

TRUCK ROUTES (PROPOSED):

The roads determined suitable for truck routes were based on the following six parameters:

1. ZONING AND DEVELOPMENT OF AREAS
2. JURISDICTION OF ROADWAY
3. REGIONAL COORDINATION WITH OTHER MUNICIPALITIES
4. TRAFFIC VOLUMES
5. PROXIMITY TO SCHOOLS AND PARKS
6. NOISE LEVELS AND AIR POLLUTION

This study includes, as a part thereof, the following road sections: (See appendix 1 for map).

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| 1. 48th Avenue | Between Forest Street and Pontiac Street |
| 2. 49th Avenue | Between Monaco St. and Sand Creek Drive |
| 3. 49th Drive | Between 50th Avenue and Monaco Street |
| 4. 50th Avenue | Between Ivy Street and Pontiac Street |
| 5. 52nd Avenue | Between U.S. 6 & 85 and Ivy Street |
| 6. 53rd Place | Between Newport Street and Quebec Street |
| 7. 56th Avenue | Between Brighton Blvd. and Quebec Street |
| 8. 58th Avenue | Between Dahlia Street and Monaco Street |
| 9. 58th Place | Between U.S. 6 & 85 and Glencoe Street |
| 10. 60th Avenue | Between Brighton Blvd. and Quebec Street |
| 11. 64th Avenue | Between Burlington Ditch and Quebec St. |
| 12. 72nd Avenue | Between Colorado Blvd. and Quebec Street |
| 13. 80th Avenue | Between Brighton Road and State Hwy. #2 |
| 14. 88th Avenue | Between U.S. 6 & 85 and State Hwy. #2 |
| 15. 96th Avenue | Between U.S. 6 & 85 and State Highway #2 |
| 16. Brighton Blvd. | Between U.S. 6 & 85 and 88th Avenue |
| 17. Colorado Blvd. | Between Brighton Blvd. and 74th Avenue |
| 18. Dahlia Street | Between 52nd Avenue and 56th Avenue |
| 19. Dahlia Street | Between 58th Avenue and 60th Avenue |
| 20. Eudora Street | Between 56th Avenue and 58th Avenue |
| 21. Glencoe Court | Between 58th Place and 58th Avenue |
| 22. Holly Street | Between 56th Avenue and 60th Avenue |
| 23. Ivy Street | Between 48th Avenue and 52nd Avenue |
| 24. Monaco Street | Between 48th Avenue and 52nd Avenue |
| 25. Monaco Street | Between 56th Avenue and 60th Avenue |
| 26. Newport Street | Between Sand Creek Drive and 56th Avenue |
| 27. Pontiac Street | Between 48th Avenue and 50th Avenue |
| 28. Quebec Street | Between 50th Avenue and State Hwy. #2 |
| 29. Rosemary Street | Between 80th Avenue and 88th Avenue |
| 30. York Street | Between 54th Ave. & Platte River Bridge |

DEFINITIONS:

AXLE: For the purpose of this study an axle is defined as the total load on all wheels whose centers are included within two parallel transverse vertical placed not more than forty inches apart.

AXLE WEIGHT: That portion of the gross vehicle weight which is transmitted through the axles to the wheels and tires to the road surface. Axle weight is determined for uniformly loaded vehicles by multiplying the axle load (see definition for axle) by two (2).

NOISE: Succinctly, noise is unwanted sound. Most sound from vehicles is unwanted, primarily because it has the potential for disturbing human activities.

TRUCK: A motorized vehicles of greater than 10,000 pounds gross vehicle weight with two or more axles, including tractor-trailer combinations and buses.

WIDTH OF TRAFFIC LANE: The width of roadway for one lane of traffic and it is measured from the centerline of one (nearest) traffic lane stripe to the nearest adjacent stripe, or from the centerline of one traffic lane stripe to the nearest lip of gutter, or from the centerline of one traffic lane stripe to the edge of paved travelled way (not including gutter or curb widths).

ASSUMPTIONS AND EXPLANATIONS:

AIR POLLUTION:

Because the observed levels of vehicular emissions into the atmosphere are subject not only to traffic volumes and vehicle types, but also to climatic vagaries on a local scale, it is foolhardy to use vehicular emissions guidelines analytically in a traffic study.

This statement is reinforced through discussion with the Air Pollution Control Division of the Colorado Department of Health. They perceive vehicular emissions as a subject which is best dealt with on a regional level. As an illustration of this perception, data received from an air quality monitoring station is not used to identify a particularly "good or bad" location, but is used to show with numerical readings the general pattern of air pollution and the level of air quality in the Denver Metropolitan Area. Their recommendation is that on a local level, improving air quality can be accomplished most effectively through a rigorous police enforcement of the State vehicle inspections law.

As a result of the foregoing, the subject of vehicular emissions (pollution) will not be further addressed in this study.

NOISE LEVELS:

DECIBEL (db or dB): This is a sound pressure unit used to express the magnitude of change in sound level, and is a logarithmic measurement.

Noise Level (dBA): The sound level obtained through use of the A scale. The "A" indicates a particular weighting of intensities at various frequencies to which the human ear is most sensitive. Provided the noise has no overwhelming single pitch component and is not a sharp impact noise, the A scale is useful for measuring noise loudness. It is the most commonly used scale for ground measurement of loudness which uses the A scale for combining the sound pressure levels at various frequencies. Figure 1 shows the relationship between dBA and subjective human response.

To illustrate that decibels are non-arithmetic, a three decibel (3 dB) change is a one hundred percent increase (doubling) or (halving) decrease in the sound level.

Figure 2 shows the relationship between dB and other sound pressure units.

Due to the complexity of the dB unit to many people, a rule of thumb for "decibel addition" where an accuracy of +/- 1 dB is desired:

When two decibel values differ by:	Add the following amount to the higher value:
0 or 1 dB	3 dB
2 or 3 dB	2 dB
4 to 9 dB	1 dB
10 dB or more	0 dB

When there are several levels of sound to be added, they should be added two at a time, starting with the lower valued levels and continuing the addition procedure of two at a time until only one value remains. To illustrate, suppose it is desired to add the following five sound levels using the above rule of thumb:

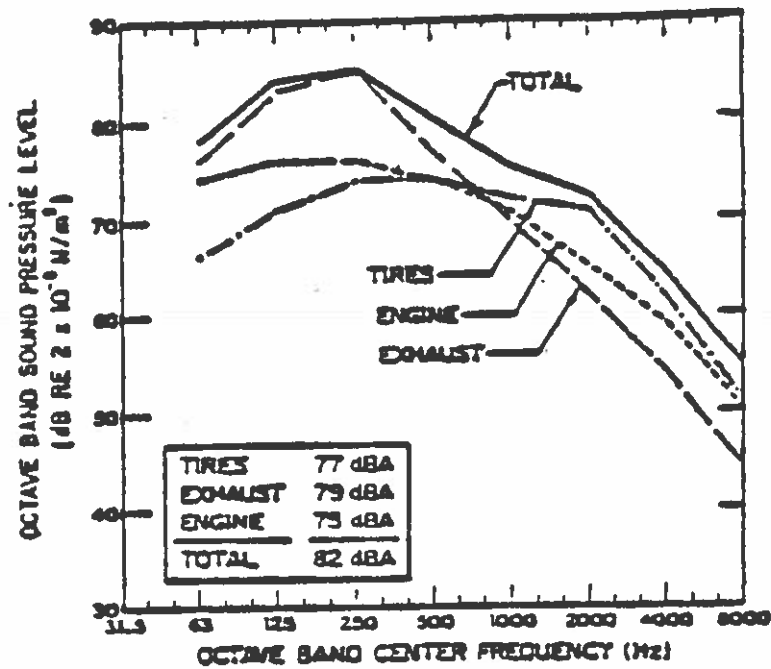
88 dB----- = 90 dB
82 dB----- = 85 dB
79 dB----- = 81 dB
75 dB----- = 76 dB
68 dB-----

There are significant variations in the noise signature of individual vehicle types. Trucks, especially large diesel units, although a relatively small proportion of the total traffic stream, contribute significantly to the noise produced by traffic. Diesel trucks are inherently more noisy than passenger cars, producing a noise level about 15 dBA higher in each type of vehicle operating condition. The noise source for large diesel trucks (see Figure 3) is a composite of contributions from the engine exhaust system and the tire-roadway interaction, but the engine and exhaust noise tends to be dominant at low operating speeds, and tire-roadway interaction dominates at high operating speed. A comparison of passenger car noise with truck noise is given in Figure 4.

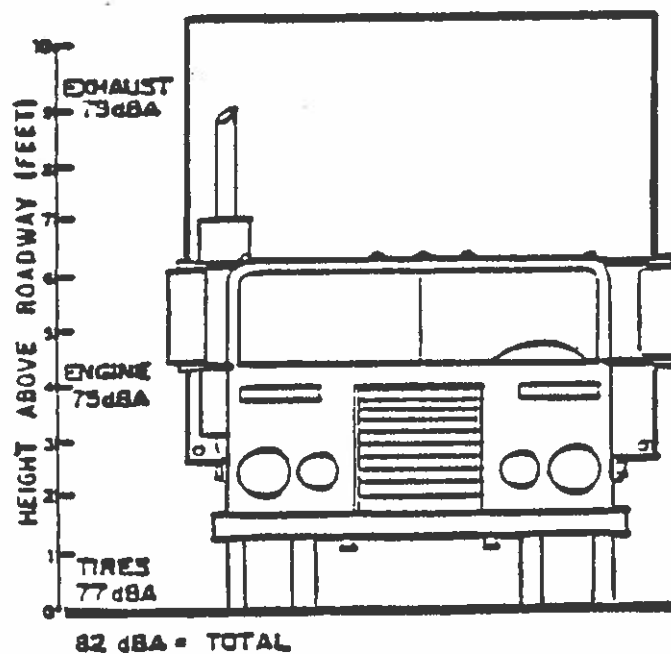
Another interesting characteristic of noise production by trucks is its variation based upon the operating conditions. Figure 5 presents data for a truck during cruise at level conditions (1900 rpm), climbing an upgrade (2100 rpm), and acceleration and descending a downgrade (1600 rpm). There is a 20 dBA difference in sound levels between downgrade and upgrade operating conditions, and generally there is a range of 5 to 10 dBA in noise level based only on speed variations.

Noise level measurements were not taken due to the lack of proper noise level measuring equipment (such as a noise dosimeter). It can be safely estimated that heavy truck travelled roads would have a maximum dBA level of 80-85 during peak hours, while averaging a steady state sound level over a stated period of time of 65-70 dBA. The steady state level should not exceed 67 dBA.

As a result of the foregoing, the subject of Noise Levels will not be further addressed in this study.

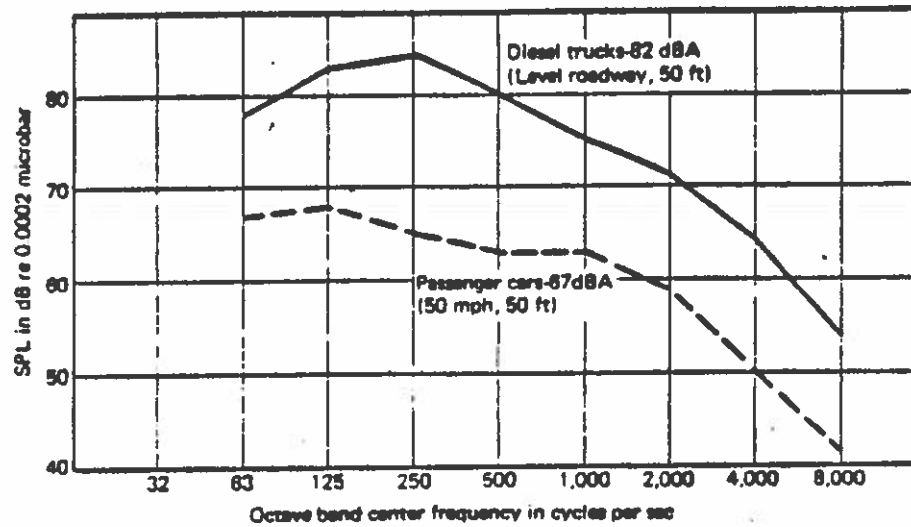


HYPOTHETICAL MIXTURE OF THE THREE PRINCIPAL SOURCES OF TRUCK NOISE. NOISE LEVELS WILL VARY FOR DIFFERENT COMPONENTS IN DIFFERENT TRUCKS



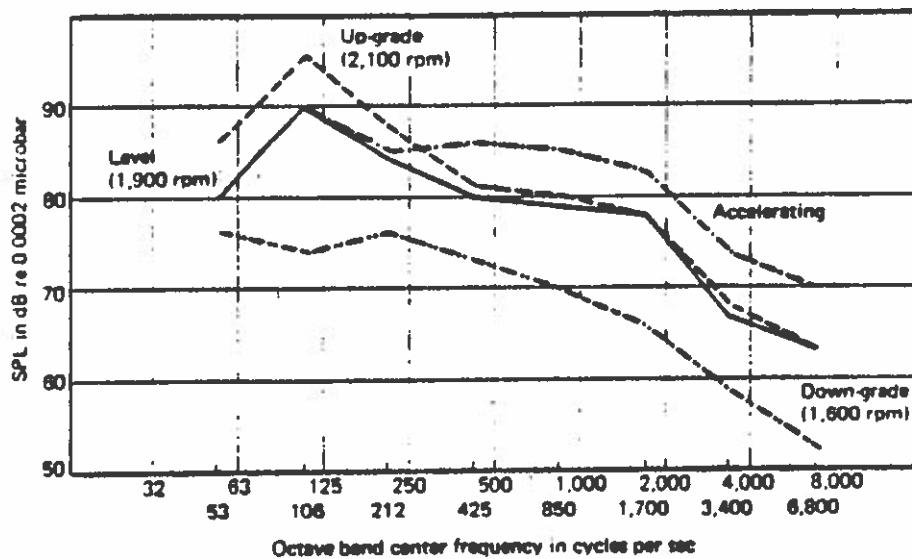
REPRESENTATION OF TRUCK NOISE COMPONENTS RELATIVE TO HEIGHT ABOVE THE ROADWAY

FIGURE 3



Comparison of truck and auto noise for acceleration.

FIGURE 4



Sound level of truck operating conditions.

FIGURE 5

FACTS BEARING ON THE CHALLENGE

48TH AVENUE (FROM FOREST STREET TO PONTIAC STREET)

ZONING AND DEVELOPMENT OF AREAS:

The surrounding area is zoned primarily for industrial development (I-1S, I-1 and I-3) with two small areas to the north of 48th Avenue that are zoned for agriculture.

JURISDICTION OF ROADWAY:

The north half of 48th Avenue lies within the City of Commerce City boundaries while the south half of the road lies within the City and County of Denver. The roadway is maintained by both Cities.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

The south half of 48th Avenue has been approved by the City and County of Denver for all vehicles including trucks.

TRAFFIC VOLUMES:

Between Forest Street and Pontiac Street, the Average Daily Traffic (ADT) for this road as taken in April of 1984 is:

Eastbound = 1425 vehicles per day (City of Denver)

Westbound = 3371 vehicles per day (City of Commerce City)

On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There are no schools or parks adjacent to this roadway and little pedestrian traffic.

49TH AVENUE (FROM MONACO STREET TO SAND CREEK DRIVE)

ZONING AND DEVELOPMENT OF AREAS:

The surrounding area is zoned for industrial development (I-1S).

JURISDICTION OF ROADWAY:

East 49th Avenue lies entirely within the City of Commerce City and is maintained by this City.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

No regional coordination is necessary as the entire street is within the City boundary.

TRAFFIC VOLUMES:

Between Monaco Street and Sand Creek Drive, the Average Daily Traffic (ADT) for this road as taken in July of 1986 is:

Eastbound = 4570 vehicles per day

Westbound = 4495 vehicles per day

On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There are no schools or parks adjacent to this roadway and little pedestrian traffic.

49TH DRIVE (FROM 50TH AVENUE TO MONACO STREET)

ZONING AND DEVELOPMENT OF AREAS:

The surrounding area is zoned for industrial development (I-1S).

JURISDICTION OF ROADWAY:

East 49th Drive lies entirely within the City of Commerce City and is maintained by this City.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

No regional coordination is necessary as the entire street is within the City boundary.

TRAFFIC VOLUMES:

Between 50th Avenue and Monaco Street, the Average Daily Traffic (ADT) for this road as taken in August of 1983 is:

Eastbound = 1980 vehicles per day

Westbound = 2506 vehicles per day

On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There are no schools or parks adjacent to this roadway and little pedestrian traffic.

50TH AVENUE (FROM IVY STREET TO PONTIAC STREET)

ZONING AND DEVELOPMENT OF AREAS:

The surrounding area is zoned for industrial development (I-1S).

JURISDICTION OF ROADWAY:

East 50th Avenue lies entirely within the City of Commerce City and is maintained by this City.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

No regional coordination is necessary as the entire street is within the City boundary.

TRAFFIC VOLUMES:

Between Ivy Street and Pontiac Street, the Average Daily Traffic (ADT) for this road as taken in October of 1982 is:

Eastbound = 1861 vehicles per day

Westbound = 1251 vehicles per day

On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There are no schools or parks adjacent to this roadway and little pedestrian traffic.

52TH AVENUE (FROM U.S. 6 & 85 TO IVY STREET)

ZONING AND DEVELOPMENT OF AREAS:

From U.S. 6 & 85 to Forest Street the area to the north is zoned for industrial development (I-1, I-2, and I-3 to the north) and the area to the south is zoned by the City and County of Denver. To the east of Forest Street and west of Holly Street the surrounding area is zoned for agriculture and industrial development (I-1 and I-2). East of Holly Street to Ivy Street the area is zoned for industrial development (I-1 to the south and I-3 to the north) with an area to the north of 52nd Avenue that is zoned for agriculture.

JURISDICTION OF ROADWAY:

The north half of 52nd Avenue between U.S. 6 & 85 and Forest Street lies within the City of Commerce City while the south half of the road lies within the the City and County of Denver. This section of the roadway is maintained by both cities. East 52nd Avenue east of Forest Street lies within the City of Commerce City and is maintained by this City.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

The south half of 52nd Avenue between U.S. 6 & 85 and Forest Street has been approved by the City and County of Denver for all vehicles including trucks.

TRAFFIC VOLUMES:

Between U.S. 6 & 85 and Ivy Street, the Average Daily Traffic (ADT) for this road as taken in July of 1982 is:

Eastbound = 6457 vehicles per day

Westbound = 4816 vehicles per day

On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There are no schools or parks adjacent to this roadway and little pedestrian traffic.

53RD PLACE (FROM NEWPORT STREET TO QUEBEC STREET)

ZONING AND DEVELOPMENT OF AREAS:

The area surrounding 53rd Place between Newport Street and Quebec Street is zoned primarily for industrial development (I-1 and I-2) with a small area zoned for commercial development (C-3 to the north). Also, there is an area zoned for residential development (R-2).

JURISDICTION OF ROADWAY:

East 53rd Place lies entirely within the City of Commerce City and is maintained by this City.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

No regional coordination is necessary as the entire street is within the City boundary.

TRAFFIC VOLUMES:

Not available at this time.

PROXIMITY TO SCHOOLS AND PARKS:

There are no schools or parks adjacent to this roadway and little pedestrian traffic.

56TH AVENUE (FROM BRIGHTON BOULEVARD TO QUEBEC STREET)

ZONING AND DEVELOPMENT OF AREAS:

The area surrounding 56th Avenue between Brighton Boulevard and U.S. 6 & 85 is zoned primarily for industrial development (I-2 to the north and I-3 to the north and the south) with a small area zoned for commercial development (C-2 to the south). From U.S. 6 & 85 to Monaco Street the area is zoned entirely for industrial development (I-1 and I-2 to the north and south).

East of Monaco Street and west of Newport Street the area is zoned for residential development (R-2), commercial development (C-3) and industrial development (I-2). From Newport Street to Quebec Street the adjacent land is primarily zoned for industrial development (I-1 to the north and I-2 to the south) with smaller areas zoned for commercial development (C-3).

JURISDICTION OF ROADWAY:

East 56th Avenue lies entirely within the City of Commerce City and is maintained by this City.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

No regional coordination is necessary as the entire street is within the City boundary.

TRAFFIC VOLUMES:

Between Brighton Boulevard and Quebec Street, the Average Daily Traffic (ADT) for this road as taken in June of 1984 is:

Eastbound = 689 vehicles per day

Westbound = 345 vehicles per day

On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There is a park adjacent to 56th Avenue at the intersection of Monaco Street in the northeast quadrant. Pedestrian traffic is light to moderate. There are no schools adjacent to this roadway.

58TH AVENUE (FROM DAHLIA STREET TO MONACO STREET)

ZONING AND DEVELOPMENT OF AREAS:

The surrounding area is zoned for industrial development (I-1 and I-2).

JURISDICTION OF ROADWAY:

East 58th Avenue lies entirely within the City of Commerce City and is maintained by this City.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

No regional coordination is necessary as the entire street is within the City boundary.

TRAFFIC VOLUMES:

Between Dahlia Street and Monaco Street, the Average Daily Traffic (ADT) for this road as taken in May of 1984 is:

Eastbound = 1175 vehicles per day

Westbound = 439 vehicles per day

On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There are no schools or parks adjacent to this roadway and little pedestrian traffic.

58TH PLACE (FROM U.S. 6 & 85 TO GLENCOE COURT)

ZONING AND DEVELOPMENT OF AREAS:

The surrounding area is zoned for industrial development (I-2).

JURISDICTION OF ROADWAY:

East 58th Place lies entirely within the City of Commerce City and is maintained by this City.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

No regional coordination is necessary as the entire street is within the City boundary.

TRAFFIC VOLUMES:

Between U.S. 6 & 85 and Glencoe Street, the Average Daily Traffic (ADT) for this road as taken in March of 1987 is:

Eastbound = 2543 vehicles per day

Westbound = 3882 vehicles per day

On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There are no schools or parks adjacent to this roadway and little pedestrian traffic.

60TH AVENUE (FROM BRIGHTON BOULEVARD TO QUEBEC STREET)

ZONING AND DEVELOPMENT OF AREAS:

The area surrounding 60th Avenue between Brighton Boulevard and U.S. 6 & 85 is zoned for industrial development (I-3).

East of U.S. 6 & 85 and west of Quebec Street the majority of the land is zoned for residential development (R-1 and R-2 to the north and south and R-3 to the south) with smaller areas zoned for industrial development (I-1 to the north and I-2 to the south) and commercial development (C-1, C-2, and C-3 to the north and south).

JURISDICTION OF ROADWAY:

East 60th Avenue lies entirely within the City of Commerce City and is maintained by this City.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

No regional coordination is necessary as the entire street is within the City boundary.

TRAFFIC VOLUMES:

Between Brighton Boulevard and Quebec Street, the Average Daily Traffic (ADT) for this road as taken in January of 1987 is:

Eastbound = 3104 vehicles per day

Westbound = 2846 vehicles per day

On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There are no schools or parks adjacent to this roadway and pedestrian traffic is light to moderate.

64TH AVENUE (FROM BURLINGTON DITCH TO QUEBEC STREET)

ZONING AND DEVELOPMENT OF AREAS:

The area surrounding 64th Avenue between the Burlington Ditch and Colorado Boulevard is zoned for agriculture (to the north and south) and industrial development (I-2 to the south and I-3 to the north). East of Colorado Boulevard and west of U.S. 6 & 85 the land is zoned for industrial development (I-3). From U.S. 6 & 85 to Glencoe Street the area is zoned for commercial development (C-2 to the north and C-3 to the south) and residential development (R-2 to the north) with a small area zoned for mobile homes (to the north). East of Glencoe Street and west of Quebec Street the land is zoned for both commercial development (C-1 to the north and C-3 to the north and south) and residential development (R-2 and R-3 to the north and south).

JURISDICTION OF ROADWAY:

East 64th Avenue lies entirely within the City of Commerce City and is maintained by this City.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

No regional coordination is necessary as the entire street is within the City boundary.

TRAFFIC VOLUMES:

Between Burlington Ditch and Quebec Street, the Average Daily Traffic (ADT) for this road as taken in October of 1982 is:

Eastbound = 2427 vehicles per day

Westbound = 2118 vehicles per day

On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There is a school located at the intersection of 64th Avenue and Holly Street in the northeast quadrant. There are no parks adjacent to the roadway. Pedestrian traffic is moderate.

72ND AVENUE (FROM COLORADO BOULEVARD TO QUEBEC STREET)

ZONING AND DEVELOPMENT OF AREAS:

The area surrounding 72nd Avenue between Colorado Boulevard and U.S. 6 & 85 is zoned by Adams County. East of U.S. 6 & 85 and west of Leyden Street the land is zoned for commercial development (C-2 and C-3 to the north and south), industrial development (I-1 and I-3 to the south and I-2 to the north), residential development (R-2 and R-3 to the south) and a portion that is zoned by Adams County (to the north). From Leyden Street to Quebec Street the area is zoned for both commercial development (C-1 to the north and south, C-2 to the south, and C-3 to the north) and residential development (R-2 and R-3 to the north and south).

JURISDICTION OF ROADWAY:

East 72nd Avenue from Quebec Street to U.S. 6 & 85 lies within the City of Commerce City. East 72nd Avenue from U.S. 6 & 85 to Colorado Boulevard lies within Adams County. The roadway is maintained by both the City of Commerce City and Adams County.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

The section of 72nd Avenue between U.S. 6 & 85 and Colorado Boulevard has been approved by Adams County for all vehicles including trucks.

TRAFFIC VOLUMES:

Between Colorado Boulevard and Quebec Street, the Average Daily Traffic (ADT) for this road as taken in June of 1985 is:

Eastbound = 8045 vehicles per day

Westbound = 6046 vehicles per day

On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There is a school located at the intersection of 72nd Avenue and Holly Street in the southeast quadrant. There are no parks adjacent to this roadway. Pedestrian traffic is moderate to heavy.

80TH AVENUE (FROM BRIGHTON BLVD. TO STATE HIGHWAY NO. 2)

ZONING AND DEVELOPMENT OF AREAS:

The area surrounding 80th Avenue from Brighton Boulevard to Monaco Street is zoned by Adams County. East of Monaco Street to State Highway No. 2 the area is zoned for industrial development (I-2 to the north), residential development (R-1 to the south and R-2 to the north), commercial development (C-3 to the north and south), and areas that are zoned by Adams County (to the north and south).

JURISDICTION OF ROADWAY:

The City of Commerce City owns a portion of 80th Avenue while the majority of the road is in the jurisdiction of Adams County. The road is maintained by Adams County.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

East 80th Avenue has been approved by Adams County for all vehicles including trucks.

TRAFFIC VOLUMES:

Not available at this time.

PROXIMITY TO SCHOOLS AND PARKS:

There is a school adjacent to 80th Avenue between Larkwood Street and Kimberly Street to the south. Pedestrian traffic is moderate. There are no parks adjacent to this roadway.

88TH AVENUE (FROM U.S. HIGHWAY 6 & 85 TO STATE HIGHWAY NO.2)

ZONING AND DEVELOPMENT OF AREAS:

The area to the south of 88th Avenue between U.S. 6 & 85 and State Highway No. 2 is zoned for agriculture, PUD, residential development (R-2) and industrial development (I-2 to the south). The land north of 88th Avenue is zoned by Adams County.

JURISDICTION OF ROADWAY:

The City of Commerce City owns portions of 88th Avenue while the majority of the road is in the jurisdiction of Adams County. The road is maintained by Adams County.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

East 88th Avenue has been approved by Adams County for all vehicles including trucks.

TRAFFIC VOLUMES:

Not available at this time.

PROXIMITY TO SCHOOLS AND PARKS:

There are no schools or parks adjacent to this roadway and little pedestrian traffic.

96TH AVENUE (FROM U.S. 6 & 85 TO STATE HIGHWAY NO.2)

ZONING AND DEVELOPMENT OF AREAS:

The land to the south of 96th Avenue is zoned for industrial development (I-1 and I-3), PUD, and a small area that is zoned by Adams County. North of 96th Avenue the land is zoned by Adams County.

JURISDICTION OF ROADWAY:

The City of Commerce City owns portions of 96th Avenue while the majority of the road is in the jurisdiction of Adams County. The road is maintained by Adams County.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

East 96th Avenue has been approved by Adams County for all vehicles including trucks.

TRAFFIC VOLUMES:

Not available at this time.

PROXIMITY TO SCHOOLS AND PARKS:

There are no schools or parks adjacent to this roadway and little pedestrian traffic.

BRIGHTON BOULEVARD (FROM U.S. 6 & 85 TO 88TH AVENUE)

ZONING AND DEVELOPMENT OF AREAS:

The land surrounding Brighton Boulevard has been zoned by Adams County except for two small areas that are zoned for commercial development (C-3) and residential development (R-1).

JURISDICTION OF ROADWAY:

Brighton Boulevard lies entirely within Adams County and is maintained by the County.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

Brighton Boulevard has been approved by Adams County for all vehicles including trucks.

TRAFFIC VOLUMES:

Not available at this time.

PROXIMITY TO SCHOOLS AND PARKS:

There are no schools or parks adjacent to this roadway and pedestrian traffic is light.

COLORADO BOULEVARD (FROM BRIGHTON BLVD. TO 74TH AVENUE)

ZONING AND DEVELOPMENT OF AREAS:

The land surrounding Colorado Boulevard between Brighton Boulevard and 64th Avenue is zoned for industrial development (I-2 to the west and I-3 to the east and west) with a small area zoned for agriculture (to the west). North of 64th Avenue and south of 70th Avenue the area is zoned for agriculture, industrial development (I-1 and I-2 to the west and I-3 to the east), residential development (R-2 to the east and R-3 to the east and west) and commercial development (C-2 to the west and C-3 to the east). From 70th Avenue to 74th Avenue the land is zoned by Adams County.

JURISDICTION OF ROADWAY:

Colorado Boulevard from Brighton Boulevard to 70th Avenue lies within the City of Commerce City. North of 70th Avenue to 74th Avenue lies within Adams County. The roadway is maintained by both the City of Commerce City and Adams County.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

Colorado Boulevard from 70th Avenue to 74th Avenue has been approved by Adams County for all vehicles including trucks.

TRAFFIC VOLUMES:

Between Brighton Boulevard and 74th Avenue, the Average Daily Traffic (ADT) for this road as taken in July of 1985 is:

Eastbound = 1306 vehicles per day

Westbound = 1246 vehicles per day

On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There are no schools or parks adjacent to this roadway and little pedestrian traffic.

DAHLIA STREET (FROM 52ND AVENUE TO 56TH AVENUE)

ZONING AND DEVELOPMENT OF AREAS:

The surrounding area is zoned for industrial development (I-1, I-2 and I-3).

JURISDICTION OF ROADWAY:

Dahlia Street lies entirely within the City of Commerce City and is maintained by this City.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

No regional coordination is necessary as the entire street is within the City boundary.

TRAFFIC VOLUMES:

Between 52nd Avenue and 56th Avenue, the Average Daily Traffic (ADT) for this road as taken in August of 1983 is:

Northbound = 3963 vehicles per day

Southbound = 3035 vehicles per day

On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There are no schools or parks adjacent to this roadway and little pedestrian traffic.

DAHLIA STREET (FROM 58TH AVENUE TO 60TH AVENUE)

ZONING AND DEVELOPMENT OF AREAS:

The surrounding area is zoned for industrial development (I-2).

JURISDICTION OF ROADWAY:

Dahlia Street lies entirely within the City of Commerce City and is maintained by this City.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

No regional coordination is necessary as the entire street is within the City boundary.

TRAFFIC VOLUMES:

Between 58th Avenue and 60th Avenue, the Average Daily Traffic (ADT) for this road as taken in May of 1984 is:

Northbound = 4948 vehicles per day

Southbound = 1036 vehicles per day

On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There are no schools or parks adjacent to this roadway and little pedestrian traffic.

EUDORA STREET (FROM 56TH AVENUE TO 58TH AVENUE)

ZONING AND DEVELOPMENT OF AREAS:

The surrounding area is zoned for industrial development (I-2).

JURISDICTION OF ROADWAY:

Eudora Street lies entirely within the City of Commerce City and is maintained by this City.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

No regional coordination is necessary as the entire street is within the City boundary.

TRAFFIC VOLUMES:

Between 56th Avenue and 58th Avenue the Average Daily Traffic (ADT) for this road as taken in June of 1982 is:

Eastbound = 986 vehicles per day

Westbound = 974 vehicles per day

On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There are no schools or parks adjacent to this roadway and little pedestrian traffic.

GLENCOE COURT (FROM 58TH AVENUE TO 58TH PLACE)

ZONING AND DEVELOPMENT OF AREAS:

The surrounding area is zoned for industrial development (I-2).

JURISDICTION OF ROADWAY:

Glencoe Court lies entirely within the City of Commerce City and is maintained by this City.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

No regional coordination is necessary as the entire street is within the City boundary.

TRAFFIC VOLUMES:

Not available at this time.

PROXIMITY TO SCHOOLS AND PARKS:

There are no schools or parks adjacent to this roadway and little pedestrian traffic.

HOLLY STREET (FROM 56TH AVENUE TO 60TH AVENUE)

ZONING AND DEVELOPMENT OF AREAS:

The surrounding area is zoned for industrial development (I-2 to the west and I-1 to the east and west) and residential development (R-1 and R-2 to the east and R-3 to the west).

JURISDICTION OF ROADWAY:

Holly Street lies entirely within the City of Commerce City and is maintained by this City.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

No regional coordination is necessary as the entire street is within the City boundary.

TRAFFIC VOLUMES:

Between 56th Avenue and 60th Avenue, the Average Daily Traffic (ADT) for this road as taken in October of 1986 is:

Northbound = 2655 vehicles per day

Southbound = 2690 vehicles per day

On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There are no schools or parks adjacent to this roadway and little pedestrian traffic.

IVY STREET (FROM 48TH AVENUE TO 52ND AVENUE)

ZONING AND DEVELOPMENT OF AREAS:

The surrounding area is zoned primarily for industrial development (I-1 and I-3 to the west and I-1S to the east) with areas to the south of 50th Avenue that are zoned for agriculture.

JURISDICTION OF ROADWAY:

Ivy Street lies entirely within the City of Commerce City and is maintained by this City.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

No regional coordination is necessary as the entire street is within the City boundary.

TRAFFIC VOLUMES:

Between 48th Avenue and 52nd Avenue, the Average Daily Traffic (ADT) for this road as taken in April of 1984 is:

Northbound = 1718 vehicles per day

Southbound = 1660 vehicles per day

On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There are no schools or parks adjacent to this roadway and little pedestrian traffic.

MONACO STREET (FROM 48TH AVENUE TO 50TH AVENUE)

ZONING AND DEVELOPMENT OF AREAS:

The surrounding area is zoned industrial development (I-1S).

JURISDICTION OF ROADWAY:

Monaco Street lies entirely within the City of Commerce City and is maintained by this City.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

No regional coordination is necessary as the entire street is within the City boundary.

TRAFFIC VOLUMES:

Not available at this time.

PROXIMITY TO SCHOOLS AND PARKS:

There are no schools or parks adjacent to this roadway and little pedestrian traffic.

MONACO STREET (FROM 56TH AVENUE TO 60TH AVENUE)

ZONING AND DEVELOPMENT OF AREAS:

The land surrounding Monaco Street is zoned for industrial development (I-1 to the west), residential development (R-1 to the west and R-2 to the east) and commercial development (C-1 to the east).

JURISDICTION OF ROADWAY:

Monaco Street lies entirely within the City of Commerce City and is maintained by this City.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

No regional coordination is necessary as the entire street is within the City boundary.

TRAFFIC VOLUMES:

Between 56th Avenue and 60th Avenue, the Average Daily Traffic (ADT) for this road as taken in July of 1983 is:

Northbound = 1362 vehicles per day

Southbound = 1708 vehicles per day

On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There is a park adjacent to Monaco Street at the intersection of 58th Avenue in the northeast quadrant. Pedestrian traffic is light to moderate. There are no schools adjacent to the roadway.

NEWPORT STREET (FROM SAND CREEK DRIVE TO 56TH AVENUE)

ZONING AND DEVELOPMENT OF AREAS:

The land surrounding Newport Street between Sand Creek Drive and 53rd Place is zoned primarily for industrial development (I-2 to the east and west) with a small section zoned residential development (R-2 to the west). North of 53rd Place and south of 54th Place the land is zoned for industrial development (I-2 to the east and west) and residential development (R-2 to the east and west). From 54th Place to 56th Avenue the land is zoned primarily for industrial development (I-1 and I-2 to the east and west) with a small area zoned for residential development (R-2 to the east and west).

JURISDICTION OF ROADWAY:

Newport Street lies entirely within the City of Commerce City and is maintained by this City.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

No regional coordination is necessary as the entire City is within the City boundary.

TRAFFIC VOLUMES:

Between Sand Creek Drive and 56th Avenue, the Average Daily Traffic (ADT) for this road as taken in March of 1981 is:

Northbound = 167 vehicles per day

Southbound = 284 vehicles per day

On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There are no schools or parks adjacent to this roadway and little pedestrian traffic.

PONTIAC STREET (FROM 48TH AVENUE TO 50TH AVENUE)

ZONING AND DEVELOPMENT OF AREAS:

The surrounding area is zoned for industrial development (I-1S to the west and east) and commercial development (C-3 to the east).

JURISDICTION OF ROADWAY:

Pontiac Street lies entirely within the City of Commerce City and is maintained by this City.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

No regional coordination is necessary as the entire street is within the City boundary.

TRAFFIC VOLUMES:

Between 48th Avenue and 50th Avenue, the Average Daily Traffic (ADT) for this road as taken in July of 1986 is:

Northbound = 888 vehicles per day

Southbound = 860 vehicles per day

On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There are no parks or schools adjacent to this roadway and little pedestrian traffic.

QUEBEC STREET (FROM 50TH AVENUE TO STATE HIGHWAY NO. 2)

ZONING AND DEVELOPMENT OF AREAS:

The area west of Quebec Street between 50th Avenue and 56th Avenue is zoned primarily for industrial development (I-1 and I-2) with a small area zoned for commercial development (C-3 between 53rd Place and 54th Place). North of 56th Avenue and south of 64th Avenue the land is zoned for commercial development (C-3) with an area zoned for industrial development (I-1 south of 57th Place). From 64th Avenue to 76th Avenue the land is zoned for residential development (R-1, R-2 and R-3) with two smaller areas zoned for commercial development (C-1 south of 72nd Avenue and C-3 north of 64th Avenue). From 76th Avenue to State Highway No. 2 the area is zoned for commercial development (C-2). To the east of Quebec Street lies the Rocky Mountain Arsenal.

JURISDICTION OF ROADWAY:

Quebec Street lies within the City of Commerce City and also the City and County of Denver. The road is maintained by this City.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

No regional coordination is necessary as the entire street is within the City boundary.

TRAFFIC VOLUMES:

Between 50th Avenue and State Highway No. 2, the Average Daily Traffic (ADT) for this road as taken in October of 1986 is:

Northbound = 5547 vehicles per day

Southbound = 10,183 vehicles per day

On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There is a park adjacent to Quebec Street between 73rd Avenue and 73rd Place. Pedestrian traffic is light to moderate. There are no schools adjacent to this roadway.

ROSEMARY STREET (FROM 80TH AVENUE TO 88TH AVENUE)

ZONING AND DEVELOPMENT OF AREAS:

The land surrounding Rosemary Street north of 80th Avenue and south of 84th Avenue is zoned for industrial development (I-1 to the east and I-2 to the west), commercial development (C-2 and C-3) and agricultural development. This area also includes land which is zoned by Adams County. North of 84th Avenue to 86th Avenue the land is zoned for industrial development (I-2 to the east and I-1 to the east and west), residential development (R-2 to the east) and other areas that are zoned by Adams County. From 86th Avenue to 88th Avenue the surrounding area is zoned primarily for agriculture (to the east and west) with an area zoned for PUD to the east.

JURISDICTION OF ROADWAY:

Rosemary Street lies partially within Adams County and also Commerce City and is maintained by the County.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

Rosemary Street has been approved by Adams County for all vehicles including trucks.

TRAFFIC VOLUMES:

Between 80th Avenue and 88th Avenue, the Average Daily Traffic (ADT) for this road as taken in August of 1984 is:

Northbound = 3608 vehicles per day

Southbound = 3423 vehicles per day

On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There are no parks or schools adjacent to this roadway and pedestrian traffic is light.

YORK STREET (FROM 54TH AVENUE TO THE PLATTE RIVER)

ZONING AND DEVELOPMENT OF AREAS:

The surrounding area is zoned primarily for agriculture with a small area zoned for industrial development (I-3 to the west and north of 56th Avenue).

JURISDICTION OF ROADWAY:

York Street lies entirely within the City of Commerce City and is maintained by this City.

REGIONAL COORDINATION WITH OTHER MUNICIPALITIES:

No regional coordination is necessary as the entire street is within the City boundary.

TRAFFIC VOLUMES:

Between 54th Avenue and the Platte River, the Average Daily Traffic (ADT) for this road as taken in May of 1984 is:

Northbound = 4086 vehicles per day

Southbound = 4015 vehicles per day

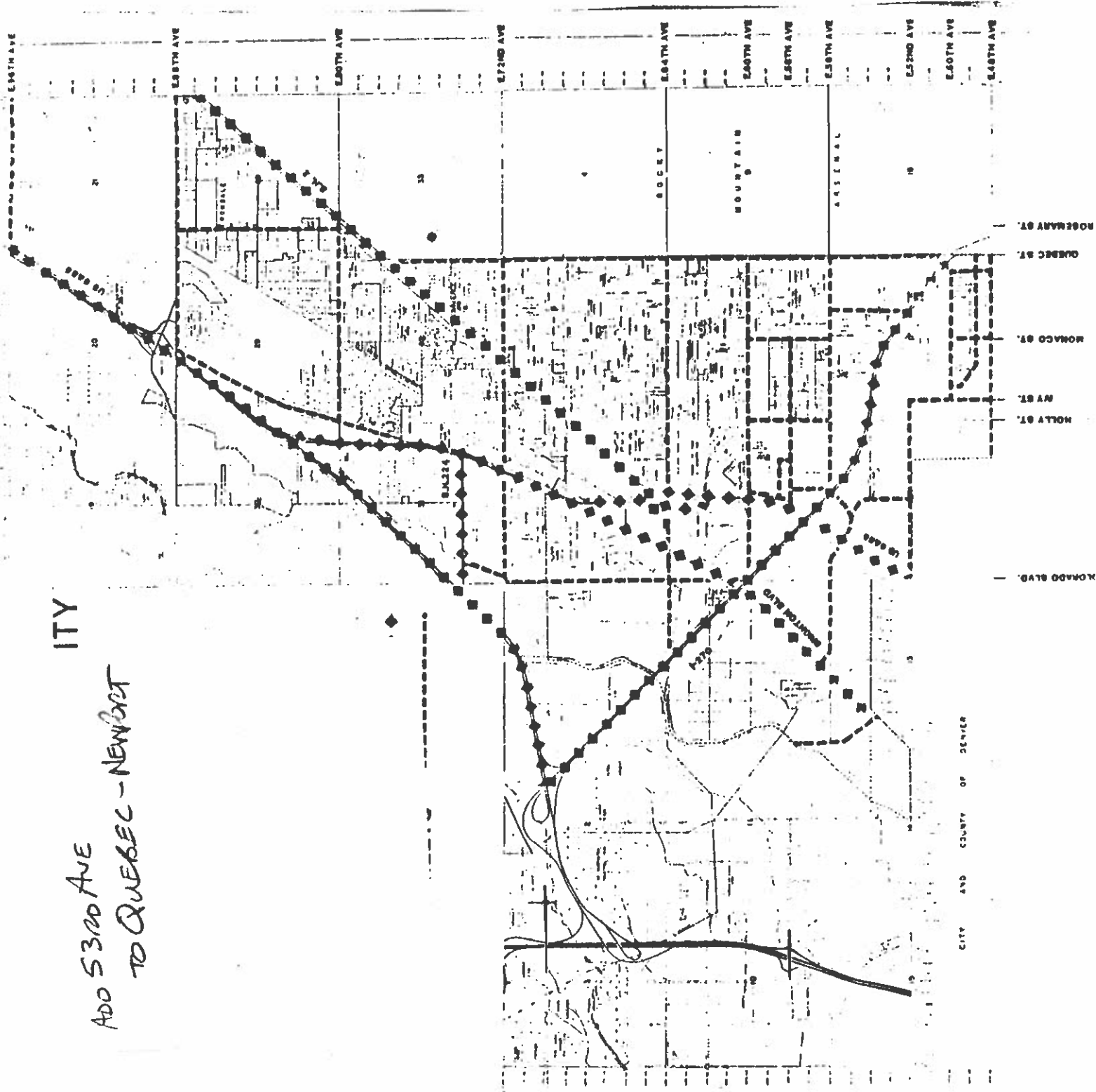
On the average, traffic usually increases at a rate of ten percent a year.

PROXIMITY TO SCHOOLS AND PARKS:

There are no schools or parks adjacent to this roadway and little pedestrian traffic.

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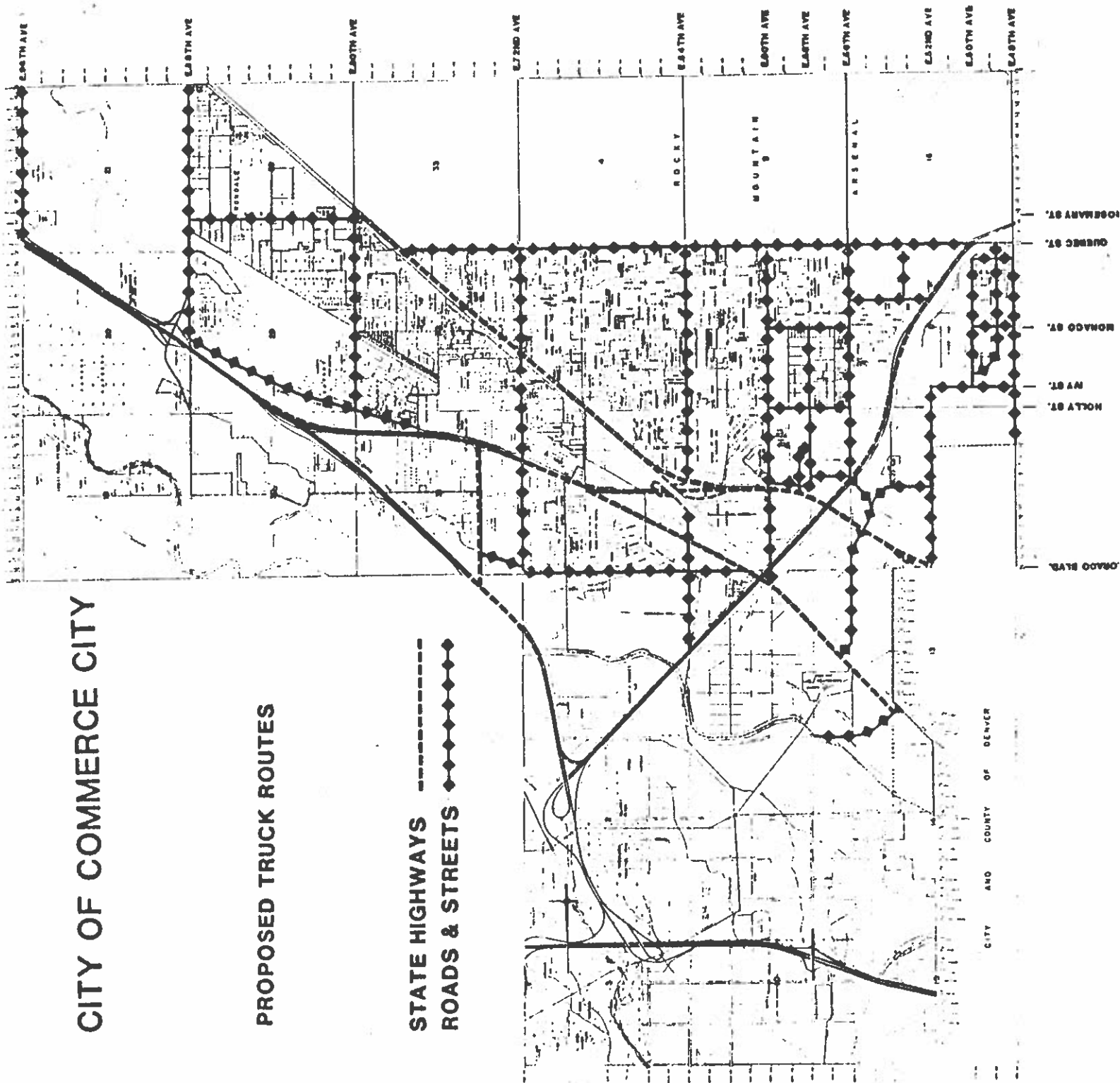
ADD 5300 AVE
TO QUEBEC - NEWPORT



CITY OF COMMERCE CITY

PROPOSED TRUCK ROUTES

STATE HIGHWAYS -----
ROADS & STREETS ◆◆◆◆◆



A BILL FOR AN ORDINANCE

AN ORDINANCE CONCERNING THE REGULATION OF KINDS AND CLASSES
OF TRAFFIC AND ESTABLISHING TRUCK ROUTES

SEC. 11-8 TRUCK ROUTES- MEANINGS OF CERTAIN WORDS AND PHRASES

- (A) When used in this Chapter the words and phrases defined shall, for the purpose of this Chapter, have the meanings respectively ascribed to them herein.
- (B) Whenever any words and phrases used in this Chapter are not defined herein, but are defined in the State Laws regulating the operation of vehicles, any such definition therein shall be deemed to apply to such words and phrases used in this Chapter.

SEC. 11-9 SAME- DEFINITIONS

- (A) Available Route: A street, road, or highway dedicated for and open to public motor vehicle travel.
- (B) Axle: All wheels whose centers are included within two parallel transverse vertical planes not more than forty inches apart, extending across the full width of the vehicle.
- (C) City: The City of Commerce City, Colorado.
- (D) Gross Weight of Vehicles: The sum of all axle loads for trucks, including trailers when trailers are connected to a truck.
- (E) High Pressure and Low Pressure Pneumatic Tires: Every pneumatic tire designed for use and used when inflated with air to less than 100 pounds pressure shall be deemed a low pressure pneumatic tire, and every pneumatic tire inflated to 100 pounds pressure or more shall be deemed a high pressure pneumatic tire.

- (F) Net Vehicle Weight: That weight in pounds, which is shown on the vehicle registration for the state in which the vehicle is registered; or, if said weight is not shown on said registration, the unloaded weight of the vehicle.
- (G) Person: Any person, firm, partnership, association, corporation, company or organization of any kind.
- (H) Tandem Axle: Two or more consecutive axles, the centers of which may be include 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.
- (I) Truck: Any motor vehicle, except privately owned recreational motor vehicles and mass transportation motor vehicles, whose net vehicle weight exceeds 8,000 pounds or whose gross vehicle weight exceeds 10,000 pounds.
- (J) Truck Route: A highway which is part of the National System of Interstate and Defense Highways; a State highway; or a highway, street, or road posted as provided in Section 11-14 over and along which trucks may operate.

SEC. 11-10

SAME- TRUCK ROUTES

There are hereby established the following truck routes within the City.

1. 48th Avenue-Between Forest St. and Pontiac St.
2. 49th Avenue-Between Monaco St. and Sand Creek Dr.
3. 49th Drive -Between 50th Avenue and Monaco Street
4. 50th Avenue-Between Ivy Street and Pontiac Street
5. 52nd Avenue-Between U.S. 6 & 85 and Ivy Street
6. 53rd Place -Between Newport Street and Quebec St.
7. 56th Avenue-Between Brighton Blvd. and Quebec St.
8. 58th Avenue-Between Dahlia Street and Monaco St.
9. 58th Place -Between U.S. 6 & 85 and Glencoe Court
10. 60th Avenue-Between Brighton Blvd. and Quebec St.
11. 64th Avenue-Between Burlington Ditch and Quebec St.
12. 72nd Avenue-Between Colorado Blvd. and Quebec St.
13. 80th Avenue-Between Brighton Blvd and S.H. No. 2
14. 88th Avenue-Between U.S. 6 & 85 and S.H. No. 2
15. 96th Avenue-Between U.S. 6 & 85 and S.H. No. 2
16. Brighton Blvd.-Between U.S. 6 & 85 and 88th Ave.
17. Colorado Blvd.-Between Brighton Blvd. and 74th Ave.
18. Dahlia Street -Between 52nd Avenue and 56th Ave.
19. Dahlia Street -Between 58th Avenue and 60th Ave.
20. Eudora Street -Between 56th Avenue and 58th Avenue

21. Glencoe Court -Between 58th Avenue and 58th Place
22. Holly Street -Between 56th Avenue and 60th Avenue
23. Ivy Street -Between 48th Avenue and 52nd Avenue
24. Monaco Street -Between 48th Avenue and 50th Avenue
25. Monaco Street -Between 56th Avenue and 60th Avenue
26. Newport Street-Between Sand Creek Dr. and 56th Ave.
27. Pontiac Street-Between 48th Avenue and 50th Avenue
28. Quebec Street -Between 50th Avenue and S.H. No. 2
29. Rosemary St. -Between 80th Avenue and 88th Avenue
30. York Street -Between 54th Ave. and Platte River Bridge

SEC. 11-11

SAME- TRUCKS HAVING THEIR ORIGIN AND DESTINATION OUTSIDE CITY

- (A) All trucks entering the City for destination points outside the City shall be operated only on truck routes.
- (B) Any person who violates this Section commits a Class 3 traffic offense.

SEC. 11-12

SAME- TRUCK TRAFFIC IN THE CITY

(A) Outside Origin

1. One Inside Destination Point. Any truck entering the City for a destination point in the City shall proceed only over a truck route and shall deviate from that route only at the intersection which is nearest to the destination point. Upon leaving the destination point, a truck shall return to a truck route by the shortest available route.
2. Multiple Inside Destination Points. Any truck entering the City for multiple destination points inside the City shall proceed only over a truck route and shall deviate from that route only at the intersection which is nearest to a destination point. Upon leaving a destination point, a truck shall return to a truck route by the shortest available route, unless the shortest available route to the nearest truck route is longer than the shortest available route to the next destination point. Upon leaving its last destination point, a truck shall return to a truck route by the shortest available route.

(B) Inside Origin

1. Outside Destination Point. Any truck , on a trip originating in the City and traveling in the City toward a destination point outside the City, shall proceed over the shortest available route to a truck route.
2. Inside Destination Points. Any truck, on a trip originating in the City and traveling in the City towards a destination point in the City, shall proceed over the shortest available route to a truck route and shall remain on a truck route until it reaches the intersection which is nearest to the destination point. Upon leaving its destination point, a truck shall return to a truck route by the shortest available route.

(C) Any person who violates any provision of this Section commits a Class 3 traffic offense.

SEC. 11-13

SAME- EXCEPTIONS

Sections 11-10, 11-11 and 11-12 shall not prohibit:

- (A) The operating of emergency vehicles upon any street in the City;
- (B) The operation of trucks owned or operated by the state, county, or a municipality, a public utility, or a contractor engaged in the repair, maintenance, or construction of streets, street improvements, or utilities in the City;
- (C) The operation of trucks on any street which has been designated by the City as a detour.

SEC. 11-14

SAME- POSTING OF SIGNS

The City Engineer shall cause all truck routes except highways which are part of the National System of Interstate and Defense Highways and State highways to be posted with signs identifying them as truck routes. Signs designating a truck route shall specify the maximum axle weight permitted on the truck route. A street, road or highway is not a truck route, or a part thereof, unless posted as such, or unless the highway is a State highway or a part of the National System of Interstate and Defense Highways.

The size of said signs and their manner of posting shall be in accordance with the Manual on Uniform Traffic Control Devices, 1978 edition, as amended. State highways and highways which are part of the National System of Interstate and Defense Highways are truck routes, but need not be posted as such.

SEC. 11-15 SAME- EVIDENCE OF POINTS OF ORIGIN AND DESTINATION

Any person operating a truck upon a street, road, highway or portion thereof which is not a truck route shall have in his possession a log book, delivery slip or other evidence of his points of origin and destination to justify the presence of his truck upon such street, road, or highway. Failure to produce such evidence upon the request of a police officer shall be a Class 3 traffic offense. .

The following will be added to Section 11-23. Amendments. in the appropriate order.

SEC. 18-3 LENGTH, WIDTH AND HEIGHT OF VEHICLES AND LOADS

(A) Length

1. No single motor vehicle shall exceed a length of forty 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.
2. 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 trucks tractor-semitrailer combinations when the semitrailer is forty-eight feet or less in length, or to truck tractor-semitrailer-trailer combinations when both the semitrailer and the trailer are twenty-eight feet 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 18-11, 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. The limitations provided in this Section shall be strictly construed and enforced.

3. 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, pipes and automobiles 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 Section 18-10 and no load shall project beyond the rear more than ten feet.

(B) Width

The total outside width of any vehicle or the load thereon shall not exceed eight feet six inches, except as follows:

1. The total outside width of any vehicle or the load thereon shall not exceed one hundred two inches, except as otherwise provided in this Section. A load of loose hay, whether horse-drawn or by motor vehicle, shall not exceed twelve feet in width.
2. This Subsection shall not be construed so as to prohibit the projection beyond the widths specified herein of clearance lights, rear view mirrors, or other accessories required by law.

(C) Height

No vehicle unloaded or with load shall exceed a height of thirteen feet, except that vehicles with a height of fourteen feet six inches may be operated on streets which are state highways when so designated by the State Department of Highways, but only on such designated highways.

Such height shall be measured from the roadway surface to the highest point of the vehicle or the highest point of any load being carried on the vehicle, whichever height is greater.

(D) Penalty

Any person who violates any provision of this Section commits a Class 3 traffic offense.

SEC. 18-7

WHEEL AND AXLE LOADS

(A) The gross weight upon any wheel of a vehicle shall not exceed the following:

1. When the wheel is equipped with a high-pressure pneumatic, solid rubber, or cushion tire, eight thousand pounds;
2. When the wheel is equipped with a low-pressure pneumatic tire, nine thousand pounds.

(B) The gross weight upon any single axle of a vehicle shall not exceed the following:

1. When the wheels attached to said axle are equipped with high-pressure pneumatic, solid rubber, or cushion tires, sixteen thousand pounds;
2. When the wheels attached to any single axle are equipped with low-pressure pneumatic tires, twenty thousand pounds, except that vehicles equipped with a self-compactor and used solely for the transporting of trash are exempted from the provisions of this subparagraph.
3. When the wheels attached to a tandem axle are equipped with low-pressure pneumatic tires, forty thousand pounds.

- (C) Any person convicted of having violated any provision of this Section shall be fined in accordance with the provisions of Section 18-18 below.

SEC. 18-11

PERMITS FOR EXCESS SIZE AND WEIGHT AND FOR MOBILE HOMES

- (A) The City Engineer 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 Chapter, or otherwise not in conformity with the provisions of this Chapter, upon any street within the City, except that permits for the movement of any mobile home shall be issued as provided in Subsection (B) of this Section. The application for any permit shall specifically describe the vehicle and load to be operated or moved and the particular street or streets for which the permit to operate is requested, and whether such permit is for a single trip, a special, or an annual operation, the maximum axle load, the length of the vehicle between and including the front and rearmost bumper, and the time of such movement.
- (B) All applications for permits to move mobile homes over any street within the City shall comply with the following provisions:
1. Each such application shall be for a single trip, a special, or an annual permit. The application shall be accompanied by a certificate or other proof of public liability insurance in amounts of not less than \$100,000.00 per person, and \$300,000.00 per accident for all mobile homes moved within the City by the permit holder during the effective term of the permit.

2. Holder of permits shall keep and maintain, for not less than three calender years, records of all mobile home moved in whole or in part within the City, 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 pick-up; and the county of final destination. These records shall be available upon request for inspection by the State of Colorado or any of its ad valorem taxing government subdivisions.
 3. Holder of permits shall obtain an authentication of paid ad valorem taxes through the date of the move from the owner of a used mobile home or from the county treasure of the county from which the used mobile home is being moved.
 4. No owner of a mobile home shall knowingly move his mobile home or knowingly provide for the movement of his mobile home without being the holder of a paid ad valorem tax certificate thereon, and no person shall knowingly assist such an owner in the movement of his mobile home, including a mobile home dealer.
- (C) The City Engineer 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 other time limitations within which the vehicles described may be operated on the streets 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. The City Engineer may require such undertaking of other security as may be deemed necessary to compensate for any injury to any highway or highway structure.
- (D) 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, and no person shall violate any of the terms or conditions of such special permit.

- (E) Any person who has obtained a valid permit for the movement of any oversized vehicle or load may attach to such vehicle or load or to any vehicle accompanying the same not more than three illuminated flashing signals as warning devices.
- (F) 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 implemented by a person dealing therein to his place of business within the State or to the premises of a purchaser or a prospective purchaser within the State; nor shall such vehicles or equipment be subject to the size and weight provisions of this Chapter.
- (G) The City Engineer shall charge applicants permit fees as follows:
 - 1. For overlength, overwidth and overheight permits on loads of vehicles which do not exceed legal weight limits.
 - a. Annual permit, \$250.00
 - b. Single trip permit, \$15.00
 - 2. For overweight permits for vehicles or loads exceeding legal weight limits up to 200,000 pounds:
 - a. Annual permit, \$400.00
 - b. Single trip permit, \$15.00 plus \$5.00 per axle
 - 3. Special permits for structural, oversized, or overweight moves requiring extraordinary City action, or moves involving weight in excess of 200,000 pounds, \$125.00 for a permit for a single trip or the actual cost to the City of the extraordinary action, whichever amount is greater.
- (H) This Section 18-11 is not applicable to State Highways or the National System of Interstate and Defense Highways.
- (I) Any person who violates any provisions of this Section commits a Class 3 traffic offense.

INTRODUCED, READ IN FULL, AND APPROVED ON
READING ON THE _____ DAY OF _____, 1987, AND ORDERED
PUBLISHED IN _____

_____, Mayor

ATTEST:

_____, City Clerk