plus the retail price suggested by the manufacturer for each accessory or item of optional equipment physically attached to such vehicle prior to the sale to the retail purchaser.
(51) "Markings" means all lines, patterns, words, colors, or other devices, except signs, set into the surface of, applied upon, or attached to the pavement or curbing or to objects within or adjacent to the roadway, conforming to the state traffic control manual and officially placed for the purpose of regulating, warning, or guiding traffic.
(52) "Metal tires" means all tires the surface of which in contact with the highway is wholly or partly of metal or other hard, nonresilient material.
(52.5) "Military vehicle" means a vehicle of any size or weight that is valued for historical purposes, that was manufactured for use by any nation's armed forces, and that is maintained in a condition that represents its military design and markings.
(53) "Minor driver's license" means the license issued to a person who is at least sixteen years of age but who has not yet attained the age of twenty-one years.
(54) (Deleted by amendment, L. 2010, (HB 10-1172), ch. 320, p. 1486, § 1, effective October 1, 2010.)
(55) "Motorcycle" means an autocycle or a motor vehicle that uses handlebars or any other device connected to the front wheel to steer and that is designed to travel on not more than three wheels in contact with the ground, except that the term does not include a farm tractor, lowspeed electric vehicle, or low-power scooter.
(56) (Deleted by amendment, L. 2009, (HB 09-1026), ch.281, p. 1260, § 22, effective October 1, 2009).
(57) "Motor home" means a vehicle designed to provide temporary living quarters and which is built into, as an integral part of or a permanent attachment to, a motor vehicle chassis or van.
(58) "Motor vehicle" means any self-propelled vehicle that is designed primarily for travel on the public highways and that is generally and commonly used to transport persons and property over the public highways or a low-speed electric vehicle; except that the term does not include electrical assisted bicycles, low-power scooters, wheelchairs, or vehicles moved solely by human power. For the purposes of the offenses described in sections 42-2-128, 42-4-1301, 42-4-1301.1, and 42-4-1401, C.R.S., for farm tractors and off-highway vehicles, as defined in section 33-14.5101 (3), C.R.S., operated on streets and highways, "motor vehicle" includes a farm tractor or an off-highway vehicle that is not otherwise classified as a motor vehicle. For the purposes of sections 42-2-127, 42-2-127.7, 42-2-128, 42-2-138, 42-2-206, 42-4-1301, and 42-4-1301.1, C.R.S., "motor vehicle" includes a low-power scooter..
(59) (Deleted by amendment, L. 2009, (HB 09-1026), ch. 281, p. 1260, § 22, effective October 1, 2009.)
(60) "Mounted equipment" means any item weighing more than five hundred pounds that is permanently mounted on a vehicle, including mounting by means such as welding or bolting the equipment to a vehicle.
(60.3) "Multipurpose trailer" means a wheeled vehicle, without motive power, that is designed to be drawn by a motor vehicle over the public highways. A "multipurpose trailer" is generally and commonly used for temporary living or sleeping accommodation and transporting property wholly upon its own structure and is registered as a vehicle.
(60.5) (Deleted by amendment, L. 2009, (SB 09-075), ch. 418, p. 2320, § 4, effective August 5, 2009.)
(61) "Noncommercial or recreational vehicle" means a truck, or unladen truck tractor, operated singly or in combination with a trailer or utility trailer or a motor home, which truck, or unladen truck tractor, or motor home is used exclusively for personal pleasure, enjoyment, other recreational purposes, or personal or family transportation of the owner, lessee, or occupant and is not used to transport cargo or passengers for profit, hire, or otherwise to further the purposes of a business or commercial enterprise.
(62) "Nonresident" means every person who is not a resident of this state.
(63) "Off-highway vehicle" shall have the same meaning as set forth in section 33-14.5-101 (3), C.R.S.
(64) "Official traffic control devices" means all signs, signals, markings, and devices, not inconsistent with this title, placed or displayed by authority of a public body or official having jurisdiction, for the purpose of regulating, warning, or guiding traffic.
(65) "Official traffic control signal" means any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and to proceed.
(66) "Owner" means a person who holds the legal title of a vehicle; or, if a vehicle is the subject of an agreement for the conditional sale or lease thereof with the right of purchase upon performance of the conditions stated in the agreement and with an immediate right of possession vested in the conditional vendee or lessee or if a mortgagor of a vehicle is entitled to possession, then such conditional vendee or lessee or mortgagor shall be deemed the owner for the purpose of articles 1 to 4 of title 42, C.R.S. The term also includes parties otherwise having lawful use or control or the right to use or control a vehicle for a period of thirty days or more.
(67) "Park" or "parking" means the standing of a vehicle, whether occupied or not, other than very briefly for the purpose of and while actually engaged in loading or unloading property or passengers.
(68) "Pedestrian" means any person afoot or any person using a wheelchair.
(68.5) (a) "Persistent drunk driver" means any person who:
(I) Has been convicted of or had his or her driver's license revoked for two or more alcoholrelated driving violations;
(II) Continues to drive after a driver's license or driving privilege restraint has been imposed for one or more alcohol-related driving offenses;
(III) Drives a motor vehicle while the amount of alcohol in such person's blood, as shown by analysis of the person's blood or breath, was 0.15 or more grams of alcohol per one hundred milliliters of blood or 0.15 or more grams of alcohol per two hundred ten liters of breath at the time of driving or within two hours after driving; or
(IV) Refuses to take or complete, or to cooperate in the completing of, a test of his or her blood, breath, saliva, or urine as required by section 18-3-106(4) or 18-3-205(4), C.R.S., or section 42-4-1301.1(2), C.R.S.
(b) Nothing in this subsection (68.5) shall be interpreted to affect the penalties imposed under this title for multiple alcohol- or drug-related driving offenses, including, but not limited to, penalties imposed for violations under sections 42-2-125(1)(g) and (1) (i) and 42-2-202(2), C.R.S.
(69) "Person" means a natural person, estate, trust, firm, copartnership, association, corporation, or business entity.
(70) "Pneumatic tires" means all tires inflated with compressed air.
(71) "Pole," "pipe trailer," or "dolly" means every vehicle of the trailer type having one or more axles not more than forty-eight inches apart and two or more wheels used in connection with a motor vehicle solely for the purpose of transporting poles or pipes and connected with the towing vehicle both by chain, rope, or cable and by the load without any part of the weight of said dolly resting upon the towing vehicle. All the registration provisions of articles 1 to 4 of title 42, C.R.S., shall apply to every pole, pipe trailer, or dolly.
(72) "Police officer" means every officer authorized to direct or regulate traffic or to make arrests for violations of traffic regulations.
(72.2) "Power takeoff equipment" means equipment that is attached to a motor vehicle and is powered by the motor that powers the locomotion of the motor vehicle.
(72.5) "Primary user" means an organization that collects bulk data for the purpose of in-house business use.
(72.7) "Principal office" means the office in this state designated by a fleet owner as its principal place of business.
(73) "Private road" or "driveway" means every road or driveway not open to the use of the public for purposes of vehicular travel.
(74) Repealed.
(75) "Railroad sign or signal" means any sign, signal, or device erected by authority of a public body or official or by a railroad and intended to give notice of the presence of railroad tracks or the approach of a railroad train.
(76) "Reciprocal agreement" or "reciprocity" means an agreement among two or more states, provinces, or other jurisdictions for coordinated, shared, or mutual enforcement or administration of laws relating to the registration, operation, or taxation of vehicles and other personal property in interstate commerce. The term includes without limitation the "international registration plan" and any successor agreement providing for the apportionment, among participating jurisdictions, of vehicle registration fees or taxes.
(77) "Reconstructed vehicle" means any vehicle which has been assembled or constructed largely by means of essential parts, new or used, derived from other vehicles or makes of vehicles of various names, models, and types or which, if originally otherwise constructed, has been materially altered by the removal of essential parts or by the addition or substitution of essential parts, new or used, derived from other vehicles or makes of vehicles.
(78) "Registration period" or "registration year" means any consecutive twelve-month period.
(79) "Registration period certificate" means the document issued by the department to a fleet owner, upon application of a fleet owner, which states the month in which registration is required for all motor vehicles owned by the fleet owner.
(80) "Residence district" means the territory contiguous to and including a highway not comprising a business district when the frontage on such highway for a distance of three hundred feet or more is mainly occupied by dwellings or by dwellings and buildings in use for business.
(81) "Resident" means any person who owns or operates any business in this state or any person who has resided within this state continuously for a period of ninety days or has obtained gainful employment within this state, whichever shall occur first.
(82) "Right-of-way" means the right of one vehicle operator or pedestrian to proceed in a lawful manner in preference to another vehicle operator or pedestrian approaching under such circumstances of direction, speed, and proximity as to give rise to danger of collision unless one grants precedence to the other.
(83) "Road" means any highway.
(84) "Road tractor" means every motor vehicle designed and used for drawing other vehicles and not so constructed as to carry any load thereon independently or any part of the weight of a vehicle or load so drawn.
(85) "Roadway" means that portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the sidewalk, berm, or shoulder even though such sidewalk, berm, or shoulder is used by persons riding bicycles or other human-powered vehicles and exclusive of that portion of a highway designated for exclusive use as a bicycle path or reserved for the exclusive use of bicycles, human-powered vehicles, or pedestrians. In the event that a highway includes two or more separate roadways, "roadway" refers to any such roadway separately but not to all such roadways collectively.
(86) "Saddlemount combination" means a combination of vehicles in which a truck or laden or unladen truck tractor tows one or more additional trucks or laden or unladen truck tractors and in which each such towed truck or laden or unladen truck tractor is connected by a saddle to the frame or fifth wheel of the vehicle immediately in front of such truck or laden or unladen truck tractor. For the purposes of this subsection (86), "saddle" means a mechanism which connects the front axle of a towed vehicle to the frame or fifth wheel of a vehicle immediately in front of such towed vehicle and which functions like a fifth wheel kingpin connection. A saddlemount combination may include one fullmount.
(87) "Safety zone" means the area or space officially set aside within a highway for the exclusive use of pedestrians and which is so plainly marked or indicated by proper signs as to be plainly visible at all times while set apart as a safety zone.
(88) "School bus" means a motor vehicle that is designed and used specifically for the transportation of school children to or from a public or private school or a school-related activity, whether the activity occurs within or without the territorial limits of any district and whether or not the activity occurs during school hours. "School bus" does not include informal or intermittent arrangements, such as sharing of actual gasoline expense or participation in a car pool, for the transportation of school children to or from a public or private school or a schoolrelated activity.
(88.5) (a) "School vehicle" means a motor vehicle, including but not limited to a school bus, that is owned by or under contract to a public or private school and operated for the transportation of school children to or from school or a school-related activity.
(b) "School vehicle" does not include:
(I) Informal or intermittent arrangements, such as sharing of actual gasoline expense or participation in a car pool, for the transportation of school children to or from a public or private school or a school-related activity; or
(II) A motor vehicle that is owned by or under contract to a child care center, as defined in section 26-6-102 (5), C.R.S., and that is used for the transportation of children who are served by the child care center.
(89) "Semitrailer" means any wheeled vehicle, without motor power, designed to be used in conjunction with a laden or unladen truck tractor so that some part of its own weight and that of its cargo load rests upon or is carried by such laden or unladen truck tractor and that is generally and commonly used to carry and transport property over the public highways.
(90) "Sidewalk" means that portion of a street between the curb lines or the lateral lines of a roadway and the adjacent property lines intended for the use of pedestrians.
(91) "Snowplow" means any vehicle originally designed for highway snow and ice removal or control or subsequently adapted for such purposes which is operated by or for the state of Colorado or any political subdivision thereof.
(92) "Solid rubber tires" means every tire made of rubber other than a pneumatic tire.
(93) "Specially constructed vehicle" means any vehicle which has not been originally constructed under a distinctive name, make, model, or type by a generally recognized manufacturer of vehicles.
(93.5) (a) "Special mobile machinery" means machinery that is pulled, hauled, or driven over a highway and is either:
(I) A vehicle or equipment that is not designed primarily for the transportation of persons or cargo over the public highways; or
(II) A motor vehicle that may have been originally designed for the transportation of persons or cargo over the public highways, and has been redesigned or modified by the addition of mounted equipment or machinery, and is only incidentally operated or moved over the public highways.
(b) "Special mobile machinery" includes vehicles commonly used in the construction, maintenance, and repair of roadways, the drilling of wells, and the digging of ditches.
(94) "Stand" or "standing" means the halting of a vehicle, whether occupied or not, other than momentarily for the purpose of and while actually engaged in receiving or discharging passengers.
(95) "State" means a state, territory, organized or unorganized, or district of the United States.
(96) "State motor vehicle licensing agency" means the department of revenue.
(97) "State traffic control manual" means the most recent edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways", including any supplement thereto, as adopted by the transportation commission.
(98) "Steam and electric trains" includes:
(a) "Railroad", which means a carrier of persons or property upon cars, other than street cars, operated upon stationary rails;
(b) "Railroad train", which means a steam engine, electric, or other motor, with or without cars coupled thereto, operated upon rails, except streetcars;
(c) "Streetcar", which means a car other than a railroad train for transporting persons or property upon rails principally within a municipality.
(99) "Stinger-steered" means a semitrailer combination configuration wherein the fifth wheel is located on a drop frame located behind and below the rearmost axle of the power unit.
(100) "Stop" or "stopping" means, when prohibited, any halting, even momentarily, of a vehicle, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or official traffic control device.
(101) "Stop line" or "limit line" means a line which indicates where drivers shall stop when directed by an official traffic control device or a police officer.
(101.5) "Street rod vehicle" means a vehicle manufactured in 1948 or earlier with a body design that has been modified for safe road use.
(102) "Supervisor" means the executive director of the department of revenue or head of a group, division, or subordinate department appointed by the executive director in accordance with article 35 of title 24, C.R.S.
(102.5) "Surge brakes" means a system whereby the brakes of a trailer are actuated as a result of the forward pressure of the trailer against the tow vehicle during deceleration.
(102.7) "Temporary special event license plate" means a special license plate valid for a limited time period that is issued to a person or group of people in connection with a special event. "Temporary special event license plate" does not mean a special plate for the purposes of section 42-3-207, C.R.S.
(103) "Through highway" means every highway or portion thereof on which vehicular traffic is given preferential right-of-way and at the entrances to which other vehicular traffic from intersecting highways is required by law to yield the right-of-way to vehicles on such through highway in obedience to a stop sign, yield sign, or other official traffic control device when such signs or devices are erected as provided by law.
(103.5) (a) "Toy vehicle" means any vehicle, that has wheels and is not designed for use on public highways or for off-road use.
(b) "Toy vehicle" includes, but is not limited to, gas-powered or electric-powered vehicles commonly known as mini bikes, "pocket" bikes, kamikaze boards, go-peds, and stand-up scooters.
(c) "Toy vehicle" does not include off-highway vehicles or snowmobiles.
(104) "Traffic" means pedestrians, ridden or herded animals, and vehicles, streetcars, and other conveyances either singly or together while using any highway for the purposes of travel.
(104.5) "Traffic Investigation or Survey" means a documented, data driven, comprehensive analysis using methods consistent with an Engineering Study as defined in the latest edition of the Manual on Uniform Traffic Control Devices.
(105) "Trailer" means any wheeled vehicle, without motive power, which is designed to be drawn by a motor vehicle and to carry its cargo load wholly upon its own structure and that is generally and commonly used to carry and transport property over the public highways. The term includes, but is not limited to, multipurpose trailers as defined in subsection (60.3) of this section.
(106) (a) "Trailer coach" means a wheeled vehicle having an overall length, excluding towing gear and bumpers, of not less than twenty-six feet, without motive power, that is designed and generally and commonly used for occupancy by persons for residential purposes, in temporary locations, and that may occasionally be drawn over the public highways by a motor vehicle and is licensed as a vehicle.
(b) "Manufactured home" means any preconstructed building unit or combination of preconstructed building units, without motive power, where such unit or units are manufactured in a factory or at a location other than the residential site of the completed home, which is designed and commonly used for occupancy by persons for residential purposes, in either temporary or permanent locations, and which unit or units are not licensed as a vehicle.
(107) "Transporter" means every person engaged in the business of delivering vehicles of a type required to be registered under articles 1 to 4 of this title from a manufacturing, assembling, or distributing plant to dealers or sales agents of a manufacturer.
(108) "Truck" means any motor vehicle equipped with a body designed to carry property and which is generally and commonly used to carry and transport property over the public highways.
(109) "Truck tractor - laden" or "laden truck tractor" means any motor vehicle carrying cargo that is generally and commonly designed and used to draw, and is drawing a semitrailer or trailer and its cargo load over the public highways.
(109.5) "Truck tractor - unladen" or "unladen truck tractor" means any motor vehicle not carrying cargo that is generally used to draw a semitrailer or trailer and its cargo load over the public highways.
(109.7) "UDD" means underage drinking and driving, and use of the term shall incorporate by reference the offense described in section 42-4-1301(2)(d), C.R.S.
(110) "Used vehicle" means every motor vehicle which has been sold, bargained for, exchanged, or given away, or has had the title transferred from the person who first acquired it from the manufacturer or importer, and has been so used as to have become what is commonly known as "secondhand" within the ordinary meaning thereof.
(111) "Utility trailer" means any wheeled vehicle weighing two thousand pounds or less, without motive power, which is designed to be drawn by a motor vehicle and which is generally and commonly used to carry and transport personal effects, articles of household furniture, loads of trash and rubbish, or not to exceed two horses over the public highways.
(112) "Vehicle" means a device that is capable of moving itself, or of being moved, from place to place upon wheels or endless tracks. "Vehicle" includes, without limitation, a bicycle, electrical assisted bicycle, or EPAMD, but does not include a wheelchair, off-highway vehicle, snowmobile, farm tractor, or implement of husbandry designed primarily or exclusively for use and used in agricultural operations or any device moved exclusively over stationary rails or tracks or designed to move primarily through the air.
(112.5) "Vendor" means an organization that collects bulk data for the purpose of reselling the data.
(113) "Wheelchair" means a motorized or nonmotorized wheeled device designed for use by a person with a physical disability.


#### Abstract

APPENDIX

\section*{PART A.}

\section*{INSTRUCTIONS FOR ADOPTING THE MODEL TRAFFIC CODE BY REFERENCE}


(Based on parts 1 and 2 of article 16 of title 31 and part 4 of article 15 of title 30 Colorado Revised Statutes; and on section 43-2-135(1)(g), C.R.S.)

1. Adopting Ordinance (see specimen)
(a) Form and Content. The form and content of the adopting ordinance should be patterned as closely as possible after the specimen.
(b) Exceptions. Any and all sections of the Code that are inapplicable to the municipality or county and are thereby to be deleted must be enumerated in the adopting ordinance.
(c) Penalties. Any penalties shall be subject to sections 31-16-204 or 30-35-404, C.R.S.
2. Introduction:

The Board of Trustees, City Council or Board of County Commissioners shall meet and introduce the adopting ordinance.
3. Notice of Hearing: (see specimen)

After introduction of the adopting ordinance the Board of Trustees, City or Town Council, Board of County Commissioners must schedule a public hearing and give notice of such hearing. Notice of the hearing shall be published twice in a newspaper published or having a general circulation in the municipality, once at least eight days preceding the hearing, and once at least fifteen days preceding the hearing. If there is no such newspaper the notice shall be posted in the same manner as provided for the posting of a proposed ordinance.

## 4. Content of Notice:

The notice of public hearing shall state the time and place of the hearing and shall also state that copies of the Code, being considered for adoption, are on file at the office of the City(Town) Clerk or County Clerk and are open to public inspection during regular business hours. The notice shall also contain brief explanation of the purpose of the Code, the subject matter, the name and address of the agency by which it has been developed, and the date of publication of the Code. See sections 30-35-403 or 31-16-203, C.R.S.
5. Copies of Code:

Not fewer than three copies of the Code, all certified to be true copies by the City (Town) Clerk or County Clerk, shall be filed in the Clerk's office fifteen days preceding the public hearing. The Code will be available online, without charge, at the following Colorado Department of Transportation website address:
https://www.codot.gov/programs/operations/traffic-safety/operations\#traffic-code...please
6. Deletions or Additions:

After the hearing, the governing body may amend, adopt or reject the adopting ordinance. If any deletions or additions are made in the Code by the Board of Trustees, City or Town Council, or Board of County Commissioners they must be duly noted in the adopting ordinance.
7. Colorado Department of Transportation Approval:

Approval by the Colorado Department of Transportation is required by law for all regulations pertaining to streets which are state highways. This approval will take the form of a written certification signed by the Chief Engineer or designee. Approval should be sought following the public hearing and before the actual publication of the adopting ordinance so that the Department will have time to certify its approval of the regulations and schedules prior to the date the ordinance is calendared to become effective.

## 8. Requirements for Department Approval:

For purposes of review and approval the Colorado Department of Transportation requires an authenticated copy of the adopting ordinance. A draft copy of the adopting ordinance may be submitted for review by CDOT prior to authentication.
9. Publication or Posting of Ordinance:

After passage by the City or Town Council, or Board of County Commissioners the adopting ordinance shall be published in full in some newspaper published within the corporate limits, or if there be none, then in some newspaper or online news publication of general circulation in the municipality or county. If there is no such newspaper or online news publication, the notice shall be posted in the same manner as provided for the posting of a proposed ordinance.

## 10. Effective Date:

The ordinance shall neither take effect nor be in force until the expiration of thirty days after it has been published or posted, except when the ordinance contains a special clause declaring that an emergency exists and that the ordinance is necessary for the immediate preservation of the public health and safety. The excepted ordinance shall take effect upon adoption and compliance with requirements for the mayor's approval as provided by section 31-16-104, C.R.S., provided it has been passed by an affirmative vote of twothirds of the members of the governing body of the City or Town. However, in no case shall regulations pertaining to state highways become effective until approval has been obtained from the Colorado Department of Transportation.
11. Public Record:

After adoption of the Code by reference, the City, Town or County Clerk shall keep on file at least three copies for public inspection while the ordinance is in force, except that
one of these copies may be placed in the office of the chief enforcement officer instead of in the office of the Clerk.

## APPENDIX

PART B.

# SPECIMEN ORDINANCE FOR ADOPTING MODEL TRAFFIC CODE BY REFERENCE 

ORDINANCE NO. $\qquad$
TITLE: AN ORDINANCE FOR THE REGULATION OF TRAFFIC BY THE
(CITY TOWN COUNTY) OF $\qquad$ COLORADO; ADOPTING BY REFERENCE THE 2020 EDITION OF THE "MODEL TRAFFIC CODE" REPEALING ALL ORDINANCES IN CONFLICT THEREWITH; AND PROVIDING PENALTIES FOR VIOLATION THEREOF.

BE IT ORDAINED BY THE CITY COUNCIL, BOARD OF TRUSTEES, BOARD OF COUNTY COMMISSIONERS OF THE (CITY TOWN COUNTY) OF $\qquad$ COLORADO:

## Section 1. Adoption.

Pursuant to parts 1 and 2 of article 16 of title 31 and part 4 of article 15 of title 30 , C.R.S., there is hereby adopted by reference the 2020 edition of the "Model Traffic Code" promulgated and published as such by the Colorado Department of Transportation, Traffic Safety and Engineering Services, 2829 W Howard Place, Denver, CO 80204. The subject matter of the Model Traffic Code relates primarily to comprehensive traffic control regulations for the City, Town, County. The purpose of this Ordinance and the Code adopted herein is to provide a system of traffic regulations consistent with state law and generally conforming to similar regulations throughout the state and the nation. Three (3) copies of the Model Traffic Code adopted herein are now filed in the office of the Clerk of the (City Town County) of $\qquad$ Colorado, and may be inspected during regular business hours.

## Section 2. Deletions.

The 2020 edition of the Model Traffic Code is adopted as if set out at length save and except the following articles and/or sections which are declared to be inapplicable to this municipality and are therefore expressly deleted:
(The adopting municipality or county should list and cross reference to affected sections any deletions. If none, in the above statement write "none".)

## Section 3. Additions or Modifications.

The said adopted Code is subject to the following additions or modifications:
(The adopting municipality or county should set forth in full any additions to or modifications of the adopted Code. If none, so indicate by inserting the word "None.")

## Section 4. Penalties.

The following penalties, herewith set forth in full, shall apply to this ordinance:
(a) It is unlawful for any person to violate any of the provisions adopted in this ordinance.
(b) Every person convicted of a violation of any provision adopted in this ordinance shall be punished by a surcharge in accordance with 42-4-1701(4)(e)(II), C.R.S.

## \{For use by Home Rule Towns and Cities\}

(c) In addition to Section 4. Penalties.(b), every person convicted of a violation of any provision adopted in this ordinance shall be punished by a fine not exceeding $\qquad$ dollars (\$ $\qquad$ ), or by imprisonment not exceeding $\qquad$ (00) days, or by both such fine and imprisonment.

## \{For use by Counties \}

(c) Every person convicted of a violation of any provision adopted in this ordinance shall be punished by a minimum fine in accordance with Section 1701, not exceeding $\qquad$ (\$ $\qquad$ ), or by both such fine and imprisonment not exceeding $\qquad$ (00) days.
(d)

## Section 5. Application.

This ordinance shall apply to every street, alley, sidewalk area, driveway, park, and to every other public way or public place or public parking area, either within or outside the corporate limits of this municipality or county, the use of which this municipality or county has jurisdiction and authority to regulate.

## Section 6. Validity.

If any part or parts of this ordinance are for any reason held to be invalid such decision shall not affect the validity of the remaining portions of this ordinance. The (City Town Council) (Board of County Commissioners) hereby declares that it would have passed this ordinance and each part or parts thereof, irrespective of the fact that any one part or parts be declared invalid.

## Section 7. Repeal.

Existing or parts of ordinances (identifying ordinance number may be cited) covering the same matters as embraced in this ordinance are hereby repealed and all ordinances or parts of ordinances inconsistent with the provisions of this ordinance are hereby repealed, except that this repeal shall not affect or prevent the prosecution or punishment of any person for any act done or committed in violation of any ordinance hereby repealed prior to the taking effect of this ordinance.

## Section 8. Interpretation.

This ordinance shall be so interpreted and construed as to effectuate its general purpose to conform with the State's uniform system for the regulation of vehicles and traffic. Article and section headings of the ordinance and adopted Model Traffic Code shall not be deemed to govern, limit, modify or in any manner affect the scope, meaning or extent of the provisions of any article or section thereof.

## Section 9. Certification.

The City, Town, County Clerk shall certify to the passage of this ordinance and make not less than three copies of the adopted Code available for inspection by the public during regular business hours.

PASSED BY THE (CITY COUNCIL - BOARD OF COUNTY COMMISSIONERS) AFTER A PUBLIC HEARING AND SIGNED THIS $\qquad$ DAY OF $\qquad$ , 20 $\qquad$ .

Mayor or Chairman
(SEAL) (CITY TOWN COUNTY) OF $\qquad$

ATTEST:
(City Town County) Clerk

## APPENDIX

## PART C.

## SPECIMEN NOTICE OF HEARING

NOTICE is hereby given of a public hearing before the (City Town Council Board of County Commissioners) of $\qquad$ Colorado, at $\qquad$ (time) of the
$\qquad$ day of $\qquad$ , 20 , at $\qquad$ (location)for the purpose of considering the adoption by reference of the "Model Traffic Code" 2020 edition, as the traffic ordinance of the (City, Town, County) of $\qquad$ , Colorado.

Copies of the Model Traffic Code are on file at the office of the (City, Town, County) Clerk and may be inspected during regular business hours. If enacted as an ordinance of this City or County the Model Traffic Code will not be published in full, but in accordance with state law, copies will be kept on file.

The "Model Traffic Code" 2020 edition is published by the Colorado Department of Transportation, Traffic Engineering and Safety Branch, 2829 West Howard Place, Denver, CO 80204. The subject matter of the Model Traffic Code relates primarily to comprehensive traffic control regulations for the (City Town County). The purpose of the Ordinance and the Code adopted therein is to provide a system of traffic regulations consistent with state law and generally conforming to similar regulations throughout the state and the nation.

At its next regular meeting following this hearing, the (City Town Council) (Board of County Commissioners) will consider passage of the adopting Ordinance.

This notice given and published by the order of the (City Town Council) (Board of County Commissioners).

Dated this $\qquad$ day of $\qquad$ , 20 $\qquad$ .
(CITY TOWN COUNTY) OF $\qquad$ , COLORADO
$\qquad$ (City Town County) Clerk

First notice of hearing $\qquad$ 20

Second notice of hearing $\qquad$ 20

## APPENDIX

## PART D.

## SPECIMEN CERTIFICATION - POSTING OF ORDINANCE

STATE OF COLORADO

COUNTY OF $\qquad$

TOWN OF $\qquad$

The undersigned Clerk of the Town of $\qquad$ Colorado, hereby certifies, upon resolution of the Board of Trustees, that there is no newspaper published within or which has a general circulation within the municipality; that upon the authorization and direction of the Board of Trustees the undersigned has caused to be posted in three (3) public places namely:

1. $\qquad$
2. $\qquad$
3. $\qquad$

An ordinance entitled: "ADOPTING BY REFERENCE THE 2020 EDITION OF THE 'MODEL TRAFFIC CODE FOR COLORADO LOCAL GOVERNMENTS'; REPEALING ALL ORDINANCES IN CONFLICT THEREWITH AND PROVIDING FOR PENALTIES THEREOF."

The same being Ordinance No. $\qquad$
Dated this $\qquad$ day of $\qquad$ 20 $\qquad$ .

The undersigned further attests that each of the copies of said Ordinance remained posted continuously and uninterruptedly for the period required by law.

WITNESS the hand and seal of the undersigned on this $\qquad$ day of $\qquad$ 20 $\qquad$
$\qquad$

## APPENDIX

## PART E.

## INSTRUCTIONS <br> FOR AMENDING MODEL TRAFFIC CODE PREVIOUSLY ADOPTED BY REFERENCE

(Based on parts 1 and 2 of article 16 of title 31, as amended, and section 43-2-135 (1)(g), C.R.S.)

## 1. Amending Ordinance:

Colorado law provides that whenever a Code is amended by the agency which originally promulgated or adopted it, any municipality which has previously adopted the Code by reference may also adopt the amendments by reference through the same procedure as required for the adoption of the original Code; or an ordinance may be enacted in regular manner, setting forth the entire text of the amendments. The instructions which follow apply to the latter method.

## 2. Form and Content:

The form and content of the amending ordinance should conform to the requirements set forth in part 1 of article 16 of title 31, Colorado Revised Statutes, as amended.

Amendments pertaining to sections of the Code which are inapplicable to the municipality should be deleted in the amending ordinance.

## 3. Public Hearing:

No hearing is required if an ordinance is enacted setting forth the entire text of the amendments.

## 4. Publication or Posting:

Publication or posting requirements for the amending ordinance are the same as for any other ordinance adopted by a City or Town. Publication or posting procedures are described in Part D of this Appendix.

## 5. Colorado Department of Transportation Approval:

Colorado Department of Transportation approval of the amended regulations is required before any regulations pertaining to streets which are state highways become effective. This approval will take the form of a written certification signed by the Chief Engineer or designee.

## 6. Effective Date:

The amending ordinance will take effect upon adoption and compliance with requirements for the mayor's approval or thirty days after publication as provided by law. The procedure in each case is described in item no. 10 Part A of this Appendix.

## 7. Public Record:

After passage of the amending ordinance the City or Town Clerk should continue to keep on file at least three copies of the adopted code, for public inspection in the manner shown in item no. 11 in Part A of this Appendix.

## APPENDIX

## PART F.

## LISTING OF AMENDMENTS FOR UPDATING PREVIOUS EDITION OF MODEL TRAFFIC CODE ADOPTED BY REFERENCE

Colorado statutes grant municipalities the option of enacting an ordinance in the regular manner for the purpose of amending a code previously adopted by reference. To accomplish this, however, the entire text of the amendments must be set forth in such an ordinance. Local Governments that desire to follow this procedure instead of adopting the current edition of the Code by reference may obtain a listing and description of all pertinent changes from the Colorado Department of Transportation. The procedure for amending a code directly rather than by reference is set forth in Part E of this Appendix.

Whenever possible, municipalities are urged to adopt the latest edition of the Code by reference instead of resorting to an amending ordinance. This procedure has several important advantages:
(1) It avoids the problem of relating the various revisions and additions in an amending ordinance to the adopted edition of the Code;
(2) It enables a city or town to have on record the latest references to applicable State statutes and national recommendations as well as informative and current editorial notes relating to the various traffic regulations; and
(3) It facilitates the task of drafting the municipal ordinance pertaining to the Code.

## APPENDIX <br> PART G. <br> SPECIMEN CERTIFICATION OF MODEL TRAFFIC CODE

*(Form to be affixed to inside front or back cover of each Code provided for public inspection.)
STATE OF COLORADO
CERTIFICATION
COUNTY OF $\qquad$

CITY (TOWN) OF $\qquad$
We, the undersigned, do hereby certify that this Model Traffic Code is a true and accurate copy of the Code adopted by reference by the (City Town County) of $\qquad$ , Colorado under Ordinance No. $\qquad$ pursuant to and as provided by parts 1 and 2 of article 16 of title 31 or part 4 of article 15 title 30, C.R.S.

Dated this $\qquad$ day of $\qquad$ , 20 $\qquad$ .

By $\qquad$
Mayor or Chairman

ATTEST: (CITY TOWN COUNTY) OF $\qquad$

Clerk
(SEAL)

## WHY A MODEL TRAFFIC CODE FOR COLORADO?

1. Uniformity of basic road rules.
2. Uniformity of local traffic regulations.
3. Standardization of traffic regulation and control on streets that are state highways.
4. Compatibility of traffic ordinances with State and national vehicle codes.

# ALL CONTRIBUTING TO <br> GREATER TRAFFIC SAFETY <br> AND OPERATIONAL EFFICIENCY <br> IN MOVING PEOPLE AND GOODS THROUGH AND WITHIN OUR LOCAL GOVERNMENTS! 

(See Forward to Code for details)

## AN ORDINANCE ADOPTING BY REFERENCE THE 2020 EDITION OF THE "MODEL TRAFFIC CODE" FOR THE REGULATION OF TRAFFIC IN THE TOWN OF BENNETT

WHEREAS, pursuant to section 42-4-110(1)(b), C.R.S., municipalities may, in the manner prescribed by article 16 of title 31, C.R.S., adopt by reference all or any part of a model municipal traffic code that embodies the rules of the road and vehicle requirements as set out in the state traffic laws; and

WHEREAS, the Colorado Department of Transportation has prepared and adopted a 2020 revised edition of the Model Traffic Code for Colorado; and

WHEREAS, the Town desires to adopt the 2020 revised edition of the Model Traffic Code for Colorado, with amendments, and has provided notice of the adoption of such Code by reference in the manner required by state law.

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

Section 1. Chapter 8, Article I of the Bennett Municipal Code is hereby repealed and reenacted to read as follows:

## Sec. 8-1-10. Model Traffic Code Adoption.

(a) Pursuant to Parts 1 and 2 of Article 16 of Title 31, C.R.S., there is hereby adopted by reference Parts 1 through 19 and Appendix 1, Definitions, of the 2020 edition of the Model Traffic Code for Colorado promulgated and published as such by the Colorado Department of Transportation, Safety and Traffic Engineering Services, 2829 W Howard Place, Denver, CO 80204. The subject matter of the Model Traffic Code for Colorado, 2020 edition, includes comprehensive traffic control regulations for the Town. The purpose of this article and the Code adopted herein is to provide a system of traffic regulations consistent with state law and generally conforming to similar regulations throughout the state and the nation. No less than one (1) copy of the Model Traffic Code adopted herein is now filed in the office of the Town Clerk of Bennett, Colorado, and may be inspected during regular business hours.
(b) The Model Traffic Code for Colorado, 2020 edition (the "adopted code") is adopted as if set out at length, save and except the additions and modifications set forth in Section 8-1-20.

## Sec. 8-1-20. Amendments.

The following additions, amendments or deletions are made to the adopted code:
(a) Section 101 of the adopted code is amended to read as follows:

## 101. Short title; Interpretation; References to C.R.S.

(1) The adopted code shall be known and may be cited as the "Town of Bennett Traffic Code"
(2) The general purpose of this article is to establish local traffic regulations for the Town of Bennett that conform with the state's uniform system for the regulation of vehicles and traffic. This article shall be interpreted and construed as to effectuate such purpose.
(3) The published Model Traffic Code for Colorado, 2020 edition, is written to apply both municipalities and counties, and in some instances, to the state of Colorado as well. In adopting the Model Traffic Code, Colorado, 2020 edition, the Town Board is aware that certain provisions of the adopted code cannot, by their very nature, or do not by their wording, apply to the Town. Any provision of the code that cannot or does not apply to the Town of Bennett shall be ignored and no attempt shall be made to enforce such provision within the Town.
(4) Any reference in this Code to any particular title, article, and section of the Colorado Revised Statutes shall be deemed to include any reference to any amendment to such statue, or any successor statute concerning the same subject matter. Further, any reference to a particular section of the state motor vehicle laws may mean the counterpart traffic regulations of the Town as set forth in this Code.
(5) All references to "police" or "peace officer" shall mean the Adams County Sheriff, Arapahoe County Sheriff. Undersheriff, and all related Deputy Sheriffs.
(6) All references to "municipal" or municipality" shall mean the Town of Bennett, Colorado.
(b) Section 102 of the adopted code is amended to read as follows:

## 102. Meaning of Generic References

Unless the context clearly requires otherwise, all references in this Code to "this local government, "this jurisdiction", "local government authorities," the "local authority," "proper authority," and similar generic references, shall mean and shall refer to the Town of Bennett, Colorado, or to the elected or appointed officers of the Town, as appropriate. References
in this Code to matter which apply "within this state" shall mean "within the Town".
(c) The adopted code is amended by the addition of a new Section 109.7 to read as follows:
109.7 Golf Cars Prohibited. A golf car shall not be operated on a roadway unless used for, or included in, a special event, including but not limited to, parades, festivals, etc.
(d) Section 110(2) of the adopted code is amended to read as follows:
(2) The Town's Municipal Court shall have jurisdiction over violations of traffic regulations enacted or adopted by the Town Board of the Town of Bennett, including, without limitation, violations or alleged violations of this code.
(e) Section 509, Vehicles weighed - excess removed, is amended to replace the reference to "section 102(32)" with "C.R.S. § 42-1-102(32), C.R.S."
(f) Section 614, Designation of highway maintenance, repair or construction zones-signs-increase in penalties for speeding violations, is amended by the deletion of "speeding" from the title of said section, and subsection (1) is amended to read as follows:
(1) (a) If maintenance, repair or construction activities are occurring or will occur within four hours on a portion of a state highway, the department of transportation may designate such portion of the highway as a highway maintenance, repair, or construction zone. Any person who commits traffic violations in a maintenance, repair, or construction zone that is designated pursuant to this section is subject to increased penalties and surcharges.
(b) If maintenance, repair or construction activities are occurring or will occur within four hours on a portion of a roadway that is not a state highway, the public entity conducting the activities may designate such portion of the roadway as a maintenance, repair, or construction zone. Any person who commits traffic violations in a maintenance, repair, or construction zone that is designated pursuant to this section is subject to increased penalties and surcharges.
(g) Section 615 of the adopted code is amended to read as follows:

Section 615. School Zones - Increase in Penalties for Moving Traffic
Violations
(1) Any person who commits a moving traffic violation in a school zone shall be subject to a doubled fine and surcharge. The municipal judge shall amend his or her penalty assessment schedule to reflect such doubled fine and surcharge.
(2) For purposes of this section, "school zone" means an area that is designated as a school zone and has appropriate signs posted indicating that the penalties and surcharges will be doubled.
(3) Town authorities shall designate the placement of traffic signs that designate the area that will be deemed to be a school zone for purposes of this section. In making such designation, the Town authorities shall consider when increased penalties are necessary to protect the safety of school children.
(4) This section does not apply if the penalty and surcharge for a violation has been doubled pursuant to section 614 of this Code because such violation also occurred within a highway maintenance, repair, or construction zone.
(h) Section 1101, Speed limits, subsection (4) and subsection (7) are deleted, and subsection (2) is amended to read as follows:
(2) Where speed limits are posted by an official traffic control device, it shall be unlawful for any person to drive any vehicle in excess of the posted speed limits. Where speed limits are not posted, and where no special hazard exists, the following speeds shall be lawful:
(a) Twenty-five (25) miles per hour in any residence district, as defined in section 42-1-102(80), C.R.S.;
(b) Thirty-five (35) miles per hour in any business district, as defined in Section 42-1-102(11), C.R.S.; and
(c) Fifteen (15) miles per hour in alleys.
(i) Section 1204, Stopping, standing, or parking prohibited in specific places, is amended by the addition of a new subsection (1)(1) to read as follows:
(1) (1) Adjacent to any municipal park unless the occupants of the parked vehicle are using the park or park facilities.
(j) The adopted code is amended by the addition of a new Section 1214, Parking not to obstruct traffic or maintenance, to read as follows:

Section 1214. Parking not to obstruct traffic or maintenance. No person shall park any vehicle upon a street or highway in such a manner or under such conditions as to interfere with the free movement of vehicular traffic or proper street or highway maintenance.
(k) Section 1412, Operation of bicycles and other human powered vehicles, is amended to replace the reference to "Code 10" with "Article 10."
(1) Section 1709, Penalty assessment notice for traffic offenses - violations of provisions by officer - driver's license, is amended to read as follows:

Section 1709. Penalty assessment notice for traffic offenses - refusal. Whenever the defendant refuses to accept service of the penalty assessment notice, tender of such notice by the peace officer to the defendant shall constitute service thereof upon the defendant.
(m) Section 1717, Conviction - attendance at driver improvement school, is amended to read as follows:

## Section 1717. Conviction - attendance at driver improvement school.

(1) Whenever a person has been convicted of violating any provision of this Article, which regulates the operation of vehicles on highways, the municipal court, in addition to the penalty provided for the violation or as a condition of probation, a deferred sentence or the suspension of all or any portion of any fine or sentence of imprisonment for a violation, may require the defendant, at the defendant's own expense, if any, to attend and satisfactorily complete a course of instruction at any designated driver improvement school providing instruction in the traffic laws of this state, instruction in recognition of hazardous traffic situations, and instruction in traffic accident prevention. Such school shall be approved by the court.
(2) Whenever a minor under eighteen years of age has been convicted of violating any provision of this Article, which regulates the operation of vehicles on highways, the municipal court may require the minor to attend and satisfactorily complete a course of instruction at any designated driver improvement school providing instruction in the traffic laws of this state, instruction in recognition of hazardous traffic situations, and instruction in traffic accident prevention. The court may impose the driver improvement school requirement in addition to the penalty provided for the violation or as a condition of probation, a deferred sentence, or the suspension of all or any portion of any fine or sentence of imprisonment for the violation. The minor, or the minor's parent or parents who appear in court with the minor in accordance with section $1716(4)$ of this Code, shall pay the cost of attending the designated driver improvement school. Such school shall be approved by the court.
(n) Section 1805, Appraisal of abandoned motor vehicles - sale, is amended to replace the reference to "Part 1 of Code 6 of this Title" with "Part 1 of Article 6 of Title 42, C.R.S."
(o) All provisions containing enumerated penalties for violations are deleted.
(p) There shall be no division into classes of traffic infractions, traffic offenses or misdemeanor traffic offenses. Any reference to a "class A" or "class B" traffic infraction is deleted and replaced by "traffic infraction." Any reference to a "class 1 " or "class 2" traffic offense or misdemeanor traffic offense is deleted and replaced by "traffic offense."
(q) The following sections of the Model Traffic Code for Colorado, 2020 edition, are specifically not adopted as part of the adoption of said Code: Section 227(3)(b); Section 229(1); Section 601; Section 1409(9); Section 1701; Section 1702; Section 1901.

## Sec. 8-1-30. Model Traffic Code -Applicability.

This Article shall apply to every street, alley, sidewalk area, driveway, park and every other public way, place or parking area, either within or outside the corporate limits of the Town, the use of which the Town has jurisdiction and authority to regulate. The provisions of Sections 1401, 1402 and 1413 of the adopted Model Traffic Code, respectively concerning reckless driving, careless driving and eluding a police officer, shall apply not only to public places and ways but also throughout the Town.

## Sec. 8-1-40. Interpretation of provisions.

This Article and the Model Traffic Code adopted herein shall be so interpreted and construed as to effectuate its general purpose to conform to the State's uniform system for the regulation of vehicles and traffic. Article and section headings of this Article or the Model Traffic Code adopted herein shall not be deemed to govern, limit, modify or in any manner affect the scope, meaning or extent of the provisions of any article or section thereof.

Section 2. Any person who violates any provision of this ordinance or the Model Traffic Code adopted herein shall be subject to punishment as set forth in Sections 8-2-10 through 8-2-140 of the Bennett Municipal Code. Each day during any portion of which any violation of any provision of this ordinance is committed, continued, or permitted by any such person shall be a separate offense.

Section 3. If any article, section, paragraph, sentence, clause, or phrase of this ordinance is held to be unconstitutional or invalid for any reason, such decision shall not affect the validity or constitutionality of the remaining portions of this ordinance. The Board of Trustees hereby declares that it would have passed this ordinance and each part or parts hereof irrespective of the fact that any one part or parts be declared unconstitutional or invalid.

Section 4. The repeal or modification of any portion 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 5. All other ordinances or portions thereof inconsistent or conflicting with this ordinance or any portion hereof are hereby repealed to the extent of such inconsistency or conflict.

Section 6. The provisions of this ordinance shall take effect 30 days after publication, by title only.

INTRODUCED ON FIRST READING THIS 10 ${ }^{\text {th }}$ DAY OF MAY 2022.
PUBLIC HEARING AND SECOND READING WILL BE THE $14^{\text {th }}$ DAY OF JUNE 2022, AT 7:00 P.M. AT BENNETT TOWN HALL, 207 MUEGGE WAY, BENNETT, CO.

READ, ADOPTED ON SECOND READING, APPROVED, SIGNED, AND ORDERED PUBLISHED BY TITLE THIS 14 ${ }^{\text {th }}$ DAY OF JUNE 2022.

TOWN OF BENNETT, COLORADO

Royce D. Pindell, Mayor

## ATTEST:

Christina Hart, Town Clerk

## Suggested Motion

I move to approve Ordinance No. 740-22 - An ordinance adopting by reference the 2020 Edition of the "Model Traffic Code" for the regulation of traffic in the Town of Bennett.

TO: $\quad$ Mayor and Town of Bennett Board of Trustees<br>FROM: Steve King, Special Projects Coordinator<br>Taeler Houlberg, Administrative Services Director<br>DATE: June 14, 2022<br>SUBJECT: Proposed Amendments to Chapter 8 of the Bennett Municipal Code

## Background

As part of the continued review of the Bennett Municipal Code (Code), Staff is proposing amendments to Chapter 8 regarding vehicles and traffic. The following proposed revisions are not part of the 2020 Model Traffic Code (MTC) adoption taking place tonight, though they complement the MTC. The proposed Chapter 8 amendments address outdated information and include additions to meet current traffic needs.

No revisions have been made to the suggested updates since they were presented to the Board at the study session on May 24, 2022.

## Chapter 8 Proposed Amendments

Article ll proposed amendments include:

- An added provision on the authority of the Municipal Court to designate specific offenses and payment of fines under the traffic ordinances.
- The codification of the Town Administrator or their designee's authority to designate street markings, signage and maintenance of municipal roadways. This will allow for flexibility in the designation of responsible staff.

Article IV proposed amendments include:

- Updating the designation of specific tasks from the Director of Public Works to the Town Administrator or "a designee."
- Removing a specified fine amount for code violations. This allows the Municipal Court to designate fine amounts administratively, which is a power already granted in the Code.

Article $V$ proposed amendments include:

- An added provision that grants the Town the authority to temporarily restrict parking on any public street or alley for street sweeping, snow removal or other maintenance or repair.
- An added provision that makes it unlawful to stop, stand or park in the driveway access or public right-of-way along Seventh Avenue for Bennett Elementary school, Bennett Middle School and Bennett High School.


## Staff Recommendation

Staff recommends the Board of Trustees approve Ordinance 743-22, an ordinance amending Chapter 8 of the Bennett Municipal Code regarding parking, vehicles and traffic within the Town.

## Attachments

1. Ordinance 743-22

## ORDINANCE NO. 743-22

## AN ORDINANCE AMENDING CHAPTER 8 OF THE BENNETT MUNICIPAL CODE REGARDING PARKING, VEHICLES AND TRAFFIC WITHIN THE TOWN

WHEREAS, the Board of Trustees of the Town of Bennett (the "Town") previously adopted Chapter 8 of the Bennett Municipal Code, which sets forth general provisions and requirements related to vehicles and traffic; and

WHEREAS, the Board of Trustees desires to amend Chapter 8 of Bennett Municipal Code regarding parking, vehicles and traffic as provided herein.

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

Section 1. A new Section 8-2-15 of the Bennett Municipal Code is hereby added in its entirety as follows:

## Sec. 8-2-15. - Municipal court to designate cases to violations bureau.

The Municipal Court may designate the specified offenses under the traffic ordinances of this municipality and the state traffic laws in respect to which payment of fines may be accepted by the traffic violations bureau in satisfaction thereof, and may specify by suitable schedules the amount of such fines for first, second and subsequent offenses, provided such fines are within the limits declared by law, and may further specify what offenses shall require appearance before the court.

Section 2. A new Section 8-2-150 of the Bennett Municipal Code is hereby added in its entirety as follows:

## Sec. 8-2-150. - Powers and duties of the Town Administrator.

(a) It shall be the general duty of the Town Administrator or a designee, in consultation with other Town engineering and law enforcement staff, to determine the installation and proper timing and maintenance of official traffic-control devices; to conduct analyses of traffic accidents and to devise remedial or corrective measures; to conduct investigation of traffic conditions; to plan the operation of traffic on the streets and highways of this Town; to cooperate with other Town officials in the development of ways and means to improve traffic conditions; and to carry out the additional powers and duties as are imposed by this Chapter. By way of example, but not by way of limitation, the Town Administrator is authorized, consistent with the provisions of this Chapter, to act as follows:
(1) Install, maintain and remove traffic control devices in conformity with the Model Traffic Code and the standards and guidelines in the Manual on Uniform Traffic Control Devices, as currently in effect within the Town;
(2) Designate and mark medians and/or traffic islands;
(3) Conduct speed zoning studies and post speed limits;
(4) Designate minimum speed as provided by law or reduced speed for construction zones;
(5) Set speed limits within the Town on municipal streets, which are increased or decreased specifically from those set forth under Section 1101 of the Model Traffic Code.
(5) Regulate traffic movement by traffic signals and provide for the synchronization of the signals wherever practicable;
(6) Designate through streets or roadways and control entrances;
(7) Designate temporary detour and truck routes as necessary to avoid construction, emergency or other hazardous situations;
(8) Designate stop or yield intersections and erect stop or yield signs;
(9) Establish restrictions, prohibitions and regulations for the parking, standing or stopping of vehicles;
(10) Establish tow away zones;
(11) Designate and sign intersections at which drivers shall not make a right or left turn, a U-turn or any turn at all times or during certain times;
(12) Designate and sign intersections where multiple turns shall be allowed;
(13) Mark centerlines and lane lines and place other pavement markings necessary for the regulation and control of traffic;
(14) Install and maintain crosswalks at intersections or other places where there is particular danger to pedestrians crossing the roadway;
(15) Establish safety zones at places where necessary for pedestrian protection;
(16) Install pedestrian control signals and designate those crossings where angle crossing by pedestrians shall be permitted;
(17) Designate and sign those streets and roadways where pedestrians, bicyclists or other non-motorized traffic, or persons operating a motor driven cycle shall be excluded as provided by law;
(18) Provide for temporary street or alley closures by the erection of barricades and the temporary modification of traffic control devices during construction;
(19) Ensure that all traffic control devices required hereunder are uniform as to type and location as required by state law; and
(20) Post or cause to be posted or constructed official traffic control devices on private parking lots, driveways, roads, streets or highways, on condition that the private property owner pay for such devices and all costs incurred by the Town associated therewith.

Section 3. Section 8-4-30(a) 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. 8-4-30. - Designation of snow routes.
(a) The Town Administrator or a designee and Director of Public Works shall have the power and authority, and each is hereby empowered and authorized to designate certain streets within the Town as snow routes, and post signs along said routes advising of their designation.

Section 4. Section 8-4-50(c) 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. 8-4-50. - Enforcement.

(c) A person is guilty of a separate offense for each and every day or portion thereof during which any violation of any provision of this Article is committed, continued or permitted. Upon conviction of any violation of the provisions of this Article, the person shall be punishable by, and the Municipal Court shall assess, a fine of not less than thinty dollars (\$30.00) nor more than the maximum fine set forth in Section 1-4-20 of this Code, and no portion of said fine shall be suspended.

Section 5. Section 8-4-60 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. 8-4-60. - Nonessential travel prohibited.

Whenever the Mayor, Town Administrator or a designee Birector of Public Works determines that travel on streets within the Town or portions thereof may be or become extremely hazardous due to severe weather conditions or an emergency situation, he or she may order a ban on all nonessential operation of vehicles within the Town or a designated portion thereof. Upon such declaration, it shall be unlawful for any owner or operator to operate or allow to be operated any vehicle on the roadways within the Town or the portion thereof so designated, unless the vehicle's operation is essential to the functioning of a governmental body or the life, health or safety of any person.

Section 6. A new Section 8-5-15 of the Bennett Municipal Code is hereby added in its entirety as follows:

## Sec. 8-5-15. - Temporary parking restrictions.

The Town shall have the authority to temporarily restrict parking on any public street or alley for street sweeping or snow removal or other maintenance or repair by posting signs in the vicinity or placing fliers on vehicles or equipment, or such other reasonable manner of public notice, and it shall be unlawful for any person or entity to park vehicles or equipment in violation of the restrictions stated on said signs or notices.

Section 7. A new Section 8-5-17 of the Bennett Municipal Code is hereby added in its entirety as follows:

Sec. 8-5-17. - Specific 'No Parking' areas or restrictions not otherwise governed by Part 12, Parking, of the Model Traffic Code.

It shall be unlawful to stop, stand or park on any portion of the driveway access that lies within the public right-of-way or within five (5) feet of either side of said access along Seventh Avenue for Bennett Elementary School, Bennett Middle School and Bennett High School.

Section 8. If any article, section, paragraph, sentence, clause, or phrase of this ordinance is held to be unconstitutional or invalid for any reason, such decision shall not affect the
validity or constitutionality of the remaining portions of this ordinance. The Board of Trustees hereby declares that it would have passed this ordinance and each part or parts hereof irrespective of the fact that any one part or parts be declared unconstitutional or invalid.

Section 9. The repeal or modification of any portion 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 10. 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.

# READ, APPROVED, SIGNED AND ORDERED PUBLISHED BY TITLE THIS 14 ${ }^{\text {th }}$ DAY OF JUNE 2022. 

TOWN OF BENNETT, COLORADO

Royce Pindell, Mayor
ATTEST:

Christina Hart, Town Clerk

## Suggested Motion

I move to approve Ordinance No. 743-22 - An ordinance amending Chapter 8 of the Bennett Municipal Code regarding parking, vehicles and traffic within the Town.

| TO: | Mayor and Town of Bennett Board of Trustees |
| :--- | :--- |
| FROM: | Robin Price, Public Works Director |
| DATE: | June 14, 2022 |
| SUBJECT: | RFP 22-007 - Trupp Park Phase 2 Landscape and Storm Sewer Improvements |

## Background

In 2021 the Town was awarded a grant from Adams County Open Space for improvements to Trupp Park. The Phase 2 improvements include drainage improvements to the western side of the park, landscape improvements for the upper west soccer field and grand stand improvements for added shade. The awarded grant amount was $\$ 198,000$ from Adams Count, with a $\$ 132,000$ cash match from the Town, for a total budget of $\$ 330,000$ for the project.

The scope of work for this project is identified by two separate plans. The first set, Trupp park PH2, is dated May 3, 2022, and was done by Jimenez Design Group. (Please see attached). This set of plans includes the landscaping improvements.

The second set, Town of Bennett 2022 Trupp Park Storm Sewer, is dated May 18, 2022, and was done by Terramax, Inc. (Please see attached). This set of plans includes all of the grading and drainage detail for the project.

Contractors had the option to bid both sets of plans or to choose one plan set depending on their area of expertise. RFP 22-007 was published on May 19, 2022, and bids were due by June 6, 2022, at 4:00 p.m.

## Summary of RFP Bids

The Town received the following responses to RFP 22-007:

1. Kuhn Construction for the storm sewer design - The bid included site grading, mobilization, excavation for the sand volleyball, soil import, field grading and all of the piping and materials for the $42^{\prime \prime}$ infiltration well.
2. Aardvark Excavating, LLC for the storm sewer design- The bid included grading, soil import, field grading and all of the piping and materials for the $42^{\prime \prime}$ infiltration well.
3. Essential Contractors - The bid included mobilization, construction survey and all of the piping and materials for the $42^{\prime \prime}$ infiltration well.

| Company | Bid |
| :--- | :--- |
| Kuhn Construction, Inc. | $\$ 154,773.00$ |
| Aardvark Excavating, LLC | $\$ 105,457.00$ |
|  | $(100,185.15)$ |
|  | Prompt Payment Discount |
| Essential Contractors | $\$ 187,879.00$ |

Town Staff received no bids on the landscaping portion of the RFP.

## Staff Review

The three contractors that submitted pricing for the storm sewer design included all aspects of the project per plan. The main difference in the pricing was mobilization and the cost of the materials that were presented in the bid.

Despite soliciting bids for the landscape portion of the project, Town Staff did not receive any bids for the landscaping. BrightView Landscaping Services had reviewed the RFP but did not submit a bid in the original time frame.

Due to the budget and the amount of landscaping on the plans, Town Staff began to value engineer the landscape and irrigation plans and transitioned that portion of the project to a phased approach to get the most of the design while still staying in the overall budget. After the Town did not receive bids, Staff solicited the aforementioned phased approach proposal from BrightView. With a reduced scope for the landscape plan, the cost of the landscaping and drainage will fit into the total project budget and satisfy all grant requirements.

## Staff Recommendation

Based on the qualifications and competitive bid, Town Staff recommends the Board authorize the Mayor and the Town of Bennett to enter into a standard contract agreement with Aardvark Excavating, LLC for the Storm Sewer Improvements in an amount not to exceed $\$ 105,457$, with a prompt payment discount of $\$ 100,185$.

Town staff recommends the approval of a valued engineered bid from BrightView Landscaping with a not to exceed amount of $\$ 101,000$, which will include irrigation, reduced quantity boulders, reduced quantity trees/shrubs and a phased approach.

## Attachments

1. RFP 22-007
2. Plan Set Jimenez Design Group Trupp Park PH2
3. Plan Set Terramax, Inc. Town of Bennett 2022 Trupp Park Storm Sewer
4. Kuhn Construction, Inc.
5. Aardvark Excavating, LLC
6. Essential Contractors
7. BrightView Landscape Services
welcome neighbors.

Date of RFP Issuance:
Project Number:
RFP Title:
Proposals Due:
Submit Proposals to:
Time
Town
80102-7806

For Additional Information Please Contact:

Documents Included in This Package:

May 19, 2022
22-007
Trupp Park Phase 2 Landscape and Storm Sewer Improvements June 6, 4:00 p.m., Local Time rprice@bennett.co.us, 4:00 p.m., Local

Way,
Bennett,
CO

Person in Charge
(303) 644-3249 Ext. 1013

Email: rprice@bennett.co.us
RFP Cover Sheet
Project Background and Specifications
RFP Instructions
Terms and Conditions
Special Terms and Conditions
Pricing Form
Submission Form
Substitute Form W-9
Sample Agreement

If any of the documents listed above are missing from this package, they may be requested via email or picked up at Town Hall, 207 Muegge Way, Bennett, Colorado.

The undersigned hereby affirms that (1) he/she is a duly authorized agent of the Proposer, (2) he/she has read all terms and conditions and technical specifications which were made available in conjunction with this RFP and fully understands and accepts them unless specific variations have been expressly listed in his/her offer, (3) the offer is being submitted on behalf of the Proposer in accordance with any terms and conditions set forth in this RFP, and (4) the Proposer will accept any awards made to it as a result of the offer submitted herein for a minimum of ninety calendar days following the date of submission.

| PRINT OR TYPE YOUR INFORMATION |  |  |
| :---: | :---: | :---: |
| Name of Company: |  | Fax: |
| Address: | City/State: | Zip: |
| Contact Person: | Title: | Phone: |
| Authorized Representative's Signature: |  | Phone: |
| Printed Name: | Title: | Date: |
| Email Address: |  |  |

## PROJECT BACKGROUND AND SPECIFICATIONS

## I BACKGROUND

The Town of Bennett ("Town") desires to solicit proposals from interested firms or persons to Trupp Park Phase 2 Landscape and Storm Sewer Improvements("Project"). This document sets forth general information and requirements for persons and firms ("Proposers") interested in submitting "Proposals" in response to this Request for Proposals ("RFP").

## II PROJECT DESCRIPTION

Trupp Park is located at 105 Palmer Ave in Bennett Colorado. The park is located on Palmer Avenue and $1^{\text {st }}$ Street. The park is currently identified as the Town's "Community Park" making it one of the Town's most highly utilized amenities. In 2020 the park had a first phase of soccer field, and storm sewer improvements on the east side of the park. The focus was to improve the drainage of the east fields. This second phase will include the storm sewer design plans as well as landscape and irrigation for the west portion of the park near the playground area and stage. The primary focus is to improve the drainage of the west area and also give additional amenities to the users of the park.

## III SCOPE OF WORK

The scope of work is identified by the plans attached. The first set is dated 5/4/22 by Jimenez Design Group and is labeled Trupp Park PH2. This set of plans includes Cover Sheet, Boulders \& Grading Plan, Landscape Plan, Landscape Notes \& Details Irrigation Notes.

The second set of plans is dated 5/18/22 by Terramax, Inc. and is labeled Town of Bennett 2022 Trupp Park Storm Sewer. This set of plans includes: Sheet 1: Site Plan, Sheet 2: Line A Plan and Profile, Sheet 3: Line B Plan and Profile, Sheet 4: Line C Plan and Profile, Sheet 5: Detail Sheet (1), Sheet 6: Detail Sheet (2), Sheet 7: Manhole Details.

Contractor can choose to bid one set of plans without bidding the entire set. The Town does not require one contractor for all scopes of work.

## IV PROJECT SCHEDULE

Anticipated milestones for the Project are as follows:
Anticipated Start Date: 6/20/22
Grading and Storm Sewer Completion: 7/8/22
Irrigation and Landscape Completion: 7/29/22
Full Project Substantial Completion Date: 8/5/22

## I QUESTIONS ABOUT RFP

All technical inquiries regarding this RFP shall be made in writing to Robin Price (rprice@bennett.co.us) no later than five (5) days before Proposals are due.

## II AMENDMENTS TO RFP

The Town reserves the right to amend this RFP by an addendum at any time prior to the date set for receipt of Proposals. Addenda or amendments will be posted on the Town's website as soon as available and shall be the responsibility of the Proposer to obtain all addenda. If revisions are of such a magnitude to warrant, in the Town's opinion, the postponement of the date for receipt of Proposals, an addendum will be issued announcing the new date.

## III CONTENTS OF PROPOSAL

The Proposal shall contain, at a minimum, the following information:

1. Statements of Qualifications including:
i. General firm information including length of time in business
ii. Resumes of key project personnel and percent of team that is local
iii. Location of key project personnel and availability
2. Proposed Project team including Project Manager and proposed subcontractors (if any). Include information on subcontractors, including subcontractor personnel who will be working on the project and their specific roles.
3. Approach to completing the Project, including addressing the elements of the Scope of Services contained within this RFP, and any additional anticipated issues and proposed strategies for addressing the issues based on additional insight, capabilities or perspectives of the Proposer.
4. Project descriptions and references from at least three projects with similar size, type, and scope. These projects should demonstrate the experience of the project team and should have been completed during the past five years. The descriptions should include whether the project was completed on time and within budget per the original schedule and budget; any discrepancies should be explained.
5. Proposed schedule to complete the Project.
6. Detailed fee schedule tied to the Scope of Services, innclidng a "Not to Exceed" contract amount and hourly rates of key personnel.
7. Signed copy of the cover page of this RFP (page 1 of this RFP)
8. Completed Pricing Form (form attached)
9. Completed Submission Form (form attached)
10. Completed Sample W-9 (form attached)
11. List any requested deviations from the attached Sample Agreement

One (1) copy of the Proposal shall be submitted via email, hand-delivery or mail to:
Town of Bennett
Attn: Robin Price
Town Hall
207 Muegge Way
Bennett, CO 80102-7806
Email: rprice@bennett.co.us
Hand-delivered or mailed Proposals shall be submitted in a sealed envelope and clearly marked with the title of the RFP.

For emailed Proposals, include the RFP title in the subject line. Please note that email responses are limited to a maximum of 20 MB capacity. It is the sole responsibility of the Proposer to ensure their Proposal is received before the Proposal deadline. The Town does not accept responsibility under any circumstance for delayed or failed email or mail submittals.

Proposals received after the Proposal deadline shall be considered non-responsive.

## v MODIFICATIONS TO OR WITHDRAWAL OF PROPOSALS.

Proposals may only be modified in the form of a written notice on company letterhead and must be received prior to the Proposal deadline.

Proposals may be withdrawn prior to Proposal deadline. Such requests must be made in writing on company letterhead. Proposals may not be withdrawn after the Proposal deadline for a period of ninety (90) calendar days. If a Proposal is withdrawn during this ninety-day period, the Town may, at its option, choose not to accept any Proposal from the Proposer for a six-month period following the withdrawal.

## VI EVALUATION CRITERIA

Proposals shall be reviewed and evaluated by Town staff and/or consultants who may request additional information from Proposers or request interviews with one of more Proposers. Final evaluation and selection may be based on, but not limited to any of the following:

1. Qualifications of the Proposer
2. Reference checks
3. Total cost or proposed pricing
4. Ability of the Proposer to provide quality and timely services and products

## VII ANTICIPATED SCHEDULE

The following activities and dates are just a tentative outline of the process to be used by the Town.

May 19, 2022
June 6, 2022
June 7, 2022
June 15, 2022
June 16, 2022

Issue Request for Proposal
Proposal Submittal Deadline
Opening- (Please Note: Not a Public Opening!*)
Award Notification
Award Contract
*Please note, the Town does not release Bid Tabulations or Proposal Scoring information through the Town's process of competitive Proposal evaluation, clarifications, investigations and follow-up, and potential value engineering and negotiations with those deemed "Best Proposers", including the Board presentation process. Bid Tabulations and Proposal Scoring information is typically made available within one month of the date of receipt of Proposals.

1. Responses to RFP. All Proposals shall become the property of the Town upon receipt and will not be returned to the Proposer. Selection or rejection will not affect this right. Any confidential/proprietary information submitted in response to this request shall be readily identified, clearly marked and separated from the rest of the response. Co-mingling of confidential/proprietary and other information is not acceptable. Submittals will be handled in accordance with applicable federal and state public records laws and procurement regulations. Neither cost information nor the total Proposal will be considered confidential/proprietary.
2. Rejection Rights. The Town reserves the right to reject all Proposals and re-solicit if deemed by the Town to be in its best interests, and to abandon the Project and this RFP at any time for any or no reason. The Town is not obligated to accept the lowest cost proposed, is not obligated to accept any Proposal, and will make its determination based on the best interests of the Town.
3. Other Conditions; Reservation of Rights. This is a solicitation and not an offer to contract. The provisions in this RFP and any procurement or purchasing policies or procedures of the Town are solely for the fiscal responsibility of the Town and confer no rights, duties, or entitlements to any party submitting responses to this solicitation. The Town reserves the right to issue clarifications and other directives concerning this RFP, to make and issue modifications to the RFP schedule; to require clarification or further information with respect to any response or Proposal received; to waive any informalities or irregularities; and to determine the final scope and terms of any contract, and whether to enter any contract. The provisions herein confer no rights, duties or entitlements to any Proposer.
4. Proposer's Responsibilities. Proposer shall make all investigations necessary to thoroughly inform themselves regarding the Project and are expected to examine the drawings, specifications, schedule of delivery, and all instructions. Failure to do so is at the risk of the Proposer.
5. Costs of Response Preparation and Other Charges. Proposers are solely responsible for all costs of preparing their proposals and participation in this RFP, and the Town assumes no responsibility for payment of any expenses incurred by a Proposer as part of this process. For the selected firm, no reimbursement will be made by the Town for any costs incurred prior to full execution of a contract and issuance of written notice by the Town to commence Project services.
6. Agreement Required. A written agreement will be required between the Town and the selected Proposer, which agreement will be in the form and substance required by the Town. A sample agreement is included with this RFP, but the Town reserves the right to modify the terms and conditions thereof. The agreement shall include insurance requirements for both general liability and errors and omissions.
7. Taxes. Proposers shall not include federal, state, or local excise or sales taxes in prices offered, as the Town is exempt from payment of such taxes. Town tax identification numbers will be made available to the selected contractor.
8. Pricing. Proposers may offer a cash discount for prompt payment. Discounts will be considered in determining the lowest net cost for the evaluation of Proposals; discounts for periods of less than twenty days, however, will not be considered in making the award. Proposers are encouraged to provide their prompt payment terms in the space provided on the Pricing Form. If no prompt payment discount is being offered, the Proposer shall enter a zero (0) for the percentage discount to indicate net thirty days.
9. No Collusion. The Proposer, by affixing its signature to this RFP, certifies that its Proposal is made without previous understanding, agreement, or connection either with any persons, firms or corporations making a Proposal for the same items, or with the Town. The Proposer also certifies that its Proposal is in all respects fair, without outside control, collusion, fraud, or otherwise illegal action. To ensure integrity of the Town's public procurement process, all Proposers are hereby placed on notice that any and all Proposers who falsify the certifications required in conjunction with this section will be prosecuted to the fullest extent of the law.
10. Elimination from Consideration. A Proposal may not be accepted from, nor any contract be awarded to, any person or firm which is in arrears to the Town upon any debt or contract or which is a defaulter as surety or otherwise upon any obligation to the Town. A Proposal may not be accepted from, nor any contract awarded to, any person or firm which has failed to perform faithfully any previous contract with the Town, state or federal government, for a minimum period of three years after this previous contract was terminated for cause.
11. Equal Opportunity. The Town intends and expects that the contracting processes of the Town and its vendors provide equal opportunity without regard to gender, race, ethnicity, religion, age or disability and that its vendors make available equal opportunities to the extent third parties are engaged to provide goods and services to the Town as subcontractors, vendors, or otherwise. Accordingly, the vendor shall not discriminate on any of the foregoing grounds in the performance of the contract, and shall make available equal opportunities to the extent third parties are engaged to provide goods and services in connection with performance of the contract.

COMPETENCY OF CONTRACTORS - MINIMUM YEARS OF EXPERIENCE AND OPERATIONAL FACILITIES REQUIRED: Pre-award inspection of the Proposer's facility may be made prior to award of contract. Responses will only be considered from Proposer which have been engaged in the business of performing services as described in this RFP for a minimum period of five (5) years prior to the date of this RFP. The Proposer must be able to produce evidence that they have an established satisfactory record of performance for a reasonable period of time and have sufficient financial support, equipment and organization to ensure that they can satisfactorily execute the services if awarded a contract. The term 'equipment and organization' as used herein shall be construed to mean a fully equipped and well established company in line with the best business practices in the industry and as determined by the proper authorities of the Town. The Town reserves the right, before awarding the contract, to require a Proposer to submit such evidence of its qualifications as it may deem necessary, and may consider any evidence available to it (including, but not limited to, the financial, technical and other qualifications and abilities of the Proposer, including past performance and experience with the Town) in making the award in the best interests of the Town.

QUALIFICATIONS OF CONTRACTOR: The Town may make such investigations as deemed necessary to determine the ability of the Proposer to perform work, and the Proposer shall furnish all information and data for this purpose as the Town requests. Such information includes but not limited to: current/maximum bonding capabilities, current licensing information, audited financial statements, history of the firm on assessments of liquidated damages, contracts cancelled prior to completion and/or lawsuits and/or pending lawsuits against the firm and/or its principals. The Town reserves the right to reject any Proposal if the evidence submitted by, or investigation of, such Proposer fails to satisfy the Town that such Proposer is properly qualified to carry out the obligations of the contract and to complete the work contemplated therein. Conditional bids will not be accepted.

NON-APPROPRIATION: Pursuant to C.R.S. § 29-1-110, as amended, financial obligations of the Town after the current fiscal year are contingent upon funds for the purpose being appropriated, budgeted and otherwise available. Any contract entered with respect to this project will provide that it is automatically terminated on January $1^{\text {st }}$ of the first fiscal year for which funds are not appropriated. The Town shall give the Proposer or written notice of such non-appropriation.

MATERIAL PRICED INCORRECTLY: As part of any award resulting from this process, Proposer(s) will discount all transactions as agreed. In the event the Town discovers, through its contract monitoring process or formal audit process, that material was priced incorrectly, Proposer (s) agree to promptly refund all overpayments and to pay all reasonable audit expenses incurred as a result of the non-compliance.

JOINT VENTURES ARE ENCOURAGED. The Proposer shall disseminate information regarding all subcontracting opportunities under this contract in a manner reasonably calculated to reach all qualified potential subcontractors who may be interested. The Proposer shall maintain records demonstrating its compliance with this article and shall make such records available to the Town upon the Town's request.

## PRICING FORM

I PRICING (FOR EACH PARTICIPANT)


Not to Exceed Total:

SUBMISSION: It is imperative, when submitting a bid/proposal, that you address the envelope as follows:

Town of Bennett
ATTN: Purchasing
207 Muegge Way
Bennett, CO 80102
Attn: Person in Charge
Title
RFP:
Does your proposal comply with all the terms
YES / NO
and conditions? If no, indicate exceptions
Does your proposal meet or exceed all
YES / NO
specifications? If no, indicate exceptions
State percentage of prompt payment discount, if offered $\qquad$ \%

State total bid price (include all items bid)
State total bid price with discount

The Town of Bennett must have on file a completed W-9 prior to doing business with Contractors. Please submit the attached form with your Proposal.

# SUBSTITUTE FORM W-9 

Vendor\# $\qquad$
REQUEST FOR TAXPAYER
IDENTIFICATION NUMBER AND CERTIFICATION
(A copy of the W-9 instructions is available upon request)
1 NAME OF FIRM:

NAME (Legal Name)

BUSINESS NAME (If different from above e.g. DBA)

2 ADDRESS WHERE NOTIFICATIONS, PURCHASE ORDERS ETC. SHOULD BE MAILED
(if different from above):

NAME (As it appears on invoice)

## ADDRESS

CITY, STATE, ZIP
3. PAY TO OR REMITTANCE INFORMATION
(If more than one remit to address, please attach on additional page.)

STREET ADDRESS

CITY, STATE, ZIP

The Internal Revenue Service requires that you submit a Taxpayer Identification Number to comply with this regulation, please fill in the required information on this form, sign and return it to:

By fax (303) 644-4125
By mail Town of Bennett
ATTN: Danette Ruvalcaba
207 Muegge Way
Bennett, CO 80102

## TAXPAYER IDENTIFICATION NUMBER (TIN)

Social Security Number $\qquad$ - $\qquad$ - $\qquad$
OR
Federal Identification Number $\qquad$
Name of Business Owner (please print) $\qquad$
Check Appropriate Box:
[ ] Corporation
[ ] Partnership
[ ] Government
[ ] Individual/Sole Prop
[ ] Non-Profit Organization [ ] Other
(Must explain)

## CERTIFICATION

Under penalties of perjury, I certify that:
(1) The number shown on this form is my correct Tax Identification Number, and
(2) I am not subject to backup withholding.
(3) I am a US person (including a US resident alien)

Signature $\qquad$
Date $\qquad$
Print Name $\qquad$
Telenhone Numher ( )

## NOTICE! CHECKS OR PURCHASE ORDERS WILL NOT BE ISSUED BY THE TOWN OF BENNETT UNTIL YOUR TAX PAYER ID NUMBER IS ON FILE IN THIS OFFICE!

## FOR OFFICE USE ONLY:

Individual/Sole Proprietorships:For Corporation:

| [ ] Merchandise Only | [ ] Services | [ ] Attorney |
| :--- | :--- | :--- |
| [ ] Employee expense reimbursement | [ ] Contract Labor | [ ] Non Attorney |
| [ ] Garnishment / Child Support | [ ] Other (Explain) |  |
| [ ] Damage awards \& other reimb | [ ] Sale of Land |  |

Approved:

## INDEPENDENT CONTRACTOR AGREEMENT BY AND BETWEEN THE TOWN OF BENNETT AND

### 1.0 PARTIES

The parties to this Agreement are the Town of Bennett, a Colorado municipal corporation, hereinafter referred to as the "Town," and $\qquad$ [contractor name]_, a Colorado $\qquad$ [contractor business entity]_, hereinafter referred to as the "Contractor."

### 2.0 RECITALS AND PURPOSE

a) The Town desires to engage the Contractor for the purpose of providing services as further set forth in the Contractor's Scope of Services (which services are hereinafter referred to as the "Services").
b) The Contractor represents that it has the special expertise, qualifications and background necessary to complete the Services.

### 3.0 SCOPE OF SERVICES

The Contractor agrees to provide the Town with the specific Services and to perform the specific tasks, duties and responsibilities set forth in Scope of Services attached hereto as Exhibit A and incorporated herein by reference. The Contractor shall furnish all tools, labor and supplies in such quantities and of the proper quality as are necessary to professionally and timely perform the Services. The Contractor acknowledges that this Agreement does not grant any exclusive privilege or right to supply Services to the Town. In its sole discretion, the Town may contract with other contractors to provide the same or similar services during the term of this Agreement.

### 4.0 COMPENSATION

a) The Town shall pay the Contractor for Services under this agreement a total not to exceed the amounts set forth in Exhibit A attached hereto and incorporated herein by this reference. For Services compensated on a per-task basis, such costs per task shall not exceed the amounts set forth in Exhibit A. The Town shall pay mileage and other reimbursable expenses which are deemed necessary for performance of the services and which are pre-approved by the Town Administrator. The foregoing amounts of compensation shall be inclusive of all costs of whatsoever nature associated with the Contractor's efforts, including but not limited to salaries, benefits, overhead, administration, profits, expenses, and outside contractor fees. The Scope of Services and payment therefor shall only be changed by a properly authorized amendment to this Agreement. No Town employee has the authority to bind the Town with regard to any payment for any services which exceeds the amount payable under the terms of this Agreement.
b) The Contractor shall submit monthly an invoice to the Town for Services rendered and a detailed expense report for pre-approved, reimbursable expenses incurred during the previous month. The invoice shall document the Services provided during the preceding month, identifying by work category and subcategory the work and tasks performed and such other information as may be required by the Town. The Contractor shall provide such additional backup documentation as may be required by the Town. The Town shall pay the invoice within thirty (30) days of receipt unless the Services or the documentation therefor are unsatisfactory. Payments made after thirty (30) days may be assessed an interest charge of one and one-half percent (1.5\%) per month unless the delay in payment resulted from unsatisfactory work or documentation therefor.

### 5.0 PROJECT REPRESENTATION

a) The Town designates ___ [staff member]_, $\qquad$ [staff title]_, as the responsible Town staff to provide direction to the Contractor during the conduct of the Services. The Contractor shall comply with the directions given by said Town staff and such person's designees.
b) The Contractor designates $\qquad$ [Contractor's project manager's name]__ as its project manager and as the principal in charge who shall be providing the Services under this Agreement. Should any of the representatives be replaced, and such replacement require the Town or the Contractor to undertake additional reevaluations, coordination, orientations, etc., the Contractor shall be fully responsible for all such additional costs and services.

### 6.0 TERM

The term of this Agreement shall be $\qquad$ [start date]_, 20__ to $\qquad$ [end date]_, unless the Agreement is sooner terminated pursuant to Section 13, below. The Contractor's services under this Agreement shall commence upon execution of this Agreement by the Town and shall progress so that the Services are completed in a timely fashion consistent with the Town's requirements. Nothing in this Agreement is intended or shall be deemed or construed as creating any multiple-fiscal year direct or indirect debt or financial obligation on the part of the Town within the meaning of Colorado Constitution Article X, Section 20 or any other constitutional or statutory provision. All financial obligations of the Town under this Agreement are subject to annual budgeting and appropriation by the Bennett Board of Trustees, in its sole discretion.

### 7.0 INSURANCE

a) The Contractor agrees to procure and maintain, at its own cost, the policies of insurance set forth in Subsections 7.1.1 through 7.1.3. The Contractor shall not be relieved of any liability, claims, demands, or other obligations assumed pursuant to this Agreement by reason of its failure to procure or maintain insurance, or by reason of its failure to procure or maintain insurance in sufficient amounts, durations, or types. The coverages required below shall be procured and maintained with forms and insurers acceptable to the Town. All coverages shall be continuously maintained from the date of commencement of services hereunder. The required coverages are:
7.1.1 Workers' Compensation insurance as required by the Labor Code of the State of Colorado and Employers Liability Insurance. Evidence of qualified self-insured status may be substituted.
7.1.2 General Liability insurance with minimum combined single limits of ONE MILLION DOLLARS $(\$ 1,000,000)$ each occurrence and ONE MILLION DOLLARS $(\$ 1,000,000)$ aggregate. The policy shall include the Town of Bennett, its officers and its employees, as additional insureds, with primary coverage as respects the Town of Bennett, its officers and its employees, and shall contain a severability of interests provision.
7.1.3 Comprehensive Automobile Liability insurance with minimum combined single limits for bodily injury and property damage of not less than THREE HUNDRED AND FIFTY THOUSAND DOLLARS $(\$ 350,000)$ per person in any one occurrence and ONE MILLION DOLLARS $(\$ 1,000,000)$ for two or more persons in any one occurrence, and auto property damage insurance of at least FIFTY THOUSAND DOLLARS $(\$ 50,000)$ per occurrence, with respect to each of Contractor's owned, hired or non-owned vehicles assigned to or used in performance of the services. The policy shall contain a severability of interests provision. If
the Contractor has no owned automobiles, the requirements of this paragraph shall be met by each employee of the Contractor providing services to the Town of Bennett under this contract.
7.1.4 If the Services include the performance of professional services (e.g., architect, engineer, accountant, attorney), Professional Liability coverage with minimum combined single limits of ONE MILLION DOLLARS $(\$ 1,000,000)$ per claim and TWO MILLION DOLLARS ( $\$ 2,000,000$ ) aggregate.
7.2 The Contractor's general liability insurance, automobile liability and physical damage insurance shall be endorsed to include the Town, and its elected and appointed officers and employees, as additional insureds, unless the Town in its sole discretion waives such requirement. Every policy required above shall be primary insurance, and any insurance carried by the Town, its officers, or its employees, shall be excess and not contributory insurance to that provided by the Contractor. Such policies shall contain a severability of interests provision. The Contractor shall be solely responsible for any deductible losses under each of the policies required above.
7.3 Certificates of insurance shall be provided by the Contractor as evidence that policies providing the required coverages, conditions, and minimum limits are in full force and effect, and shall be subject to review and approval by the Town. No required coverage shall be cancelled, terminated or materially changed until at least 30 days prior written notice has been given to the Town. The Town reserves the right to request and receive a certified copy of any policy and any endorsement thereto.
7.4 Failure on the part of the Contractor to procure or maintain policies providing the required coverages, conditions, and minimum limits shall constitute a material breach of contract upon which the Town may immediately terminate the contract, or at its discretion may procure or renew any such policy or any extended reporting period thereto and may pay any and all premiums in connection therewith, and all monies so paid by the Town shall be repaid by Contractor to the Town upon demand, or the Town may offset the cost of the premiums against any monies due to Contractor from the Town.
7.5 The parties understand and agree that the Town is relying on, and does not waive or intend to waive by any provision of this contract, the monetary limitations or any other rights, immunities, and protections provided by the Colorado Governmental Immunity Act, § 24-10-101 et seq., 10 C.R.S., as from time to time amended, or otherwise available to the Town, its officers, or its employees.

### 8.0 INDEMNIFICATION

To the fullest extent permitted by law, the Contractor agrees to indemnify and hold harmless the Town, and its elected and appointed officers and its employees, from and against all liability, claims, and demands, on account of any injury, loss, or damage, which arise out of or are connected with the services hereunder, if such injury, loss, or damage is caused by the negligent act, omission, or other fault of the Contractor or any subcontractor of the Contractor, or any officer, employee, or agent of the Contractor or any subcontractor, or any other person for whom Contractor is responsible. The Contractor shall investigate, handle, respond to, and provide defense for and defend against any such liability, claims, and demands. The Contractor shall further bear all other costs and expenses incurred by the Town or Contractor and related to any such liability, claims and demands, including but not limited to court costs, expert witness fees and attorneys' fees if the court determines that these incurred costs and expenses are related to such negligent acts, errors, and omissions or other fault of the Contractor. The Town shall be entitled to its costs and attorneys' fees incurred in any action to enforce the provisions of this Section 8.0. The Contractor's indemnification
obligation shall not be construed to extend to any injury, loss, or damage which is caused by the act, omission, or other fault of the Town.

### 9.0 QUALITY OF WORK

Contractor's professional services shall be in accordance with the prevailing standard of practice normally exercised in the performance of services of a similar nature in the Denver metropolitan area.

### 10.0 INDEPENDENT CONTRACTOR

The parties agree that the Contractor is an independent contractor and not an employee of the Town and any persons employed by Contractor for the performance of work hereunder shall be independent contractors and not agents of the Town. Contractor shall have the right to contract and represents that it does contract for similar services with others. Any provisions in this Agreement that may appear to give the Town the right to direct Contractor as to details of doing work or to exercise a measure of control over the work mean that Contractor shall follow the direction of the Town as to end results of the work only. This Contract shall not, in any way, be construed to create a partnership or any other kind of joint undertaking or venture between the parties hereto. The Town will not pay a salary or hourly rate, instead of a fixed or contract rate. The Town will not withhold Social Security, Medicare, State or Federal taxes. Earnings in excess of $\$ 600.00$ per year will be recorded on IRS Form 1099-MISC and reported to the IRS.

## AS AN INDEPENDENT CONTRACTOR, CONTRACTOR IS NOT ENTITLED TO WORKERS' COMPENSATION BENEFITS EXCEPT AS MAY BE PROVIDED BY THE INDEPENDENT CONTRACTOR NOR TO UNEMPLOYMENT INSURANCE BENEFITS UNLESS UNEMPLOYMENT COMPENSATION COVERAGE IS PROVIDED BY THE INDEPENDENT CONTRACTOR OR SOME OTHER ENTITY. THE CONTRACTOR IS OBLIGATED TO PAY ALL FEDERAL AND STATE INCOME TAX ON ANY MONEYS EARNED OR PAID PURSUANT TO THIS CONTRACT.

### 11.0 ASSIGNMENT

Contractor shall not assign or delegate this Agreement or any portion thereof, or any monies due to or become due hereunder without the Town's prior written consent.

### 12.0 DEFAULT

Each and every term and condition hereof shall be deemed to be a material element of this Agreement. In the event either party should fail or refuse to perform according to the terms of this Agreement, such party may be declared in default.

### 13.0 TERMINATION

a) This Agreement may be terminated by either party for material breach or default of this Agreement by the other party not caused by any action or omission of the other party by giving the other party written notice at least thirty (30) days in advance of the termination date. Termination pursuant to this subsection shall not prevent either party from exercising any other legal remedies which may be available to it.
b) In addition to the foregoing, this Agreement may be terminated by the Town for its convenience and without cause of any nature by giving written notice at least fifteen (15) days in advance of the termination date. In the event of such termination, the Contractor will be paid for the reasonable value of the services rendered to the date of termination, not to exceed a pro-rated daily rate, for the services rendered to the date of termination, and upon such payment, all obligations of the Town to the Contractor under this Agreement will cease. Termination pursuant to this Subsection shall not prevent either party from exercising any other legal remedies which may be available to it.

### 14.0 INSPECTION AND AUDIT

The Town and its duly authorized representatives shall have access to any books, documents, papers, and records of the Contractor that are related to this Agreement for the purpose of making audits, examinations, excerpts, and transcriptions.

### 15.0 DOCUMENTS

All computer input and output, analyses, plans, documents photographic images, tests, maps, surveys, electronic files and written material of any kind generated in the performance of this Agreement or developed for the Town in performance of the Services are and shall remain the sole and exclusive property of the Town. All such materials shall be promptly provided to the Town upon request therefor and at the time of termination of this Agreement, without further charge or expense to the Town. Contractor shall not provide copies of any such material to any other party without the prior written consent of the Town.

### 16.0 ENFORCEMENT

In the event that suit is brought upon this Agreement to enforce its terms, the prevailing party shall be entitled to its reasonable attorneys' fees and related court costs. Colorado law shall apply to the construction and enforcement of this Agreement. The parties agree to the jurisdiction and venue of the courts of Adams County in connection with any dispute arising out of or in any matter connected with this Agreement.

### 17.0 COMPLIANCE WITH LAWS; WORK BY ILLEGAL ALIENS PROHIBITED

17.1 Contractor shall be solely responsible for compliance with all applicable federal, state, and local laws, including the ordinances, resolutions, rules, and regulations of the Town; for payment of all applicable taxes; and obtaining and keeping in force all applicable permits and approvals.
17.2 Exhibit B, the "Town of Bennett Public Services Contract Addendum-Prohibition Against Employing Illegal Aliens", is attached hereto and incorporated herein by reference. There is also attached hereto a copy of Contractor's Pre-Contract Certification which Contractor has executed and delivered to the Town prior to Contractor's execution of this Agreement.

### 18.0 INTEGRATION AND AMENDMENT

This Agreement represents the entire Agreement between the parties and there are no oral or collateral agreements or understandings. This Agreement may be amended only by an instrument in writing signed by the parties.

### 19.0 NOTICES

All notices required or permitted under this Agreement shall be in writing and shall be given by hand delivery, by United States first class mail, postage prepaid, registered or certified, return receipt requested,
by national overnight carrier, or by facsimile transmission, addressed to the party for whom it is intended at the following address:

If to the Town:
Town of Bennett
Attn: Town Administrator
207 Muegge Way
Bennett, CO 80102
Telephone: (303) 644-3249
Fax: (303) 644-4125
If to the Contractor:
__[Contractor name] $\qquad$
__[Contact person]
__[address]
_ [city, state, zip]
Telephone:
Fax: $\qquad$
Any such notice or other communication shall be effective when received as indicated on the delivery receipt, if by hand delivery or overnight carrier; on the United States mail return receipt, if by United States mail; or on facsimile transmission receipt. Either party may by similar notice given, change the address to which future notices or other communications shall be sent.

In witness whereof, the parties have executed this Agreement to be effective as of the day and year of signed by the Town.

TOWN OF BENNETT
A Colorado Municipal Corporation

By: $\qquad$
Mayor
Attest:

> Town Clerk

CONTRACTOR:
By:
Title: $\qquad$
Date: $\qquad$

Exhibit A - Scope of Services and Price Information

## [See Following Page(s)]

## Exhibit B

## Town of Bennett Public Services Contract Addendum Prohibition Against Employing Illegal Aliens

Prohibition Against Employing Illegal Aliens. Contractor shall not knowingly employ or contract with an illegal alien to perform work under this contract. Contractor shall not enter into a contract with a subcontractor that fails to certify to the Contractor that the subcontractor shall not knowingly employ or contract with an illegal alien to perform work under this contract.

Contractor will participate in either the E-verify program or the Department program, as defined in C.R.S. § § 8-17.5-101(3.3) and 8-17.5-101(3.7), respectively, in order to confirm the employment eligibility of all employees who are newly hired for employment to perform work under the public contract for services. Contractor is prohibited from using the E-verify program or the Department program procedures to undertake pre-employment screening of job applicants while this contract is being performed.

If Contractor obtains actual knowledge that a subcontractor performing work under this contract for services knowingly employs or contracts with an illegal alien, Contractor shall:
a. Notify the subcontractor and the Town within three days that the Contractor has actual knowledge that the subcontractor is employing or contracting with an illegal alien; and
b. Terminate the subcontract with the subcontractor if within three days of receiving the notice required pursuant to this paragraph the subcontractor does not stop employing or contracting with the illegal alien; except that the Contractor shall not terminate the contract with the subcontractor if during such three days the subcontractor provides information to establish that the subcontractor has not knowingly employed or contracted with an illegal alien.

Contractor shall comply with any reasonable request by the Department of Labor and Employment made in the course of an investigation that the Department is undertaking pursuant to the authority established in C.R.S. § 8-17.5-102(5).

If Contractor violates a provision of this Contract required pursuant to C.R.S. § 8-17.5-102, Town may terminate the contract for breach of contract. If the contract is so terminated, the Contractor shall be liable for actual and consequential damages to the Town.

## Pre-Contract Certification <br> in Compliance with C.R.S. Section 8-17.5-102(1)

From:
(Prospective Contractor)
To: Town of Bennett

As a prospective independent contractor for the above-identified project, I (we) do hereby certify that, as of the date of this certification, the undersigned does not knowingly employ or contract with an illegal alien; and that the undersigned will participate in the E-Verify employment verification program administered jointly by the United States Department of Homeland Security and the Social Security Administration or the employment verification program of the Colorado Department of Labor and Employment Program, as defined in C.R.S. § § 8-17.5-101(3.3) and 8-17.5-101(3.7), respectively, in order to confirm the employment eligibility of any employees hired since the date of this contract to perform work under this contract.

Executed this $\qquad$ day of $\qquad$ 20 $\qquad$ .

Prospective Contractor $\qquad$
By:
Title:
State of Colorado

## ACKNOWLEDGMENT

COUNTY OF $\qquad$ ) ss.

COUNTY OF
The foregoing Certification was acknowledged before me this $\qquad$ day of $\qquad$
$\qquad$
$\qquad$ by [Name] $\qquad$ , for
[Company Name] -

Witness my hand and official seal.

My commission expires: $\qquad$
(SEAL)
Notary Public

CONSTRUCTION NOTES









- PROMDEATIRUTE COST FOR TU PROROSED DRAN LINES AND NLETS





## PAGE INDEX:

SHEET \# DESCRIPTION

### 10.00 COVER SHEET

L1.00 BOULDERS \& GRADING PLAN
$\underline{L 2.00}$ LANDSCAPE PLAN
$\underline{L 2.01}$ LANDSCAPE NOTES \& DETAILS
L3.00 IRRIGATION NOTES

TRUPP PARK PH2
PALMER AVENUE AND 1ST STREET TOWN OF BENNETT, COLORADO

BOULDER SEATING AND GRADING/DRAINAGE

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 GRADING AND DRAINAGE NOTES




.). DECIDUOUS SHRUBS
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GRASEES
PERENALILS



${ }^{1}$





## TRUPP PARK PH2

Palmer avenue and 1st street
TOWN OF BENNETT, COLORADO LEGEND

1 ) Ex\ITING EVERGREEN Trees
DECIDUOUS SHADE TREES
+1 nemgren treis

- $)$ chalikes
(2. DECIDUOLS SHRUBS

* 

ПE FORMAL-SEATING BOULDERS





(1) $\frac{A C C E T Y \text { BOUDERS }}{\text { CHEROKEE }}$


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## TRUPP PARK PH2

## ENERAL NOTES



 DAMAGE TO THE UTLTTES, OR ANT PERBSNAL NUURT.

 SITE PREPARATION:



PLANTING:














SOD AND SEED:
1, SOD.
TEXAS









Lou crou crass MIX





3. Rock Much








## OULDER PLACEMENT


(1) INFORMAL SEATING BOULDER


3 DRY STREAM DDRAINAGE

$\because$ ACCENT BOULDERS IN BEDS



A DECIDUOUS TREE PLANTING

TRLAN YOANM


- Form saucer 4 rownd idae of tree pit Siope

$\qquad$
(B) EVERGREEN TREE PLANTING






## 


$\stackrel{2}{\square}$

## TRUPP PARK PH2

PALMER AVENUE AND 1ST StREET TOWN OF BENNETT, COLORADO


## IRRIGATION SCHEMATIC 

## RRIGATION NOTES







Ex|sTING COMPONNNTS:
(1) APPROXMATE LOCATON O $22^{\prime}$ RRRGATION MAINLINE
(2) APPROXIMATE LOCATION OF EXIGTNG IRRGAGTION CONTROLLER







welcome neighbors.


If any of the documents listed above are missing from this package, they may be requested via email or picked up at Town Hall, 207 Muegge Way, Bennett, Colorado.

The undersigned hereby affirms that (1) he/she is a duly authorized agent of the Proposer, (2) he/she has read all terms and conditions and technical specifications which were made available in conjunction with this RFP and fully understands and accepts them unless specific variations have been expressly listed in his/her offer, (3) the offer is being submitted on behalf of the Proposer in accordance with any terms and conditions set forth in this RFP, and (4) the Proposer will accept any awards made to it as a result of the offer submitted herein for a minimum of ninety calendar days following the date of submission.


## Kuhn Construction Inc.

## Proposal \# 1127-1

## Project Name: Trupp Park P2 <br> Owner/GC: Town of Bennett

## Attn: Robin Price

Bid Date: Monday, June 6, 2022

| Description of Work | Quantity | Unit | Unit Rate | Total |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
|  | $\#$ | 1 | LS | $\$$ | $3,860.00$ | $\$$ |
| Mobilization | 4 | HR | $\$$ | 175.00 | $\$$ | $3,860.00$ |
| Pothole Ex Utilities | 5610 | SY | $\$$ | 0.45 | $\$$ | $2,524.50$ |
| Disc Ex Grass | 1 | LS | $\$$ | 345.00 | $\$$ | 345.00 |
| Remove Ex Landscape | 280 | SF | $\$$ | 1.60 | $\$$ | 448.00 |
| Remove Ex Concrete Sidewalk | 623 | CY | $\$$ | 4.35 | $\$$ | $2,710.05$ |
| Strip Topsoil and Stockpile | 170 | CY | $\$$ | 6.80 | $\$$ | $1,156.00$ |
| Site Grading- Cut to Fill | 485 | CY | $\$$ | 6.30 | $\$$ | $3,055.50$ |
| Site Grading- Cut to Stockpile |  |  |  |  |  |  |
| Excavate and Export for Sand Volleyball Court- | 261 | CY | $\$$ | 8.25 | $\$$ | $2,153.25$ |
| (Assumes 18" Depth) | 485 | CY | $\$$ | 7.70 | $\$$ | $3,734.50$ |
| Export Excess to 4th St | 623 | CY | $\$$ | 4.65 | $\$$ | $2,896.95$ |
| Replace Topsoil | 685 | LF | $\$$ | 63.55 | $\$$ | $43,531.75$ |
| 8" ADS Pipe | 145 | LF | $\$$ | 77.30 | $\$$ | $11,208.50$ |
| 12" ADS Pipe | 8 | EA | $\$$ | $5,537.00$ | $\$$ | $44,296.00$ |
| Type C Inlet | 1 | EA | $\$$ | $22,875.00$ | $\$$ | $22,875.00$ |
| 42" Infiltration Well | 2 | EA | $\$$ | $4,639.00$ | $\$$ | $9,278.00$ |
| 4' Dia MH |  |  |  | $\$$ | - |  |
|  |  | Base Bid Total | $\$$ | $\mathbf{1 5 4 , 7 7 3 . 0 0}$ |  |  |

Inclusions/ Exclusions
\#1 Proposal Price includes only items specifically referenced- additional prices can be provided for additional work requested by Owner/GC- Proposal prices good for 10 Days
Proposal prices based on fuel and materials @ bid date rates. Current fuel/material prices to be evaluated prior to start of job.
\#3 Plans Provided for Bid: Terramax 5/18/22
Davis Bacon/ Prevailing Wage Included: No
Export: Included Import: Not included. All quantities to be field measured
No Erosion Control Included in Proposal. Pricing can be provided upon request.
Cost of Water Not included. Water source to be provided onsite by Owner/GC
No Traffic Control, Utility Relocation or Permits Included
Unseen Conditions including- ground water, storm water, rock, frost, mud, trash, debris etc.... will be addressed as a change order or T\&M.
No back charges will be accepted unless Kuhn Construction Inc. has been notified in writing, been given the option of repairing and or correcting the problem or a signed change order is issued

## Kuhn Construction Inc.

## Trupp Park P2

Contact Information:

## Kuhn Construction Inc.

42309 Kiowa Bennett Rd, Kiowa, CO 80117
303-570-6104
kuhnconstruction@msn.com

## William Kuhn- President

cell \# 303-570-6104
kuhnconstruction@msn.com

History Kuhn Construction Inc. was started in 2010 as a grading, excavating, demo and utility company. Our office is located between Bennett and Kiowa on the Kiowa Bennett Road. We currently employ eight operators, experienced in all aspects of grading, drainage and utility projects. We own all of our equipment and have the resources to rent specialty equipment we might need. With our own equipment and a staff of experienced operators, we do a wide variety of projects.
Our main focus of work is Parks, Trails, Drainages and Roadways. Most of our work is done for City's, Towns, School
Districts, Metro Districts, Recreation Districts and Landscape Contractors.
We place great emphases on customer service and quality work.

Availability We will be doing most all of the work in-house, with minimal subcontractors, we will be able to better control the schedult have the equipment, staff and knowledge, perfectly suited for a project of this nature, and the schedule works perfectly wi current work load.

Project Team William Kuhn
Estimator/ Project Manager/ Superintendent
20 years of experience as operator, foreman, superintendent, project manager and estimator for earthwork, parks, trails and drainage projects. (See Projects Below). Will be onsite at least twice per day.

## Joe O'Brien

Foreman/ Superintendent
35 years experience as operator, foreman and superintendent. (See Projects Below) Will be full time onsite.

## Austin Coffman

Foreman/ Blade/ Loader Operator
24 Years experience as equipment operator/ Foreman. (See projects below.) Will be full time onsite

Similar Projects 2012 East West Regional Trail- Douglas County Parks- City of Lone Tree 16'940 LF of 8' Wide Crusher Fines Trail. Pioneer new trail with minimal disturbance.

2013 Wildgrass Trail Phase 3- Wildgrass Subdivision- City of Broomfield $4^{\prime} 200$ LF of 8' Crusher Fines Trail- 3500 CY of Earthwork and 1555 CY of Topsoil- New crusher fines trail through subdivision for recreational use.

2013 Civic Center Trail and Memorial Park- Town of Bennett 3'825 LF of 8' sidewalk grading with 8340 CY of Grading and 6400 CY of Topsoil. New Park with sidewalk and improvements.

2017 BRPOS Trails and Parking Lots/ Trail Heads- Town of Bennett 18,480 ' of new trail through Open Space for Residential Recreation

2019 Deputy Zach S Parrish III Memorial Park- Town of Castlerock 11 Ac Park with Parking, Trails, Utilities, Playfields and Playgrounds

2021 BRPOS Phase II Trails and Upper Pond Fill- Town of Bennett 29,100 ' of new trail through Open Space for Residential Recreation

## SUBMISSION FORM

SUBMISSION: It is imperative, when submitting a bid/proposal, that you address the envelope as follows:

Town of Bennett
ATTN: Purchasing
207 Muegge Way
Bennett, CO 80102
Attn: Person in Charge
Title
RFP:
Does your proposal comply with all the terms
XES / NO and conditions? If no, indicate exceptions

Does your proposal meet or exceed all
XXES / NO
specifications? If no, indicate exceptions
State percentage of prompt payment discount, if offered $\qquad$ \%

State total bid price (include all items bid)
\$154,773.00
State total bid price with discount

The Town of Bennett must have on file a completed W-9 prior to doing business with Contractors. Please submit the attached form with your Proposal.
welcome neighbors.

## Date of RFP Issuance:

Project Number:
May 19, 2022

RFP Title:
Proposals Due:
Submit Proposals to:
Time

| Town | Hall, 207 |
| :--- | :--- |
| 80102 -7806 |  |

Trupp Park Phase 2 Landscape and Storm Sewer Improvements
June 6, 4:00 p.m., Local Time rprice@bennett.co.us, 4:00 p.m., Local

For Additional Information Please Contact:
Way,
Bennett,
CO

Documents Included in This Package:
Person in Charge
(303) 644-3249 Ext. 1013

Email: rprice@bennett.co.us
RFP Cover Sheet
Project Background and Specifications
RFP Instructions
Terms and Conditions
Special Terms and Conditions
Pricing Form
Submission Form
Substitute Form W-9
Sample Agreement
If any of the documents listed above are missing from this package, they may be requested via email or picked up at Town Hall, 207 Muegge Way, Bennett, Colorado.

The undersigned hereby affirms that (1) he/she is a duly authorized agent of the Proposer, (2) he/she has read all terms and conditions and technical specifications which were made available in conjunction with this RFP and fully understands and accepts them unless specific variations have been expressly listed in his/her offer, (3) the offer is being submitted on behalf of the Proposer in accordance with any terms and conditions set forth in this RFP, and (4) the Proposer will accept any awards made to it as a result of the offer submitted herein for a minimum of ninety calendar days following the date of submission.


Fax: $\qquad$
Zip: 80102
Phone: $303-906-2157$
Phone: $\qquad$
Date: $\qquad$

## SUBMISSION FORM

SUBMISSION: It is imperative, when submitting a bid/proposal, that you address the envelope as follows:

Town of Bennett
ATTN: Purchasing
207 Muegge Way
Bennett, CO 80102
Attn: Person in Charge
Title
RP:
Does your proposal comply with all the terms
YES / NO and conditions? If no, indicate exceptions

Does your proposal meet or exceed all (YES) / NO specifications? If no, indicate exceptions

State percentage of prompt payment discount, if offered $\qquad$ \%

State total bid price (include all items bid)
State total bid price with discount

The Town of Bennett must have on file a completed W-9 prior to doing business with Contractors. Please submit the attached form with your Proposal.
$\qquad$

## REQUEST FOR TAXPAYER

## IDENTIFICATION NUMBER AND CERTIFICATION

(A copy of the W-9 instructions is available upon request)

## 1 NAME OF FIRM:



BUSINESS NAME (if different from above e.g. DBA)

2 ADDRESS WHERE NOTIFICATIONS, PURCHASE ORDERS ETC. SHOULD BE MAILED
(if different from above):

$\frac{\text { Bennett }}{\text { ant, SAIE: ZiP }}$ Co 80102

## 3. PAY TO OR REMITTANCE INFORMATION

(If more than one remit to address, please attach on additional page.)


The Internal Revenue Service requires that you submit a Taxpayer Identification Number to comply with this regulation, please fill in the required information on this form, sign and return it to:

| By fax | (303) 644-4125 |
| :--- | :--- |
| By mail | Town of Bennett |
|  | ATTN: Danette Ruvalcaba |
|  | 207 Muegge Way |
|  | Bennett, CO 80102 |

## TAXPAYER IDENTIFICATION NUMBER (TIN)

Social Security Number $\qquad$ - $\qquad$ - $\qquad$
OR
Federal Identification Number
$45-2468456$
Name of Business Owner (please print)

## TRoy TRoutwine

Check Appropriate Box:
LJ Corporation
[] Individual/Sole Prop
[ ] Partnership
[ ] Government
[ ] Non-Profit Organization [ ] Other
(Must explain)

## CERTIFICATION

Under penalties of perjury, I certify that:
(1) The number shown on this form is my correct Tax Identification Number, and
(2) I am not subject to backup withholding.
(3) I am a US person (including a US resident alien)

Signature
Date $6-2-22$
Print Name Tho q TRoutwinl
Telenhone Number 303 ) $906-2157$

## NOTICE! CHECKS OR PURCHASE ORDERS WILL NOT BE ISSUED BY THE TOWN OF BENNETT UNTIL YOUR TAX PAYER ID NUMBER IS ON FILE IN THIS OFFICE!

## FOR OFFICE USE ONLY:

Individual/Sole Proprietorships:For Corporation:
[ ] Merchandise Only
[ ] Employee expense reimbursement
[ ] Garnishment/ Child Support
[ ] Damage awards \& other reimb
[ ] Services
[ ] Contract Labor
[ ] Other (Explain)
[ ] Sale of Land
[ ] Attorney
[ ] Non Attorney

Approved:


Aardvark Excavating LLC
410 S Dutch Valley rd
Bennett, CO 80102
(303) 906-2157
aardvarkexc@live.com

## Estimate

ADDRESS
Town of Bennett
RFP Trupp park PHASE 2 STORM SEWER IMPROVEMENTS

ESTIMATE \# 1353
DATE 06/01/2022

| DATE | ACTIVITY | QTY | RATE | AMOUNT |
| :---: | :---: | :---: | :---: | :---: |
| 06/01/2022 | Excavation <br> DRY WELL 42"X40' PER DESIGN | 1 | 13,240.00 | 13,240.00 |
| 06/01/2022 | Excavation <br> 8" ADS PER DESIGN | 680 | 40.00 | 27,200.00 |
| 06/01/2022 | Excavation <br> 12" ADS PER DESIGN | 140 | 45.55 | 6,377.00 |
| 06/01/2022 | Excavation <br> 7' INLET PER DESIGN | 4 | 2,831.00 | 11,324.00 |
| 06/01/2022 | Excavation <br> 10' INLET PER DESIGN | 4 | 3,140.00 | 12,560.00 |
| 06/01/2022 | Excavation 2X3 MAG STYLE GRATE | 8 | 1,582.00 | 12,656.00 |
| 06/01/2022 | Excavation 48" X10' MANHOLE | 2 | 5,800.00 | 11,600.00 |
| 06/01/2022 | Excavation <br> BACKFILL AND GRADING | 1 | 10,500.00 | 10,500.00 |

Aardvark Excavating, LLC has been in business since 2006, providing commercial, and residential utility excavation in front range Colorado. We are a team that provides a vast knowledge of excavation and utility services. We wish to highlight several aspects of our company and experience which we feel will provide exceptional value to you on this project.

Most to all personnel is locally based, with 50+ years of excavation experience. Key project personnel reside in the Bennett, CO area available $95 \%$ of the time.

The team include reputable employees who have been with the company on average $6+$ years, working on multiple projects such as: sewer main extension through the town of Bennett for LGI homes, and 2 housing projects for LGI and DR Horton within the town of Bennett, as well as smaller utility and grading projects for the town of Bennett. These were completed on time and within contracted budget.

Material availabilities will be a factor to the start and completion date of this project.
Our goal is to build a high level of service, and our team is well qualified to provide this. We are a collaborative company, and you will find us to be a valuable and effective part of the project.

Thank you for the opportunity to provide you with our qualifications. Sincerely

Troy Troutwine
Aardvark Excavating, LLC
Owner/operator

## Town of Bennett

Attention: Robin Price
Town Hall


207 Muegge Way
Bennett, CO 80102

June $6^{\text {th }}, 2022$

## RE: Trupp Park Phase 2 Landscape and Storm Sewer Improvements

## Introduction

Essential Contractors (Essential) welcomes the invitation to participate in this project. This proposal has been prepared for Town of Bennett.

Established in 2022, Essential was founded upon the principles of hard work and honesty. Project quality and success begin with superior site work, and our project management team is committed to meeting your goals for safety, schedule, budget, and quality.

Essential is a DBE pending contractor that focuses on infrastructure, concrete, earthwork, and utilities. Essential Contractors has a combined 28 years of experience, that brings a driven approach to our work staying up to date on the best practices and understanding of how to build. This is a quality that allows us to succeed in our projects. The knowledge of the industry exceeds the qualifications of many in the industry.

Essential would like to thank Town of Bennett for the opportunity to review our proposal on this project. If you have any questions or require further information regarding this project, please call us at (720)492-5363.

Respectfully,
Jahn Castillo
720-492-5363

## Scope of Work:

- Essential utilized the construction plans dated 05/18/2022 by Terramax, Inc labeled Town of Bennett 2022 Trupp Park Storm Sewer (Pages 1-7).
- Essential utilized the construction plans dated 05/04/2022 by Jimenez Design labeled Trupp Park PH2 (Pages 1-5).
- Essential ONLY provides pricing for scope of work included in the Town Bennett 2022 Trupp Park Storm Sewer plan set.

Price and description

| 1 | 2022 Trupp Park Storm Sewer Plan Set (Plan Sheets 1-7) | $\$ 187,879.00$ |
| :--- | :--- | :--- |
| Total |  | $\$ 187,879.00$ |

Schedule of work

| Calendar <br> Days | Description |
| :--- | :--- |
| 18 | Trupp Park Phase 2 - Storm Drainage (1 mobilization) |

## 1. Statements of Qualifications:

1. Essential Contractors established in 2022 with $5-10$ employees with capital and credit to perform this project. Bondable up to $\$ 500,000.00$. Fully insured with payment and performance bonds included. No liens or lawsuits on any project to date.
2. Resumes of key project personnel attached.
3. Project Manager - Jahn Castillo - Aurora, Colorado
a. Available $50+$ hours per week. Reachable and responsive 7 days per week.
4. Project Superintendent - Miguel Escalante - Aurora, Colorado
a. Available $50+$ hours per week. Reachable and responsive 7 days per week.

## 2. Proposed Project Team:

1. Essential Contractors to self-perform $90 \%$ of contractor work. Jahn Castillo is Project Manager and Miguel is Project Superintendent.
a. Topographic Survey will perform construction survey for this project. Aaron Money is a PLS for Topographic survey who will assist in this project.

## 3. Project Approach:

2. Immediately begin submittals and procurement of materials once notice of award is issued. Due to volatility of markets on materials, some material may be delayed and could affect schedule. Pipe, manholes, and inlets material availability could affect the NTP and completion date of the project.
3. Geotech samples of existing conditions required and should be collected by QA Representative.
4. Establish survey control on project and begin staking and fencing of limits of construction.
5. Once survey control is achieved and materials are available, can begin installation of the storm sewer system per the Terramax Plans.
6. After completion of the storm sewer system, trenches are backfilled, and spoils can be disposed of off site for Town of Bennett if requested.
7. Final grading, landscaping, and irrigation of per the Jimenez Design plans shall be performed by another contractoof 637
8. Essential Contractors does not include any costs for material testing for earthwork and concrete. It is assumed that the material testing will be provided by the Town of Bennet

## 4. Project Descriptions and References: Attached

1. All projects referenced were completed on time and under budget. References are attached to this proposal.

## 5. Proposed Schedule

1. 1-2 Days: Mobilization and Survey
2. 2-18 Days: Storm Sewer Begins and Completes. Substantial Completion inspection.
3. 7 Days: Demobilization and Punch List
*Essential Contractors requests working hours be allowed from 7:00am - 7:00pm - Sunday though Saturday. Detailed schedule will be provided after notice of award at the preconstruction meeting. Essential will coordinate with Town of Bennett any night, holiday, or weekend work. 48-hour notice*

## 6. Detailed Fee Schedule:

1. Pricing form included in the RFB.
2. PM Rate $=\$ 50.00 / \mathrm{HR}$ \& Superintendent Rate $=\$ 45.00 / \mathrm{HR}$

Jahn C. Castillo

2447 South Zeno Street
Aurora, Colorado 80013
720-492-5363
jahncastillo@gmail.com

## Objective

Ambitious, dedicated and detail-oriented Project Manager seeks opportunity to demonstrate interdisciplinary skills alongside a leading contractor in the Denver Metro Area.

## Profile

- Accomplished and reliable Project Manager and Superintendent responsible for direction of multiple site crews, material ordering, and budget management with leading road and bridge contractor in Colorado.
- Talented concrete finisher skilled in placement, finishing and repair of concrete in numerous construction and engineering projects throughout metro area.
- Licensed and conscientious heavy equipment operator.


## Education

Highlands Ranch High School, High School Diploma, May 2005

## Certifications and Licensure

- ACI Certification
- CDOT Carpenter Certification
- CDOT Flagger Certification
- Trench Shoring Safety Certification


## Professional Experience

HAMON INFRASTRUCTURE
APRIL 2015 - JANUARY 2022
DENVER, COLORADO - Project Manager/Superintendent

JACKSON MATRICARDI CONSTRUCTION
MARCH 2013 - MARCH 2015
DENVER, COLORADO - Field Supervisor

MILE HIGH CONSTRUCTION
FEBRUARY 2010 - FEBRUARY 2013
DENVER, COLORADO - Field Supervisor

## References

Available upon request

## Essential Contractors - References

- Senior Engineer - Capital Projects • City and County of Denver

John La Sala - 720-913-4534
Project Completed
HighLine Canal Under Pass - $\$ 12.5$ million
Work consisted of installing box culvert under Hampden and Colorado Blv, 20' Structures, sidewalk, curb and gutter

- City Of Denver Public Works Engineering - Infrastructure Project Management

Mark Barry/ Project Inspector
303-446-3694
Project Completed
Highline Canal Water Quality - \$5.8 Million
Work performed cast in place walls, pedestrian bridge, sidewalk, driveways, 24 " storm pipe

- Denver Water

Dominique Solano/ Project Inspector
303-944-5843

## - City of Thornton

Cesar Vasquez/ Project Inspector
720-366-3198
Project Completed
$128^{\text {th }}$ and Claude Ct - Road widening, Storm Pipe, Inlets, sidewalk and C\&G

- EXP Realty/Ace 888 LLC

Eva Holguin - 720-404-9301
Project Completed
5381 E. $66^{\text {th }}$ way
Commerce City, CO 80022
795 Urban St
Arvada Co
Both of theseproject involved grading and installed concrete sidewalk/ driveway and making sure water when away from the foundation. Work together with Alpen Consulting Engineers

## - IIS7 LLC

Armando Garcia - 720-234-3311
Project Completed
12293 S Saratoga Av
Morrison Co
Concrete driveway/ sidewalk/ drill and dowel to existing

[^7]To whom it may concern,
It is my pleasure to be able to provide a recommendation for Jahn Carlos Castillo as he attempts to advance his career. As the General Superintendent at Hamon Infrastructure, I have been able to observe the qualities of a up and coming construction professional. His keen knowledge of the industry exceeds the qualifications of many in the industry.

Carlos brings a driven approach to his work, staying up to date on the best practices and understanding of how to build. I can remember numerous occasions when he demonstrated this throughout the years working together. He is resilient and refuses to give up. This is a quality that has allowed him to succeed on many projects.

In conclusion, I would recommend Mr. Castillo for a position in your company. His understanding of how to build and his determined work ethic make him a valuable member to any construction company. In today's current environment Mr. Castillo would be very valuable employee to add to your team. Thank you for your time and consideration. Please feel free to give me a call or send me an email and I'd be happy to provide any further information if necessary.

Sincerely,
General Superintendent
Hamon Infrastructure
akonkel@hamoninfrastructure.com
(303)472-6296

Austin Konkel

## REQUEST FOR PROPOSALS

Cover Sheet

welcome neighbors.

Date of RFP Issuance:
Project Number:
RFP Title:
Proposals Due:
Submit Proposals to:
Time
Town Hall
80102-7806

For Additional Information Please Contact:

Documents Included in This Package:

May 19, 2022
22-007
Trupp Park Phase 2 Landscape and Storm Sewer Improvements June 6, 4:00 p.m., Local Time rprice@bennett.co.us, 4:00 p.m., Local

Way,
Muegge
Bennett,
CO

Person in Charge
(303) 644-3249 Ext. 1013

Email: rprice@bennett.co.us
RFP Cover Sheet
Project Background and Specifications
RFP Instructions
Terms and Conditions
Special Terms and Conditions
Pricing Form
Submission Form
Substitute Form W-9
Sample Agreement

If any of the documents listed above are missing from this package, they may be requested via email or picked up at Town Hall, 207 Muegge Way, Bennett, Colorado.

The undersigned hereby affirms that (1) he/she is a duly authorized agent of the Proposer, (2) he/she has read all terms and conditions and technical specifications which were made available in conjunction with this RFP and fully understands and accepts them unless specific variations have been expressly listed in his/her offer, (3) the offer is being submitted on behalf of the Proposer in accordance with any terms and conditions set forth in this RFP, and (4) the Proposer will accept any awards made to it as a result of the offer submitted herein for a minimum of ninety calendar days following the date of submission.

| PRINT OR TYPE YOUR INFORMATION |  |
| :---: | :---: |
| Name of Company: Essential Contractors | Fax: 720-844-3321 |
| Address: 2447 S Zeno St City/State: Aurora | Zip: 80013 |
| Contact Person: Jahn C. Castillo Title: Owner | Phone: 720-492-5363 |
| Authorized Representative's Signature: Printed Name. Jahn C. Castillo | Phone: Date: $^{6 / 6 / 2022}$ |
| Email Address: castillo@essentialcontractors.net |  |

## PRICING FORM

I PRICING (FOR EACH PARTICIPANT)

ITEM QTY UNIT DESCRIPTION | UNIT EXTENDEDPRICE |
| :--- |

| 1 |  |  | Town of Bennett - 2022 Trupp Park Storm Sewer Plan Set (Plan Sheets 1-7) | \$ | - | \$ | - |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2 | 669 | LF | Storm Drain - 8" | \$ | 81.00 | \$ | 54,189.00 |
| 3 | 134 | LF | Storm Drain - 12" | \$ | 110.00 | \$ | 14,740.00 |
| 4 | 3 | EA | Storm Manholes | \$ | 9,500.00 | \$ | 28,500.00 |
| 5 | 8 | EA | Storm Drain Inlets | \$ | 6,500.00 | \$ | 52,000.00 |
| 6 | 1 | EA | Manhole Well Point | \$ | 8,000.00 | \$ | 8,000.00 |
| 7 |  |  |  |  |  | \$ | - |
| 8 |  |  |  |  |  | \$ | - |
| 9 |  |  |  |  |  | \$ | - |
| 10 | 1 | LS | Mobilization | \$ | 15,450.00 | \$ | 15,450.00 |
| 11 | 1 | LS | Construction Survey |  | 15,000.00 | \$ | 15,000.00 |
|  |  |  | Total |  |  | \$ | 187,879.00 |

Not to Exceed Total:
Page 9 of 20

SUBMISSION: It is imperative, when submitting a bid/proposal, that you address the envelope as follows:

Town of Bennett
ATTN: Purchasing
207 Muegge Way
Bennett, CO 80102
Attn: Person in Charge
Title
RFP:
Does your proposal comply with all the terms and conditions? If no, indicate exceptions

Does your proposal meet or exceed all

> YES / NO
YES / NO
specifications? If no, indicate exceptions
State percentage of prompt payment discount, if offered
0 \%

State total bid price (include all items bid)
\$187,879.00

State total bid price with discount \$187,879.00

The Town of Bennett must have on file a completed W-9 prior to doing business with Contractors. Please submit the attached form with your Proposal.

## SUBSTITUTE FORM W-9

Vendor\# $\qquad$

1 NAME OF FIRM:
Essential Contractors
NAME (Legal Name)

BUSINESS NAME (If different from above e.g. DBA)

2 ADDRESS WHERE NOTIFICATIONS, PURCHASE ORDERS ETC. SHOULD BE MAILED (if different from above):

Essential Contractors
NAME (As it appears on invoice)
2447 S Zeno St
ADDRESS

Aurora Co 80013
CITY, STATE, ZIP
3. PAY TO OR REMITTANCE INFORMATION
(If more than one remit to address, please attach on additional page.)
2447 S Zeno St
STREET ADDRESS
Aurora Co 80013
CITY, STATE, ZIP

The Internal Revenue Service requires that you submit a Taxpayer Identification Number to comply with this regulation, please fill in the required information on this form, sign and return it to:

| By fax | (303) 644-4125 |
| :--- | :--- |
| By mail | Town of Bennett |
|  | ATTN: Danette Ruvalcaba |
|  | 207 Muegge Way |
|  | Bennett, CO 80102 |

## TAXPAYER IDENTIFICATION NUMBER (TIN)



## CERTIFICATION

Under penalties of perjury, I certify that:
(1) The number shown on this form is my correct Tax Identification Number, and
(2) I am not subject to backup withholding.
(3) I am a US person (including a US resident alien)


Print Name Jahn Carlos Castillo

Telenhone Number (720 492-5363

## NOTICE! CHECKS OR PURCHASE ORDERS WILL NOT BE ISSUED BY THE TOWN OF BENNETT UNTIL YOUR TAX PAYER ID NUMBER IS ON FILE IN THIS OFFICE!

## FOR OFFICE USE ONLY:

Individual/Sole Proprietorships:For Corporation:

| [ ] Merchandise Only | [ ] Services | [ ] Attorney |
| :--- | :--- | :--- |
| [ ] Employee expense reimbursement | [ ] Contract Labor | [ ] Non Attorney |
| [ ] Garnishment / Child Support | [ ] Other (Explain) |  |
| [ ] Damage awards \& other reimb | [ ] Sale of Land |  |

Approved:

Town Administrator
SAMPLE AGREEMENT

## Date

# [See Following Page(s)] 

Exhibit B<br>Town of Bennett Public Services Contract Addendum<br>Prohibition Against Employing Illegal Aliens

Prohibition Against Employing Illegal Aliens. Contractor shall not knowingly employ or contract with an illegal alien to perform work under this contract. Contractor shall not enter into a contract with a subcontractor that fails to certify to the Contractor that the subcontractor shall not knowingly employ or contract with an illegal alien to perform work under this contract.

Contractor will participate in either the E-verify program or the Department program, as defined in C.R.S. § § 8-17.5-101(3.3) and 8-17.5-101(3.7), respectively, in order to confirm the employment eligibility of all employees who are newly hired for employment to perform work under the public contract for services. Contractor is prohibited from using the E-verify program or the Department program procedures to undertake pre-employment screening of job applicants while this contract is being performed.

If Contractor obtains actual knowledge that a subcontractor performing work under this contract for services knowingly employs or contracts with an illegal alien, Contractor shall:
a. Notify the subcontractor and the Town within three days that the Contractor has actual knowledge that the subcontractor is employing or contracting with an illegal alien; and
b. Terminate the subcontract with the subcontractor if within three days of receiving the notice required pursuant to this paragraph the subcontractor does not stop employing or contracting with the illegal alien; except that the Contractor shall not terminate the contract with the subcontractor if during such three days the subcontractor provides information to establish that the subcontractor has not knowingly employed or contracted with an illegal alien.

Contractor shall comply with any reasonable request by the Department of Labor and Employment made in the course of an investigation that the Department is undertaking pursuant to the authority established in C.R.S. § 8-17.5-102(5).

If Contractor violates a provision of this Contract required pursuant to C.R.S. § 8-17.5-102, Town may terminate the contract for breach of contract. If the contract is so terminated, the Contractor shall be liable for actual and consequential damages to the Town.

## Pre-Contract Certification <br> in Compliance with C.R.S. Section 8-17.5-102(1)

From: Essential Contractor
(Prospective Contractor)

## To: Town of Bennett

As a prospective independent contractor for the above-identified project, I (we) do hereby certify that, as of the date of this certification, the undersigned does not knowingly employ or contract with an illegal alien; and that the undersigned will participate in the E-Verify employment verification program administered jointly by the United States Department of Homeland Security and the Social Security Administration or the employment verification program of the Colorado Department of Labor and Employment Program, as defined in C.R.S. § § 8-17.5-101(3.3) and 8-17.5-101(3.7), respectively, in order to confirm the employment eligibility of any employees hired since the date of this contract to perform work under this contract.

Executed this $\qquad$ day of $\qquad$ June , 2022

Prospective Contractor $\qquad$
Essential Contractor
By: Jan Carlos Castillo


Title: Owner
State of Colorado

## ACKNOWLEDGMENT


)
) SS.
county of Arapaho l)
The foregoing Certification was acknowledged before me this $\qquad$ day of $\qquad$
2022 by [Name] Jahn Carlos Castillo, for [Company Name] - Essential ontractor.

Witness my hand and official seal.

My commission expires:

(SEAL) CONNIE L KIP NOTARY PUBLIC STATE OF COLORADO NOTARY ID 20004029059 MY COMMISSION EXPIRES 10/02/2024

## Proposal for Extra Work at

Trupp Park Phase 2 Landscape and Storm Sewer Improvements (Revised 6-8-22)

| Property Name | Trupp Park Phase 2 Landscape <br> and Storm Sewer Improvements <br> (Revised 6-8-22) | Contact | Robin Price |
| :--- | :--- | :--- | :--- |
| Property Address | 105 Palmer Ave <br> Bennett, CO 80102 | To | Town of Bennett Attn: Robin Price |
|  |  | Billing Address | Town Hall 207 Muegge Way <br> Bennett, CO 80102 |

Project Name $\quad$ Trupp Park Phase 2 Landscape and Storm Sewer Improvements (Revised 6-8-22)
Project Description According to Bid Set - This bid reflects budget conversations with Robin Price.

## Scope of Work

This bid excludes any fencing, parking retention and the Volleyball sand court. We can bid the Volleyball sand court with more detail. The irrigation component is based upon the approximate materials and labor and number of zones needed. This and can be affected by design changes, condition of existing system and water pressure. The type and quantity of boulders will have an impact on the final price.

| QTY UoM/Size | Material/Description | Unit Price |  | Total |
| :---: | :---: | :---: | :---: | :---: |
| Irrigation |  |  | Subtotal | \$0.00 |
| 1.00 EACH | Install Turf and drip zones as needed | \$0.00 |  | \$0.00 |
| Prep and Demo |  |  | Subtotal | \$0.00 |
| 1.00 EACH | Demo and prep areas for new install. Includes soil amendment, Remove Concrete, Haul debris | \$0.00 |  | \$0.00 |
| Grass and seeding |  |  | Subtotal | \$0.00 |
| 1.00 EACH | Install native seed and turf with erosion control where needed. | \$0.00 |  | \$0.00 |
| Boulders |  |  | Subtotal | \$0.00 |
| 1.00 EACH | Deliver and install boulders | \$0.00 |  | \$0.00 |
| Rock Mulch |  |  | Subtotal | \$0.00 |
| 1.00 EACH | Deliver and install Rock to beds, Mulch where needed, Breeze as required and Road base. Includes fabric and edging | \$0.00 |  | \$0.00 |
| Trees |  |  | Subtotal | \$0.00 |
| 1.00 EACH | Deliver and install trees | \$0.00 |  | \$0.00 |
| Shrubs |  |  | Subtotal | \$0.00 |
| 1.00 EACH | Deliver and install shrubs | \$0.00 |  | \$0.00 |
| Grasses and Perennials |  |  | Subtotal | \$0.00 |
| 1.00 EACH | Deliver and install Grass and perennials | \$0.00 |  | \$0.00 |
| Supervision/Mobilization |  |  | Subtotal | \$8.98 |

June 08, 2022

Landscape Services

## Proposal for Extra Work at

## Trupp Park Phase 2 Landscape and Storm Sewer Improvements (Revised 6-8-22)

| 1.00 | LUMP SUM | Supervision and Mobilization | $\$ 0.00$ | $\$ 0.00$ |
| :---: | :--- | :--- | ---: | ---: |
| Total Cost |  |  |  | Subtotal |
| 1.00 | LUMP SUM | Project cost | $\$ 101,000.00$ | $\$ 101,000.00$ |

## TERMS \& CONDITIONS

1. The Contractor shall recognize and perform in accordance with written terms written specifications and drawings only, contained or referred to herein. All materials shall conform to bid specifications.
2. Work Force: Contractor shall designate a qualified representative with experience in landscape maintenance/construction upgrades or when applicable in tree management. The workforce shall be competent and qualified, and shall be legally authorized to work in the U.S
3. License and Permits: Contractor shall maintain a Landscape Contractor's license, if required by State or local law, and will comply with all other license and permit requirements of the City, State and Federal Governments, as well as all other requirements of law.
4. Taxes: Contractor agrees to pay all applicable taxes, including sales tax where applicable on material supplied.
5. Insurance: Contractor agrees to provide General Liability Insurance, Automotive Liability Insurance, Worker's Compensation Insurance, and any other insurance required by law or Client/ Owner, as specified in writing prior to commencement of work. If not specified, Contractor will furnish insurance with $\$ 1,000,000$ limit of liability.
6. Liability: Contractor shall indemnify the Client/Owner and its agents and employees from and against any third party liabilities that arise out of Contractor's work to the extent such liabilities are adjudicated to have been caused by Contractor's negligence or willful misconduct. Contractor shall not be liable for any damage that occurs from Acts of God are defined as those caused by windstorm, hail, fire, flood, earthquake, hurricane and freezing, etc. Under these circumstances, Contractor shall have the right to renegotiate the terms and prices of this agreement within sixty (60) days. Any illegal trespass, claims and/or damages resulting from work requested that is not on property owned by Client/Owner or not under Client/Owner management and control shall be the sole responsibility of the Client/Owner.
7. Subcontractors: Contractor reserves the right to hire qualified subcontractors to perform specialized functions or work requiring specialized equipment.
8. Additional Services: Any additional work not shown in the above specifications involving extra costs will be executed only upon signed written orders, and will become an extra charge over and above the estimate.
9. Access to Jobsite: Client/Owner shall provide all utilities to perform the work. Client/Owner shall furnish access to all parts of jobsite where Contractor is to perform work as required by the Contract or other functions related thereto, during normal business hours and other reasonable periods of time. Contractor will perform the work as reasonably practical after the owner makes the site available for performance of the work.
10. Invoicing: Client/Owner shall make payment to Contractor within fifteen (15) days upon receipt of invoice. In the event the schedule for the completion of the work shall require more than thirty (30) days, a progress bill will be presented by month end and shall be paid within fifteen (15) days upon receipt of invoice.
11. Termination: This Work Order may be terminated by the either party with or without cause, upon seven (7) work days advance written notice. Client/Owner will be required to pay for all materials purchased and work completed to the date of termination and reasonable charges incurred in demobilizing.
12. Assignment: The Owner/Client and the Contractor respectively, bind themselves, their partners, successors, assignees and legal representative to the other party with respect to all covenants of this Agreement. Neither the Owner/Client nor the Contractor shall assign or transfer any interest in this Agreement without the written consent of the other provided, however, that consent shall not be required to assign this Agreement to any company which controls, is controlled by, or is under common control with Contractor or in connection with assignment to an affiliate or pursuant to a merger, sale of all or substantially all of its assets or equity securities, consolidation, change of control or corporate reorganization.
13. Disclaimer: This proposal was estimated and priced based upon a site visit and visual inspection from ground level using ordinary means, at or about the time this proposal was prepared. The price quoted in this proposal for the work described, is the result of that ground level visual inspection and therefore our company will not be liable for any additional costs or damages for additional work not described herein, or liable for any incidents/accidents resulting from conditions, that were not ascertainable by said ground level visual inspection by ordinary means at the time said inspection was performed. Contractor cannot be held responsible for unknown or otherwise hidden defects. Any corrective work proposed herein cannot guarantee exact results. Professional engineering, architectural, and/or landscape design services ("Design Services") are not included in this Agreement and shall not be provided by the Contractor. Any design defects in the Contract Documents are the sole responsibility of the Owner. If the Client/Owner must engage a licensed engineer, architect and/or landscape design professional, any costs concerning these Design Services are to be paid by the Client/Owner directly to the designer involved.
14. Cancellation: Notice of Cancellation of work must be received in writing before the crew is dispatched to their location or Client/Owner will be liable for a minimum travel charge of $\$ 150.00$ and billed to Client/Owner.

The following sections shall apply where Contractor provides Customer with tree care services:
15. Tree \& Stump Removal: Trees removed will be cut as close to the ground as possible based on conditions to or next to the bottom of the tree trunk. Additional charges will be levied for unseen hazards such as, but not limited to concrete brick filled trunks, metal rods, etc. If requested mechanical grinding of visible tree stump will be done to a defined width and depth below ground level at an additional charge to the Client/Owner. Defined backfill and landscape material may be specified. Client/Owner shall be responsible for contacting Underground Service Alert to locate underground utility lines prior to start of work. Contractor is not responsible damage done to underground utilities such as but not limited to, cables, wires, pipes, and irrigation parts. Contractor will repair damaged irrigation lines at the Client/Owner's expense.
16. Waiver of Liability: Requests for crown thinning in excess of twenty-five percent (25\%) or work not in accordance with ISA (international Society of Arboricultural) standards will require a signed waiver of liability.

Acceptance of this Contract
Contractor is authorized to perform the work stated on the face of this Contract. Payment will be $100 \%$ due at time of billing. If payment has not been received by BrightView within fifteen (15) days after billing, BrightView shall be entitled to all costs of collection, including reasonable attorneys' fees and it shall be relieved of any obligation to continue performance under this or any other Contract with Client/Owner. Interest at a per annum rate of $1.5 \%$ per month ( $18 \%$ per year), or the highest rate permitted by law, may be charged on unpaid balance 30 days after billing.

NOTICE: FAILURE TO MAKE PAYMENT WHEN DUE FOR COMPLETED WORK ON CONSTRUCTION JOBS, MAY RESULT IN A MECHANIC'S LIEN ON THE TITLE TO YOUR PROPERTY

Customer

|  | Manager |
| :--- | :--- |
| Signature | Title |
| Robin Price | June 08, 2022 |
| Printed Name | Date |

BrightView Landscape Services, Inc. "BrightView"

|  | Enhancement Manager |
| :--- | :---: |
| signature | Title |
| Jeffrey Kyzer | June 08, 2022 |
| Printed Name | Date |
|  |  |
| Job \#: | 400300000 |$\quad$ Proposed Price: \$101,000.00

## Suggested Motion

I move to authorize the Mayor and the Town of Bennett to enter into a standard Town contract agreement with Aardvark Excavating, LLC for the Storm Sewer Improvements in an amount not to exceed $\$ 105,457$, with a prompt payment discount of $\$ 100,185$.

I move to approve the valued engineered bid from BrightView Landscaping with a not to exceed amount of $\$ 101,000$, which will include irrigation, reduced quantity boulders, reduced quantity trees and shrubs and a phased approach.

## 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); Copeland Acquisition

Let's take a $\qquad$ minute break to give everyone time to get to a private location for the executive session.

## BEGIN THE EXECUTIVE SESSION:

It's June 14, 2022, and the time is $\qquad$ . 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); Copeland Acquisition

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 <br> (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 $\qquad$ , 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 $\qquad$ , 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...


[^0]:    Legend
    Town of Bennett Boundary
    سm Existing SH 79A Limits (North of Edwards Avenue to be removed from SH 79A with realigrument)
    $\square$ Existing SH 79B Limits (North of Colfax Avenue to be removed from SH 79B with realignment)
    Future SH 79A Limits - Preferred Alignment
    SH 79 Alignment (Existing and Future)

[^1]:    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.

[^2]:    

[^3]:    ${ }^{1}$ Per the CDOT OTIS website

[^4]:    ${ }^{2}$ Highway Capacity Manual 2010 page 19-40

[^5]:    Christina Hart, Town Clerk

[^6]:    ${ }^{1}$ NOTE: "Sec." refers to the corresponding section of this Model Traffic Code.

[^7]:    *Namaste Homes
    Nilu Khadka - 720-628-4030
    Project Completed
    7163 Ingalls St
    Arvada Co,
    Patio, sidewalk, Modern steps

