



City Council Regular Meeting Agenda

Tuesday, May 26, 2026

City Hall - 1711 Miner Street, Idaho Springs, CO 80452

Tel: (303) 567-4421 Fax: (303) 567-4955

Video from Meetings are viewable on the City's Website.

**You must join the Zoom Meeting (<https://us02web.zoom.us/j/84204473555>)
to participate in a meeting remotely.**

- 1. Work Session Agenda (6:00 pm) & Packet**
 - a. Business & Community Promotions Board Update
 - b. Riverside Drive Update
 - c. Financial Update
 - d. Electric Mobility Technical Readiness Grant Application
- 2. Call to Order Regular Meeting (7:00 P.M.)**
- 3. Roll Call**
- 4. Pledge of Allegiance**
- 5. Agenda Approval**
 - a. Motion to approve the agenda of May 26th, 2026
- 6. Conflict of Interest**
- 7. Approval of Minutes**
 - a. Motion to approve the minutes of May 11th, 2026
- 8. Approval of Bills**
 - a. Motion to approve bills through May 26th, 2026.
- 9. Public Comment**
- 10. Unscheduled Public Comment**
- 11. Committee Reports**
 - a. Mayors and Commissioners Youth Award Program donation request. Tracy Troia, Clear Creek County Department of Human Services
- 12. Liquor Licensing Authority**
 - a. Public Hearing: Modification of Premises Mother Lode Brewing LLC, DBA Tommyknocker Brewery and Pub.

13. Finance Officer

- a. April 2026 Financial Statements

14. Resolutions

- a. Motion to approve Resolution #12, Series 2026 A Resolution adopting an Amended City Parking Plan

15. Ordinance First Reading

16. Ordinance Second Reading

17. City Attorney

18. City Administrator

- a. Staff report submitted with no requests for action.

19. Administration Department

- a. Assistant City Administrator – Staff report submitted with no requests for action.
- b. Community Development Planner - No staff report submitted
- c. Deputy City Clerk – No staff report submitted

20. Police Department

- a. Staff Report-No Action Items

21. Public Works Department

- a. Staff report with no request for action

22. City Clerk/Treasurer

23. Mayor/Council

24. Executive Session

- a. Executive session under C.R.S. section 24-6-402(4)(b) to confer with the City Attorney for the purpose of receiving legal advice and information concerning potential November ballot issues.

25. Adjourn

In-person and remote meeting public attendance and participation instructions:

Participation

- To provide scheduled public comment, either in person or remotely, please fill out and return the Public Comment Form on the City's website. All requests must be submitted to the City Clerk (cityclerk@idahospringsco.com) by 6 p.m. (Six) the Wednesday before the scheduled meeting.
- To provide unscheduled public comment, please join the Zoom Meeting, identify yourself with your full first and last name, and use the "Raise Hand" feature to indicate your desire to speak.

General Guidelines

- Each public comment, whether scheduled or unscheduled, is limited to three (3) minutes.
- Council typically does not provide feedback during public comment sessions.
- If you would like to provide materials for Council to review along with your Comment, please sign up for Scheduled Public Comment and provide those materials to the City Clerk by the Wednesday Deadline.

City of Idaho Springs
Business & Community Promotions Board

City Council Update

To: Mayor & City Council

From: Sadie Schultz, Director – Business & Community Promotions Board

Date: May 27th, 2026

The Business & Community Promotions Board (BCPB) would like to provide the following updates and recommendations regarding upcoming event planning, parking implementation, and seasonal activation efforts.

Fourth of July Fireworks Recommendation

After review and discussion with City staff, the Mayor, and the BCPB, the Board is recommending cancellation of the 2026 Fourth of July fireworks show, we would like council direction. Under the current contract terms, if the City cancels prior to June 25, the City will not incur the approximately \$27,000 fireworks expense. The possibility of moving the fireworks show to a later date, such as the Saturday after Thanksgiving, was discussed. However, concerns remain regarding continued fire danger conditions and operational feasibility.

At this time, planning continues for a lower-lift “Gold Rush Days”-style Fourth of July celebration focused on family-friendly programming and downtown activity. Concepts currently being explored include train rides, children’s activities, bounce houses, and smaller-scale community activations intended to support local businesses while maintaining manageable operational demands.

East End Parking & Encroachment Updates

I continue to closely with East End businesses regarding parking management. Encroachment agreements are currently being coordinated with businesses including Marion’s, Conrad’s, and Mountain View Garage to allow for business-controlled parking directly adjacent to their storefronts.

Meetings have already occurred with several impacted businesses to review and confirm implementation details. As part of this effort, new 30-minute “Business Only” parking signage will be installed, and temporary East End signage will be removed as the updated parking plan is implemented.

Fall Festival Recommendation

The BCPB has also approved moving forward with development of a new fall activation concept tentatively titled “Taste of Idaho Springs & Music Festival,” in partnership with Slaymaker Cellars and Tommyknocker Brewery. The proposed event would target the first weekend in October and would focus on a more distributed, lower-lift festival model that encourages movement throughout downtown while supporting local businesses, food and beverage operators, and community activation. Final programming and format are still under development.

Marketing & Engagement Momentum Update

Visit Idaho Springs marketing efforts are continuing to gain strong traction across multiple channels as we move into the summer season. Over the last 30 days we have seen significant growth on Instagram & Facebook. This rapid growth reflects the impact of consistent content, targeted storytelling, and expanded audience engagement strategies. One of the largest initiatives currently underway is the launch of the Idaho Springs Social Media Co-Op, a collaborative marketing program designed to provide local businesses with affordable, professionally produced content while strengthening the overall destination brand. Packages start at \$250/month. Influencer partnerships also producing exceptional results. These campaigns are helping position Idaho Springs as an accessible overnight destination while increasing awareness of local businesses and experiences. In addition, the spring OTT/CTV streaming campaign has delivered over 108,000 impressions with a 98.47% completion rate, significantly outperforming industry averages. Ads are reaching targeted audiences across the Denver metro area through streaming platforms such as Hulu, Roku, and YouTube TV, helping reinforce Idaho Springs as a quick-access mountain destination ahead of peak visitation season.

Community Conversation – East End & Food Truck Discussion Update

The recent Community Conversation focused on East End operations, food truck questions, parking, and visitor flow as Idaho Springs prepares for increased summer visitation and the continued ARGO rollout. Please see the attached fact sheet that was shared during the meeting for additional details.

Overall, the conversation was positive and well attended, with strong excitement expressed around the ARGO project, ongoing improvements throughout the community, and the momentum heading into summer. Questions surrounding food trucks were primarily focused on operational logistics, including how many parking spaces trucks would occupy and whether food trucks would be required to pay for parking. Overall, there appeared to be solid support from the community, with an understanding that clearer operational expectations and communication will continue to be important moving forward.

Dan Fox, Guest Services Director for the ARGO, also attended the meeting and provided updates regarding traffic flow and visitor operations. He shared that additional staffing is being added to support parking management, guest services, and traffic coordination as visitation increases.

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Food Trucks in Idaho Springs

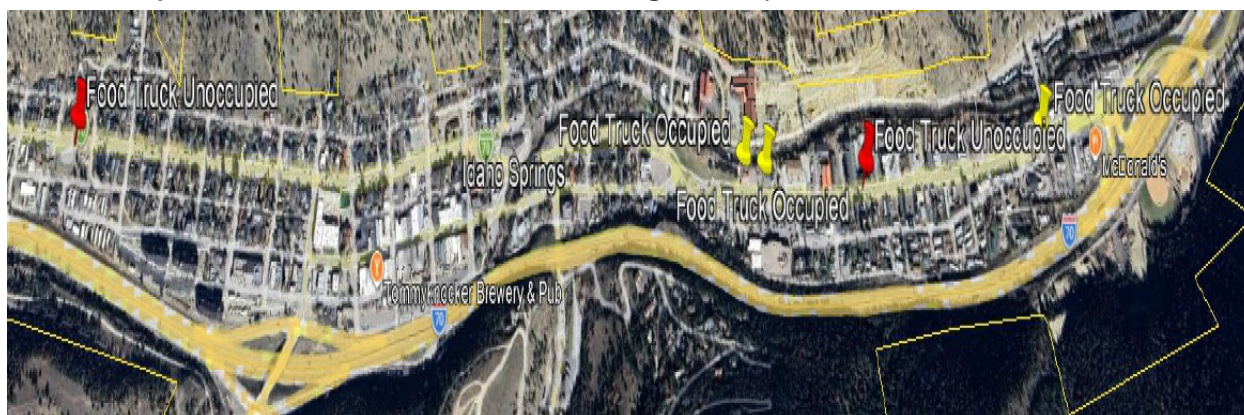
Why Food Trucks? Food trucks have become a popular part of communities across Colorado. In Idaho Springs, the goal is to:

- Expand food options for residents and visitors
- Support small business opportunities
- Add to the overall vibrancy of the East End of Idaho Springs

The program is designed to balance these benefits with the needs of existing businesses, parking, and public space.

How the Program Works

- Food trucks must have a City-issued license to operate
- They can only operate in pre-approved/assigned locations or approved private property
- Locations are identified on a City-managed map and may be updated over time per direction of City Council
- Currently, there are a limited number of designated spaces, with a few still available



Food trucks are also required to:

- Follow health department regulations
- Maintain cleanliness around their location
- Avoid blocking traffic, sidewalks, or access

Parking & Location: We've heard concerns about parking and it's a valid conversation.

- Some food truck locations overlap with areas that could otherwise be used for parking
- One option being discussed is requiring food trucks to pay for the parking spaces they occupy, just like any other user
- Food trucks can also operate on private property when invited, approved and in compliance with zoning permits

Can More Locations Be Added?

Yes.

- The City Administrator with the direction of Council has the authority to update the approved location map as needed
- Businesses and operators can request new approved locations for consideration
- Any new locations must be reviewed for safety, traffic flow, and overall impact

Is There a Limit on Food Trucks?

Currently: There is **no set cap** on the total number of food trucks allowed

- However, operations are naturally limited by approved locations and licensing requirements

Why Not Just Increase Fees?

- License fees are designed to cover the City's cost of administering the program (applications, review, compliance).
- They are **not intended to recover unrelated costs**, like lost parking revenue. Any changes to fees must follow legal guidelines tied to actual program costs.

The Big Picture: This program is about balance.

- Supporting local restaurants and existing businesses
- Creating space for new and small business opportunities
- Managing parking, traffic, and public safety
- Keeping Idaho Springs vibrant and welcoming

A mix of businesses restaurants, food trucks, and others strengthen the local economy when managed thoughtfully.

Stay Involved

We encourage community members and business owners to:

- Share feedback
- Sign up for the community newsletter
- Attend community meetings

This is an ongoing conversation, and your input matters.



Sadie Schutlz, Director of Business and Community Promotions

sschultz@idahospringsco.com

Idaho Springs



**THURSDAYS STARTING
JUNE 11TH
3PM-7PM**

THURSDAYS MARKET ON MINER

VISITIDAHO SPRINGS.CO.COM

VENDORS, MUSIC & FUN

IDAHO

Small Town. Big Moments

*Burro Race-May 24th
Downtown Idaho Springs*

*Fur-ling Fest- June 6th
Paws, Community, and Mountain Fun*

*Thursday Market on Miner
Summer Nights. Live Sound. Local Vibes.
Thursdays Starting June 11th 3p-7p
Miner Street*

*Fourth of July Town Party
Small Town. Big Celebration.*

*GET ALL THE DETAILS
& MORE HERE*



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18 COLORADO 59

TRAFFIC IMPACT STUDY

Proposed Mighty Argo Cable Car

**2350 Riverside Drive
Idaho Springs, Colorado**

January 13, 2020

M/M Project No.: 19.1070

Prepared by:



12499 WEST COLFAX AVENUE, LAKEWOOD, COLORADO 80215
MAIN 303.431.6100 MARTINMARTIN.COM

This report has been prepared by the staff of Martin/Martin Inc. on behalf of The Mighty ARGO under the direction of the undersigned professional engineer whose seal and signature appears hereon.

*Professional
Engineer (PE)
seal and signature
will be affixed for
final submittal*

Craig A. MacPhee, P.E

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TECHNICAL APPENDIX

*Raw Traffic Counts; Trip Generation Calculations; Background Projects; Bridge Evaluation; Volume Analysis (seasonal, daily, peaking factors)
Level of Service Calculations – Existing; Short-Term with Project; Long-range No Project; Long-range with Project*

EXECUTIVE SUMMARY

This traffic impact study (TIS) and parking assessment has been prepared to supplement development plans for a proposed scenic gondola in the City of Idaho Springs, Colorado. The following is a summary of the traffic information and findings included in this report.

1. The Mighty Argo Cable Car is a proposed gondola within the City of Idaho Springs. The site currently is occupied by the historic Argo Mill & Tunnel offering guided tours and gold-panning activities, which will continue to operate after the gondola is operational. It is located along the north side of Riverside Drive, east of 23rd Avenue. The project is anticipated to be completed and operational by the first quarter 2021. A vicinity map is included as **Exhibit 1**.
2. The proposed gondola will provide 27 gondola cabins, each with a capacity of 8 people. At a speed of 600 feet per minute, the gondola will have a capacity to move 600 people per hour per direction (PPHPD). The base / loading area will be near the Argo mill site and the gondola will then traverse approximately 1.2 miles and climb approximately 1,300 vertical feet to the upper landing area, a total ride time of approximately 10 minutes. The upper landing area will provide vistas of the Colorado Rocky Mountains, access to approximately 14 miles of hiking and biking trails, restrooms and local food-truck style restaurants. Long-range plans for the base area include potential housing, a boutique hotel and mixed-use retail, but no schedule has been defined for these future uses. Approximately 190 on-site parking spaces will be provided. Plans for the parking areas are still in design, but will include a 3-level parking structure, a gravel surface lot and a 10-12 space employee lot. Access to the parking will be via Riverside Drive. A shuttle system is also under consideration to transport people between the Argo site and the Historic Core (downtown). The current project site plan has been provided and is shown on **Exhibit 2**, herein. An aerial map is also included as **Exhibit 3**.
3. The property that will accommodate the proposed project is zoned Commercial One (C-1).
4. The proposed project is anticipated have 500,000 annual visitors, which will generate approximately 862 weekday and 1,184 Saturday vehicular trips, with 102 occurring during the weekday PM peak hour and 136 during the Saturday peak hour.
5. The study area was identified through discussions with the City of Idaho Springs staff to include the followings intersections.
 - Riverside Drive & Miner Street
 - Riverside Drive & Colorado Boulevard
 - Miner Street & Colorado Boulevard
 - 23rd Avenue & Colorado Boulevard
 - 23rd Avenue & Riverside Drive

These were analyzed for intersection capacity and queuing for the weekday PM peak hour and Saturday peak hour.

6. The analysis horizons considered and evaluated in this report include:

- Existing Conditions (Year 2019)
- Short-Term without Project Conditions (Year 2021)
- Short-Term with Project (Build) Conditions (Year 2021)
- Long-range without Project Conditions (Year 2040)
- Long-range with Project (Build) Conditions (Year 2040)

Each of these analysis horizons included intersection capacity and queuing analysis. The site driveways were also evaluated for intersection sight distance. A parking evaluation was conducted for the proposed project to determine the peak parking demand. A way-finding signing plan for the proposed project was included as well as an evaluation of the Miner Street and 23rd Avenue bridge crossings of Clear Creek.

7. The City of Idaho Springs has established a minimum level of service D (LOS D) for acceptable operations at signalized intersections and unsignalized (stop-controlled) approaches. Capacity analysis was conducted at the study area intersections utilizing the *Highway Capacity Manual* methodology. All of the study area intersections are currently operating at acceptable levels of service.
8. In addition to the capacity analysis, the queue results were reviewed to determine if the vehicle stacking along the approaches to the study area intersections are currently extending back to adjacent intersections. The 95th percentile queue for each movement is reported within the Highway Capacity Manual report as number of vehicles. An average vehicle length of 25' was used to convert number of vehicles to length. The existing calculated 95th percentile queues for the study area intersections are well within available storage.
9. Sight distance appears to be adequate at all of the existing study area intersections except the intersection of Riverside Drive & Colorado Boulevard. This intersection has a bridge column at the northeast corner that obscures the line of sight for vehicles on the southbound approach (Riverside Drive) when they are stopped at the stop bar. Vehicles can creep forward into the crosswalk to improve their sight distance, but it is unclear if adequate sight distance can be obtained without entering the intersection. The City of Idaho Springs should further evaluate this sight obstruction to confirm there is adequate sight distance to make maneuvers from the southbound approach safely. If the City finds that the sight distance is below acceptable levels and no geometric modifications can be completed, converting the roadway to one-way northbound should be considered
10. With the anticipated growth in traffic in the short-term (Year 2021) over the next two years and the additional traffic generated by the proposed project, the study area intersections are anticipated to continue to operate at acceptable levels of

service. Additionally, calculated 95th percentile queues for the study area intersections are anticipated to continue to be well within storage lengths.

11. Per Figure 8 of the City of Idaho Springs Standards and Specification for Design and Construction, the required sight triangles for the proposed site driveways were determined. Riverside Drive is classified as a low-volume roadway. Therefore, per Figure 8 of the City's standards, L1 = 30' and L2'=10'.

Per 3.7.6 of the Standards, "any object within the sight triangle that is greater than 12" in diameter between three feet (3') and eight feet (8') above the roadway elevation of the adjacent street shall constitute a sight obstruction, and shall be removed. Such objects include: snow, buildings, cut slopes, hedges, trees, bushes, utility cabinets or tall crops."

12. The peak demand for the parking associated with the gondola is anticipated to be approximately 179 vehicles. This is based on several assumptions, including an anticipated visitation of 500,000 people per year, which results in 1,184 trips (592 vehicles) on a typical Saturday in the summer, an average duration of visit of 2.0 hours, and daily distribution similar to what is currently experienced on the roadways within the City. It should be noted that most weekdays and off-season days will experience lower traffic volumes and parking demand.

The site is proposing to provide 190 parking spaces on site for patrons and employees. To accommodate potential overflow, alternate off-site parking options are being explored. This could include providing an off-site overflow parking lot with shuttle service between this lot and the site.

13. The City of Idaho Springs has requested the Miner Street and 23rd Avenue bridges over Clear Creek be evaluated for acceptability (width and loading) to accept the increase in traffic from the gondola project. These bridges meet the loading requirements of AASHTO Standard Specifications for Highway Bridges in effect at the time the bridge was designed. This is based on the Structure Inspection and Inventory Report records provided by CDOT, see technical appendix. It should be noted that the Miner Street bridge is considered functionally obsolete (FO) due to substandard bridge width. A negligible amount of project traffic is anticipated to use the Miner Street bridge.
14. A conceptual way-finding signing plan is included in this study (Figures 4a and 4b). The plan shows brown way-finding signs to navigate travelers from Interstate 70 to Colorado Boulevard, 23rd Avenue and Riverside Drive. It also includes signs to direct exiting travelers back to the interstate freeway. "Local traffic only" signs are proposed at Riverside Drive (west of 23rd Avenue) and 23rd Avenue (north of Riverside Drive) to keep gondola traffic out of the adjacent residential neighborhood.
15. For the long-range conditions, both with and without the proposed project, the study area intersections are anticipated to continue to operate at acceptable levels of service.

16. Queuing analysis was completed for each of the long-range analysis scenarios. The 95th percentile queues for each of the intersections were reported and no queuing issues are anticipated at the study area intersections.
17. Future development being considered for the Argo base area (boutique hotel, housing, mixed-use retail) was not included in this study. As planning for these uses moves forward and is more refined, a separate traffic and parking analysis will be completed.

Based upon the analysis, field observations, assumptions, methodologies and results which are provided in the body of this document, this project is not anticipated to have any significant impacts on the study area intersections that would require mitigation as presented within this study. Therefore, the recommendation to the City of Idaho Springs staff is that the proposed project and its proposed accesses to Riverside Drive be approved.

It should be noted: this traffic study was completed in accordance with the City of Idaho Springs standards as well as standard traffic engineering practices. Results are quantitative and based on Highway Capacity Manual methodologies and City of Idaho Springs criteria for capacity of intersections and roadways. It does not, nor could it, address subjective measurements such as quality of life.

INTRODUCTION

Project Overview

The Mighty Argo Cable Car, a gondola, is being proposed at the Argo Mill & Tunnel site within the City of Idaho Springs, Colorado. The site currently is occupied by the historic former gold mill offering guided tours and gold-panning activities, which will continue to operate after the gondola is operational. The proposed gondola will provide 27 gondola cabins, each with a capacity of 8 people. At a speed of 600 feet per minute, the gondola will have a capacity to move 600 people per hour per direction (PPHPD). The base / loading area will be near the Argo mill site and the gondola will then traverse approximately 1.2 miles and climb approximately 1,300 vertical feet to the upper landing area, a total ride time of approximately 10 minutes. The summit area will provide vistas of the Colorado Rocky Mountains, access to approximately 14 miles of hiking and biking trails, restrooms and local food-truck style restaurants. Long-range plans for the base area include potential housing, a boutique hotel and mixed-use retail. While no schedule has been defined for the ancillary uses at the base, the gondola is planned to be completed and operational by the first quarter 2021.

The gondola will operate approximately 340 days per year (market pending) with operational hours varying. The operational hours have not been determined. The following are assumed operational hours for the purpose of this report. The gondola is assumed to operate from 10 AM to 4 PM on weekdays and 9 AM to 5 PM on weekends during the low season (6 months). During the high season (6 months), the gondola is assumed to operate from 8 AM to 5 PM on weekdays and 8 AM to 8 PM on weekends. The mill tours and the gondola will employ approximately 20-30 people with shift times determined by the season and hours of operation.

Approximately 190 on-site parking spaces will be provided. Plans for the parking areas are still in design, but will include a 3-level parking structure, a gravel surface lot and a 10-12 space employee lot. Access to the parking will be via Riverside Drive. A shuttle system is also being considered to transport people between the Argo site and the Historic Core (downtown). Many complimentary uses are located in the Historic Core and some visitors are anticipated to visit multiple establishments during their Idaho Springs visit. The Argo site is about a 10-minute walk from the Historic Core and less from many of the businesses along Colorado Boulevard.

The property that will accommodate the proposed project is bordered by Riverside Drive, which runs along the north side of Clear Creek and currently provides access for the Argo Mine and Mill tours. 23rd Avenue provides a vehicular crossing of Clear Creek and a connection to Colorado Boulevard (I-70 Business Route). Land uses around the site are generally residential in nature. Commercial uses are located to the southwest along Miner Street and to the east and west along Colorado Boulevard. Clear Creek generally flows to the east through Idaho Springs, which creates a natural barrier for accessing the Argo site from much of Idaho Springs. There are two pedestrian/bicycle bridge crossings of

Clear Creek in the vicinity of the site. These pedestrian bridges are part of the Clear Creek Greenway Trail system.

Regional access to the area is accommodated primarily by I-70. Colorado Boulevard serves as an east-west major collector and Miner Street serves as a minor collector within the City. Colorado Boulevard provides a connection to Interstate 70 east of the site. Miner Street and Colorado Boulevard both connect to 13th Avenue west of the site, which provides another connection to Interstate 70. 23rd Avenue provides the primary crossing of Clear Creek and a connection to Colorado Boulevard. Riverside Drive is a low-volume roadway providing direct access for the site.

Purpose of Report

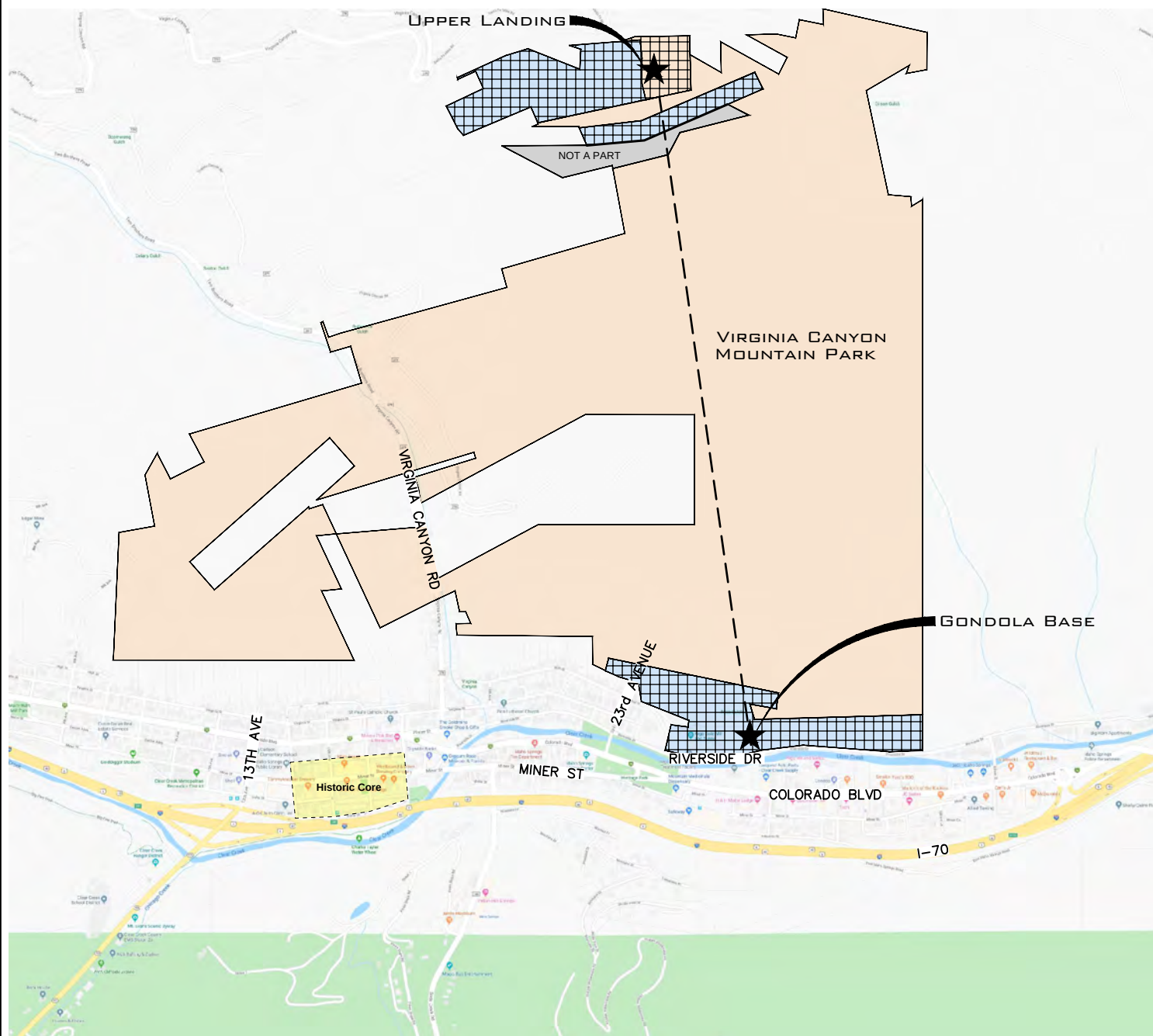
The purpose of this study is to review, assess and identify potential traffic related impacts that the proposed project may have on the transportation network and recommend mitigation to minimize these impacts where necessary and possible. This study also provides an overview of the public parking in the vicinity of the site and an evaluation of the parking demand for the project. **Exhibit 1** shows the general vicinity of the project in the Idaho Springs area. The current site plan is included as **Exhibit 2**, which shows the general layout of the proposed site as well as locations of driveway access.

The assumptions utilized in conducting the traffic analysis are based on coordination with the City of Idaho Springs planning staff and the City's traffic engineering consultant, JVA, Inc. The traffic impact study (TIS) was completed in accordance with the current traffic guidelines for the City of Idaho Springs as established in the *City of Idaho Springs Standards and Specifications for Design and Construction (November 2018)*.

This report includes an evaluation and assessment of the study area for the existing conditions, short-term conditions and the long-range conditions. The short-term condition considers the transportation network shortly after the opening of the proposed project. The long-range conditions considered the potential growth in traffic within the study area and how the existing transportation system will handle those volumes with and without the proposed project approximately 20 years into the future (Year 2040). Weekday PM and Saturday peak hours of traffic operations were used as the basis of this study.

This study will also include the following at the request of the City of Idaho Springs.

- A conceptual way-finding signing plan
- Evaluation of the Miner Street and 23rd Avenue bridges over Clear Creek for acceptability (width and loading) to accept the increase in traffic



NOT TO SCALE

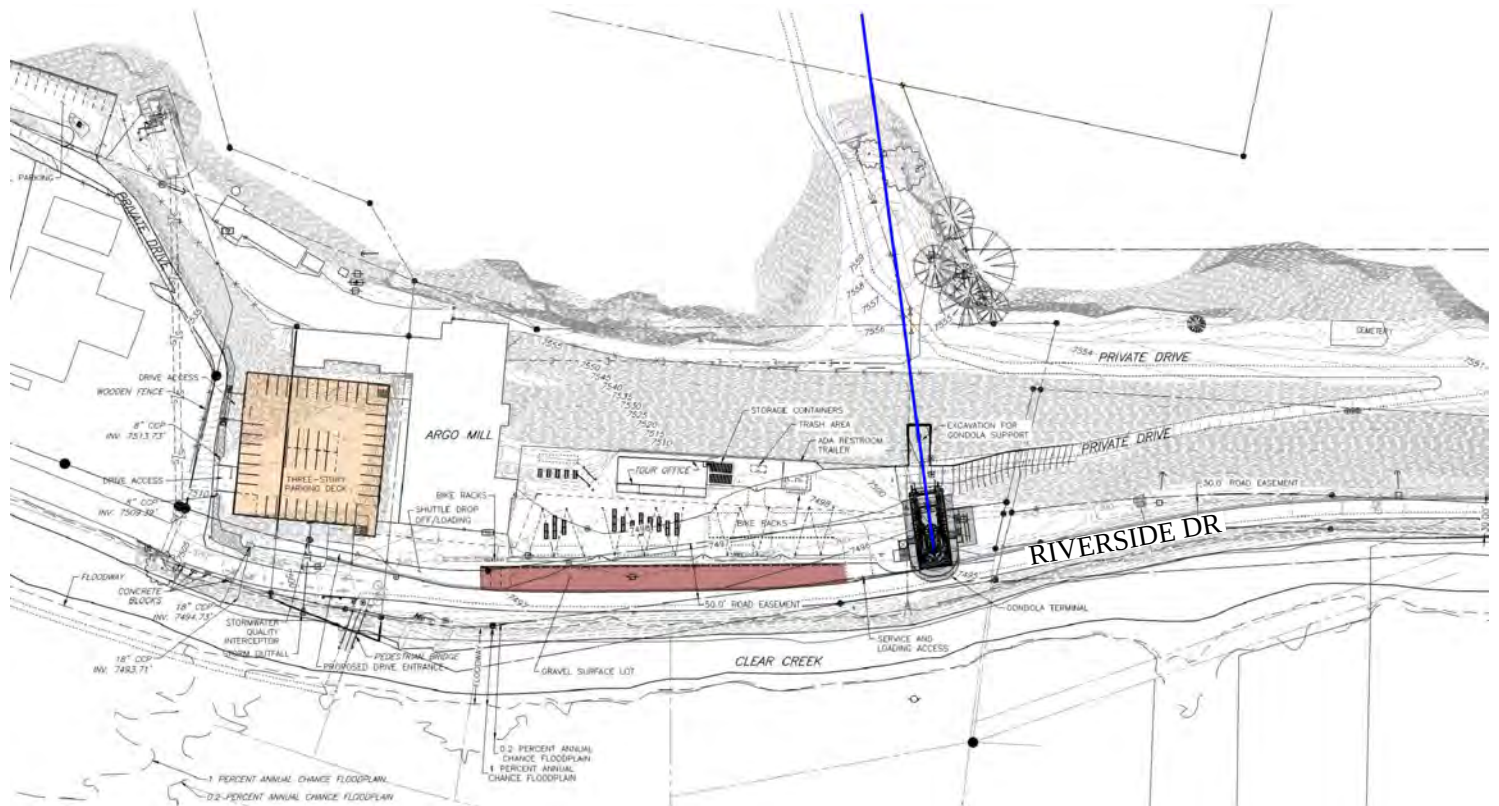
JANUARY 13, 2020

EXHIBIT 1

VICINITY MAP

MARTIN/MARTIN
CONSULTING ENGINEERS

12499 WEST COLFAX AVENUE, LAKEWOOD, COLORADO 80215
303.431.6100 MARTINMARTIN.COM



NOT TO SCALE

JANUARY 13, 2020

EXHIBIT 2
CURRENT SITE PLAN

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Source: Clear Creek County GIS 2018 Aerial

Note: Not shown in this aerial are the two new pedestrian bridge crossings of Clear Creek as part of the Greenway Trail and the completion of the Colorado Boulevard, visitor center and Heritage Park improvements.



NOT TO SCALE

JANUARY 13, 2020

EXHIBIT 3
EXISTING AERIAL



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ANALYSIS METHODOLOGY

The various analyses conducted and reported in this document include intersection capacity, queuing, and driveway sight distance.

Capacity Analysis

The analyses described in this report were performed in accordance with the procedures in the *Highway Capacity Manual* (HCM) and as described below. The analyses and procedures conducted are based upon the worst-case conditions that occur during a typical weekday. Therefore, most of each weekday and the weekends will experience traffic conditions better than those described within this document, which represent the peak hours of operation only.

Level of Service (LOS) is an empirical premise developed by the transportation profession to quantify driver perception for such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles afforded to drivers who utilize the transportation network. LOS has been defined by the Transportation Research Board in the *Highway Capacity Manual, 6th Edition*. This document has quantified level of service into a range from “A” which indicates little, if any, vehicle delay, to “F” which indicates significant vehicle delay and traffic congestion that may lead to system breakdown due to volumes that may far exceed capacity.

The *Highway Capacity Manual* defines the level of service for a signalized intersection as the average delay per vehicle (amount of time a vehicle must spend at the intersection) for the overall intersection. For unsignalized intersections that include both stop-controlled and uncontrolled approaches (known as through/stop controlled), the *Highway Capacity Manual* defines the level of service as the average delay per vehicle for the worst approach, not the overall intersection.

The level of service letter grades as defined by the Transportation Research Board and the associated amount of delay in seconds per vehicle, as well as a brief description of the operating condition, for both signalized and unsignalized intersections are included for reference in **Table 1** on the next page.

The City of Idaho Springs has established level of service D as the minimum acceptable intersection operating condition. Analysis results indicating operations worse than the minimum acceptable level were considered for mitigation measures. In the cases where existing conditions currently operate at or future background conditions are projected to operate at states poorer than the minimum acceptable level, the future with project conditions will be evaluated to maintain the current or projected operating conditions.

Table 1. Intersection Analysis Criteria**Signalized Intersection Level of Service Criteria**

Level of Service	Delay Range (seconds/vehicle)	Expected Delay at Intersection
A	≤ 10	Very low delay. Most vehicles do not stop.
B	> 10 and ≤ 20	Generally good progression of vehicles. Slight delays.
C	> 20 and ≤ 35	Fair progression. Increased number of stopped vehicles.
D	> 35 and ≤ 55	Noticeable congestion. Large portion of vehicles stopped.
E	> 55 and ≤ 80	Poor progression. High delays and frequent cycle failure.
F	> 80	Oversaturation. Forced flow. Extensive queuing.

Unsignalized Intersection Level of Service Criteria

Level of Service	Delay Range (seconds/vehicle)	Expected Delay to Minor Street Traffic
A	≤ 10	Little or no conflicting traffic for minor street approach.
B	> 10 and ≤ 15	Minor street approach begins to notice absence of available gaps.
C	> 15 and ≤ 25	Minor street approach begins experiencing delays for available gaps.
D	> 25 and ≤ 35	Minor street approach experiences queuing due to a reduction in available gaps.
E	> 35 and ≤ 50	Extensive minor street queuing due to insufficient gaps.
F	> 50	Insufficient gaps of suitable size to allow minor street traffic demand to cross safely through a major traffic stream.

Source: *Highway Capacity Manual* (Transportation Research Board, 2000).

Queuing Analysis

The study area intersections were evaluated for vehicle queuing. For unsignalized, stop-controlled intersections, the 95th percentile queues are reported within the Highway Capacity Manual report generated by Synchro traffic software. Queues are reported in number of vehicles. In order to compare the calculated queues to available storage, the number of vehicles was multiplied by 25 feet per vehicle.

Driveway Sight Distance Analysis

Intersection and driveway sight distance criteria is outlined within section 3.7 of the City of Idaho Springs *Standards and Specifications for Design and Construction*. Figure 8 within these standards provides corner sight triangle length requirements based on roadway classification of the two intersecting roadways.

Per 3.7.6 of the Standards, “any object within the sight triangle that is greater than 12” in diameter between three feet (3’) and eight feet (8’) above the roadway elevation of the adjacent street shall constitute a sight obstruction, and shall be removed. Such objects include: snow, buildings, cut slopes, hedges, trees, bushes, utility cabinets or tall crops.”

Analysis Horizons

The following four scenarios were analyzed as part of this study during the weekday PM and Saturday peak hours, with the corresponding volume and network configurations as indicated:

1. Existing Conditions

Analysis of the existing conditions at the study area intersections was based on the intersection turning movement volumes collected in December 2019 (with a seasonal adjustment factor applied) and the intersection geometry and traffic control as observed in the field.

2. Short-term (Year 2021) without Project Conditions

The short-term future year analysis assumes the study area intersections have the same roadway geometry as the existing conditions. The forecast volumes were calculated by applying an annual growth rate to the existing traffic volumes and then adding the background projects trips to the study area intersections

3. Short-term (Year 2021) with Project Conditions (Build)

The short-term future year analysis assumes the study area intersections have the same roadway geometry as the existing conditions. The forecast volumes were calculated taking the short-term no project volumes and adding the Argo project trips to the study area intersections.

4. Long-range (Year 2040) No Project Conditions

The long-range conditions included the best available information for projecting the traffic volumes approximately 20 years into the future for the study area to the Year 2040. A Long-range No Project condition analysis, without the proposed land use and associated trip additions, was performed as a comparison for the condition with the project (build).

5. Long-range (Year 2040) with Project Conditions

The long-range future year analysis included the same roadway geometry as for the Long-range No Project conditions. The forecast volumes were calculated by combining the Long-range No Project volumes with the site-generated trips related to the proposed project.

EXISTING CONDITIONS

Existing Conditions within the Study Area

The purpose of this section is to document the existing conditions within the study area for the proposed project.

Land Use

The former Argo Mill & Tunnel site is currently in use for tours and gold-panning activities. The site lies within a commercial portion of the City with properties to the south (along Colorado Boulevard) zoned commercial. To the immediate west (along Riverside, Virginia and Wall), the properties are primarily residential. To the north, the property that the gondola will traverse, it is zoned parks and recreation. It is bordered by vacant land to the east and Clear Creek to the south. The downtown area is located approximately ½ mile west of the site along Miner Street. Colorado Boulevard runs east-west south of the site and provides access for multiple commercial uses within the City.

Existing Roadways

As shown on the vicinity map, the site will be directly accessed from Riverside Drive via 23rd Avenue. The following is a list of the surrounding streets, their functional classification, and general geometry.

Miner Street is a two-lane, two-way, east-west minor collector roadway extending from 8th Avenue to Colorado Boulevard. It provides access primarily for a mix of residential and commercial uses along its length including the Historic Core (downtown) area from 14th to 17th Avenues. It provides on-street parallel parking along most of its length. The roadway is signed at 15 mph within the study area.

23th Avenue is a north-south, two-way local access roadway. Within the study area it extends three blocks from Colorado Boulevard to Wall Street. Near Miner Street, it narrows to one lane. It provides a crossing of Clear Creek for residences west of the site and the primary connection to Colorado Boulevard for the site. It has no posted speed limit.

Colorado Boulevard is an east-west, two-lane, two-way major collector roadway with an I-70 business loop designation. It begins east of the site at a roundabout interchange access for I-70 and continues westerly through a commercial corridor and the heart of Idaho Springs before terminating west of Stanley Road at an eastbound I-70 on-ramp. Colorado Boulevard has on-street parallel or angled parking along most of its length. The road is posted at 25 mph within the study area.

Riverside Drive is an east-west, two-lane, two-way local access roadway. It extends from Miner Street to east of Gilson Street where it terminates at the Idaho Springs Skatepark. A portion of Riverside Drive is utilized as the Clear Creek Greenway multi-

use path. It serves primarily residential uses along its length except for the Argo and areas around Miner Street and Colorado Boulevard. Though the roadway allows for two-way traffic, a significant portion of its length east of Colorado Boulevard is too narrow for two vehicles to comfortably pass each other. With frequent residential driveways and on-street parking, opposing vehicles must find a wide-spot in the road to pass each other. The roadway is posted at 15 mph.

Study Area Intersections

The project study area intersections were identified through conversations with the City of Idaho Springs staff. The study area includes the following intersections:

- Riverside Drive & Miner Street
- Riverside Drive & Colorado Boulevard
- Miner Street & Colorado Boulevard
- 23rd Avenue & Colorado Boulevard
- 23rd Avenue & Riverside Drive
- Riverside Drive & Site Accesses

These intersections have been analyzed for level of service (LOS) for the weekday PM peak hour and Saturday peak hour and form the basis of this document.

Traffic Control and Descriptions

Riverside Drive & Miner Street is an unsignalized, stop-controlled tee intersection. Riverside Drive forms the southbound approach and is stop-controlled. Miner Street forms the eastbound and westbound approaches and operates freely. Each approach has one approach lane and one receiving lane. The southbound approach (Riverside) intersects Miner Street at a skewed angle (not perpendicular). There are no dedicated turn lanes at the intersection. A private driveway for the City Hall and a bike rental shop is located on the south side of Miner Street slightly west of the Riverside alignment. This driveway was included in the traffic count.

Riverside Drive & Colorado Boulevard is an unsignalized, two-way stop-controlled intersection. Riverside Drive forms the northbound and southbound approaches, which are stop-controlled. Colorado Boulevard forms the eastbound and westbound approaches and operates freely. Each approach has one approach lane and one receiving lane. Riverside Drive intersects Colorado Boulevard at a skewed angle (not perpendicular). There are no dedicated turn lanes at the intersection.

Miner Street & Colorado Boulevard is an unsignalized, stop-controlled tee intersection. Miner Street forms the north-eastbound approach and is stop-controlled. Colorado Boulevard is oriented in a northwest-southeast geometry and operates freely. Each approach has one approach lane and one receiving lane. There are no dedicated turn lanes at the intersection.

23rd Avenue & Colorado Boulevard is an unsignalized, stop-controlled tee intersection. 23rd Avenue forms the southbound approach and is stop-controlled. Colorado Boulevard forms the eastbound and westbound approaches and operates freely. Each approach has one approach lane and one receiving lane. There are no dedicated turn lanes at the intersection.

23rd Avenue & Riverside Drive is an unsignalized, stop-controlled intersection. Riverside Drive forms the eastbound and westbound approaches, which are stop-controlled. 23rd Avenue forms the northbound and southbound approaches and operates freely. Each approach has one approach lane and one receiving lane. There are no dedicated turn lanes at the intersection.

An aerial image of the site and the study area intersections is included at **Exhibit 3**. The existing geometry at each of the study area intersections is depicted in **Exhibit 4**, which follows.

Traffic Volumes and Peak Hours of Operation

Turning movement counts were collected by All Traffic Data at the study area intersections during the weekday evening (4:00 PM – 6:00 PM) and Saturday (9:30 AM – 12:30 PM) peak periods on December 7 and 10, 2019, a Saturday and Tuesday respectively, under the direction of Martin / Martin Inc. Traffic counts were also collected for a 24-hour period along roadway segments within the study area along Colorado Boulevard, 23rd Avenue, Riverside Drive, and Miner Street. The raw count data is provided in the Technical Appendix.

Seasonal Traffic Adjustment

The City of Idaho Springs and Interstate 70 corridor in the area experience significant seasonal variations in traffic throughout the year. Summer traffic volumes through Idaho Springs and along I-70 are typically significantly higher than other times of the year, including December traffic when the traffic counts for this project were collected. Therefore, a seasonal adjustment factor was applied to the traffic counts. Colorado Department of Transportation (CDOT) was contacted to determine the appropriate seasonal factor to apply. CDOT proposed utilizing the continuous traffic count station (#00120), which is located east of Idaho Springs along I-70 at the twin tunnels. Historic hourly, daily and monthly traffic volume data are available from this traffic count station for the past 23 years. Monthly traffic volume data for the most recent five years was evaluated to determine July traffic volumes are on average 30% higher than December traffic. Therefore, a seasonal adjustment of 1.30 was multiplied by the existing traffic counts for the resulting adjusted existing traffic volumes shown in **Exhibit 5**. Summer (July and August) months are on average 20% higher than other months. The monthly volume data used for this seasonal factor calculation is included in the appendix.

Background Projects

Two background projects were identified for inclusion in this study. These are projects that are planned, but not yet built. Therefore, their traffic is not yet on the roadways and was not captured in the traffic counts. These background traffic studies include the Clear Creek Clinic, a proposed 12,000 square foot health clinic, located at the southeast corner of Miner Street & Soda Creek Road and a 69-unit apartment development at 2800 Miner Street. Trip data for these background projects is included within **Exhibit 6**. Detailed information for these projects is included in the appendix.

Ambient Traffic Growth

Based on review of CDOT historic counts along Colorado Boulevard (I-70 business loop) and their projected growth over the next twenty years (as defined in their OTIS data program), a growth rate of 1.0% per year was utilized to account for anticipated ambient growth within the study area. There were no historic counts for Miner Street, Riverside Drive or 23rd Avenue readily available. Therefore, the 1.0% annual growth rate was also applied to these roadways. A 1.0% annual growth rate results in a growth factor of 1.02 for short-term (year 2021) conditions and 1.23 for long-range (year 2040) conditions.

Existing Parking

The City of Idaho Springs has a mixture of parking opportunities throughout the town. Most of these are free on-street parallel spaces with no restriction on duration or who can park in these spaces. The City also has managed on-street and surface lot parking spaces that are either pay-to-park spaces, resident-permit-required spaces or duration-restricted free spaces (30 minutes or 3 hours). The managed on-street parking spaces are located in the Historic Core (downtown) area or in close proximity to it. There are also a few pay-to-park public surface lots, which are located in the Historic Core area.

Argo site

The Argo Mill site currently operates a tour with gold panning activities. A gravel parking lot is provided for patrons with perpendicular spaces along Riverside Drive. There is no striping to define the space, but there is enough space for 35± vehicles.

Pay-to Park Spaces

Pay-to-park spaces are located in the Historic Core area and are comprised of on-street parallel spaces along Miner Street (or within a block of Miner Street) from 17th Avenue to 13th Avenue (shown in red below) and surface parking lots (shown in pink on the map below). The pay parking is managed by Interstate Parking for the City. In total, there are over 400 pay-to-park spaces. These pay-to-park spaces and the Historic Core are approximately ½ mile or more from the Argo site.



Resident Permit Spaces

Residents that live within the Historic Core or in close proximity are allowed to park on the street in their neighborhood with a residential permit. A significant portion of the on-street parking in the City is restricted to resident-permit-only parking spaces (shown in gold on the map below). These are located along Virginia Street (Illinois Street to 10th Avenue), Colorado Boulevard (17th to 10th Avenues), Idaho Street (13th to 10th Avenues) and all of the numbered Avenues from 10th to 17th, except areas in the Historic Core that are pay-to-park. These resident permit zones are intended to keep visitors of the City and Historic Core patrons from inundating the residential neighborhoods. In total, there are over 300 on-street parking spaces designated as “resident permit parking.”



Figure 1 – City of Idaho Springs Parking Management Area



Source: City of Idaho Springs website

Free, Time-Restricted Parking

There are a handful of on-street parking zones that are free to park, but are time restricted. These are shown in green and blue in the figure above. Blue zones are 3-hour zones, which are located around the recreation center at 12th Avenue & Idaho Street, the elementary school at 13th & Miner Street and the Elks and Catholic Church at 16th & Colorado. 30-minute zones are shown in green.

Colorado Boulevard, east of Riverside Drive has recently been reconstructed with multiple locations of parallel and angled on-street parking. Almost all of this segment of Colorado Boulevard is 3-hour parking. A few restrictions are in place for some of the parking, which include dedicated spaces for the Idaho Springs Visitor Center, Idaho Springs Fire Department pullout and handicap reserved spaces. The Colorado Boulevard on-street parking along this segment serves the retail along this corridor as well as Courtney-Riley

Cooper Park users. Patrons of the Argo site could also utilize this parking as almost all of it is within ½ mile of the site. There are approximately 170 on-street parking spaces along Colorado Boulevard east of Riverside Drive, most of which are within ½ mile of the Argo site. This segment of Colorado Boulevard is highlighted in magenta in Figure 2 below.

Free, Unrestricted Parking

A large portion of the on-street parking for the City of Idaho Springs falls into this category, free with no duration restrictions. This is located primarily on the eastern portion of the City, east of the Colorado Boulevard & Riverside Drive intersection. Free, on-street parking is available on Virginia Street east of Illinois Street (highlighted in yellow), Riverside Drive east of Colorado Boulevard (highlighted in yellow), and Miner Street east of Riverside Drive (highlighted in cyan). These on-street parking spaces are generally in residential areas and used by the local neighborhoods.

Figure 2a – Idaho Springs Parking (East)



Figure 2b – Idaho Springs Parking (East)

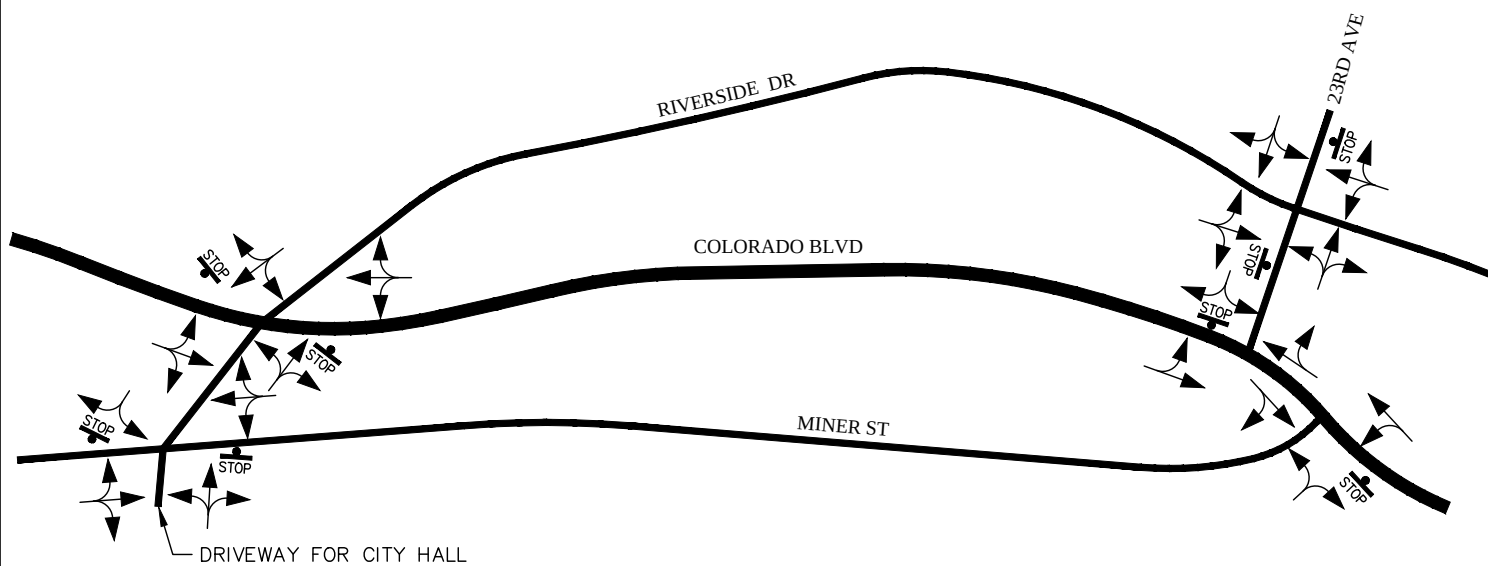


A technical advisory panel (TAP), which was assembled by the Colorado District Council of Urban Land Institute (ULI Colorado), evaluated parking and connectivity within the City of Idaho Springs in October 2018. A report was produced, which showed four primary nodes of activity for future parking and connectivity in Idaho Springs. These four nodes include the Eastern Gateway (I-70 exit 241), Basecamp (Argo), Historic Core (downtown) and Adrenaline Rush (west Idaho Springs).

The primary recommendation from the panel is “park once,” which promotes people parking their cars and getting out to explore the town by providing access to multi-modal opportunities (shuttle, bike share, pedestrian connectivity) between the nodes. Within the Historic Core, the panel identified the need for additional structured parking and a transit/mobility hub. For the Basecamp node, the panel recommends enhancing the Clear Creek Greenway trail access and shuttle service between nodes when there is enough demand. Additional parking opportunity, primarily for overflow, is identified at the Shelly-Quinn Sports Fields for the Eastern Gateway node. The Adrenaline Rush node is recommended to be a shuttle stop to serve the local residents on the west side of town as well as serving a future adventure park development.

The TAP report also recommended implementing a pilot parking management program in the Historic Core. This commenced in 2019 with Interstate Parking facilitating pay-to-park, resident-permit and duration-restricted parking zones. A task force has been created that evaluates the success and failures of the parking management program and provides recommendations for parking management changes. The Historic Core parking is in a transitional trial stage that may take several years to settle on a best solution.

As stated in the TAP report, “parking and connectivity are the key missing links that will allow the city to attract and retain people – supporting the development it desires, as well as the preservation of the local community.”



NOT TO SCALE

JANUARY 13, 2020



– Signalized intersection



– Stop controlled intersection

XXX' – Approximate storage length of turn lane without transition taper

AUX – Auxiliary lane where through lane from previous intersection becomes a turn lane

EXHIBIT 4

EXISTING LANE GEOMETRY



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EXISTING LEVEL OF SERVICE AND TRAFFIC ANALYSIS

Level of Service

The existing levels of service at the subject intersections were calculated using the methods from the *Highway Capacity Manual* (HCM), 6th Edition as implemented in the traffic analysis software, Synchro (v 10). The existing levels of service (LOS) for the intersections within the study area are summarized on the following table. The existing traffic volumes used for this report are shown on Exhibit 5.

Table 2 -2019 Existing Intersections Levels of Service

INTERSECTION	(S)ignalized (U)nsignalized	Approach or Overall	PM Peak		Saturday Peak	
			Delay (sec)	LOS	Delay (sec)	LOS
Riverside Drive & Miner Street	U	NE SW	11.1 9.2	B A	10.5 10.1	B B
Riverside Drive & Colorado Blvd	U	NE SW	10.2 11.9	B B	10.6 12.4	B B
Miner Street & Colorado Blvd	U	NE	10.3	B	9.8	A
23 rd Avenue & Colorado Blvd	U	SB	11.5	B	12.5	B
23 rd Avenue & Riverside Drive	U	EB WB	8.7 9.2	A A	8.7 9.1	A A

Per the City of Idaho Springs, level of service (LOS) D should be used as a guideline to maintain for operations on side street approaches at two-way stop-controlled intersections. Mitigation measures should be considered for unsignalized approaches or overall signalized intersections reported to be operating at LOS E or F. All of the study area intersections are currently operating at acceptable levels of service. The level of service reports for the existing conditions are provided in the Technical Appendix.

Queuing Analysis

In addition to the capacity analysis, the queue results were reviewed to determine if the vehicle stacking along the approaches to the study area intersections are currently extending back to adjacent intersections. The 95th percentile queue for each movement is reported within the Highway Capacity Manual report as number of vehicles. An average vehicle length of 25' was used to convert number of vehicles to length. The following table shows the reported queues for each of the study area intersections.

Table 3 -2019 Existing Intersections 95th Percentile Queues (in feet)

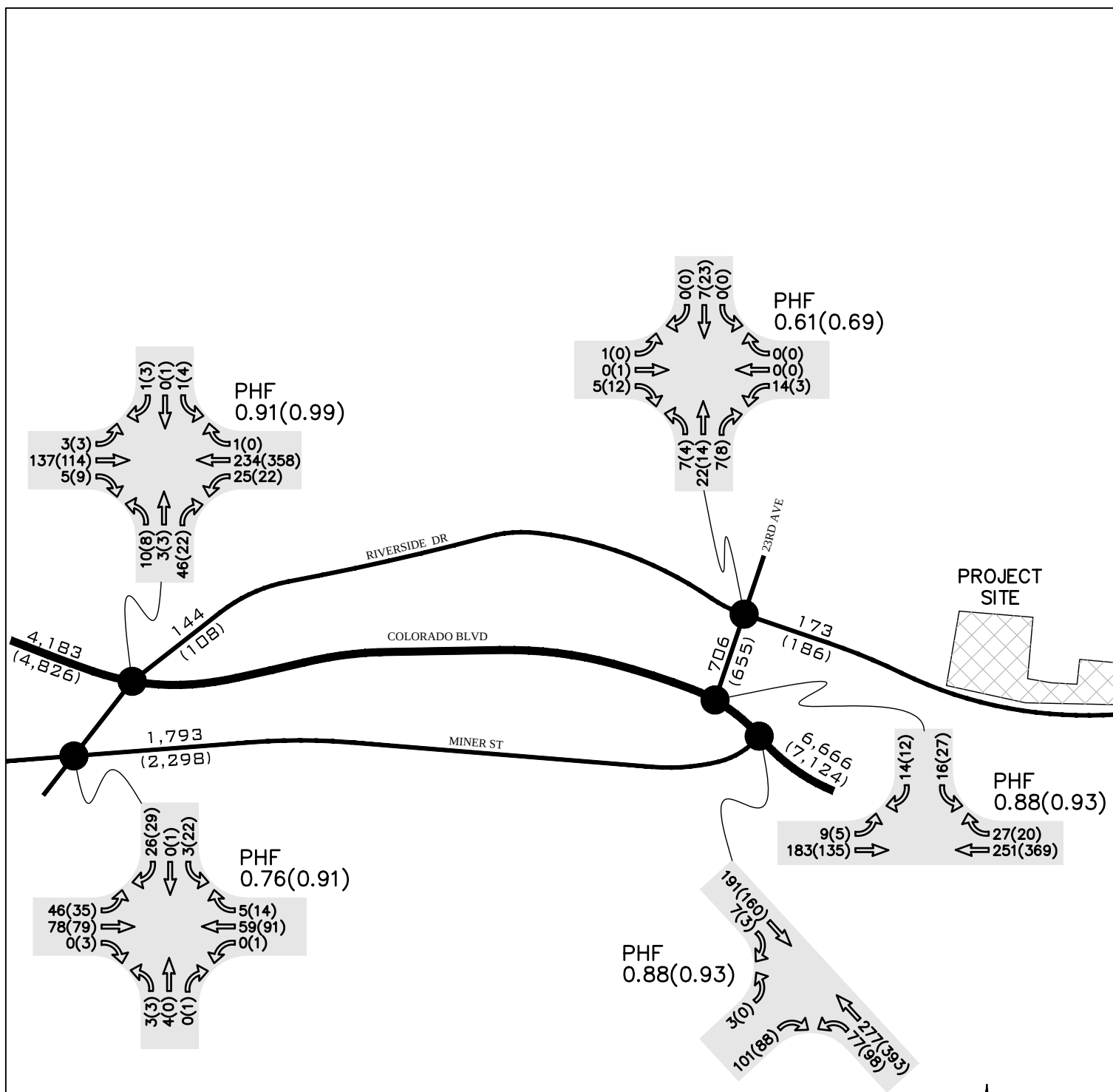
Intersection	Time	Eastbound	Westbound	Northbound	Southbound
Riverside Drive & Miner Street	PM	3	0	3	3
	SAT	3	0	0	5
Riverside Drive & Colorado Blvd	PM	0	3	8	0
	SAT	0	0	5	3
Miner Street & Colorado Blvd*	PM	0	5	13	-
	SAT	0	5	10	-
23 rd Avenue & Colorado Blvd	PM	0	0	-	5
	SAT	0	0	-	8
23 rd Avenue & Riverside Drive	PM	0	3	0	0
	SAT	3	0	0	0

*"northbound" approach is oriented northeast (Miner Street)

As shown in the table above, the existing 95th percentile queues for the study area intersections are well within available storage. The 95th percentile queue for stop-controlled intersections is shown within the Highway Capacity Manual (HCM) results within the technical appendix.

Intersection Sight Distance

Sight distance appears to be adequate at all of the existing study area intersections except the intersection of Riverside Drive & Colorado Boulevard. This intersection has a bridge column at the northeast corner that obscures the line of sight for vehicles on the southbound approach (Riverside Drive) when they are stopped at the stop bar. Vehicles can creep forward into the crosswalk to improve their sight distance, but it is unclear if adequate sight distance can be obtained without entering the intersection. The City of Idaho Springs should further evaluate this sight obstruction to confirm there is adequate sight distance to make maneuvers from the southbound approach safely. If the City finds that the sight distance is below acceptable levels and no geometric modifications can be completed, converting the roadway to one-way northbound should be considered.



12(34) – PM Peak Hour (Saturday Peak Hour)
 1,234 – Average Daily Traffic (Saturday Daily Traffic)
 PHF – Peak Hour Factor

Source: Traffic counts collected by All Traffic Data Inc. on December 7 and 10, 2019 under the direction of Martin/Martin Inc. Counts were then modified to account for seasonal volume adjustment.



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JANUARY 13, 2020

EXHIBIT 5

EXISTING (2019) TRAFFIC VOLUMES

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TRIP GENERATION AND DISTRIBUTION

Trip Generation

The *Trip Generation Manual, 10th Edition* published by the Institute of Transportation Engineers (ITE) is typically used to determine the number of trips generated by a proposed development. The purpose of the Trip Generation Manual (TGM) is to compile and quantify empirical trip generation rates for specific land uses within the US, UK and Canada. However, this project is unique and not covered by the TGM. Therefore, project specific information was used for estimating project trips, which will be comprised of patrons visiting the site, employees and deliveries.

The project proponent has conducted a market assessment study, which provides a forecasted market potential of 520,000 to 730,000 annual visitors for the gondola. From this forecasted market potential, Argo is estimating capturing approximately 55%-70% of the upper market potential, between 400,000 and 500,000 visitors for the site. For the purposes of this traffic study, the higher value of 500,000 was used to be conservative.

The gondola is anticipated to operate 340 days per year with operational hours yet to be determined. The operational hours during high season (6 months) are assumed to be from 8 AM to 5 PM on weekdays and 8 AM to 8 PM on weekend days. During low season, operation hours are likely to be reduced and will be market driven.

Per the Colorado Department of Transportation (CDOT) and Interstate Parking, vehicle occupancy rates along the I-70 corridor and visiting the Historic Core area of town are approximately 2.75 people per vehicle. Additionally, per CDOT traffic volume data, daily traffic volumes during July are 20% higher than average. Daily traffic also varies throughout the week with typical weekday (Tues-Thurs) traffic being approximately 85% of the average, while a typical Saturday traffic is 117% of the average. Based on this data, the following table was created depicting the estimated vehicular traffic for the project.

Table 4 - Project Patrons and Vehicle Generation (unadjusted)

Patrons		Vehicular Traffic			
Annual	Average Daily (annual / 340)	Average Daily (patrons/2.75 ppv)	Daily (July) (Ave * 1.2)	Weekday (0.85*Daily)	Saturday (1.17*Daily)
500,000	1,471	535	642	545	751

Converting the number of vehicles shown in the table above to trips for the site was completed by again consulting data provided by CDOT. Each vehicle accessing the site will generate two trips, one entering and one exiting. From the CDOT count data, weekday PM peak hour volumes are approximately 12.0% of the daily (8 AM to 6 PM) traffic and Saturday peak hour volumes are approximately 11.4% of daily (8 AM to 6 PM) traffic.

To determine entering and exiting splits during the peak hours, ITE's Trip Generation Manual was consulted for other recreation-type of uses. There are several land uses that

would have a similar traffic distribution as the gondola, uses where visitors would come to their destination throughout the day and stay for 1.5-2.0 hours. These include a public park, batting cages, a golf driving range and rock-climbing gym. For these uses, the PM peak hour distribution of trips is approximately 55% entering and 45% exiting. On Saturday, the general distribution is estimated to be 55% entering and 45% exiting as well. This results in the following directional distribution for the proposed project.

Table 5 - Project Unadjusted Trip Generation

Weekday Daily Trips (2*veh)	Saturday Daily Trips (2*veh)	Weekday PM Peak Hour			Saturday Peak Hour		
		Total (12%Daily)	In (55%)	Out (45%)	Total (11.4%Daily)	In (55%)	Out (45%)
1,090	1,502	130	72	58	172	95	77

As shown in the table above, the proposed project is anticipated to generate 1,090 weekday trips and 1,502 Saturday trips during the summer. Also, the proposed project is anticipated to generate 130 weekday PM peak hour 172 Saturday peak hour trips.

Trip Types

Nearly all developments are made up of the following six trip types: new (destination) trips, pass-by trips, diverted trips, shared (internal) trips, multi-modal (non-vehicular) trips, and transit-oriented trips. To better understand the trip types available for land access and how they relate to this project, a description of each specific type follows.

New (Destination) Trips – These types of trips occur to access a specific land use such as a new retail development or a new residential subdivision. These types of trips will travel to and from the new site and a single other destination such as home or work. This is the only trip type that will result in a net increase in the total amount of traffic within the study area. The reason primarily is that these trips represent planned trips to a specific destination that never took trips to that part of the City prior to the development being constructed and occupied. This project will develop new trips.

Pass-by Trips – These trips represent vehicles which currently use adjacent roadways providing primary access to new land uses or projects. These trips, however, have an ultimate destination other than the project in question. They should be viewed as drop-in customers who stop in on their way home from work. A good example is a quick stop at the grocery store to pick up an ingredient for dinner on the way home from work or at a latte stand to grab a coffee on the way to work. This can make this trip pre-determined, but the stop is still on the way by. Another example would be on payday, where an individual generally drives by their bank every day without stopping, except on payday. On that day, this driver would drive into the bank, perform the prerequisite banking and then continue home. In this example, the trip started from work with a destination of home, however on the way, the driver stopped at the grocery store/latte stand and/or bank directly adjacent to their path. Pass-by trips are most always associated with commercial/retail types of developments. Therefore, pass-by trips could occur for this development, but are unlikely to occur due to the low volume of traffic on Riverside Drive.

Diverted (Linked) Trips - Diverted trips are like pass-by trips, but diverted trips occur from roadways that do not provide direct access to the site. Instead, one or more streets must be utilized to get to and from the site. For this project, diverted trips are likely to occur from Colorado Boulevard and Interstate 70. Diverted trips come from the existing traffic that already is on these roadways. The Institute of Transportation Engineers *Trip Generation Handbook* provides data and guidance on pass-by and diverted trip percentages for specific uses. However, there is no available data for recreation or entertainment type uses. Therefore, no diverted trip reduction was applied for this study even though they surely will occur.

Shared (Internal) Trips - Internal trips are the portion of trips generated by a mixed-use development that both begin and end within the development. When estimating trip generation for a development with several uses, each use will generate its own trips. If those trips occur between two of the onsite uses without using the external roadway system, it is considered a shared or internal trip. This trip type reduces the number of new trips generated on the public road system and is most commonly used for commercial or mix-use developments. Determining these trip types is more difficult to quantify and without specific guidance are usually determined by engineering judgment on a project by project basis. For this project, the gondola will be the only use on site until future development occurs. However, from a citywide standpoint, shared trips are likely to occur between the gondola site and other complementary sites within the City (retail, restaurants, drinking establishments). The *Trip Generation Handbook* shows a shared-trip relationship between entertainment uses and restaurant/retail uses. Approximately 20% of the trips will travel to a retail use and 30% of the trips will travel to a restaurant use from an entertainment use. When traveling to an entertainment use, 26% will come from another retail use and 32% will come from another restaurant use. Since these complimentary uses are not currently on the same site, it is reasonable to assume these percentages will be slightly lower. For the purposes of this study, a shared-trip reduction of 15% was applied, though it may end up being higher. With the Historic Core and the Argo site separated by approximately ½ mile, it is conceivable that visitors to the City may park once and walk between the two areas. If a City shuttle is implemented, which has been discussed, the likelihood of shared patronage is higher.

Multi-Modal (Non-Vehicular) Trips - These are non-vehicular trips to and from the site, mostly comprised of pedestrian and bicycle trips. Generally, they are local trips from the surrounding neighborhood or adjacent businesses. If a development is in an area with a high amount of bicycle and pedestrian activity, such as a small town, downtown setting or college campus, a reduction of vehicular trips would be anticipated. The proximity of the site to other complimentary uses and the Clear Creek Greenway Trail would allow for the site to easily be accessed by pedestrians or bicyclists. Therefore, a reduction to the trip generation estimate of 5% is proposed to account for these trips.

Transit Trip – The Idaho Springs area is served by Clear Creek County Transit with public bus that operates Monday through Friday. The nearest bus route to the site is along Colorado Boulevard with a stop at the Safeway grocery store approximately 200 yards

south of the site. The transit route operates on a loop between Idaho Springs and Georgetown with stops at the Safeway every hour and 15 minutes. It operates from 7:00 AM to 6:30 PM. The proximity of the transit stop to the site should allow for people visiting the gondola to utilize transit, including employees. The number of users is not anticipated to be substantial, but a reduction to the trip generation estimate of 1% is proposed to account for transit trips.

Based on the various trip types depicted above and the nature of the proposed project, a reduction in trips is proposed to account for the various non-vehicular or non-external trips that might occur for the project. The following table shows a breakdown of the various trips accessing the site.

Table 6 - Project Trip Generation: Breakdown of Trip Type (adjusted)

Trip Type	Weekday ADT	Saturday ADT	Weekday PM Peak			Saturday Peak Hour		
			Total	In	Out	Total	In	Out
New	862	1,184	102	57	45	136	76	60
Diverted	0	0	0	0	0	0	0	0
Shared	164	226	20	11	9	26	14	12
Multi-modal	54	76	6	3	3	8	4	4
Transit	10	16	2	1	1	2	1	1
Total	1,090	1,502	130	72	58	172	95	77

In the table above, the total new vehicular trips to/from the site are anticipated to be 862 on a weekday, 1,184 on a Saturday, 102 during the weekday PM peak hour and 136 during the Saturday peak hour. These trips will be utilized in determining impacts to the surrounding transportation system and for estimating the parking demand for the project.

Trip Distribution

As shown on the site plan, the site will have three parking areas, a three-level parking garage, a 10-12 space employee lot and a gravel surface lot. All of the parking areas will access Riverside Drive directly with the parking garage having two points of access to Riverside Drive. The employee lot is anticipated to share the access drive serving the upper levels of the parking garage. The project is expected to draw regionally, primarily from the Denver Metro area, locally from Idaho Springs, and from passerby traffic on I-70. Considering many factors such as the surrounding transportation facilities, planned wayfinding signing, location of regional drawing population and the geography of the area, traffic for the proposed development is anticipated as follows:

- Colorado Boulevard east of the site via 23rd Avenue – 65%
- Colorado Boulevard west of Riverside Drive – 30%
- Miner Street west of Riverside Drive – 5%

These trip distribution percentages are illustrated in **Exhibit 7**. The site access trip distributions for the project are provided in **Exhibit 8**.

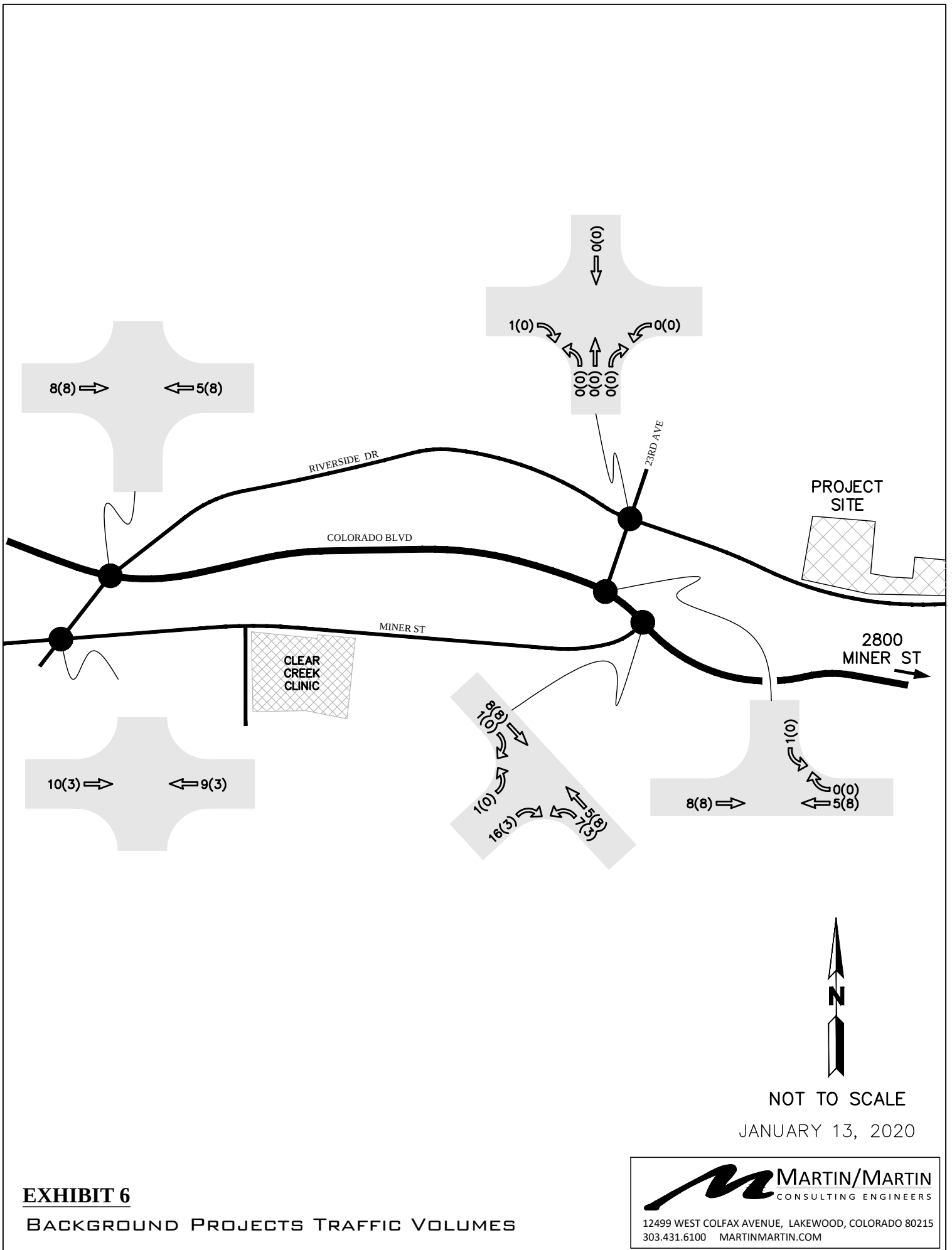
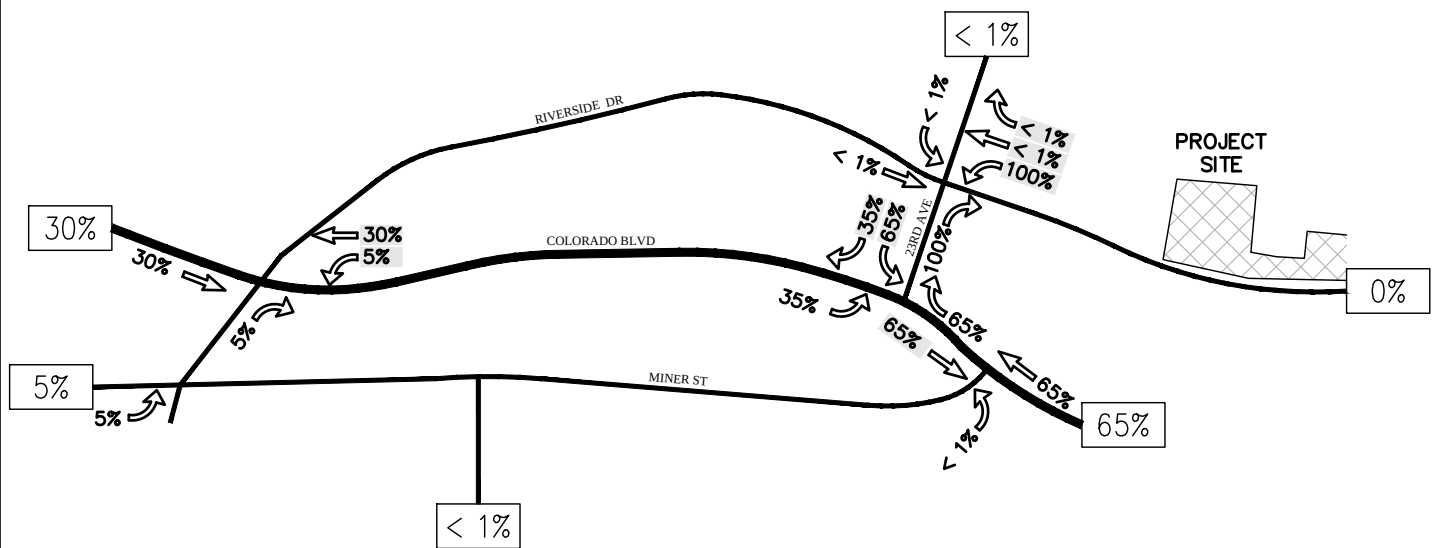


EXHIBIT 6

BACKGROUND PROJECTS TRAFFIC VOLUMES



XX% - REGIONAL DISTRIBUTION

↩ - DISTRIBUTION AT INTERSECTION

X% - PERCENTAGE OF INGRESS

X% - PERCENTAGE OF EGRESS



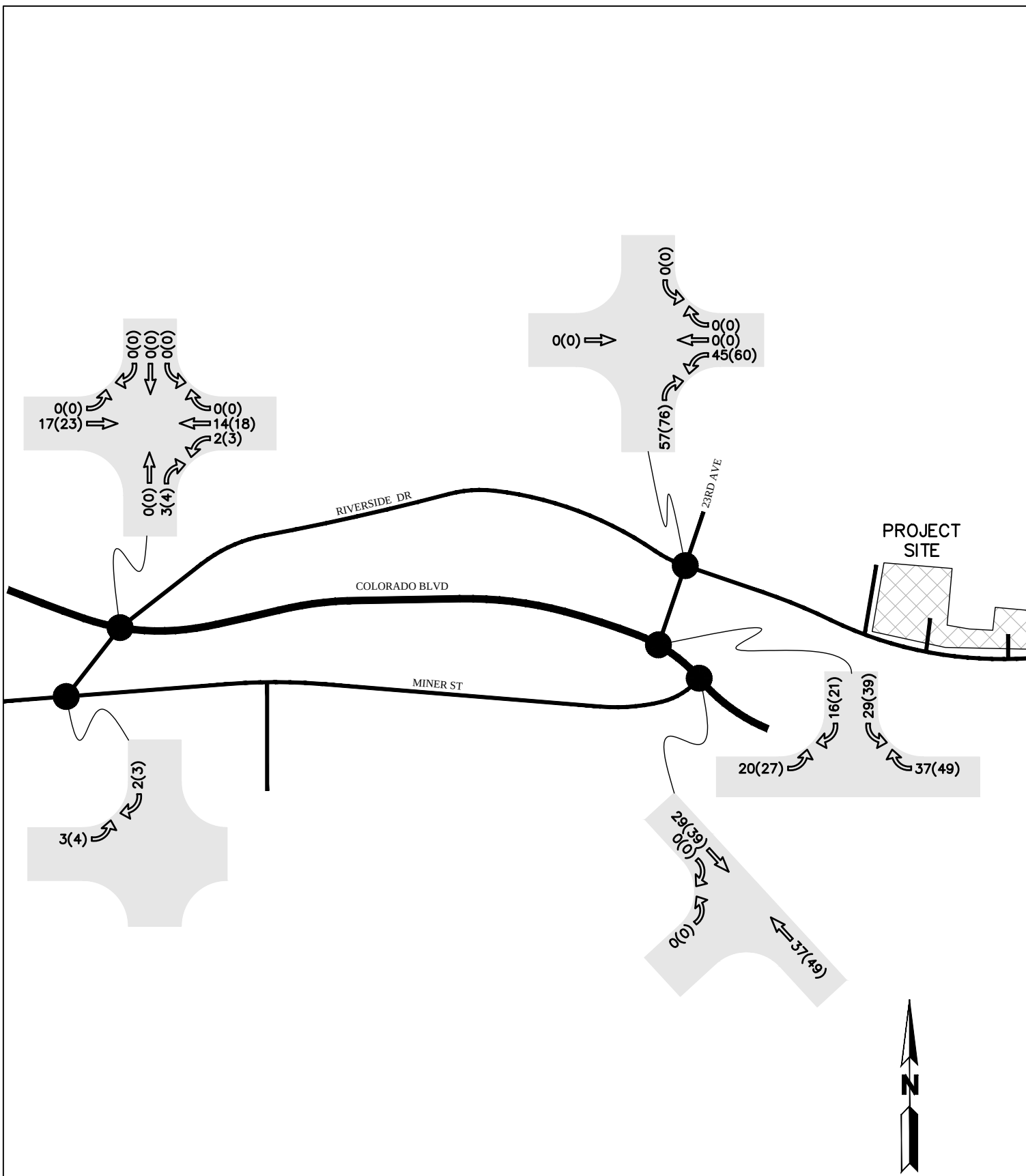
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EXHIBIT 7

PROJECT TRIP DISTRIBUTION

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EXHIBIT 8

SITE-GENERATED VEHICLE TRIPS



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FUTURE YEAR TRAFFIC IMPACT ANALYSIS

Level of service calculations for the Short-term (Year 2021) and Long-range (Year 2040) conditions assumed that the existing traffic volumes as shown on Exhibit 5 experience an ambient background growth above the 2019 volumes at 1.0% per year. Two scenarios were examined for the long-range future conditions, one without the project and one with the project completed. A list of the future scenarios follows.

- Short-term Condition (Year 2021) without Project
- Short-term Condition (Year 2021) with Project
- Long-range Condition (Year 2040) without the Project
- Long-range Condition (Year 2040) with Project

These scenarios will allow a specific comparison of impacts to the study area intersections and allow a determination to be made as to the extent of the project's impact and if any mitigation measures will be required.

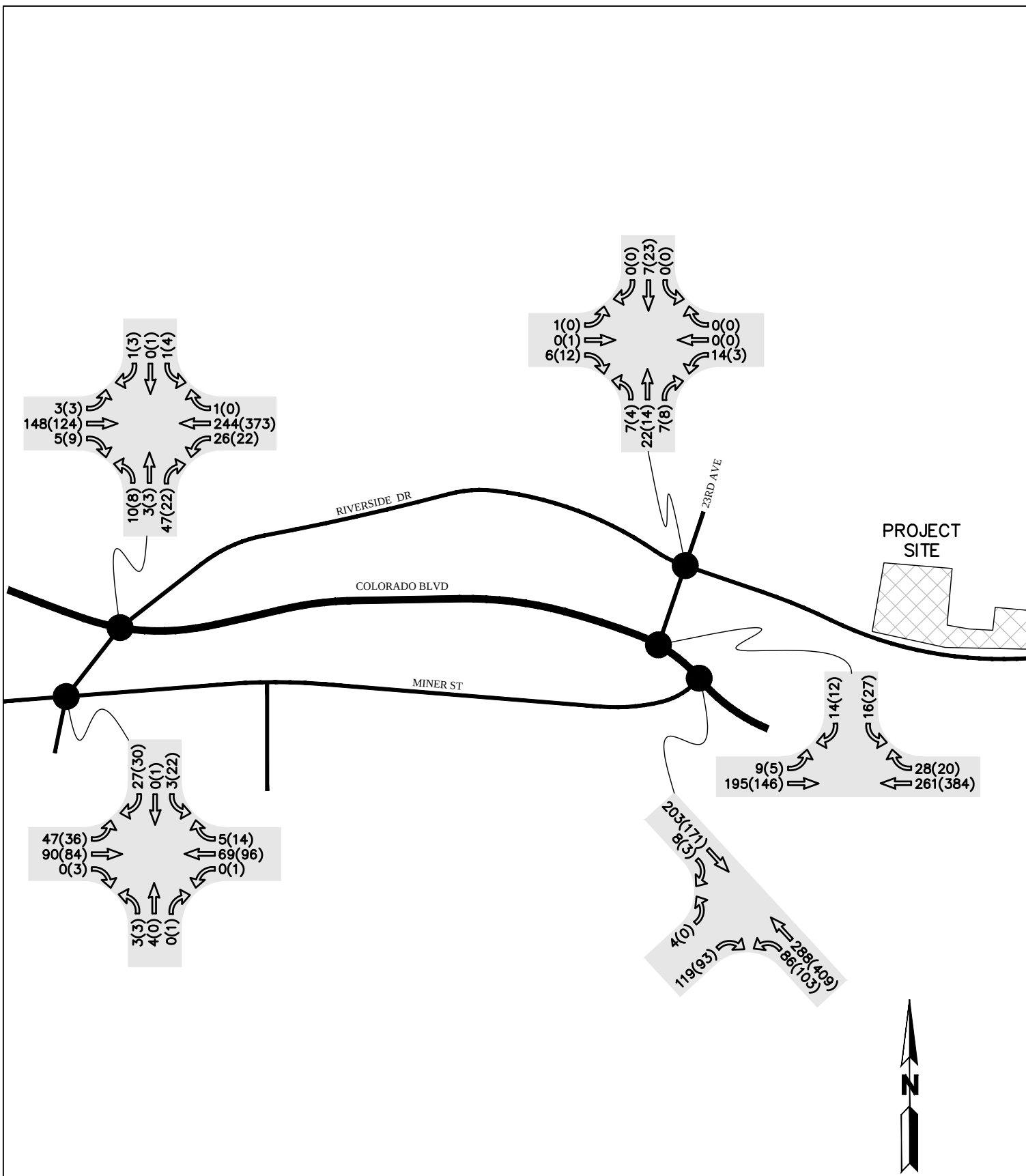
Short-Term Condition (Year 2021) without Project

The traffic volumes for this scenario include the existing (Year 2019) traffic volumes (Exhibit 5) with two years of ambient growth and the background projects traffic (Exhibit 6). The total traffic volumes anticipated under this condition are shown on Exhibit 9. A summary of the results is shown in Table 7, which follows.

Table 7 – Year 2021 Levels of Service without Project

INTERSECTION	(S)ignalized (U)nsignalized	Approach or Overall	PM Peak		Saturday Peak	
			Delay (sec)	LOS	Delay (sec)	LOS
Riverside Drive & Miner Street	U	NE	11.4	B	10.6	B
		SW	9.3	A	10.2	B
Riverside Drive & Colorado Blvd	U	NE	10.4	B	10.7	B
		SW	12.1	B	12.6	B
Miner Street & Colorado Blvd	U	NE	10.7	B	9.9	A
23 rd Avenue & Colorado Blvd	U	SB	11.7	B	12.9	B
23 rd Avenue & Riverside Drive	U	EB	8.7	A	8.7	A
		WB	9.2	A	9.1	A

With the ambient growth in traffic and background project traffic for the short term (Year 2021), the study area intersections are anticipated to continue to operate at acceptable levels. Queuing at the intersections was not significantly different than what was reported in the Existing Conditions section of this report.



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EXHIBIT 9

SHORT-TERM (2021) NO PROJECT
TRAFFIC VOLUMES



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Short-Term Condition (Year 2021) with Project

The traffic volumes for this scenario include the existing (Year 2019) traffic volumes (Exhibit 5) with two years of ambient growth, the background projects traffic (Exhibit 6), and the additional traffic from the proposed project (Exhibit 8). The total traffic volumes anticipated under this condition are shown on Exhibit 9. A summary of the results is shown in Table 8, which follows.

Table 8 – Year 2021 Levels of Service with Project

INTERSECTION	(S)ignalized (U)nsignalized	Approach or Overall	PM Peak		Saturday Peak	
			Delay (sec)	LOS	Delay (sec)	LOS
Riverside Drive & Miner Street	U	NE SW	11.5 9.4	B A	10.7 10.2	B B
Riverside Drive & Colorado Blvd	U	NE SW	10.6 12.5	B B	10.9 13.1	B B
Miner Street & Colorado Blvd	U	NE	11.1	B	10.2	B
23 rd Avenue & Colorado Blvd	U	SB	13.5	B	15.5	C
23 rd Avenue & Riverside Drive	U	EB WB	8.8 10.0	A B	8.8 10.1	A B

With the additional traffic from the project in the short term (Year 2021), the study area intersections are anticipated to continue to operate at acceptable levels. Traffic associated with the proposed project is not anticipated to degrade any intersection or movement to unacceptable levels within the study area. The level of service reports for the short-term with the project condition are provided in the Technical Appendix.

Queuing Analysis

In addition to the capacity analysis, the queue results were reviewed to determine if the vehicle stacking along the approaches to the study area intersections are anticipated to extend back to adjacent intersections. The 95th percentile queue for each movement is reported within the Highway Capacity Manual report as number of vehicles. An average vehicle length of 25' was used to convert number of vehicles to length. The following table shows the reported queues for each of the study area intersections.

Table 9 -2021 Short-term Build Intersections 95th Percentile Queues (in feet)

Intersection	Time	Eastbound	Westbound	Northbound	Southbound
Riverside Drive & Miner Street	PM	3	0	3	5
	SAT	3	0	0	8
Riverside Drive & Colorado Blvd	PM	0	3	8	0
	SAT	0	3	5	3
Miner Street & Colorado Blvd*	PM	0	5	18	-
	SAT	0	8	10	-
23 rd Avenue & Colorado Blvd	PM	3	0	-	15
	SAT	3	0	-	23
23 rd Avenue & Riverside Drive	PM	0	10	0	0
	SAT	3	10	0	0

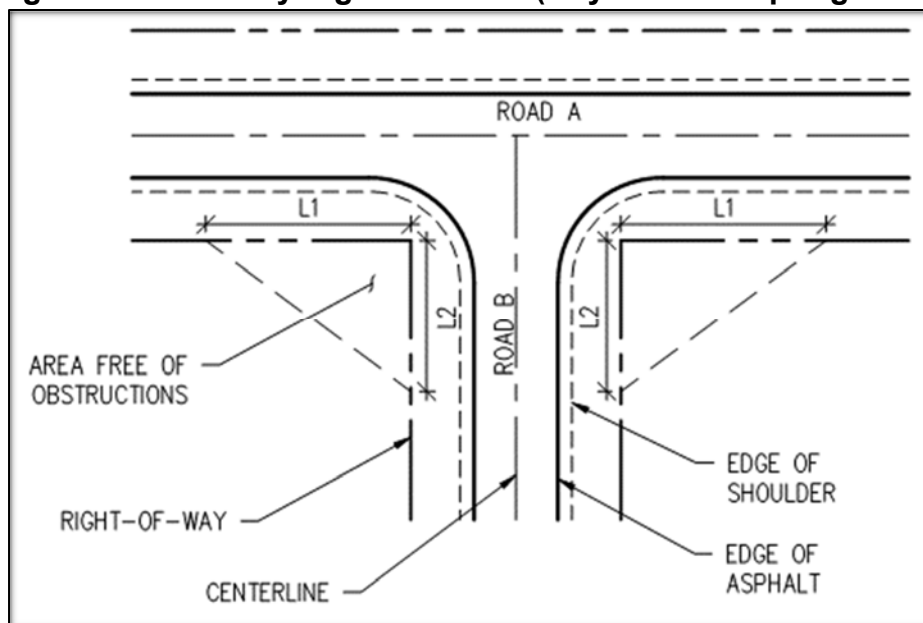
*"northbound" approach is oriented northeast (Miner Street)

As shown in the table above, the short-term build 95th percentile queues for the study area intersections are well within available storage. The 95th percentile queue for stop-controlled intersections is shown within the Highway Capacity Manual (HCM) results within the technical appendix.

Driveway Sight Distance Analysis

Per Figure 8 of the City of Idaho Springs Standards and Specification for Design and Construction, the required sight triangles for the proposed site driveways were determined. Riverside Drive is classified as a low volume roadway. Therefore, per the clip from Figure 8 (below), $L_1 = 30'$ and $L_2 = 10'$.

Figure 3 – Driveway Sight Distance (City of Idaho Springs Standards)



Parking Analysis

The amount of parking required for the site is typically dictated by either zoning code or determined by parking data shown in ITE's *Parking Generation* manual. However, the proposed gondola is a land use that does not fall within the zoning code or *Parking Generation* manual. Therefore, parking demand was calculated based on the trip generation, daily distribution and estimated average duration of stay.

Per the trip generation shown within this study, the site is anticipated to have 1,184 vehicular trips (visitors) on a typical Saturday in the summer, half entering and half exiting or 592 vehicles. Additionally, 12 employee vehicles are anticipated to park at the site.

Daily traffic data within the study area was evaluated to determine the distribution of traffic volume from 8 AM to 6 PM on a Saturday. Below is a table showing the hourly traffic volume on various roadway segments within the study area. The volumes of all the segments are totaled and the percentage of the daily total was calculated, which represents the daily distribution that is applied to the site.

Table 10 – Daily Volume Distribution

Road Segment	Hourly Volume									
	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
Colorado Blvd e/o Miner	262	402	501	450	426	485	489	502	414	449
Colorado Blvd w/o Riverside	205	321	361	295	282	311	295	321	284	302
Miner St e/o Riverside	57	81	140	155	144	174	194	181	130	147
Riverside Dr n/o Colorado	6	5	10	5	4	2	7	11	7	1
Riverside Dr e/o 23 rd	1	11	7	16	17	18	18	18	12	4
23 rd Ave n/o Colorado	27	36	49	44	31	37	32	53	43	46
TOTAL	558	856	1,068	965	904	1,027	1,035	1,086	890	949
Percentage Daily Total	6.0%	9.2%	11.4%	10.3%	9.7%	11.0%	11.1%	11.6%	9.5%	10.2%

In consulting with other gondola sites, the average duration patrons will stay on the site is approximately 1.5 to 2.0 hours. With this information, combined with the trip generation and daily distribution shown above, the following parking demand table was developed.

Table 11 – Site Parking: Daily Distribution on a Saturday

Time	Start Count	Entering Vehicles	Exiting Vehicles	End Count
7:00	0	12	0	12
7:30	12	18	0	30
8:00	30	18	0	48
8:30	48	27	0	75
9:00	75	27	0	102
9:30	102	34	0	136
10:00	136	34	18	152
10:30	152	31	18	165
11:00	165	30	27	168
11:30	168	29	27	170
12:00	170	28	34	164
12:30	164	33	34	163
13:00	163	32	31	164
13:30	164	33	30	167
14:00	167	33	29	171
14:30	171	35	28	178
15:00	178	34	33	179
15:30	179	28	32	175
16:00	175	28	33	170
16:30	170	30	33	167
17:00	167	30	35	162
17:30	162	0	34	128
18:00	128	0	28	100
18:30	100	0	28	75
19:00	75	0	30	42
19:30	42	0	30	12
20:00	12	0	12	0
TOTAL	-	604	604	-

Red numbers represent employee vehicles

Per the table above, the peak demand for the parking associated with the gondola is anticipated to be approximately 179 vehicles. This is based on several assumptions, including an anticipated visitation of 500,000 people per year, which results in 1,184 trips (592 vehicles) on a typical Saturday in the summer, an average duration of visit of 2.0 hours, and daily distribution similar to what is currently experienced on the roadways within the City. It should be noted that most weekdays and off-season days will experience lower traffic volumes and parking demand.

The site is proposing to provide 190 parking spaces on site for patrons and employees. To accommodate potential overflow, alternate off-site parking options are being explored. This could include providing an off-site overflow parking lot with shuttle service between this lot and the site.

Way-finding Signing Plan

As with any attraction like the proposed Argo Cable Car site, way-finding signing will be needed to direct travelers to the site from Interstate 70 and major roadways within the City. The following two figures show a proposed conceptual signing plan for way-finding.

The first figure (4a) shows the area closest to the Argo site. This shows brown way-finding to navigate travelers from the Historic Core and Colorado Boulevard, “local traffic only” signs on 23rd Avenue and Riverside Drive (west of 23rd Avenue) to keep gondola traffic out of the adjacent residential neighborhood, and I-70 guide signs to direct exiting traffic back to the interstate. Way-finding may also be needed at the site driveways to direct exiting traffic back to 23rd Avenue so they do not travel east on Riverside Drive towards Gilson Street.

Figure 4a – Conceptual Way-finding Signing Plan



The second figure (4b) shows the westbound I-70 area, east of the site. This portion of the plan includes a modification to the existing brown attraction sign that is located on I-70, east of Exit 241. Modifying this sign will require approval from CDOT. The plan also shows a brown way-finding sign along Colorado Boulevard just east of Gilson Street to keep traffic from using the Gilson Street bridge. Way-finding signs may also be needed for eastbound I-70, directing travelers to use the 13th Street exit.

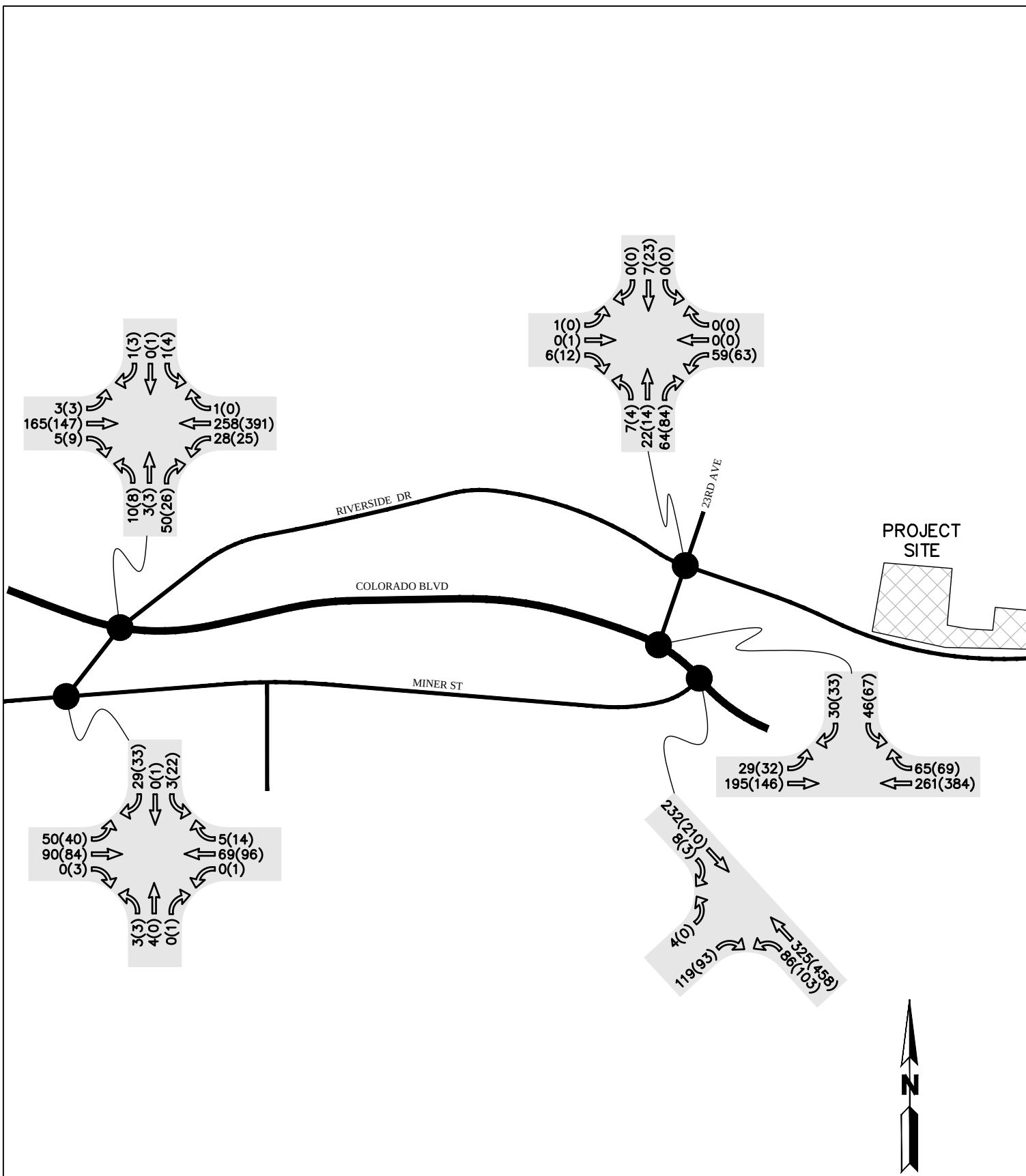
Figure 4b – Conceptual Way-finding Signing Plan



The conceptual signing plan shown in Figures 4a and 4b above are an initial recommendation and may be modified as development and parking opportunities change. For example, if an off-site parking area with valet shuttle service for the Argo development site is developed, way-finding signing should be modified to direct patrons to this lot. Additionally, this conceptual signing plan does not provide way-finding guidance for pedestrian and bicycle modes, which would likely originate in the Historic Core area or along Colorado Boulevard.

Miner Street and 23rd Avenue Bridge Evaluation

The City of Idaho Springs has requested the Miner Street and 23rd Avenue bridges over Clear Creek be evaluated for acceptability (width and loading) to accept the increase in traffic. These bridges meet the loading requirements of AASHTO Standard Specifications for Highway Bridges in effect at the time the bridge was designed. This is based on the Structure Inspection and Inventory Report records provided by CDOT, see technical appendix. It should be noted that the Miner Street bridge is considered functionally obsolete (FO) due to substandard bridge width. A negligible amount of project traffic is anticipated to use the Miner Street bridge.



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EXHIBIT 10

SHORT-TERM (2021) BUILD TRAFFIC VOLUMES



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Long-range Condition (Year 2040) without the Project

This section focuses on the long-range scenario of the year 2040 without traffic from the project. This scenario assumes that the proposed project has not developed, but the background projects have. This analysis will show how the traffic volumes will be handled by the transportation facilities in the Long-range without the proposed project. The traffic volumes for this condition include the existing traffic with the ambient background growth anticipated over the next 20. The total traffic volumes for this scenario are shown in Exhibit 11. A summary of the level of service results are shown in Table 12, which follows.

Table 12 - Year 2040 Levels of Service Without the Project

INTERSECTION	(S)ignalized (U)nsignalized	Approach or Overall	PM Peak		Saturday Peak	
			Delay (sec)	LOS	Delay (sec)	LOS
Riverside Drive & Miner Street	U	NE SW	12.2 9.6	B A	11.3 10.6	B B
Riverside Drive & Colorado Blvd	U	NE SW	11.0 13.2	B B	11.5 14.0	B B
Miner Street & Colorado Blvd	U	NE	11.6	B	10.3	B
23 rd Avenue & Colorado Blvd	U	SB	12.9	B	14.5	B
23 rd Avenue & Riverside Drive	U	EB WB	8.7 9.4	A A	8.7 9.2	A A

With the anticipated growth in traffic over the next 20 years, the intersections within the study area are anticipated to continue to operate at acceptable levels during the peak hours. The level of service reports for the Long-range No Project conditions are provided in the Technical Appendix.

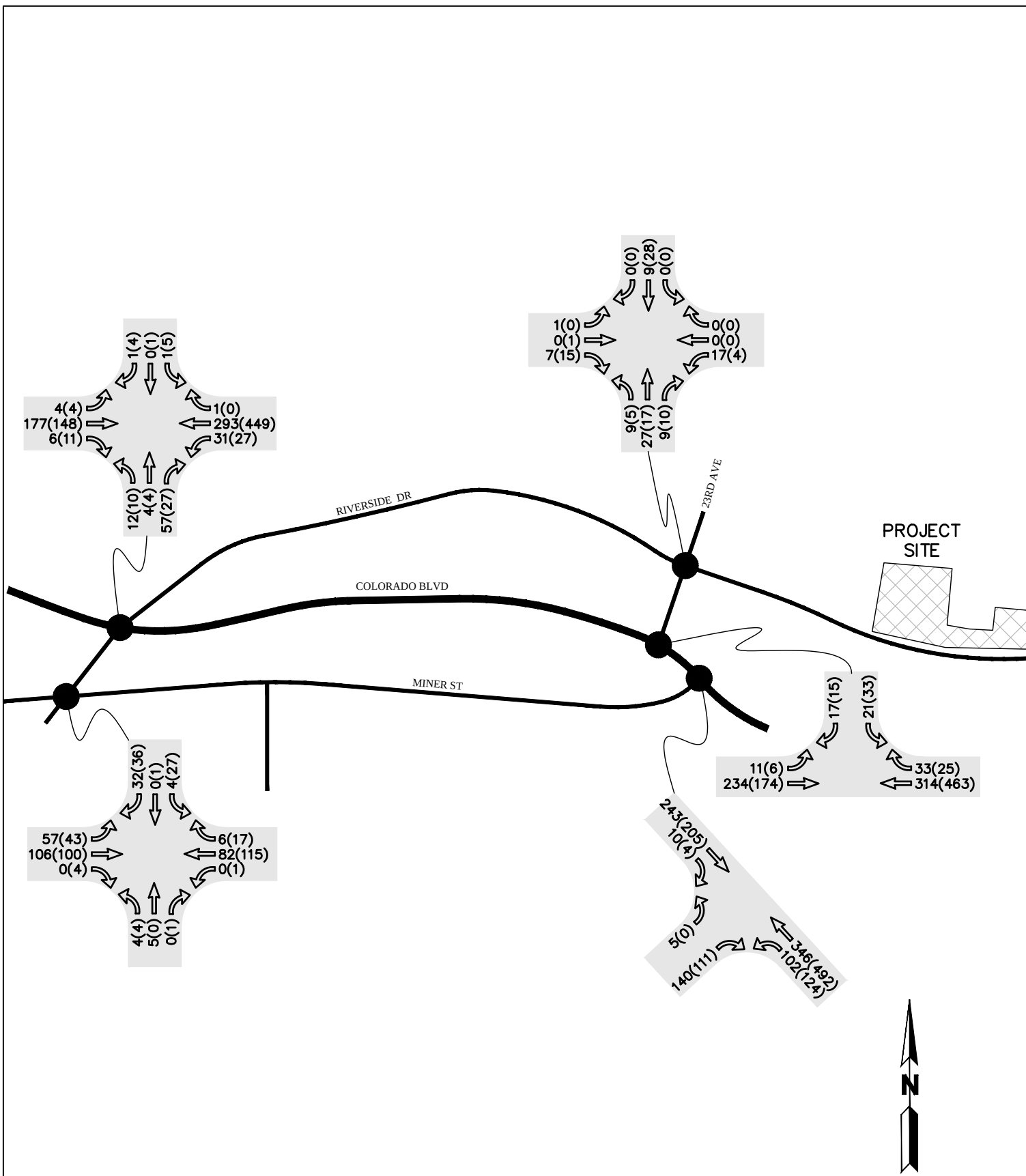
Queuing Analysis

The following table shows the reported queues for each of the study area intersections for the long-range no project conditions.

Table 13 – 2040 Long-range No Project Intersections 95th Percentile Queues (in feet)

Intersection	Time	Eastbound	Westbound	Northbound	Southbound
Riverside Drive & Miner Street	PM	5	0	3	5
	SAT	3	0	0	8
Riverside Drive & Colorado Blvd	PM	0	3	10	0
	SAT	0	3	5	3
Miner Street & Colorado Blvd*	PM	0	8	23	-
	SAT	0	8	13	-
23 rd Avenue & Colorado Blvd	PM	0	0	-	8
	SAT	0	0	-	10
23 rd Avenue & Riverside Drive	PM	0	3	0	0
	SAT	3	0	0	0

As shown in the table above, the long-range 95th percentile queues for the study area intersections are anticipated to continue to be within available storage. The 95th percentile queue for stop-controlled intersections is shown within the Highway Capacity Manual (HCM) results within the technical appendix.



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EXHIBIT 11

LONG-RANGE (2040) NO PROJECT
TRAFFIC VOLUMES



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Long-range Conditions (Year 2040) with the Project

The traffic volumes included in this scenario include the Long-range (Year 2040) traffic volumes as shown on Exhibit 11, and the additional traffic from the project, as shown on Exhibit 8. The total traffic volumes anticipated under this condition are shown on Exhibit 12. A summary of the results is shown in Table 14, which follows.

Table 14 – Long-range Build (2040) Levels of Service

INTERSECTION (S)ignalized (U)nsignalized	Approach or Overall	PM Peak		Saturday Peak	
		Delay (sec)	LOS	Delay (sec)	LOS
Riverside Drive & Miner Street	U	NE SW 12.3 9.6	B A	11.4 10.7	B B
Riverside Drive & Colorado Blvd	U	NE SW 11.3 13.7	B B	11.8 14.6	B B
Miner Street & Colorado Blvd	U	NE 12.0	B	10.7	B
23 rd Avenue & Colorado Blvd	U	SB 15.3	C	18.2	C
23 rd Avenue & Riverside Drive	U	EB WB 8.8 10.3	A B	8.8 10.3	A B

With the addition of traffic generated by the build out of the proposed project, the study area intersections are anticipated operate at acceptable levels. The level of service reports for the long-range with the project condition (Year 2040) are provided in the Technical Appendix.

Queuing Analysis

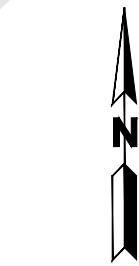
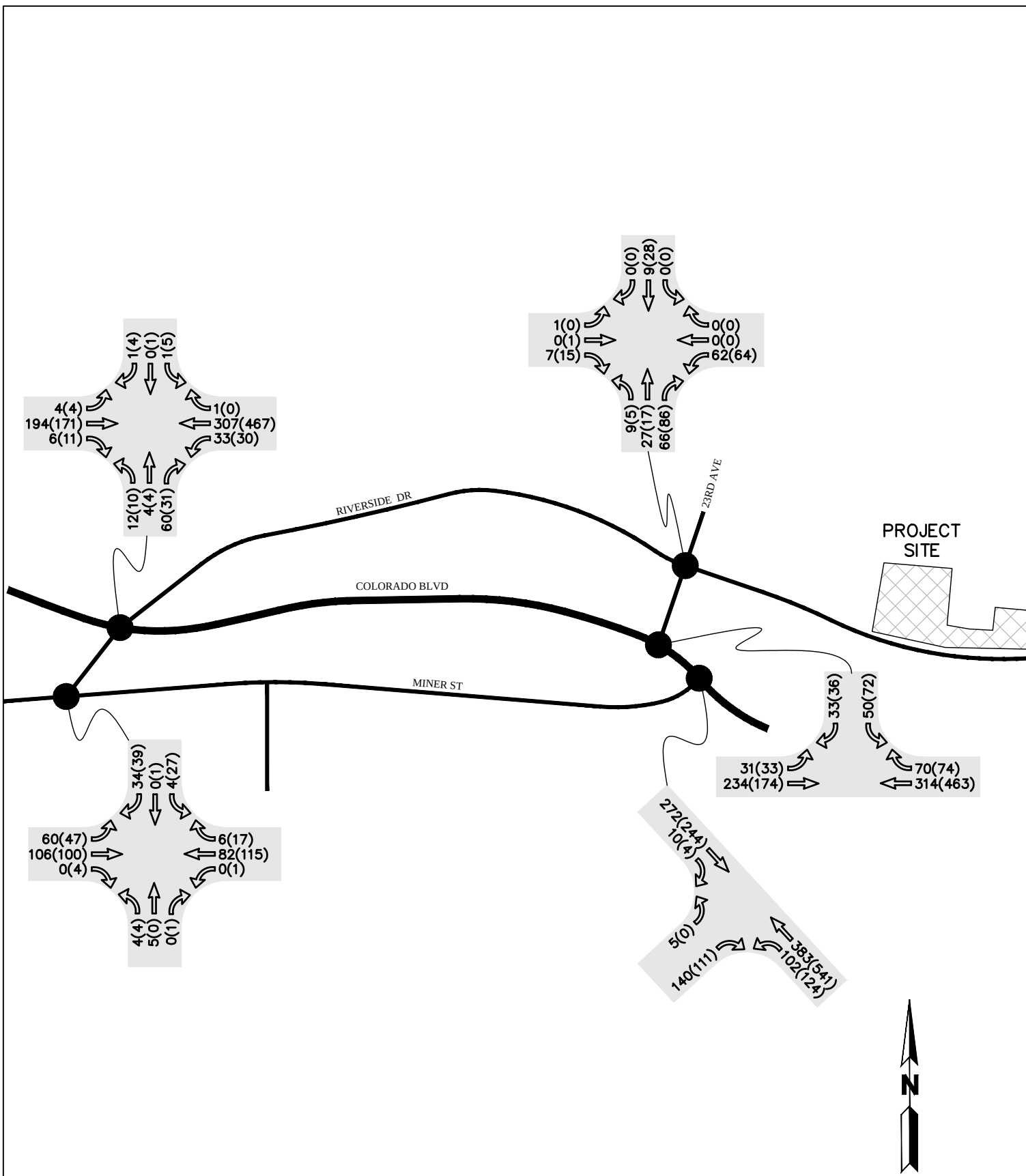
The following table shows the reported queues for each of the study area intersections for the long-range build condition.

Table 15 – 2040 Long-range Build Intersections 95th Percentile Queues (in feet)

Intersection	Time	Eastbound	Westbound	Northbound	Southbound
Riverside Drive & Miner Street	PM	5	0	3	5
	SAT	3	0	0	8
Riverside Drive & Colorado Blvd	PM	0	3	10	0
	SAT	0	3	8	3
Miner Street & Colorado Blvd*	PM	0	8	23	-
	SAT	0	8	15	-
23 rd Avenue & Colorado Blvd	PM	3	0	-	20
	SAT	3	0	-	30
23 rd Avenue & Riverside Drive	PM	0	13	0	0
	SAT	3	10	0	0

* "northbound" approach is oriented northeast (Miner Street)

As shown in the table above, the existing 95th percentile queues for the study area intersections are anticipated to continue to be within available storage. The 95th percentile queue for stop-controlled intersections is shown within the Highway Capacity Manual (HCM) results within the technical appendix.



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JANUARY 13, 2020

EXHIBIT 12

LONG-RANGE (2040) BUILD
TRAFFIC VOLUMES



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CONCLUSIONS & RECOMMENDATIONS

Based upon the analysis, field observations, assumptions, methodologies and results which are provided in the body of this document, this project is not anticipated to have any significant impacts on the study area intersections that would require mitigation as presented within this study. Therefore, the recommendation to the City of Idaho Springs staff is that the proposed project and its proposed accesses to Riverside Drive be approved.

Intersection and Movement Capacity Analysis

The City of Idaho Springs has established a minimum level of service D (LOS D) for acceptable operations at signalized intersection and unsignalized (stop controlled) approaches. All of the study area intersections are currently operating at acceptable levels of service and are anticipated to continue to operate at acceptable levels for all future conditions analyzed.

Queuing

95th percentile queue results were reviewed to determine if the vehicle stacking along the approaches to the study area intersections would be expected to extend back to adjacent intersections. The results did not show any existing or future queuing issues at the study area intersections.

Driveway Sight Distance Analysis

Per Figure 8 of the City of Idaho Springs Standards and Specification for Design and Construction, the require sight triangles for the proposed site driveways were determined. Riverside Drive is classified as a low-volume roadway. Therefore, per Figure 8 of the City's standards, L1 = 30' and L2'=10'.

Per 3.7.6 of the Standards, "any object within the sight triangle that is greater than 12" in diameter between three feet (3') and eight feet (8') above the roadway elevation of the adjacent street shall constitute a sight obstruction, and shall be removed. Such objects include: snow, buildings, cut slopes, hedges, trees, bushes, utility cabinets or tall crops."

Parking

The peak demand for the parking associated with the gondola is anticipated to be approximately 179 vehicles. This is based on several assumptions, including an anticipated visitation of 500,000 people per year, which results in 1,184 trips (592 vehicles) on a typical Saturday in the summer, an average duration of visit of 2.0 hours, and daily distribution similar to what is currently experienced on the roadways within the City. If any of these assumptions prove to be false (i.e. more visitors per day, longer duration of stay, lower vehicle occupancy rate), the resulting parking demand could be

higher. It should be noted that most weekdays and off-season days will experience lower traffic volumes and parking demand.

The site is proposing to provide 190 parking spaces on site for patrons and employees. To accommodate potential overflow, alternate off-site parking options are being explored. This could include providing an off-site overflow parking lot with shuttle service between this lot and the site.

Way-finding Signing Plan

Way-finding signing is an important component for attractions like the proposed Argo gondola. A conceptual signing plan has been developed and shown in Figures 4a and 4b of this study. These figures show an initial recommendation and may be modified as development and parking opportunities change. For example, if an off-site parking area is developed with valet shuttle service for the Argo development site, way-finding signing should be modified to direct patrons to this lot. Additionally, this conceptual signing plan does not provide way-finding guidance for pedestrian and bicycle modes, which would likely originate in the Historic Core area or along Colorado Boulevard.

Miner Street and 23rd Avenue Bridge Evaluation

The City of Idaho Springs has requested the Miner Street and 23rd Avenue bridges over Clear Creek be evaluated for acceptability (width and loading) to accept the increase in traffic. These bridges meet the loading requirements of AASHTO Standard Specifications for Highway Bridges in effect at the time the bridge was designed. This is based on the Structure Inspection and Inventory Report records provided by CDOT, see technical appendix. It should be noted that the Miner Street bridge is considered functionally obsolete (FO) due to substandard bridge width. A negligible amount of project traffic is anticipated to use the Miner Street bridge.

**Traffic Impact Study
Might Argo Cable Car**

**TECHNICAL APPENDIX
January 13, 2020**



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RAW TRAFFIC COUNTS

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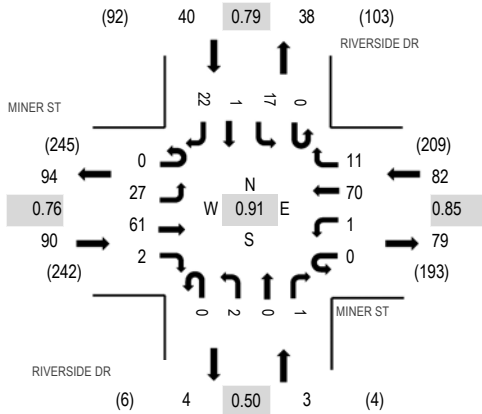
Location: 1 RIVERSIDE DR & MINER ST AM

Date: Saturday, December 7, 2019

Peak Hour: 10:45 AM - 11:45 AM

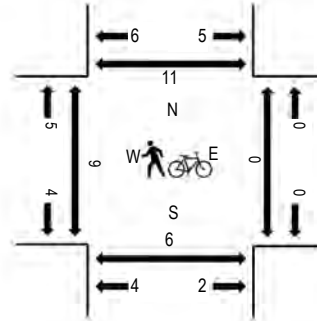
Peak 15-Minutes: 11:15 AM - 11:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	MINER ST Eastbound				MINER ST Westbound				RIVERSIDE DR Northbound				RIVERSIDE DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
9:30 AM	0	2	8	0	0	0	6	2	0	0	0	0	0	1	0	8	27	136	0	0	0	1
9:45 AM	0	1	9	0	0	0	13	3	0	0	0	0	0	1	0	4	31	156	0	1	4	3
10:00 AM	0	4	10	0	0	0	19	2	0	0	0	0	0	4	0	4	43	174	0	0	0	0
10:15 AM	0	5	12	0	0	0	13	1	0	0	0	0	0	1	0	3	35	183	0	1	1	4
10:30 AM	1	6	12	0	0	0	18	2	0	0	0	0	0	3	0	5	47	207	0	0	7	0
10:45 AM	0	7	14	0	0	0	17	2	0	0	0	0	0	2	0	7	49	215	2	0	1	2
11:00 AM	0	6	20	0	0	1	13	1	0	0	0	0	0	7	0	4	52	206	1	0	1	2
11:15 AM	0	8	13	0	0	0	19	5	0	0	0	1	0	6	1	6	59	199	4	0	3	3
11:30 AM	0	6	14	2	0	0	21	3	0	2	0	0	0	2	0	5	55	204	2	0	0	4
11:45 AM	0	6	15	0	0	0	9	2	0	0	0	0	0	3	0	5	40		0	0	2	0
12:00 PM	0	12	14	1	0	0	11	2	0	1	0	0	0	0	0	4	45		0	0	3	1
12:15 PM	1	13	19	1	0	0	22	2	0	0	0	0	0	2	0	4	64		1	0	14	4
Count Total	2	76	160	4	0	1	181	27	0	3	0	1	0	32	1	59	547		10	2	36	24
Peak Hour	0	27	61	2	0	1	70	11	0	2	0	1	0	17	1	22	215		9	0	5	11



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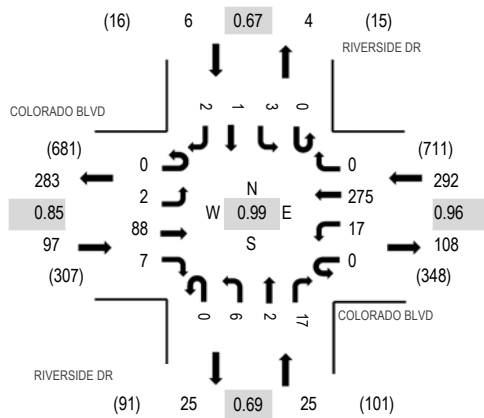
Location: 2 RIVERSIDE DR & COLORADO BLVD AM

Date: Saturday, December 7, 2019

Peak Hour: 09:45 AM - 10:45 AM

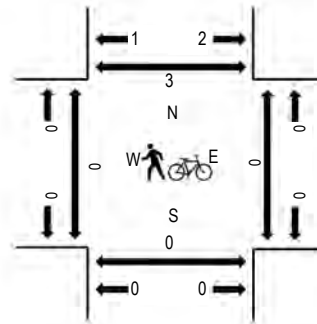
Peak 15-Minutes: 10:00 AM - 10:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	COLORADO BLVD Eastbound				COLORADO BLVD Westbound				RIVERSIDE DR Northbound				RIVERSIDE DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
9:30 AM	0	1	15	1	0	8	59	0	0	2	1	1	0	1	0	1	90	404	0	0	0	0
9:45 AM	0	0	23	0	0	5	69	0	0	1	0	4	0	2	0	0	104	420	0	0	0	0
10:00 AM	0	1	17	4	0	4	72	0	0	1	1	4	0	1	0	1	106	420	0	0	0	1
10:15 AM	0	0	23	1	0	3	71	0	0	1	1	4	0	0	0	0	104	398	0	0	0	1
10:30 AM	0	1	25	2	0	5	63	0	0	3	0	5	0	0	1	1	106	402	0	0	0	1
10:45 AM	0	2	23	2	0	7	62	1	0	1	0	6	0	0	0	0	104	369	3	0	0	0
11:00 AM	0	0	29	7	0	3	36	0	0	2	0	6	0	0	1	0	84	341	0	0	0	0
11:15 AM	0	0	27	5	0	8	52	0	0	4	3	6	0	2	0	1	108	354	0	0	0	0
11:30 AM	0	0	18	1	0	6	38	1	0	3	0	5	0	0	0	1	73	329	0	0	0	2
11:45 AM	0	0	30	3	0	3	30	0	0	1	1	5	0	2	1	0	76		0	0	1	0
12:00 PM	0	0	28	0	0	4	49	0	0	6	0	10	0	0	0	0	97		0	0	0	0
12:15 PM	0	0	18	0	0	6	45	1	0	5	0	8	0	0	0	0	83		0	0	0	0
Count Total	0	5	276	26	0	62	646	3	0	30	7	64	0	8	3	5	1,135		3	0	1	5
Peak Hour	0	2	88	7	0	17	275	0	0	6	2	17	0	3	1	2	420		0	0	0	3



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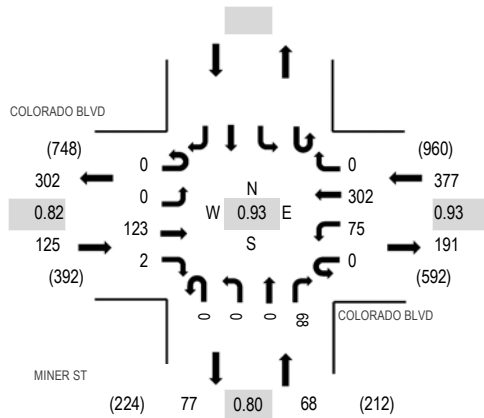
Location: 3 MINER ST & COLORADO BLVD AM

Date: Saturday, December 7, 2019

Peak Hour: 10:00 AM - 11:00 AM

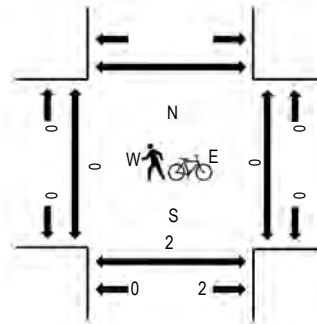
Peak 15-Minutes: 10:15 AM - 10:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	COLORADO BLVD Eastbound				COLORADO BLVD Westbound				MINER ST Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
9:30 AM	0	0	20	1	0	8	74	0	0	1	0	4					108	529	0	1	1	
9:45 AM	0	0	29	1	0	18	73	0	0	0	0	13					134	562	0	0	0	
10:00 AM	0	0	21	0	0	19	75	0	0	0	0	19					134	570	0	0	2	
10:15 AM	0	0	32	0	0	16	86	0	0	0	0	19					153	549	0	0	0	
10:30 AM	0	0	36	1	0	24	68	0	0	0	0	12					141	542	0	0	0	
10:45 AM	0	0	34	1	0	16	73	0	0	0	0	18					142	524	0	0	0	
11:00 AM	0	0	35	0	0	14	41	0	0	0	0	23					113	488	0	0	0	
11:15 AM	0	0	36	1	0	27	61	0	0	0	0	21					146	513	0	0	0	
11:30 AM	0	0	31	1	0	29	43	0	0	0	0	19					123	493	0	0	0	
11:45 AM	0	0	36	0	0	11	40	0	0	0	0	19					106		0	0	0	
12:00 PM	0	0	43	3	0	7	58	0	0	0	0	27					138		0	0	0	
12:15 PM	0	0	30	0	0	26	53	0	0	2	0	15					126		0	0	0	
Count Total	0	0	383	9	0	215	745	0	0	3	0	209					1,564		0	1	3	
Peak Hour	0	0	123	2	0	75	302	0	0	0	0	68					570		0	0	2	



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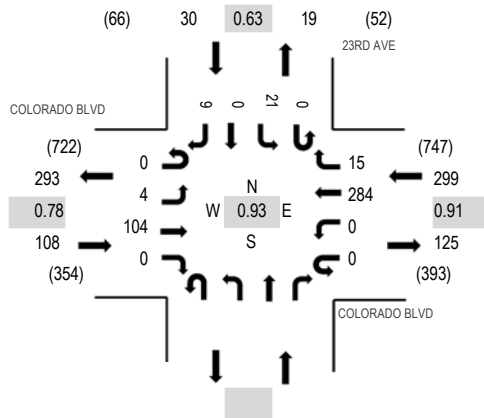
Location: 4 23RD AVE & COLORADO BLVD AM

Date: Saturday, December 7, 2019

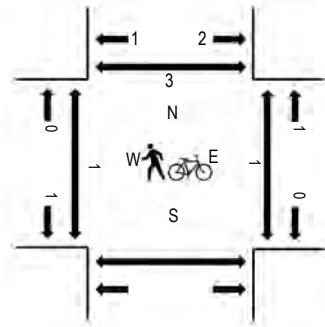
Peak Hour: 10:00 AM - 11:00 AM

Peak 15-Minutes: 10:15 AM - 10:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	COLORADO BLVD Eastbound				COLORADO BLVD Westbound				Northbound				23RD AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
9:30 AM	0	0	18	0	0	0	0	73	3				0	3	0	0	97	419	0	1		0
9:45 AM	0	0	27	0	0	0	0	70	4				0	3	0	1	105	429	0	1		0
10:00 AM	0	1	18	0	0	0	0	71	3				0	3	0	4	100	437	0	0		1
10:15 AM	0	0	29	0	0	0	0	81	4				0	3	0	0	117	415	0	0		0
10:30 AM	0	1	30	0	0	0	0	64	4				0	7	0	1	107	399	1	1		2
10:45 AM	0	2	27	0	0	0	0	68	4				0	8	0	4	113	370	0	0		0
11:00 AM	0	0	35	0	0	0	0	39	2				0	0	0	2	78	337	0	1		0
11:15 AM	0	2	33	0	0	0	0	60	2				0	3	0	1	101	366	1	0		0
11:30 AM	0	1	24	0	0	0	0	40	3				0	9	0	1	78	349	0	1		0
11:45 AM	0	1	33	0	0	0	0	33	7				0	4	0	2	80		0	0		0
12:00 PM	0	1	43	0	0	0	0	56	3				0	3	0	1	107		0	0		2
12:15 PM	0	1	27	0	0	0	0	50	3				0	3	0	0	84		0	0		0
Count Total	0	10	344	0	0	0	0	705	42				0	49	0	17	1,167		2	5		5
Peak Hour	0	4	104	0	0	0	0	284	15				0	21	0	9	437		1	1		3



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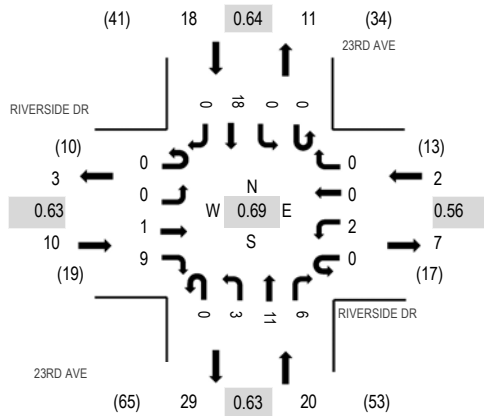
Location: 5 23RD AVE & RIVERSIDE DR AM

Date: Saturday, December 7, 2019

Peak Hour: 10:00 AM - 11:00 AM

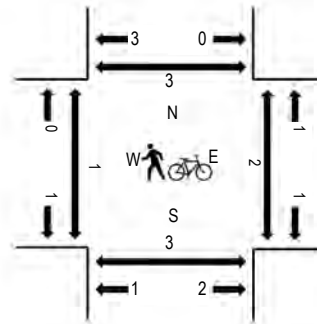
Peak 15-Minutes: 10:45 AM - 11:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	RIVERSIDE DR				RIVERSIDE DR				23RD AVE				23RD AVE				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
9:30 AM	0	0	0	1	0	0	0	1	0	0	2	1	0	2	2	0	9	36	1	0	0	0
9:45 AM	0	0	0	1	0	1	0	0	0	1	3	0	0	0	2	0	8	40	0	0	0	0
10:00 AM	0	0	0	2	0	0	0	0	0	0	5	0	0	0	4	0	11	50	0	0	0	1
10:15 AM	0	0	1	2	0	0	0	0	0	1	2	1	0	0	1	0	8	43	0	0	0	2
10:30 AM	0	0	0	1	0	0	0	0	0	2	1	2	0	0	7	0	13	45	0	1	2	0
10:45 AM	0	0	0	4	0	2	0	0	0	0	3	3	0	0	6	0	18	46	1	1	1	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	4	43	0	0	0	0
11:15 AM	0	1	1	0	0	1	0	0	0	1	3	0	0	0	3	0	10	47	0	0	0	0
11:30 AM	0	0	0	1	0	4	0	0	0	2	1	1	0	0	5	0	14	45	0	0	0	0
11:45 AM	0	0	0	2	0	2	0	0	0	1	6	1	0	1	2	0	15		0	0	0	0
12:00 PM	0	0	0	0	0	2	0	0	0	2	1	1	0	0	2	0	8		3	0	1	0
12:15 PM	0	1	0	1	0	0	0	0	0	0	3	1	0	0	2	0	8		0	2	0	0
Count Total	0	2	2	15	0	12	0	1	0	10	31	12	0	3	38	0	126		5	4	4	3
Peak Hour	0	0	1	9	0	2	0	0	0	3	11	6	0	0	18	0	50		1	2	3	3



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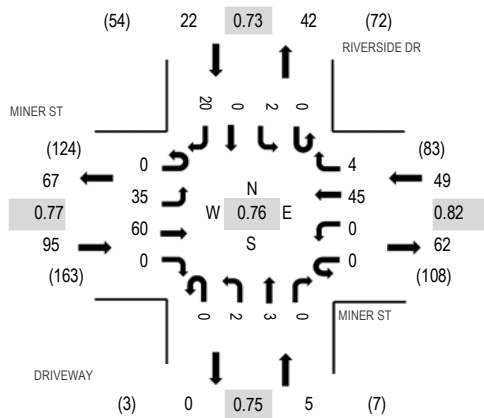
Location: 1 DRIVEWAY & MINER ST PM

Date: Tuesday, December 10, 2019

Peak Hour: 04:00 PM - 05:00 PM

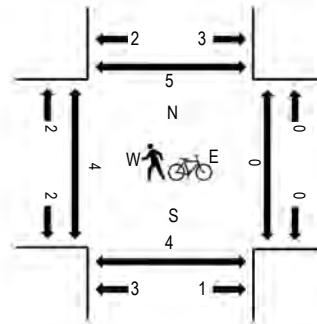
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	MINER ST Eastbound				MINER ST Westbound				DRIVEWAY Northbound				RIVERSIDE DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	12	18	0	0	0	14	1	0	0	1	0	0	2	0	8	56	171	3	0	1	2
4:15 PM	0	9	22	0	0	0	12	2	0	0	0	0	0	0	0	5	50	154	0	0	1	1
4:30 PM	0	6	11	0	0	0	12	0	0	1	1	0	0	0	0	4	35	137	1	0	0	0
4:45 PM	0	8	9	0	0	0	7	1	0	1	1	0	0	0	0	3	30	134	0	0	2	2
5:00 PM	0	8	12	1	0	1	6	0	0	1	1	0	0	1	1	7	39	136	0	0	3	2
5:15 PM	0	4	11	0	0	0	12	0	0	0	0	0	0	1	0	5	33		0	0	1	0
5:30 PM	0	6	12	0	0	0	6	2	0	0	0	0	0	2	0	4	32		0	0	0	0
5:45 PM	0	9	5	0	0	0	7	0	0	0	0	0	0	2	0	9	32		1	0	6	2
Count Total	0	62	100	1	0	1	76	6	0	3	4	0	0	8	1	45	307		5	0	14	9
Peak Hour	0	35	60	0	0	0	45	4	0	2	3	0	0	2	0	20	171		4	0	4	5



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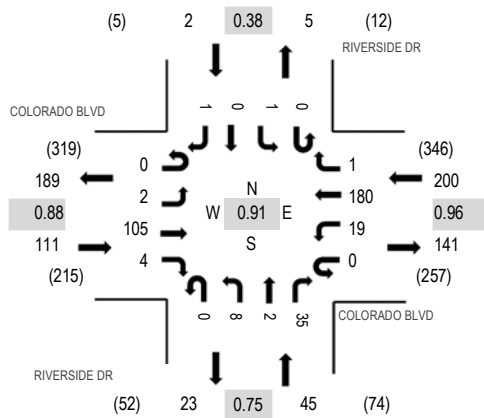
Location: 2 RIVERSIDE DR & COLORADO BLVD PM

Date: Tuesday, December 10, 2019

Peak Hour: 04:00 PM - 05:00 PM

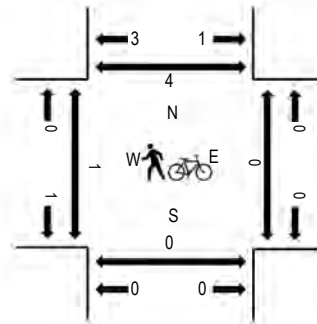
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - All Vehicles



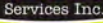
Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

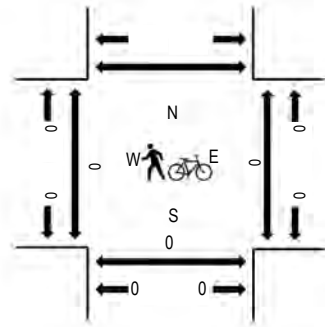
Interval Start Time	COLORADO BLVD Eastbound				COLORADO BLVD Westbound				RIVERSIDE DR Northbound				RIVERSIDE DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	27	3	0	6	46	0	0	2	2	11	0	1	0	0	98	358	1	0	0	3
4:15 PM	0	2	25	1	0	4	46	1	0	3	0	9	0	0	0	1	92	336	0	0	0	0
4:30 PM	0	0	28	0	0	5	42	0	0	1	0	6	0	0	0	0	82	309	0	0	0	1
4:45 PM	0	0	25	0	0	4	46	0	0	2	0	9	0	0	0	0	86	297	0	0	0	0
5:00 PM	0	1	27	4	0	4	31	0	0	2	1	5	0	0	0	1	76	282	0	0	0	0
5:15 PM	0	0	18	1	0	5	32	1	0	0	1	5	0	0	0	2	65		0	0	0	0
5:30 PM	0	0	25	5	0	1	32	1	0	0	1	5	0	0	0	0	70		0	0	0	1
5:45 PM	0	0	23	0	0	9	29	1	0	1	0	8	0	0	0	0	71		2	0	0	0
Count Total	0	3	198	14	0	38	304	4	0	11	5	58	0	1	0	4	640		3	0	0	5
Peak Hour	0	2	105	4	0	19	180	1	0	8	2	35	0	1	0	1	358		1	0	0	4



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Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	COLORADO BLVD				COLORADO BLVD				MINER ST				Southbound				Total	Rolling Hour	Pedestrian Crossings					
	Eastbound				Westbound				Northbound										West				East	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North		
4:00 PM	0	0	43	2	2	11	58	0	0	1	0	26					143	504	0	0	0			
4:15 PM	0	0	35	1	0	18	55	0	0	0	0	29					138	462	0	0	0			
4:30 PM	0	0	30	1	0	15	49	0	0	1	0	15					111	420	0	0	0			
4:45 PM	0	0	39	1	1	12	51	0	0	0	0	8					112	391	0	0	0			
5:00 PM	0	0	31	1	0	11	41	0	0	0	0	17					101	370	0	0	0			
5:15 PM	0	0	29	0	0	14	41	0	0	0	0	12					96		0	0	0			
5:30 PM	0	0	24	1	0	9	36	0	0	0	0	12					82		0	1	0			
5:45 PM	0	0	25	2	0	13	41	0	0	0	0	10					91		0	0	0			
Count Total	0	0	256	9	3	103	372	0	0	2	0	129					874		0	1	0			
Peak Hour	0	0	147	5	3	56	213	0	0	2	0	78					504		0	0	0			



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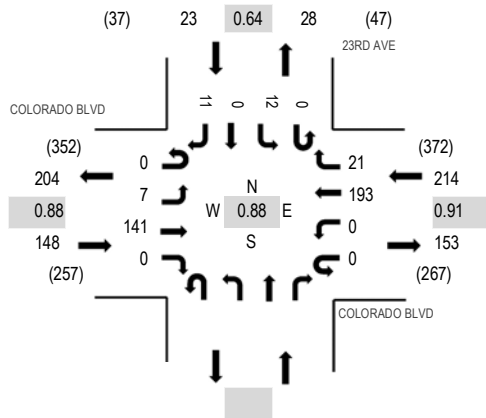
Location: 4 23RD AVE & COLORADO BLVD PM

Date: Tuesday, December 10, 2019

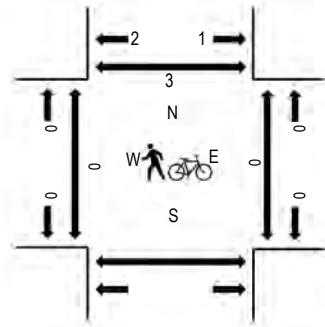
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	COLORADO BLVD Eastbound				COLORADO BLVD Westbound				Northbound				23RD AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	41	0	0	0	50	9					0	5	0	4	110	385	0	0		2
4:15 PM	0	2	34	0	0	0	51	4					0	2	0	3	96	350	0	0		1
4:30 PM	0	4	32	0	0	0	46	3					0	1	0	3	89	323	0	0		0
4:45 PM	0	0	34	0	0	0	46	5					0	4	0	1	90	301	0	0		0
5:00 PM	0	1	30	0	0	0	36	5					0	2	0	1	75	281	0	0		0
5:15 PM	0	0	23	0	0	0	36	3					0	6	0	1	69		0	0		1
5:30 PM	0	3	26	0	0	0	33	3					0	0	0	2	67		0	0		1
5:45 PM	0	1	25	0	0	0	39	3					0	2	0	0	70		0	0		0
Count Total	0	12	245	0	0	0	337	35					0	22	0	15	666		0	0		5
Peak Hour	0	7	141	0	0	0	193	21					0	12	0	11	385		0	0		3



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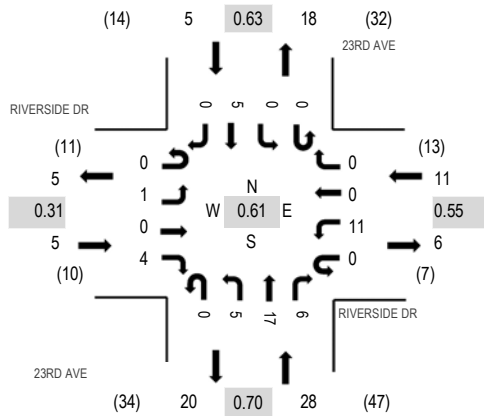
Location: 5 23RD AVE & RIVERSIDE DR PM

Date: Tuesday, December 10, 2019

Peak Hour: 04:00 PM - 05:00 PM

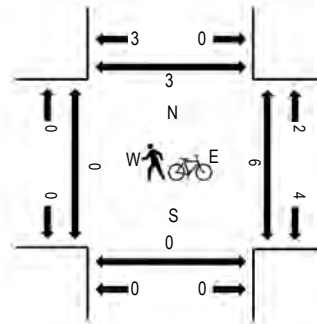
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	RIVERSIDE DR Eastbound				RIVERSIDE DR Westbound				23RD AVE Northbound				23RD AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	0	3	0	5	0	0	0	1	5	4	0	0	1	0	20	49	0	0	0	0
4:15 PM	0	0	0	0	0	4	0	0	0	1	4	1	0	0	1	0	11	38	0	3	0	2
4:30 PM	0	0	0	1	0	1	0	0	0	2	5	0	0	0	1	0	10	38	0	1	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	1	3	1	0	0	2	0	8	37	0	2	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	1	4	1	0	0	2	0	9	35	0	0	0	0
5:15 PM	0	1	0	2	0	1	0	0	0	0	3	0	0	0	4	0	11		0	1	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	2	4	0	0	0	2	0	9		0	0	0	0
5:45 PM	0	0	0	1	0	0	0	0	0	3	1	0	0	0	1	0	6		0	0	0	0
Count Total	0	3	0	7	0	13	0	0	0	11	29	7	0	0	14	0	84		0	7	0	3
Peak Hour	0	1	0	4	0	11	0	0	0	5	17	6	0	0	5	0	49		0	6	0	3

All Traffic Data Services
Wheat Ridge, CO 80033

Site Code: 6
Station ID:
COLORADO BLVD E/O MINER ST

Start Time	10-Dec-19 Tue	EB	WB							Total
12:00 AM		7	6							13
01:00		4	4							8
02:00		4	6							10
03:00		8	3							11
04:00		11	5							16
05:00		40	19							59
06:00		75	43							118
07:00		88	69							157
08:00		118	121							239
09:00		125	155							280
10:00		161	201							362
11:00		193	201							394
12:00 PM		218	262							480
01:00		208	216							424
02:00		210	243							453
03:00		246	254							500
04:00		208	251							459
05:00		160	205							365
06:00		105	155							260
07:00		103	112							215
08:00		58	91							149
09:00		33	57							90
10:00		13	24							37
11:00		12	17							29
Total		2408	2720							5128
Percent		47.0%	53.0%							
AM Peak	-	11:00	10:00	-	-	-	-	-	-	11:00
Vol.	-	193	201	-	-	-	-	-	-	394
PM Peak	-	15:00	12:00	-	-	-	-	-	-	15:00
Vol.	-	246	262	-	-	-	-	-	-	500
Grand Total		2408	2720							5128
Percent		47.0%	53.0%							
ADT		ADT 5,128	AADT 5,128							

All Traffic Data Services
Wheat Ridge, CO 80033

Page 1

Site Code: 7
Station ID:
23RD AVE N/O COLORADO BLVD

Start Time	10-Dec-19 Tue	NB	SB							Total
12:00 AM		1	0							1
01:00		1	0							1
02:00		4	0							4
03:00		0	1							1
04:00		0	3							3
05:00		5	11							16
06:00		7	19							26
07:00		13	23							36
08:00		6	19							25
09:00		29	17							46
10:00		14	13							27
11:00		24	15							39
12:00 PM		26	24							50
01:00		16	18							34
02:00		10	18							28
03:00		5	4							9
04:00		28	24							52
05:00		22	14							36
06:00		26	13							39
07:00		11	8							19
08:00		14	5							19
09:00		14	10							24
10:00		4	2							6
11:00		0	2							2
Total		280	263							543
Percent		51.6%	48.4%							
AM Peak	-	09:00	07:00	-	-	-	-	-	-	09:00
Vol.	-	29	23	-	-	-	-	-	-	46
PM Peak	-	16:00	12:00	-	-	-	-	-	-	16:00
Vol.	-	28	24	-	-	-	-	-	-	52
Grand Total		280	263							543
Percent		51.6%	48.4%							
ADT		ADT 543								AADT 543

All Traffic Data Services
Wheat Ridge, CO 80033

Page 1

Site Code: 8
Station ID:
RIVERSIDE DR E/O 23RD AVE

Start Time	10-Dec-19 Tue	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	1							1
06:00		1	0							1
07:00		7	4							11
08:00		0	4							4
09:00		8	4							12
10:00		8	6							14
11:00		5	7							12
12:00 PM		6	7							13
01:00		5	8							13
02:00		6	4							10
03:00		7	4							11
04:00		6	9							15
05:00		3	2							5
06:00		0	2							2
07:00		3	3							6
08:00		1	0							1
09:00		1	1							2
10:00		0	0							0
11:00		0	0							0
Total		67	66							133
Percent		50.4%	49.6%							
AM Peak	-	09:00	11:00	-	-	-	-	-	-	10:00
Vol.	-	8	7	-	-	-	-	-	-	14
PM Peak	-	15:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	7	9	-	-	-	-	-	-	15
Grand Total		67	66							133
Percent		50.4%	49.6%							
ADT		ADT 133								AADT 133

All Traffic Data Services
Wheat Ridge, CO 80033

Site Code: 9
Station ID:
RIVERSIDE DR N/O COLORADO BLVD

Start Time	10-Dec-19 Tue	NB	SB							Total
12:00 AM		0	0							0
01:00		1	0							1
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		1	2							3
06:00		1	0							1
07:00		3	6							9
08:00		2	1							3
09:00		5	1							6
10:00		1	3							4
11:00		2	4							6
12:00 PM		10	9							19
01:00		4	1							5
02:00		3	2							5
03:00		13	5							18
04:00		4	2							6
05:00		6	1							7
06:00		1	5							6
07:00		4	3							7
08:00		1	1							2
09:00		0	2							2
10:00		0	1							1
11:00		0	0							0
Total		62	49							111
Percent		55.9%	44.1%							
AM Peak	-	09:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	5	6	-	-	-	-	-	-	9
PM Peak	-	15:00	12:00	-	-	-	-	-	-	12:00
Vol.	-	13	9	-	-	-	-	-	-	19
Grand Total		62	49							111
Percent		55.9%	44.1%							
ADT		ADT 111								AADT 111

All Traffic Data Services
Wheat Ridge, CO 80033

Site Code: 10
Station ID:
MINER ST E/O RIVERSIDE DR

Start Time	10-Dec-19 Tue	EB	WB	Total
12:00 AM		2	2	4
01:00		1	1	2
02:00		3	2	5
03:00		1	2	3
04:00		2	0	2
05:00		2	5	7
06:00		14	19	33
07:00		16	37	53
08:00		33	46	79
09:00		31	39	70
10:00		37	53	90
11:00		64	52	116
12:00 PM		63	56	119
01:00		65	45	110
02:00		87	53	140
03:00		92	51	143
04:00		61	50	111
05:00		46	37	83
06:00		46	27	73
07:00		35	29	64
08:00		18	12	30
09:00		20	11	31
10:00		4	3	7
11:00		1	3	4
Total		744	635	1379
Percent		54.0%	46.0%	
AM Peak	-	11:00	10:00	-
Vol.	-	64	53	-
PM Peak	-	15:00	12:00	-
Vol.	-	92	56	-
Grand Total		744	635	1379
Percent		54.0%	46.0%	
ADT		ADT 1,379	AADT 1,379	

All Traffic Data Services
Wheat Ridge, CO 80033

Site Code: 11
Station ID:
COLORADO BLVD W/O RIVERSIDE DR

Start Time	10-Dec-19 Tue	EB	WB							Total
12:00 AM		2	0							2
01:00		5	2							7
02:00		2	2							4
03:00		3	4							7
04:00		4	4							8
05:00		17	13							30
06:00		24	24							48
07:00		40	43							83
08:00		86	104							190
09:00		86	105							191
10:00		106	152							258
11:00		113	134							247
12:00 PM		144	187							331
01:00		109	161							270
02:00		118	148							266
03:00		123	168							291
04:00		113	189							302
05:00		103	134							237
06:00		62	92							154
07:00		46	73							119
08:00		27	53							80
09:00		18	37							55
10:00		5	16							21
11:00		6	11							17
Total		1362	1856							3218
Percent		42.3%	57.7%							
AM Peak	-	11:00	10:00	-	-	-	-	-	-	10:00
Vol.	-	113	152	-	-	-	-	-	-	258
PM Peak	-	12:00	16:00	-	-	-	-	-	-	12:00
Vol.	-	144	189	-	-	-	-	-	-	331
Grand Total		1362	1856							3218
Percent		42.3%	57.7%							
ADT		ADT 3,218	AADT 3,218							

All Traffic Data Services
Wheat Ridge, CO 80033

Site Code: 6
Station ID: 6
COLORADO BLVD E.O. MINER ST

Start Time	07-Dec-18 Fri	EB	WB							Total
12:00 AM		11	6							17
01:00		7	7							14
02:00		5	5							10
03:00		8	5							13
04:00		5	6							11
05:00		15	12							27
06:00		34	28							62
07:00		53	115							168
08:00		71	191							262
09:00		97	305							402
10:00		158	343							501
11:00		207	243							450
12:00 PM		177	249							426
01:00		260	225							485
02:00		262	227							489
03:00		295	207							502
04:00		242	172							414
05:00		287	162							449
06:00		124	145							269
07:00		102	98							200
08:00		59	71							130
09:00		35	48							83
10:00		34	35							69
11:00		15	12							27
Total		2563	2917							5480
Percent		46.8%	53.2%							
AM Peak	-	11:00	10:00	-	-	-	-	-	-	10:00
Vol.	-	207	343	-	-	-	-	-	-	501
PM Peak	-	15:00	12:00	-	-	-	-	-	-	15:00
Vol.	-	295	249	-	-	-	-	-	-	502
Grand Total		2563	2917							5480
Percent		46.8%	53.2%							
ADT		ADT 5,480	AADT 5,480							

All Traffic Data Services
Wheat Ridge, CO 80033

Page 1

Site Code: 7
Station ID: 7
23RD AVE N.O. COLORADO BLVD

Start Time	07-Dec-19 Sat	NB	SB	Total
12:00 AM		1	0	1
01:00		2	2	4
02:00		2	0	2
03:00		2	1	3
04:00		0	0	0
05:00		3	3	6
06:00		8	4	12
07:00		5	2	7
08:00		18	9	27
09:00		23	13	36
10:00		19	30	49
11:00		23	21	44
12:00 PM		15	16	31
01:00		23	14	37
02:00		21	11	32
03:00		27	26	53
04:00		21	22	43
05:00		27	19	46
06:00		16	7	23
07:00		7	4	11
08:00		7	4	11
09:00		10	5	15
10:00		6	1	7
11:00		3	1	4
Total		289	215	504
Percent		57.3%	42.7%	
AM Peak	-	09:00	10:00	- - - - - 10:00
Vol.	-	23	30	- - - - - 49
PM Peak	-	15:00	15:00	- - - - - 15:00
Vol.	-	27	26	- - - - - 53
Grand Total		289	215	504
Percent		57.3%	42.7%	
ADT		ADT 504	AADT 504	

All Traffic Data Services
Wheat Ridge, CO 80033

Site Code: 8
Station ID: 8
RIVERSIDE DR E.O. 23RD AVE

Start Time	07-Dec-19 Sat	EB	WB	Total
12:00 AM		0	0	0
01:00		3	4	7
02:00		0	0	0
03:00		0	0	0
04:00		0	0	0
05:00		0	0	0
06:00		1	3	4
07:00		0	2	2
08:00		0	1	1
09:00		3	8	11
10:00		6	1	7
11:00		9	7	16
12:00 PM		8	9	17
01:00		13	5	18
02:00		10	8	18
03:00		3	15	18
04:00		3	9	12
05:00		3	1	4
06:00		0	1	1
07:00		0	0	0
08:00		0	1	1
09:00		3	0	3
10:00		0	2	2
11:00		0	1	1
Total		65	78	143
Percent		45.5%	54.5%	
AM Peak	-	11:00	09:00	- - - - - 11:00
Vol.	-	9	8	- - - - - 16
PM Peak	-	13:00	15:00	- - - - - 13:00
Vol.	-	13	15	- - - - - 18
Grand Total		65	78	143
Percent		45.5%	54.5%	
ADT		ADT 143	AADT 143	

All Traffic Data Services
Wheat Ridge, CO 80033

Page 1

Site Code: 9
Station ID: 9
RIVERSIDE DR N.O. COLORADO BLVD

Start Time	07-Dec-19 Sat	NB	SB	Total
12:00 AM		1	0	1
01:00		0	0	0
02:00		1	0	1
03:00		0	0	0
04:00		0	0	0
05:00		0	1	1
06:00		2	1	3
07:00		3	4	7
08:00		2	4	6
09:00		2	3	5
10:00		6	4	10
11:00		2	3	5
12:00 PM		2	2	4
01:00		0	2	2
02:00		3	4	7
03:00		7	4	11
04:00		4	3	7
05:00		0	1	1
06:00		3	5	8
07:00		0	0	0
08:00		0	0	0
09:00		1	1	2
10:00		1	1	2
11:00		0	0	0
Total		40	43	83
Percent		48.2%	51.8%	
AM Peak	-	10:00	07:00	- - - - - 10:00
Vol.	-	6	4	- - - - - 10
PM Peak	-	15:00	18:00	- - - - - 15:00
Vol.	-	7	5	- - - - - 11
Grand Total		40	43	83
Percent		48.2%	51.8%	
ADT		ADT 83	AADT 83	

All Traffic Data Services
Wheat Ridge, CO 80033

Site Code: 10
Station ID: 10
MINER ST E.O. RIVERSIDE DR

Start Time	07-Dec-19 Sat	EB	WB	Total
12:00 AM		4	2	6
01:00		3	1	4
02:00		3	0	3
03:00		5	1	6
04:00		2	1	3
05:00		3	2	5
06:00		9	8	17
07:00		22	27	49
08:00		24	33	57
09:00		33	48	81
10:00		63	77	140
11:00		80	75	155
12:00 PM		80	64	144
01:00		118	56	174
02:00		124	70	194
03:00		114	67	181
04:00		82	48	130
05:00		96	51	147
06:00		55	39	94
07:00		56	20	76
08:00		29	15	44
09:00		18	11	29
10:00		12	11	23
11:00		5	1	6
Total		1040	728	1768
Percent		58.8%	41.2%	
AM Peak	-	11:00	10:00	- - - - - 11:00
Vol.	-	80	77	- - - - - 155
PM Peak	-	14:00	14:00	- - - - - 14:00
Vol.	-	124	70	- - - - - 194
Grand Total		1040	728	1768
Percent		58.8%	41.2%	
ADT		ADT 1,768	AADT 1,768	

All Traffic Data Services
Wheat Ridge, CO 80033

Site Code: 11
Station ID: 11
COLORADO BLVD W.O. RIVERSIDE DR

Start Time	07-Dec-19 Sat	EB	WB	Total
12:00 AM		7	4	11
01:00		4	6	10
02:00		2	5	7
03:00		3	4	7
04:00		3	5	8
05:00		12	10	22
06:00		25	20	45
07:00		31	88	119
08:00		47	158	205
09:00		64	257	321
10:00		95	266	361
11:00		127	168	295
12:00 PM		97	185	282
01:00		142	169	311
02:00		138	157	295
03:00		181	140	321
04:00		160	124	284
05:00		191	111	302
06:00		69	106	175
07:00		46	78	124
08:00		30	56	86
09:00		17	37	54
10:00		22	24	46
11:00		10	11	21
Total		1523	2189	3712
Percent		41.0%	59.0%	
AM Peak	-	11:00	10:00	10:00
Vol.	-	127	266	361
PM Peak	-	17:00	12:00	15:00
Vol.	-	191	185	321
Grand Total		1523	2189	3712
Percent		41.0%	59.0%	
ADT		ADT 3,712	AADT 3,712	

TRIP GENERATION CALCULATIONS

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Trip Generation for Proposed ARGO Gondola

The current project is proposing to construct a gondola as a tourist attraction. Future development has not been defined, but may include retail at the base, restaurants, a hotel and other ancillary uses. There is no trip generation data for a gondola available from ITE. A market assessment study, which forecasts the annual number of visitors for the gondola establishes the potential market for the gondola, which may take years to come to fruition if it ever does. Initial anticipated number of annual visitors is approximately 400,000-500,000. To convert the annual visitors to number of vehicles daily and during weekday and weekend peak hours, CDOT's traffic data at their counting station on I-70 (#000120) was utilized. This is a continuously counting station and traffic volume data for all days over the past several years is available. I-70 and the Idaho Springs area experience seasonal variations in traffic throughout the year with the heaviest months in the summer. Weekend traffic also exceeds weekday traffic. Weekends are anticipated to be the peak usage of the gondola as well.

Trip Generation

Per the Might Argo Cable Car Market Assessment & Support Materials study completed in August 2019, the potential market for ridership on the gondola is forecasted to be between 520,000 and 730,000 people per year. The anticipated visitation is estimated to be 400,000-500,000 people per year. Per CDOT and Interstate Parking, typical vehicle occupancy along I-70 and in Idaho Springs is 2.75 people per vehicle. Per CDOT traffic volume data, weekday (Tuesday to Thursday) traffic volumes are 85% of the average daily traffic on I-70 and weekend traffic volumes are 117% of the average daily traffic volumes. Seasonally, daily traffic volumes during July are 20% higher than average. PM peak hour volumes on weekdays are approximately 12% of the daily traffic (8 AM - 6 PM) and Saturday peak hour volumes are approximately 11.4% of daily traffic (8 AM - 6 PM).

Patrons		Vehicular Traffic (Vehicles)			
Annual	Ave. Daily (annual/340)	Ave Daily (patrons/2.75 ppv)	ADT July (Ave*1.2)	ADT Weekday (0.85*Average)	ADT Weekend (1.17*Average)
400,000	1,176	428	513	436	601
500,000	1,471	535	642	545	751

Weekday Peak (12.0% of ADT)	Saturday Peak (11.4% of ADT)
52	69
65	86

Patrons		Vehicular Trips (in and out)			
Annual	Ave. Daily (annual/365)	Weekday ADT	Saturday ADT	Weekday PM Peak	Saturday Peak Hour
400,000	1,176	872	1202	104	138
500,000	1,471	1090	1502	130	172

To determine entering and exiting splits during three peak hours, ITE's Trip Generation Manual was consulted for other recreation-type of uses. There are several land uses that would have a similar traffic distribution as the gondola, uses where visitors would come to their destination throughout the day and stay for 1.5-2.0 hours. These include a public park, batting cages, a golf driving range and rock climbing gym. For these uses, the PM peak hour distribution of trips is approximately 55% entering and 45% exiting. On Saturday, the general distribution is estimated to be 55% entering and 45% exiting as well. This results in the following directional distribution for the proposed project.

Patrons		Vehicular Trips (entering and exiting)			
Annual	Ave. Daily (annual/365)	Weekday PM Peak		Saturday Peak Hour	
		Entering (55%)	Exiting (45%)	Entering (55%)	Exiting (45%)
400,000	1,176	57	47	76	62
500,000	1,471	72	58	95	77

Parking: Daily Distribution on a Saturday

(based on 500,000 annual visitors, 699 vehicles per day, 12 employee vehicles)

	Start Count	Enter	Exit	End Count
7:00	0	12	0	12
7:30	12	18		30
8:00	30	18		48
8:30	48	27		75
9:00	75	27		102
9:30	102	34		136
10:00	136	34	18	152
10:30	152	31	18	165
11:00	165	30	27	168
11:30	168	29	27	170
12:00	170	28	34	164
12:30	164	33	34	163
13:00	163	32	31	164
13:30	164	33	30	167
14:00	167	33	29	171
14:30	171	35	28	178
15:00	178	34	33	179
15:30	179	28	32	175
16:00	175	28	33	170
16:30	170	30	33	167
17:00	167	30	35	162
17:30	162		34	128
18:00	128		28	100
18:30	100		28	72
19:00	72		30	42
19:30	42		30	12
20:00	12		12	0

BACKGROUND PROJECT TRAFFIC INFORMATION

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ALDRIDGE TRANSPORTATION CONSULTANTS, LLC

Advanced Transportation Planning and Traffic Engineering

John M.W. Aldridge, PE
Colorado Licensed Professional Engineer

1082 Chimney Rock Road
Highlands Ranch, CO 80126
303-703-9112
Mobile: 303-594-4132
Email: john@atceng.com

December 9, 2019

Mr. Virgil W. Shouse
President
Excell Fund Brokerage and Development, LLC
1291 High St.
Denver, CO 80216

Re: Traffic Impact Analysis
2800 Miner St., Idaho Springs, CO

Dear Mr. Shouse:

Aldridge Transportation Consultants (ATC) is pleased to present this traffic impact study regarding the proposed redevelopment of 2800 Miner St. in Idaho Springs.

ATC is professional service firm specializing in traffic engineering and transportation planning. ATC's principal, John M.W. Aldridge, is a Colorado licensed professional engineer. In the past 20 years, ATC has prepared over 1,000 traffic impact studies, designed over 100 traffic signals, and has provided expert witness testimony on engineering design and access issues on multi-million dollar interchange and highway projects in Kansas and Colorado.

ATC appreciates the opportunity to be of service. Please call if you have any questions. We can be reached at 303-703-9112.



Respectfully submitted,

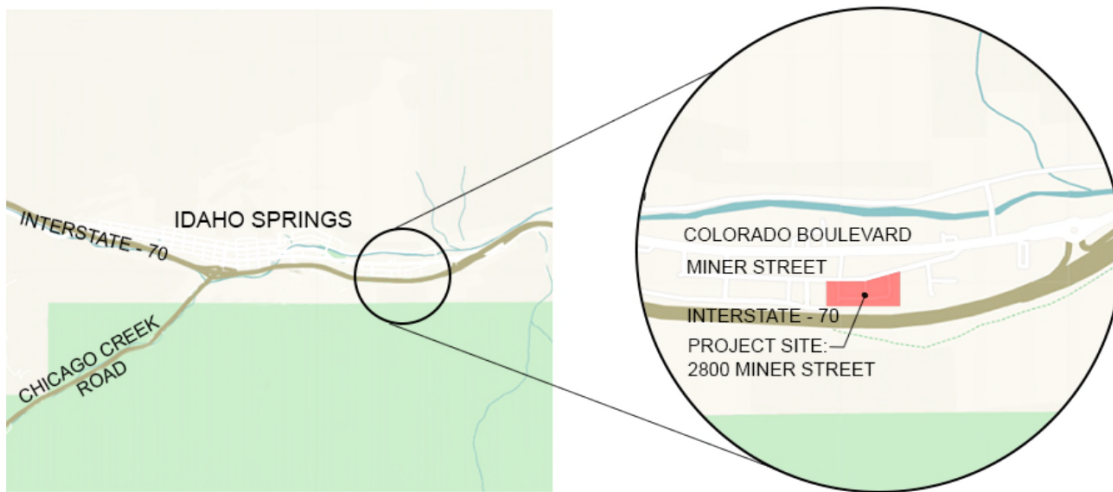
Aldridge Transportation Consultants, LLC

John M.W. Aldridge, P.E.
Principal



1. PROJECT DESCRIPTION

The project proposes to redevelop an existing mobile home park with 69 multi-family residential units in four buildings. The project consists of two phases. In the first phase two buildings with 30 units and parking will be constructed. In the second phase another two building with a total of 39 units will be constructed. The project is located on the east end of Idaho Springs at 2800 Miner St. Figure 1 below shows a vicinity map.



Vicinity Map

Figure 1 Vicinity Map

1. GENERAL EXISTING CONDITIONS

Miner St. is two-lane local type road that for all practical purposes ends at the Safeway store on the west end of the street. No traffic counts are available. We estimate based on the number residents that it serves (about 60) to be less than 1,000 ADT but higher than 450 ADT. There is no posted speed limit but per the Municipal Code the speed limit is 20 mph unless otherwise posted. Presently there are three driveways into the project site.

Colorado Blvd. is a two-lane arterial roadway with center turn lanes at most intersections. It is a business route for I-70 (I-70R) and categorized as an NR-C. It carries approximately 6,900 ADT per the CDOT OTIS website and posted at 35 mph. The intersection of Miner St. and Colorado Blvd. is a T type and two-way stop sign controlled. It is approximately 500 feet from the project. The intersection was recently improved with westbound left turn lane, new sidewalks and crosswalks, and a reconstructed approach on Miner St.

25th Ave is approximately 775 feet west of the project. It is also two-way stop sign controlled. Miner St. west of 25th Ave. is one-way eastbound. This intersection was also improved but no left turn lane from Colorado Blvd. was installed as it likely lacked a peak hour turning movement warrant.



2800 MINER ST., IDAHO SPRINGS Transportation Impact Study

Many of the homes and businesses on Miner St. do not have driveways. On-street parking is prevalent.

Figure 2 on the below shows the location of the site, site plan, and the adjacent streets and intersections.

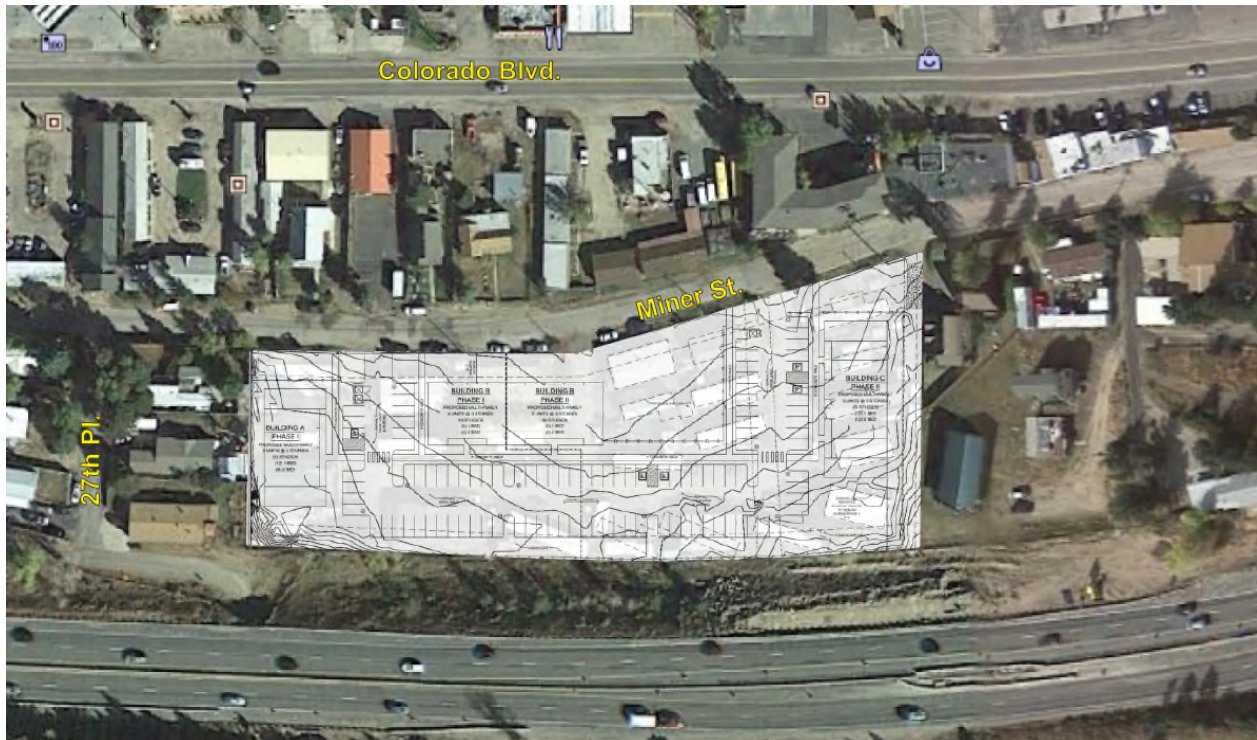


Figure 2 Site Plan and Adjacent Streets and Intersections

2. DEVELOPMENT SITE CHARACTERISTICS

The trip generation for a multi-family development is defined in Table 1. It is based on the rates and values found in the *ITE Trip Generation Manual, 10th Edition*. Shown are the Average Daily Traffic and the AM and PM peak hours for the average weekday. Note that the City's Roadway Design Standards state that the ADT for multi-family units should be calculated at 5 ADT/unit (Section 3.2). However, there is no City standard for the AM and PM peak hour trip generation upon which the impact is evaluated and measured. Consequently, the ITE AM and PM peak hour trip generation for mid-rise multi-family is presented in the table.

Table 1

ITE CODE	LAND USE	UNIT	QUANTITY	ADT	WEEKDAY					
					AM			PM		
					IN	OUT	TOTAL	IN	OUT	TOTAL
220	Multi-Family	DU	69	5.00	0.11	0.35		0.35	0.21	
				345	8	24	32	24	14	39
Total Trips				345	8	24	32	24	14	39

rounding.
38?



The project will reduce the existing three driveways to two. There'll be no centrally located driveway just one on each end. The two driveways meet the Roadway Design Standards in Section 3.4.2. The trip distribution and assignment were split equally and assume a likewise equal split at the accesses to Colorado Blvd. – Miner St. and 25th Ave.

3. FUTURE CONDITIONS

A review of the City's Comprehensive Plan revealed no forecast volumes on any of the City streets. CDOT's 20-year growth factor for Colorado Blvd. is 1.22. Future growth in traffic on Miner St. is not expected as it is fully developed. The surrounding area is considered blighted and redevelopment may occur. When it does a new traffic study may conclude that improvements are needed.

4. PROJECT IMPACTS

The AM and PM peak hour trip generation are too small to be assessed meaningfully by conventional procedures and methodology. Moreover, the project's trip generation would be reduced by one third with the removal of the existing 23 manufactured homes.

5. MITIGATION MEASURES

Per the Driveway Design Standards each driveway must meet the City standards for roadway construction as each driveway will exceed the 20 ADT threshold. Essentially this means that the driveway should consist of two 12-foot lanes and shoulder radii of 10 feet.

6. CONCLUSIONS AND RECOMMENDED IMPROVEMENTS SUMMARY

Based on the analysis herein, we find the following:

- The proposed trip generation will not result in a road classification change to Miner St. The ADT will stay below 1,000.
- The project's trip generation with the offset of the trip generation by the existing land use is too small to have a calculable impact on traffic congestion and safety.
- The intersection at Miner St. and Colorado Blvd. was recently improved and now includes at westbound left turn lane. The Miner St. approach was reconstructed and now includes sidewalks and crosswalk striping.
- The project's on-site parking will reduce the on-street parking.
- The project will remove one driveway leaving two per the City standards.
- Each driveway will be improved to City standards.

The study and operations analyses contained herein provides evidence that the recommended access locations and type will function within acceptable traffic engineering parameters promulgated by FHWA, AASHTO, MUTCD, CDOT, and the City of Idaho Springs. In my professional opinion, the transportation facilities will be adequate and available to serve the proposed development within one year of the full build out of the project and that it meets or exceeds the applicable adopted level of service requirements provided by the City of Idaho Springs.

TRAFFIC IMPACT STUDY

Proposed Clear Creek County Community Care Clinic

Soda Creek Road & Miner Street
Idaho Springs, Colorado

October 31, 2019

M/M Project No.: 19.1033

Prepared by:

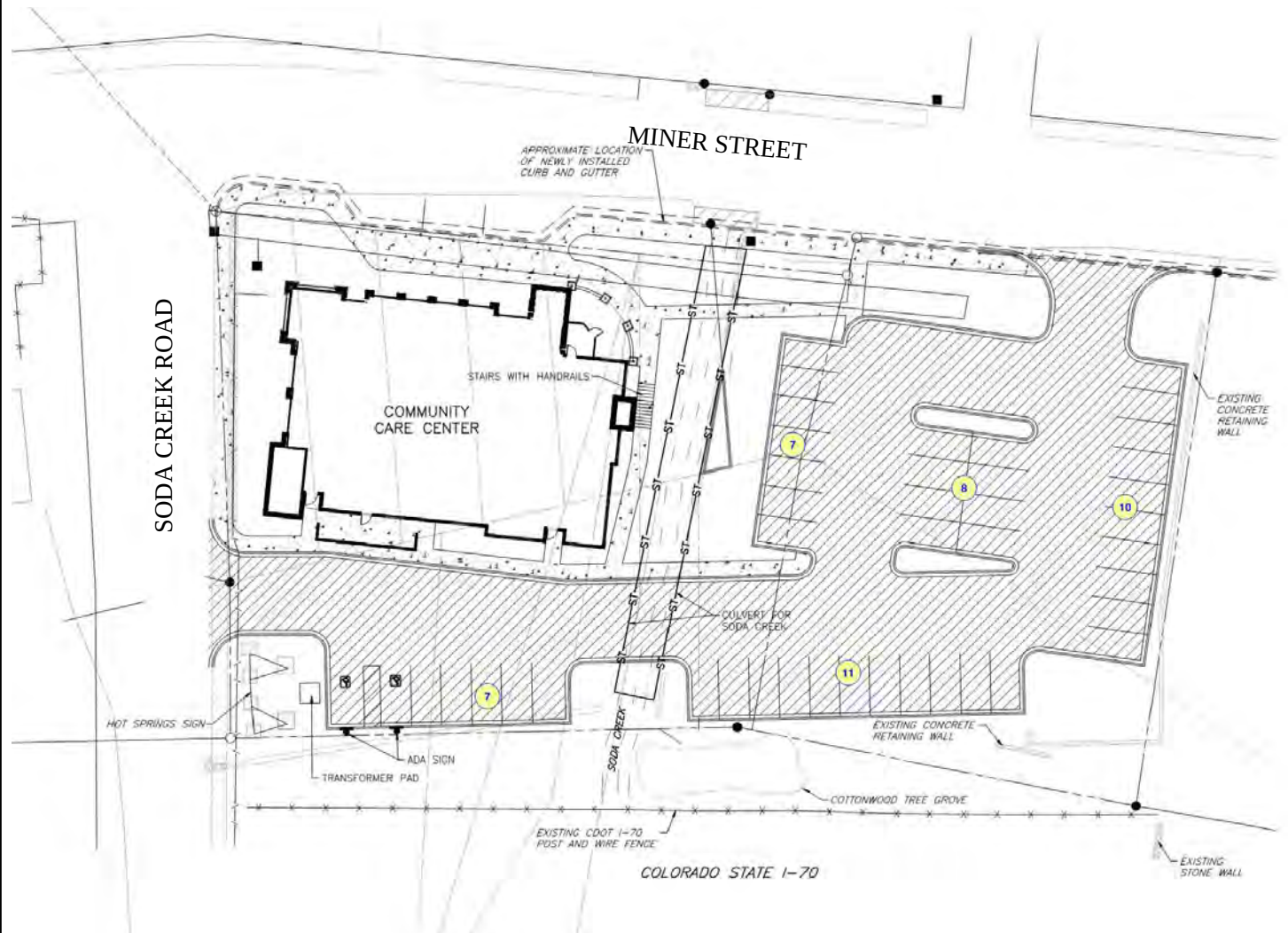


12499 WEST COLFAX AVENUE, LAKEWOOD, COLORADO 80215
MAIN 303.431.6100 MARTINMARTIN.COM

This report has been prepared by the staff of Martin/Martin Inc. on behalf of TreanorHL under the direction of the undersigned professional engineer whose seal and signature appears hereon.

*Professional
Engineer (PE)
seal and signature
will be affixed for
final submittal*

Craig A. MacPhee, P.E



NOT TO SCALE

OCTOBER 31, 2019

EXHIBIT 2

CONCEPTUAL SITE PLAN

MARTIN/MARTIN
CONSULTING ENGINEERS
12499 WEST COLFAX AVENUE, LAKEWOOD, COLORADO 80215
303.431.6100 MARTINMARTIN.COM

TRIP GENERATION AND DISTRIBUTION

Trip Generation

The proposed community care clinic is anticipated to be a 12,000 square foot building with 6,000 square feet of medical office uses and 6,000 square feet of medical clinic.

The *Trip Generation Manual, 10th Edition* published by the Institute of Transportation Engineers (ITE) was used to determine the number of trips generated by the proposed land use. The purpose of the Trip Generation Manual (TGM) is to compile and quantify empirical trip generation rates for specific land uses within the US, UK and Canada. The proposed clinic portion is most closely represented under Land Use Category (LUC) 630 "Clinic" and the medical office portion falls under LUC 720 "Medical-Dental Office Building." The trip generation is based on the overall size of the facility and is shown in the table below.

Table 4 - Project Trip Generation

Land Use	ITE Code	Size	Units	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Clinic	630	6.0	KSF	229	17	5	22	6	14	20
Medical-Dental Office Building	720	6.0	KSF	209	16	5	21	5	12	17
		12.0	KSF	438	33	10	43	11	26	37

KSF = 1,000 square feet

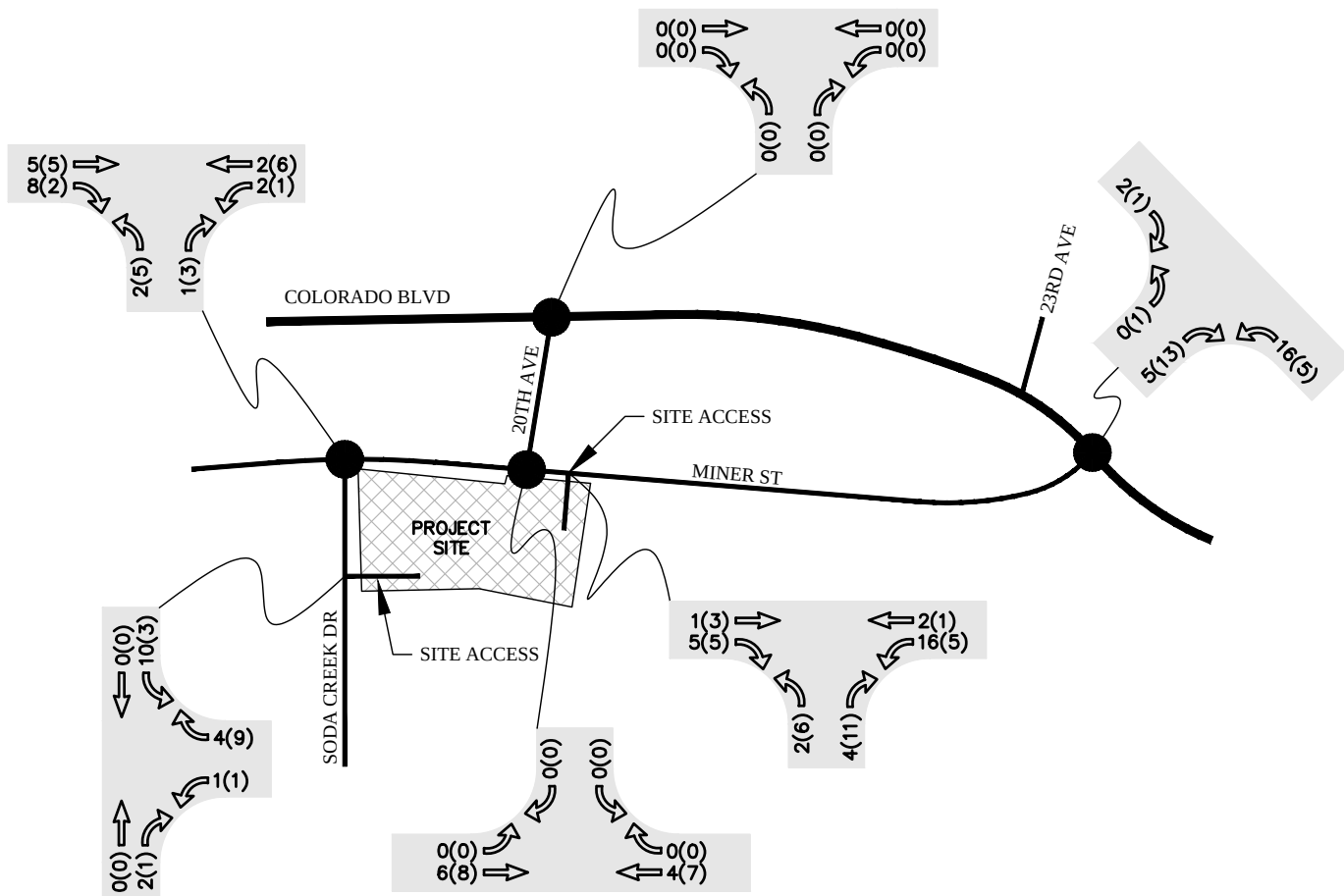
As shown in the table above, the proposed project is anticipated to generate 43 AM peak hour trips, 37 PM peak hour trips and 438 average daily trips.

Trip Types

Nearly all developments are made up of the following six trip types: new (destination) trips, pass-by trips, diverted trips, shared (internal) trips, multi-modal (non-vehicular) trips, and transit oriented trips. To better understand the trip types available for land access and how they relate to this project, a description of each specific type follows.

New (Destination) Trips – These types of trips occur to access a specific land use such as a new retail development or a new residential subdivision. These types of trips will travel to and from the new site and a single other destination such as home or work. This is the only trip type that will result in a net increase in the total amount of traffic within the study area. The reason primarily is that these trips represent planned trips to a specific destination that never took trips to that part of the City prior to the development being constructed and occupied. This project will develop new trips.

Pass-by Trips – These trips represent vehicles which currently use adjacent roadways providing primary access to new land uses or projects. These trips, however, have an



NOT TO SCALE

OCTOBER 31, 2019

EXHIBIT 7

SITE-GENERATED TRIPS

MARTIN/MARTIN
CONSULTING ENGINEERS
12499 WEST COLFAX AVENUE, LAKEWOOD, COLORADO 80215
303.431.6100 MARTINMARTIN.COM

BRIDGE EVALUATION

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Routine Inspection

Colorado Department of Transportation

Structure Inspection and Inventory Report (English Units)

Highway Number (ON) 5D: 00000 U

Mile Post (ON) 11: -1 mi

Linear Ref. Sys. MP: 0.000 mi

Bridge Key: IDAHO SPGS. 01

Inspection Date: 04/08/2019

Sufficiency Rating: 78.5

FO

NBI Reporting ID:	IDAHO SPGS. 01	Main Mat/Desgn 43A/B:	3	02	Bridge Cost 94:	\$0
Rgn/Sect 2E/2M:	19	Appr Mat/Desgn 44A/B:	0	0	Roadway Cost 95:	\$0
Tran Region 2T:	02	Main Spans Unit 45:	1		Total Cost 96:	\$0
County Code 3:	019	Approach Spans 46:	0		Year of Cost Estimate 97:	2019
019 CLEAR CREEK		Horiz Clr 47:	25.00 ft		Brdr Brdg Code/% 98A/B:	-2 0
Place Code 4:	38370	Max Span 48:	71.0 ft		Border Bridge Number 99:	0
IDAHO SPRINGS		Str Length 49:	75.1 ft		Defense Highway 100:	0
Rte.(On/Under) 5A:	1	Curb Wdth L/R 50A/B:	3.5 ft 3.5 ft		Parallel Structure 101:	N
Signing Prefix 5B:	5	Width Curb to Curb 51:	25.00 ft		Direction of Traffic 102:	2
Level of Service 5C:	1	Width Out to Out 52:	27.5 ft		Temporary Structure 103:	N
Direction Suffix 5E:	0	Deck Area:	2839		Highway Systems 104:	0
Feature Intersected 6:		Min Clr Ovr Brdg 53:	99.99		Fed Lands Hiway 105:	0
CLEAR CREEK		Min Undrclr Ref 54A:	N		Year Reconstructed 106:	
Facility Carried 7:		Min Underclr 54B:	0.0 ft		Deck Type 107:	1
MINER STREET		Min Lat Clrnce Ref R 55A:	N		Wearing Surface 108A:	1
Alias Str No.8A:		Min Lat Undrclr R 55B:	0.0 ft		Membrane 108B:	0
Miner St. Br. #		Min Lat Undrclr L 56:	0.0 ft		Deck Protection 108C:	1
Prll Str No. 8P:		Deck 58:	7		Truck ADT 109:	4.00 %
N/A		Super 59:	7		Trk Net 110:	0
Location 9:		Sub 60:	7		Pier Protection 111:	N
MINER ST OVER CLEAR CREEK		Channel/Protection 61:	8		NBIS Length 112:	Y
Max Clr 10:	99.99	Culvert 62:	N		Scour Critical 113:	8
BaseHiway Net12:	0	Oprrtg Rtg Method 63:	1 LF Load Fact		Scour Watch 113M:	N
IrsinvRout 13A:	00000000000	Operating Rating 64:	76.1		Future ADT 114:	8,115
IrssubRout No13B:	00	Operating Factor 64:			Year of Future ADT 115:	2037
Latitude 16:	39d 44' 31.63"	Inv Rtnng Method 65:	1 LF Load Fact		CDOT Str Type 120A:	CIK
Longitude 17:	105d 30' 49.13"	Inventory Rating 66:	45.7		CDOT Constr Type 120B:	0
Detour Length 19:	1 mi	Inventory Factor 66:			Inspection Indic 122A:	-
Toll Facility 20:	3	Asph/Fill Thick 66T:	0.0 in		Inspection Trip 122AA:	Unknown
Custodian 21:	04	Str. Evaluation 67:	7		Scheduling Status 122B:	-
Owner 22:	04	Deck Geometry 68:	2		Maintenance Patrol 123:	0
Functional Class 26:	07	Undrclr Vert/Hor 69:	N		Expansion Dev/Type 124:	B
Year Built 27:	1990	Posting 70:	5 At/Above Lega		Brdg Rail Type/Mod 125A/B:	Y 0
Lanes On 28A:	2	Waterway Adequacy 71:	8		Posting Trucks 129A/B/C:	0.0 0.0 0.0
Lanes Under 28B:	0	Approach Alignment 72:	8		Str Rating Date 130:	11/01/1995
ADT 29:	5,202	Type Of Work 75A:	-2		Special Equip 133:	Unknown
Year of ADT 30:	2017	Work Done By 75B:	!		Vert Clr N/E 134A/B/C:	X -1.00 -1.00
Design Load 31:	0 Unknown	Length of Improvment 76:	0		Vert Clr S/W 135A/B/C:	X -1.00 -1.00
Apr Rdwy Width 32:	25.00 ft	Insp Team Indicator 90B:	ENGINEERING		Vertical Clr Date:	12/31/1900
Median 33:	0	Inspector Name 90C:	RICHARDSONA		Weight Limit Color 139:	0, White
Skew 34:	15 °	Frequency 91:	24 months		Str Billing Type:	IIB
Structure Flared 35:	0	FC Frequency 92A:			Userkey 1, Insp System:	OFFSYS
Sfty Rail 36a/b/c/d:	1 0 0 0	UW Frequency 92B:			Userkey 4, Insp Sched:	Central FY ODD
Rail ht36h:	31.5 in	SI Frequency (Pin) 92C:			Userkey 5, UW Sched:	
Hist Signif 37:	1	FC Inspection Date 93A:			Userkey 6, Pin Sched:	
Posting status 41:	A	UW Inspection Date 93B:			Inspection Key:	YSQF
Service on/un 42A/B:	5 5	SI Date (Pin) 93C:				

Inspection Type:	Regular NBI
Inspector Name:	RICHARDSONA

Data Responsibility: Asset Management Inspection Rating

Routine Inspection
Colorado Department of Transportation
Structure Inspection and Inventory Report (English Units)

Highway Number (ON) 5D: 00000 U

Mile Post (ON) 11: -1 mi

Linear Ref. Sys. MP: 0.000 mi

Element Inspection Report

Elm/Env	Description	Unit	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4
12/1	Re Concrete Deck	sq.ft	2839	39%	1119	61%	1720	0%	0	0%	0

Deck area excludes truss facade and sidewalks. General wear/exposed aggregate on south side and at Abutment 1. (2) small popouts near Abutment 1. Transverse cracks, hairline x up to full width, at 2 foot spacing throughout. Areas of superficial map cracking throughout. Deck underside not visible due to stay in place forms.

1130/1	Cracking (RC and Other)	sq.ft	2539	44%	1119	56%	1420	0%	0	0%	0
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See Element 12.

1190/1	Abrasion(PSC/RC)	sq.ft	300	0%	0	100%	300	0%	0	0%	0
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See Element 12.

107/1	Steel Opn Girder/Beam	ft	676	91%	616	9%	60	0%	0	0%	0
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Girders A, B, H & I support sidewalks and truss facade. Isolated spots of light surface corrosion (R1) on bottom and top flanges.

515/1	Steel Protective Coating	sq.ft	676	0%	0	91%	616	0%	0	9%	60
-------	--------------------------	-------	-----	----	---	-----	-----	----	---	----	----

Failed in areas of surface corrosion with light chalking throughout.

3410/1	Chalk(Steel Protect Coating)	ft	188	0%	0	100%	188	0%	0	0%	0
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See Element 515.

3440/1	Eff (Stl Protect Coat)	ft	18	0%	0	0%	0	0%	0	100%	18
--------	------------------------	----	----	----	---	----	---	----	---	------	----

See Element 515.

1000/1	Corrosion	ft	60	0%	0	100%	60	0%	0	0%	0
--------	-----------	----	----	----	---	------	----	----	---	----	---

See Element 107.

120/1	Steel Tuss	ft	123	0%	0	100%	123	0%	0	0%	0
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This is for aesthetics only. Light R1 rusting throughout.

515/1	Steel Protective Coating	sq.ft	123	0%	0	0%	0	0%	0	100%	123
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Failed throughout.

3440/1	Eff (Stl Protect Coat)	ft	37	0%	0	0%	0	0%	0	100%	37
--------	------------------------	----	----	----	---	----	---	----	---	------	----

See Element 515

1000/1	Corrosion	ft	123	0%	0	100%	123	0%	0	0%	0
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See Element 120.

215/1	Re Conc Abutment	ft	78	100%	78	0%	0	0%	0	0%	0
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Isolated random vertical cracks, hairline x up to full height, in both abutments. Debris on bearing seats at corners.

521/1	Conc Prot Coating	sq.ft	78	100%	78	0%	0	0%	0	0%	0
-------	-------------------	-------	----	------	----	----	---	----	---	----	---

No significant deficiencies.

Routine Inspection
Colorado Department of Transportation
Structure Inspection and Inventory Report (English Units)

Highway Number (ON) 5D: 00000 U

Mile Post (ON) 11: -1 mi

Linear Ref. Sys. MP: 0.000 mi

302/1	Compressn Joint Seal	ft	29	0%	0	100%	29	0%	0	0%	0
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At Abutment 1. Filled with sand and gravel. Header has minor abrasion, insignificant edge chipping.

2350/1	Debris Impaction	ft	29	0%	0	100%	29	0%	0	0%	0
--------	------------------	----	----	----	---	------	----	----	---	----	---

See Element 302

310/1	Elastomeric Bearing	each	18	94%	17	6%	1	0%	0	0%	0
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Steel sole plate with neoprene pads. Pad under bearing at Girder H at west Abutment 1 is bulged and slipping out, protruding 3-1/2 inches. No change since 2013.

2230/1	Bulging, Splitting or Tearing	each	1	0%	0	100%	1	0%	0	0%	0
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See Element 310

330/1	Metal Bridge Railing	ft	300	100%	300	0%	0	0%	0	0%	0
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Vehicular and pedestrian rails. No significant deficiencies.

515/1	Steel Protective Coating	sq.ft	300	50%	150	50%	150	0%	0	0%	0
-------	--------------------------	-------	-----	-----	-----	-----	-----	----	---	----	---

Galvanized traffic rail. Paint fading throughout exterior pedestrian railing.

3440/1	Eff (Stl Protect Coat)	ft	46	0%	0	100%	46	0%	0	0%	0
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See Element 515.

9221/1	Conc Pile Cap/Ftg	(EA)	1	100%	1	0%	0	0%	0	0%	0
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Top exposed at northeast corner.

9325/1	Slope Prot/Berms	(EA)	2	100%	2	0%	0	0%	0	0%	0
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Riprap at Abutment 2 and old stone rock wall at Abutment 1.

9326/1	Bridge Wingwalls	(EA)	4	100%	4	0%	0	0%	0	0%	0
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No significant defects noted.

9338/1	Conc Curbs/SW	(LF)	150	0%	0	99%	149	1%	1	0%	0
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Transverse hairline cracks at 2 to 4 feet on center both sides. Southwest curb over Abutment 1 has a spall, 12 inch diameter x 4 inches deep.

9339/1	Timber Curb/SW	(LF)	150	67%	100	33%	50	0%	0	0%	0
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Timber composite (TREX) sidewalk. Approximately 75% of sidewalk planks were replaced with new composite planks. Remaining timber planks are loose and worn.

9501/1	Channel Cond	(EA)	1	100%	1	0%	0	0%	0	0%	0
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Rock and cobble channel.

9502/1	ChannProtMatCond	(EA)	1	100%	1	0%	0	0%	0	0%	0
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Rock gabions at Northeast corner. No significant deficiencies noted.

9504/1	BankCond	(EA)	1	100%	1	0%	0	0%	0	0%	0
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Rocks, grass and brush on banks.

Routine Inspection
Colorado Department of Transportation
Structure Inspection and Inventory Report (English Units)

Highway Number (ON) 5D: 00000 U

Mile Post (ON) 11: -1 mi

Linear Ref. Sys. MP: 0.000 mi

9520/1	AppRdAlign	(EA)	1	100%	1	0%	0	0%	0	0%	0
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East approach is under construction.

9530/1	Approach Guardrail A	(EA)	1	100%	1	0%	0	0%	0	0%	0
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No transitions or approach rails. Rail ends do not meet AASHTO guidelines.

9600/1	Genl Remarks	(EA)	1	100%	1	0%	0	0%	0	0%	0
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7 inch diameter steel utility pipe in bay E. 2 inch diameter PVC utility pipe in bay A.

Maintenance Activity Summary

MMS Activity	Description	Recommended	Status	Target Year	Priority
306.05	Approach Railing	4/8/2019	☐	2021	High

Install rail transitions, approach rails and rail ends to meet current AASHTO/CDOT standards.

357.01	Substruct-Cln Abutment/Pier Seat	4/8/2019	☐	2021	High
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Clean debris off abutment seats at corners.

364.01	Joints-Clean	4/8/2019	☐	2021	High
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Clean sand and gravel out of joint at Abutment 1.

Bridge Notes

Inventory route is from West to East.
South side is upstream.
Superstructure is named Girder A through I from North to South.
Substructure is named Abutment 1 through Abutment 2 from West to East.

Inspection Notes

Date: 4-08-2019 Temp: 50 Degrees Time: 14:30 Weather: Overcast ANR/CJK

Scour Item 113 Documentation

CDOT_SIA

Version 8j - 10/6/2019

Structure ID: IDAHO SPGS. 01

Thu 11/21/2019 10:09:00

Page 4 of 10

Routine Inspection
Colorado Department of Transportation
Structure Inspection and Inventory Report (English Units)

Highway Number (ON) 5D: 00000 U
Mile Post (ON) 11: -1 mi
Linear Ref. Sys. MP: 0.000 mi

Scope:

☒ NBI ☒ Element ☐ Underwater ☐ Fracture Critical ☐ Other Type: Regular NBI

Team Leader Inspection Check-off:

☐ FCM's ☐ Vertical Clearance
☐ Posting Signs ☐ Stream Bed Profile
☐ Essential Repair Verification

Inspection Team: ENGINEERING OPERATIONS

Inspection Date: 04/08/2019

Inspector: CONNOR KENNEY

Inspector (Team Leader): Aaron Richardson

Routine Inspection
Colorado Department of Transportation
Structure Inspection and Inventory Report (English Units)

Highway Number (ON) 5D: 00000 U
Mile Post (ON) 11: -1 mi
Linear Ref. Sys. MP: 0.000 mi

Bridge Key: IDAHO SPGS. 02

Inspection Date: 04/08/2019

Sufficiency Rating: 85.9

ND

NBI Reporting ID:	IDAHO SPGS. 02	Main Mat/Desgn 43A/B:	3	02	Bridge Cost 94:	\$0
Rgn/Sect 2E/2M:	19	Appr Mat/Desgn 44A/B:	0	0	Roadway Cost 95:	\$0
Tran Region 2T:	02	Main Spans Unit 45:	1		Total Cost 96:	\$0
County Code 3:	019	Approach Spans 46:	0		Year of Cost Estimate 97:	2019
019 CLEAR CREEK		Horiz Clr 47:	24.00 ft		Brdr Brdg Code/% 98A/B:	-2 0
Place Code 4:	38370	Max Span 48:	66.8 ft		Border Bridge Number 99:	0
IDAHO SPRINGS		Str Length 49:	70.0 ft		Defense Highway 100:	0
Rte.(On/Under) 5A:	1	Curb Wdth L/R 50A/B:	4.0 ft 4.0 ft		Parallel Structure 101:	N
Signing Prefix 5B:	5	Width Curb to Curb 51:	24.00 ft		Direction of Traffic 102:	2
Level of Service 5C:	1	Width Out to Out 52:	35.5 ft		Temporary Structure 103:	N
Direction Suffix 5E:	0	Deck Area:	2485		Highway Systems 104:	0
Feature Intersected 6:		Min Clr Ovr Brdg 53:	99.99		Fed Lands Hiway 105:	0
CLEAR CREEK		Min Undrclr Ref 54A:	N		Year Reconstructed 106:	
Facility Carried 7:		Min Underclr 54B:	0.0 ft		Deck Type 107:	1
23RD AVENUE		Min Lat Clrnce Ref R 55A:	N		Wearing Surface 108A:	1
Alias Str No.8A:		Min Lat Undrclr R 55B:	0.0 ft		Membrane 108B:	0
		Min Lat Undrclr L 56:	0.0 ft		Deck Protection 108C:	1
Prll Str No. 8P:		Deck 58:	7		Truck ADT 109:	9.00 %
N/A		Super 59:	7		Trk Net 110:	0
Location 9:		Sub 60:	7		Pier Protection 111:	N
JUST N OF COLORADO BLVD		Channel/Protection 61:	8		NBIS Length 112:	Y
Max Clr 10:	99.99	Culvert 62:	N		Scour Critical 113:	8
BaseHiway Net12:	0	Oprrtg Rtg Method 63:	1 LF Load Fact		Scour Watch 113M:	N
IrsinvRout 13A:	00000000000	Operating Rating 64:	88.1		Future ADT 114:	1,032
IrssubRout No13B:	00	Operating Factor 64:			Year of Future ADT 115:	2037
Latitude 16:	39d 44' 33.90"	Inv Rtnng Method 65:	1 LF Load Fact		CDOT Str Type 120A:	CIK
Longitude 17:	105d 30' 32.60"	Inventory Rating 66:	52.8		CDOT Constr Type 120B:	0
Detour Length 19:	1 mi	Inventory Factor 66:			Inspection Indic 122A:	-
Toll Facility 20:	3	Asph/Fill Thick 66T:	0.0 in		Inspection Trip 122AA:	Unknown
Custodian 21:	04	Str. Evaluation 67:	7		Scheduling Status 122B:	-
Owner 22:	04	Deck Geometry 68:	4		Maintenance Patrol 123:	0
Functional Class 26:	08	Undrclr Vert/Hor 69:	N		Expansion Dev/Type 124:	O
Year Built 27:	1989	Posting 70:	5 At/Above Lega		Brdg Rail Type/Mod 125A/B:	XX 0
Lanes On 28A:	2	Waterway Adequacy 71:	8		Posting Trucks 129A/B/C:	0.0 0.0 0.0
Lanes Under 28B:	0	Approach Alignment 72:	8		Str Rating Date 130:	10/12/1995
ADT 29:	662	Type Of Work 75A:	-2		Special Equip 133:	Unknown
Year of ADT 30:	2017	Work Done By 75B:	!		Vert Clr N/E 134A/B/C:	X -1.00 -1.00
Design Load 31:	5 MS 18 (HS 20)	Length of Improvment 76:	0		Vert Clr S/W 135A/B/C:	X -1.00 -1.00
Apr Rdwy Width 32:	24.00 ft	Insp Team Indicator 90B:	ENGINEERING		Vertical Clr Date:	12/31/1900
Median 33:	0	Inspector Name 90C:	RICHARDSONA		Weight Limit Color 139:	0, White
Skew 34:	0 °	Frequency 91:	24 months		Str Billing Type:	IIB
Structure Flared 35:	0	FC Frequency 92A:			Userkey 1, Insp System:	OFFSYS
Sfty Rail 36a/b/c/d:	0 0 0 0	UW Frequency 92B:			Userkey 4, Insp Sched:	Central FY ODD
Rail ht36h:	48.0 in	SI Frequency (Pin) 92C:			Userkey 5, UW Sched:	
Hist Signif 37:	5	FC Inspection Date 93A:			Userkey 6, Pin Sched:	
Posting status 41:	A	UW Inspection Date 93B:			Inspection Key:	QTBN
Service on/un 42A/B:	5 5	SI Date (Pin) 93C:				

Inspection Type:	Regular NBI
Inspector Name:	RICHARDSONA

Data Responsibility: Asset Management Inspection Rating

Routine Inspection
Colorado Department of Transportation
Structure Inspection and Inventory Report (English Units)

Highway Number (ON) 5D: 00000 U

Mile Post (ON) 11: -1 mi

Linear Ref. Sys. MP: 0.000 mi

Element Inspection Report

Elm/Env	Description	Unit	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4
12/1	Re Concrete Deck	sq.ft	2485	100%	2483	0%	2	0%	0	0%	0

Areas of minor wear throughout. The deck underside has a diagonal crack, hairline x 18 inches long, with light efflorescence near the Southwest corner. Random hairline shrinkage cracks throughout deck top.

1120/1	Efflorescence/Rust Staining	sq.ft	2	0%	0	100%	2	0%	0	0%	0
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See Element 12.

107/1	Steel Opn Girder/Beam	ft	280	75%	210	25%	70	0%	0	0%	0
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Partial length welded cover plates. No defects noted at weld terminations in 2013, 2015, 2017, and 2019. Spotty Light R1 rust on Girders A and D. Slight dead load deflection noted.

515/1	Steel Protective Coating	sq.ft	280	75%	210	0%	0	0%	0	25%	70
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Failure at isolated areas of corrosion.

3440/1	Eff (Stl Protect Coat)	ft	21	0%	0	0%	0	0%	0	100%	21
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See Element 515

1000/1	Corrosion	ft	70	0%	0	100%	70	0%	0	0%	0
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See Element 107.

215/1	Re Conc Abutment	ft	71	99%	70	0%	0	1%	1	0%	0
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16 inch high x 10 inch wide x 1 inch deep spall at south abutment west cheekwall. Random isolated vertical cracks, hairline x up to full height, at both abutments. Some timber forming in place at Abutment 1 and Abutment 2.

1080/1	Delamination/Spall/Patchec	ft	1	0%	0	0%	0	100%	1	0%	0
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See Element 215

310/1	Elastomeric Bearing	each	8	0%	0	100%	8	0%	0	0%	0
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Steel plate with neoprene pads. Light surface corrosion (R1) on edges of plates.

1000/1	Corrosion	each	8	0%	0	100%	8	0%	0	0%	0
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See Element 310

330/1	Metal Bridge Railing	ft	140	0%	0	100%	140	0%	0	0%	0
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Scraped and chipped with light rust (R1) throughout with surface corrosion (R2) at various locations. Nut missing from anchor bolt at two posts on East bridge rail, one at center span and one at North end of rail.

515/1	Steel Protective Coating	sq.ft	140	0%	0	0%	0	0%	0	100%	140
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Failed throughout.

3440/1	Eff (Stl Protect Coat)	ft	43	0%	0	0%	0	0%	0	100%	43
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See Element 515

1000/1	Corrosion	ft	138	0%	0	100%	138	0%	0	0%	0
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See Element 330

Routine Inspection
Colorado Department of Transportation
Structure Inspection and Inventory Report (English Units)

Highway Number (ON) 5D: 00000 U

Mile Post (ON) 11: -1 mi

Linear Ref. Sys. MP: 0.000 mi

1020/1	Connection	ft	2	0%	0	100%	2	0%	0	0%	0
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See Element 330

9326/1	Bridge Wingwalls	(EA)	4	100%	4	0%	0	0%	0	0%	0
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No significant defects noted.

9338/1	Conc Curbs/SW	(LF)	140	93%	130	6%	9	1%	1	0%	0
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1 foot long x 6 inch wide x up to 1 inch deep spill at Northwest corner. Random transverse hairline cracks in both sidewalks. Backside of curb delaminated up to 2 feet long x 4 inch wide at 4th and 5th posts from North at the West and 6th post from North at the East.

9501/1	Channel Cond	(EA)	1	100%	1	0%	0	0%	0	0%	0
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Rock and cobble channel.

9504/1	BankCond	(EA)	1	100%	1	0%	0	0%	0	0%	0
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Rock, grass and trees on banks. Northeast bank is eroding and has no vegetation or rock cover, exposing a drain outlet pipe, 6 feet long.

9520/1	AppRdAlign	(EA)	1	100%	1	0%	0	0%	0	0%	0
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Large gap in asphalt open up to 5 inches at Abutment 2, and the approach has settled up to 2 inches. Approach sidewalks at all corners of bridge repaired prior to 2017 inspection.

9530/1	Approach Guardrail A	(EA)	1	100%	1	0%	0	0%	0	0%	0
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No approach guardrails.

Maintenance Activity Summary

MMS Activity	Description	Recommended	Status	Target Year	Priority
154.01	Approach Rdway-Patch Bituminous	4/8/2019	☐	2021	High

Feather pave approach, clean and seal gap in asphalt at Abutment 2.

206.00	Channel-Repair Washouts/Erosion	4/8/2019	☐	2021	High
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Backfill and stabilize northeast bank with riprap or other slope protection

306.02	Approach Railing	4/8/2019	☐	2021	High
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Install bridge rails, transitions, approach rails and rail ends to meet current AASHTO/CDOT standards.

Routine Inspection
Colorado Department of Transportation
Structure Inspection and Inventory Report (English Units)

Highway Number (ON) 5D: 00000 U

Mile Post (ON) 11: -1 mi

Linear Ref. Sys. MP: 0.000 mi

355.03	Paint-General	4/8/2019	_	2021	Medium
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Clean and paint bridge rail.

Bridge Notes

Inventory route is South to North. West side is upstream. Superstructure is named Girder A through D from West to East. Substructure is named Abutment 1 through 2 from South to North.
--

Inspection Notes

Date: 4-08-2019 Temp: 60 Degrees Time: 15:30 Weather: Clear Inspectors: ANR/CJK

Scour Item 113 Documentation

-1

Routine Inspection
Colorado Department of Transportation
Structure Inspection and Inventory Report (English Units)

Highway Number (ON) 5D: 00000 U
Mile Post (ON) 11: -1 mi
Linear Ref. Sys. MP: 0.000 mi

Scope:

☒ NBI ☒ Element ☐ Underwater ☐ Fracture Critical ☐ Other Type: Regular NBI

Team Leader Inspection Check-off:

☐ FCM's ☐ Vertical Clearance
☐ Posting Signs ☐ Stream Bed Profile
☐ Essential Repair Verification

Inspection Team: ENGINEERING OPERATIONS

Inspection Date: 04/08/2019

Inspector: CONNOR KENNEY

Inspector (Team Leader): Aaron Richardson

VOLUME ANALYSIS (SEASONAL, DAILY AND PEAKING FACTORS)

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CDOT Count Station 000120: I-70 E/O SH 70 BUS RT, COLORADO BLVD AT IDAHO SPRINGS TWIN TUNNELS

DAILY TRAFFIC - CALCULATION OF DISTRIBUTION OF TRAFFIC DURING THE WEEK (JUNE TO AUGUST 2019)

	MON	TUES	WED	THU	FRI	SAT	SUN
JUNE 2019						53,202	57,438
	42,823	39,709	42,324	47,885	61,790	64,736	67,054
	47,920	44,190	46,574	54,083	65,105	64,085	73,654
	50,030	42,894	50,890	53,944	62,343	57,093	63,890
	50,769	45,905	48,906	55,761	70,298	72,672	77,971
JULY 2019	55,645	54,570	71,868	68,042	75,184	83,578	81,632
	55,090	49,278	51,505	58,455	72,109	78,051	81,645
	55,365	51,375	55,144	61,721	77,202	76,088	83,556
	58,419	52,065	54,465	61,318	74,201	76,678	87,116
AUG 2019	60,017	51,784	53,569	59,584	75,729	81,304	84,417
	58,280	52,108	53,773	58,135	75,155	78,156	77,876
	56,458	49,850	51,248	57,076	71,235	73,305	80,325
	52,637	47,070	46,746	51,683	67,262	70,811	74,763
	47,776	43,537	46,713	54,241	73,942		
AVERAGE	52,965	47,480	50,155	56,157	70,531	70,319	75,612
% of DAILY	88%	79%	83%	93%	117%	117%	126%
DAILY AVE	60,155						
Tuesday-Thursday Average			85%				

4th of July holiday

Holiday week excluded

AVERAGE DAILY VOLUMES FOR EACH MONTH FROM CDOT COUNT STATION #000120

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	DAILY AVERAGE FOR YEAR
2019	57936	54167	54958	44860	44016	55199	66453	62101	57197	48800	43643		53575
2018	54055	51641	56583	42857	44174	56287	64237	58262	55486	43256	44168	54923	52161
2017	50523	51895	53558	42061	42079	55694	62812	58056	54287	43530	42285	48577	50446
2016	53003	47834	50595	39818	40473	54140	62390	57153	54452	43287	39801	47877	49235
2015	45833	44964	48525	39456	37177	48531	57172	54735	50284	40398	40332	48345	46313
2014												41129	
TOTAL DAILY													
MONTHLY AVERAGE (2015-2019)	52270	50100	52844	41810	41584	53970	62613	58061	54341	43854	42046	48170	50139
SEASONAL FACTOR	1.04	1.00	1.05	0.83	0.83	1.08	1.25	1.16	1.08	0.87	0.84	0.96	
						JULY-AUG	1.20	Summer seasonal factor used for trip generation					
DECEMBER to JULY							1.30	This was applied to December intersection counts					

**LEVEL OF SERVICE
CALCULATIONS
EXISTING CONDITIONS**

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HCM 6th TWSC
1: Miner Street & Riverside Drive

12/29/2019

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	46	78	1	1	59	5	3	4	1	3	1	26
Future Vol, veh/h	46	78	1	1	59	5	3	4	1	3	1	26
Conflicting Peds, #/hr	5	0	4	4	0	5	4	0	0	0	0	4
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	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	103	1	1	78	7	4	5	1	4	1	34
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	90	0	0	108	0	0	335	322	108	318	319	91
Stage 1	-	-	-	-	-	-	230	230	-	89	89	-
Stage 2	-	-	-	-	-	-	105	92	-	229	230	-
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	1505	-	-	1483	-	-	619	595	946	635	598	967
Stage 1	-	-	-	-	-	-	773	714	-	918	821	-
Stage 2	-	-	-	-	-	-	901	819	-	774	714	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1498	-	-	1477	-	-	571	563	942	606	566	959
Mov Cap-2 Maneuver	-	-	-	-	-	-	571	563	-	606	566	-
Stage 1	-	-	-	-	-	-	737	680	-	874	816	-
Stage 2	-	-	-	-	-	-	863	814	-	734	680	-
Approach	EB			WB			NE			SW		
HCM Control Delay, s	2.8			0.1			11.1			9.2		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1					
Capacity (veh/h)	596	1498	-	-	1477	-	- 887					
HCM Lane V/C Ratio	0.018	0.04	-	-	0.001	-	- 0.045					
HCM Control Delay (s)	11.1	7.5	0	-	7.4	0	- 9.2					
HCM Lane LOS	B	A	A	-	A	A	- A					
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	- 0.1					

HCM 6th TWSC
2: Riverside Drive & Colorado Blvd

12/29/2019

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	137	5	25	234	1	10	3	46	1	1	1
Future Vol, veh/h	3	137	5	25	234	1	10	3	46	1	1	1
Conflicting Peds, #/hr	4	0	0	0	0	4	1	0	0	0	0	1
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	151	5	27	257	1	11	3	51	1	1	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	262	0	0	156	0	0	474	476	154	503	478	263
Stage 1	-	-	-	-	-	-	160	160	-	316	316	-
Stage 2	-	-	-	-	-	-	314	316	-	187	162	-
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	1302	-	-	1424	-	-	501	488	892	479	486	776
Stage 1	-	-	-	-	-	-	842	766	-	695	655	-
Stage 2	-	-	-	-	-	-	697	655	-	815	764	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1297	-	-	1424	-	-	489	474	892	439	472	772
Mov Cap-2 Maneuver	-	-	-	-	-	-	489	474	-	439	472	-
Stage 1	-	-	-	-	-	-	839	764	-	690	638	-
Stage 2	-	-	-	-	-	-	679	638	-	763	762	-
Approach	EB			WB			NE			SW		
HCM Control Delay, s	0.2			0.7			10.2			11.9		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1					
Capacity (veh/h)	753	1297	-	-	1424	-	-	-	527			
HCM Lane V/C Ratio	0.086	0.003	-	-	0.019	-	-	-	0.006			
HCM Control Delay (s)	10.2	7.8	0	-	7.6	0	-	-	11.9			
HCM Lane LOS	B	A	A	-	A	A	-	-	B			
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	-	0			

HCM 6th TWSC
3: Miner Street & Colorado Blvd

12/29/2019

Intersection						
Int Delay, s/veh	2.6					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	191	7	77	277	3	101
Future Vol, veh/h	191	7	77	277	3	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	217	8	88	315	3	115

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	225
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1344
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1344
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SE	NW	NE
HCM Control Delay, s	0	1.7	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	791	1344	-	-	-
HCM Lane V/C Ratio	0.149	0.065	-	-	-
HCM Control Delay (s)	10.3	7.9	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.5	0.2	-	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	16	14	9	183	251	27
Future Vol, veh/h	16	14	9	183	251	27
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	16	10	208	285	31

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	532	304	319	0	-	0
Stage 1	304	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	508	736	1241	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	810	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	500	734	1237	-	-	-
Mov Cap-2 Maneuver	500	-	-	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	808	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s	11.5	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1237	-	587
HCM Lane V/C Ratio	-	-	0.008	-	0.058
HCM Control Delay (s)	-	-	7.9	0	11.5
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.2

HCM 6th TWSC
5: 23rd Avenue & Riverside Drive

12/29/2019

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	5	14	1	1	7	22	7	1	7	1
Future Vol, veh/h	1	1	5	14	1	1	7	22	7	1	7	1
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	6	6	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	61	61	61	61	61	61	61	61	61	61	61	61
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	8	23	2	2	11	36	11	2	11	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	85	91	12	91	87	51	13	0	0	53	0	0
Stage 1	16	16	-	70	70	-	-	-	-	-	-	-
Stage 2	69	75	-	21	17	-	-	-	-	-	-	-
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	901	799	1069	893	803	1017	1606	-	-	1553	-	-
Stage 1	1004	882	-	940	837	-	-	-	-	-	-	-
Stage 2	941	833	-	998	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	890	788	1069	874	792	1008	1606	-	-	1544	-	-
Mov Cap-2 Maneuver	890	788	-	874	792	-	-	-	-	-	-	-
Stage 1	997	881	-	928	826	-	-	-	-	-	-	-
Stage 2	928	822	-	988	880	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.7		9.2		1.4		0.8	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1606	-	-	990	876	1544	-
HCM Lane V/C Ratio	0.007	-	-	0.012	0.03	0.001	-
HCM Control Delay (s)	7.3	0	-	8.7	9.2	7.3	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-

HCM 6th TWSC
1: Miner Street & Riverside Drive

12/29/2019

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	79	3	1	91	14	3	0	1	22	1	29
Future Vol, veh/h	35	79	3	1	91	14	3	0	1	22	1	29
Conflicting Peds, #/hr	11	0	6	6	0	11	9	0	0	0	0	9
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	87	3	1	100	15	3	0	1	24	1	32
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	126	0	0	96	0	0	306	299	95	286	293	128
Stage 1	-	-	-	-	-	-	171	171	-	121	121	-
Stage 2	-	-	-	-	-	-	135	128	-	165	172	-
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	1460	-	-	1498	-	-	646	613	962	666	618	922
Stage 1	-	-	-	-	-	-	831	757	-	883	796	-
Stage 2	-	-	-	-	-	-	868	790	-	837	756	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1445	-	-	1489	-	-	600	586	957	644	591	905
Mov Cap-2 Maneuver	-	-	-	-	-	-	600	586	-	644	591	-
Stage 1	-	-	-	-	-	-	803	731	-	849	787	-
Stage 2	-	-	-	-	-	-	828	781	-	813	730	-
Approach	EB			WB			NE			SW		
HCM Control Delay, s	2.3			0.1			10.5			10.1		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1					
Capacity (veh/h)	662	1445	-	-	1489	-	766					
HCM Lane V/C Ratio	0.007	0.027	-	-	0.001	-	0.075					
HCM Control Delay (s)	10.5	7.6	0	-	7.4	0	10.1					
HCM Lane LOS	B	A	A	-	A	A	B					
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	0.2					

HCM 6th TWSC
2: Riverside Drive & Colorado Blvd

12/29/2019

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	114	9	22	358	1	8	3	22	4	1	3
Future Vol, veh/h	3	114	9	22	358	1	8	3	22	4	1	3
Conflicting Peds, #/hr	3	0	0	0	0	3	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	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	115	9	22	362	1	8	3	22	4	1	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	366	0	0	124	0	0	535	536	120	548	540	366
Stage 1	-	-	-	-	-	-	126	126	-	410	410	-
Stage 2	-	-	-	-	-	-	409	410	-	138	130	-
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	1193	-	-	1463	-	-	456	451	931	447	449	679
Stage 1	-	-	-	-	-	-	878	792	-	619	595	-
Stage 2	-	-	-	-	-	-	619	595	-	865	789	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1190	-	-	1463	-	-	446	440	931	426	438	677
Mov Cap-2 Maneuver	-	-	-	-	-	-	446	440	-	426	438	-
Stage 1	-	-	-	-	-	-	875	790	-	615	582	-
Stage 2	-	-	-	-	-	-	603	582	-	839	787	-
Approach	EB			WB			NE			SW		
HCM Control Delay, s	0.2			0.4			10.6			12.4		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1					
Capacity (veh/h)	682	1190	-	-	1463	-	-	-	497			
HCM Lane V/C Ratio	0.049	0.003	-	-	0.015	-	-	0.016				
HCM Control Delay (s)	10.6	8	0	-	7.5	0	-	12.4				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1				

Intersection						
Int Delay, s/veh	2.2					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	160	3	98	393	1	88
Future Vol, veh/h	160	3	98	393	1	88
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	172	3	105	423	1	95

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	177	0	809	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	633	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1399	-	350	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	529	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1396	-	315	865
Mov Cap-2 Maneuver	-	-	-	-	315	-
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	529	-

Approach	SE	NW	NE
HCM Control Delay, s	0	1.6	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	848	1396	-	-	-
HCM Lane V/C Ratio	0.113	0.075	-	-	-
HCM Control Delay (s)	9.8	7.8	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.4	0.2	-	-	-

HCM 6th TWSC
4: Colorado Blvd & 23rd Avenue

12/29/2019

Intersection						
Int Delay, s/veh	0.9					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	27	12	5	135	369	20
Future Vol, veh/h	27	12	5	135	369	20
Conflicting Peds, #/hr	1	1	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	13	5	145	397	22
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	567	412	422	0	-	0
Stage 1	411	-	-	-	-	-
Stage 2	156	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	485	640	1137	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	872	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	480	638	1134	-	-	-
Mov Cap-2 Maneuver	480	-	-	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Approach	SB	SE		NW		
HCM Control Delay, s	12.5	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1	
Capacity (veh/h)	-	-	1134	-	520	
HCM Lane V/C Ratio	-	-	0.005	-	0.081	
HCM Control Delay (s)	-	-	8.2	0	12.5	
HCM Lane LOS	-	-	A	A	B	
HCM 95th %tile Q(veh)	-	-	0	-	0.3	

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	12	3	1	1	4	14	8	1	23	1
Future Vol, veh/h	1	1	12	3	1	1	4	14	8	1	23	1
Conflicting Peds, #/hr	3	0	3	3	0	3	1	0	2	2	0	1
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	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	17	4	1	1	6	20	12	1	33	1
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	79	83	38	88	77	31	35	0	0	34	0	0
Stage 1	37	37	-	40	40	-	-	-	-	-	-	-
Stage 2	42	46	-	48	37	-	-	-	-	-	-	-
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	910	807	1034	897	813	1043	1576	-	-	1578	-	-
Stage 1	978	864	-	975	862	-	-	-	-	-	-	-
Stage 2	972	857	-	965	864	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	901	801	1030	873	806	1038	1574	-	-	1575	-	-
Mov Cap-2 Maneuver	901	801	-	873	806	-	-	-	-	-	-	-
Stage 1	973	862	-	969	857	-	-	-	-	-	-	-
Stage 2	962	852	-	943	862	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	8.7		9.1			1.1			0.3			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1574	-	-	999	886	1575	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.02	0.008	0.001	-	-				
HCM Control Delay (s)	7.3	0	-	8.7	9.1	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-				

**LEVEL OF SERVICE
CALCULATIONS
YEAR 2021 CONDITIONS
WITHOUT PROJECT**

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HCM 6th TWSC
1: Miner Street & Riverside Drive

01/04/2020

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	47	90	1	1	69	5	3	4	1	3	1	27
Future Vol, veh/h	47	90	1	1	69	5	3	4	1	3	1	27
Conflicting Peds, #/hr	5	0	4	4	0	5	4	0	0	0	0	4
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	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	118	1	1	91	7	4	5	1	4	1	36
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	103	0	0	123	0	0	366	352	123	348	349	104
Stage 1	-	-	-	-	-	-	247	247	-	102	102	-
Stage 2	-	-	-	-	-	-	119	105	-	246	247	-
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	1489	-	-	1464	-	-	590	573	928	607	575	951
Stage 1	-	-	-	-	-	-	757	702	-	904	811	-
Stage 2	-	-	-	-	-	-	885	808	-	758	702	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1482	-	-	1458	-	-	543	541	924	578	543	943
Mov Cap-2 Maneuver	-	-	-	-	-	-	543	541	-	578	543	-
Stage 1	-	-	-	-	-	-	720	668	-	859	806	-
Stage 2	-	-	-	-	-	-	846	803	-	717	668	-
Approach	EB			WB			NE			SW		
HCM Control Delay, s	2.6			0.1			11.4			9.3		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1					
Capacity (veh/h)	571	1482	-	-	1458	-	-	-	869			
HCM Lane V/C Ratio	0.018	0.042	-	-	0.001	-	-	-	0.047			
HCM Control Delay (s)	11.4	7.5	0	-	7.5	0	-	-	9.3			
HCM Lane LOS	B	A	A	-	A	A	-	-	A			
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	-	0.1			

HCM 6th TWSC
2: Riverside Drive & Colorado Blvd

01/04/2020

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	148	5	26	244	1	10	3	47	1	1	1
Future Vol, veh/h	3	148	5	26	244	1	10	3	47	1	1	1
Conflicting Peds, #/hr	4	0	0	0	0	4	1	0	0	0	0	1
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	163	5	29	268	1	11	3	52	1	1	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	273	0	0	168	0	0	501	503	166	530	505	274
Stage 1	-	-	-	-	-	-	172	172	-	331	331	-
Stage 2	-	-	-	-	-	-	329	331	-	199	174	-
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	1290	-	-	1410	-	-	480	471	878	460	470	765
Stage 1	-	-	-	-	-	-	830	756	-	682	645	-
Stage 2	-	-	-	-	-	-	684	645	-	803	755	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1285	-	-	1410	-	-	468	456	878	420	455	761
Mov Cap-2 Maneuver	-	-	-	-	-	-	468	456	-	420	455	-
Stage 1	-	-	-	-	-	-	828	754	-	677	627	-
Stage 2	-	-	-	-	-	-	665	627	-	750	753	-
Approach	EB			WB			NE			SW		
HCM Control Delay, s	0.2			0.7			10.4			12.1		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1					
Capacity (veh/h)	736	1285	-	-	1410	-	-	-	509			
HCM Lane V/C Ratio	0.09	0.003	-	-	0.02	-	-	-	0.006			
HCM Control Delay (s)	10.4	7.8	0	-	7.6	0	-	-	12.1			
HCM Lane LOS	B	A	A	-	A	A	-	-	B			
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	-	0			

Intersection						
Int Delay, s/veh	2.8					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	203	8	86	288	4	119
Future Vol, veh/h	203	8	86	288	4	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	231	9	98	327	5	135
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	240	0	759	236
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1327	-	374	803
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1327	-	340	803
Mov Cap-2 Maneuver	-	-	-	-	340	-
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	595	-
Approach	SE	NW		NE		
HCM Control Delay, s	0	1.8		10.7		
HCM LOS	B					
Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER	
Capacity (veh/h)	769	1327	-	-	-	
HCM Lane V/C Ratio	0.182	0.074	-	-	-	
HCM Control Delay (s)	10.7	7.9	0	-	-	
HCM Lane LOS	B	A	A	-	-	
HCM 95th %tile Q(veh)	0.7	0.2	-	-	-	

Intersection						
Int Delay, s/veh	0.8					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	17	14	9	195	261	28
Future Vol, veh/h	17	14	9	195	261	28
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	16	10	222	297	32

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	558	316	332	0	-	0
Stage 1	316	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	491	724	1227	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	484	722	1223	-	-	-
Mov Cap-2 Maneuver	484	-	-	-	-	-
Stage 1	730	-	-	-	-	-
Stage 2	796	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s	11.7	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1223	-	569
HCM Lane V/C Ratio	-	-	0.008	-	0.062
HCM Control Delay (s)	-	-	8	0	11.7
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.2

HCM 6th TWSC
5: 23rd Avenue & Riverside Drive

01/04/2020

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	6	14	1	1	7	22	7	1	7	1
Future Vol, veh/h	1	1	6	14	1	1	7	22	7	1	7	1
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	6	6	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	61	61	61	61	61	61	61	61	61	61	61	61
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	10	23	2	2	11	36	11	2	11	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	85	91	12	92	87	51	13	0	0	53	0	0
Stage 1	16	16	-	70	70	-	-	-	-	-	-	-
Stage 2	69	75	-	22	17	-	-	-	-	-	-	-
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	901	799	1069	892	803	1017	1606	-	-	1553	-	-
Stage 1	1004	882	-	940	837	-	-	-	-	-	-	-
Stage 2	941	833	-	996	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	890	788	1069	872	792	1008	1606	-	-	1544	-	-
Mov Cap-2 Maneuver	890	788	-	872	792	-	-	-	-	-	-	-
Stage 1	997	881	-	928	826	-	-	-	-	-	-	-
Stage 2	928	822	-	984	880	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.7		9.2		1.4		0.8	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1606	-	-	999	874	1544	-
HCM Lane V/C Ratio	0.007	-	-	0.013	0.03	0.001	-
HCM Control Delay (s)	7.3	0	-	8.7	9.2	7.3	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-

HCM 6th TWSC
1: Miner Street & Riverside Drive

01/04/2020

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	36	84	3	1	96	14	3	0	1	22	1	30
Future Vol, veh/h	36	84	3	1	96	14	3	0	1	22	1	30
Conflicting Peds, #/hr	11	0	6	6	0	11	9	0	0	0	0	9
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	92	3	1	105	15	3	0	1	24	1	33
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	131	0	0	101	0	0	321	313	100	300	307	133
Stage 1	-	-	-	-	-	-	180	180	-	126	126	-
Stage 2	-	-	-	-	-	-	141	133	-	174	181	-
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	1454	-	-	1491	-	-	632	602	956	652	607	916
Stage 1	-	-	-	-	-	-	822	750	-	878	792	-
Stage 2	-	-	-	-	-	-	862	786	-	828	750	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1439	-	-	1482	-	-	586	575	951	630	580	899
Mov Cap-2 Maneuver	-	-	-	-	-	-	586	575	-	630	580	-
Stage 1	-	-	-	-	-	-	793	724	-	844	783	-
Stage 2	-	-	-	-	-	-	821	777	-	803	724	-
Approach	EB			WB			NE			SW		
HCM Control Delay, s	2.2			0.1			10.6			10.2		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1					
Capacity (veh/h)	648	1439	-	-	1482	-	-	-	757			
HCM Lane V/C Ratio	0.007	0.027	-	-	0.001	-	-	-	0.077			
HCM Control Delay (s)	10.6	7.6	0	-	7.4	0	-	-	10.2			
HCM Lane LOS	B	A	A	-	A	A	-	-	B			
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	-	0.2			

HCM 6th TWSC
2: Riverside Drive & Colorado Blvd

01/04/2020

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	3	124	9	22	373	1	8	3	22	4	1	3
Future Vol, veh/h	3	124	9	22	373	1	8	3	22	4	1	3
Conflicting Peds, #/hr	3	0	0	0	0	3	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	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	125	9	22	377	1	8	3	22	4	1	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	381	0	0	134	0	0	560	561	130	573	565	381
Stage 1	-	-	-	-	-	-	136	136	-	425	425	-
Stage 2	-	-	-	-	-	-	424	425	-	148	140	-
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	1177	-	-	1451	-	-	439	436	920	430	434	666
Stage 1	-	-	-	-	-	-	867	784	-	607	586	-
Stage 2	-	-	-	-	-	-	608	586	-	855	781	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1174	-	-	1451	-	-	429	425	920	409	423	664
Mov Cap-2 Maneuver	-	-	-	-	-	-	429	425	-	409	423	-
Stage 1	-	-	-	-	-	-	864	782	-	603	573	-
Stage 2	-	-	-	-	-	-	593	573	-	829	779	-
Approach	EB			WB			NE			SW		
HCM Control Delay, s	0.2			0.4			10.7			12.6		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1					
Capacity (veh/h)	665	1174	-	-	1451	-	-	-	480			
HCM Lane V/C Ratio	0.05	0.003	-	-	0.015	-	-	-	0.017			
HCM Control Delay (s)	10.7	8.1	0	-	7.5	0	-	-	12.6			
HCM Lane LOS	B	A	A	-	A	A	-	-	B			
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-	0.1			

Intersection						
Int Delay, s/veh	2.2					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	171	3	103	409	1	93
Future Vol, veh/h	171	3	103	409	1	93
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	184	3	111	440	1	100
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	189	0	850	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	662	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1385	-	331	854
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	513	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1382	-	295	852
Mov Cap-2 Maneuver	-	-	-	-	295	-
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	513	-
Approach	SE		NW		NE	
HCM Control Delay, s	0		1.6		9.9	
HCM LOS	A					
Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER	
Capacity (veh/h)	835	1382	-	-	-	
HCM Lane V/C Ratio	0.121	0.08	-	-	-	
HCM Control Delay (s)	9.9	7.8	0	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.4	0.3	-	-	-	

Intersection						
Int Delay, s/veh	0.9					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	28	12	5	146	384	20
Future Vol, veh/h	28	12	5	146	384	20
Conflicting Peds, #/hr	1	1	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	13	5	157	413	22
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	595	428	438	0	-	0
Stage 1	427	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	467	627	1122	-	-	-
Stage 1	658	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	462	625	1119	-	-	-
Mov Cap-2 Maneuver	462	-	-	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Approach	SB	SE		NW		
HCM Control Delay, s	12.9	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1	
Capacity (veh/h)	-	-	1119	-	501	
HCM Lane V/C Ratio	-	-	0.005	-	0.086	
HCM Control Delay (s)	-	-	8.2	0	12.9	
HCM Lane LOS	-	-	A	A	B	
HCM 95th %tile Q(veh)	-	-	0	-	0.3	

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	12	3	1	1	4	14	8	1	23	1
Future Vol, veh/h	1	1	12	3	1	1	4	14	8	1	23	1
Conflicting Peds, #/hr	3	0	3	3	0	3	1	0	2	2	0	1
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	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	17	4	1	1	6	20	12	1	33	1
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	79	83	38	88	77	31	35	0	0	34	0	0
Stage 1	37	37	-	40	40	-	-	-	-	-	-	-
Stage 2	42	46	-	48	37	-	-	-	-	-	-	-
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	910	807	1034	897	813	1043	1576	-	-	1578	-	-
Stage 1	978	864	-	975	862	-	-	-	-	-	-	-
Stage 2	972	857	-	965	864	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	901	801	1030	873	806	1038	1574	-	-	1575	-	-
Mov Cap-2 Maneuver	901	801	-	873	806	-	-	-	-	-	-	-
Stage 1	973	862	-	969	857	-	-	-	-	-	-	-
Stage 2	962	852	-	943	862	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	8.7		9.1			1.1			0.3			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1574	-	-	999	886	1575	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.02	0.008	0.001	-	-				
HCM Control Delay (s)	7.3	0	-	8.7	9.1	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-				

**LEVEL OF SERVICE
CALCULATIONS
YEAR 2021 CONDITIONS
WITH PROJECT**

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HCM 6th TWSC
1: Miner Street & Riverside Drive

01/04/2020

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	50	90	1	1	69	5	3	4	1	3	1	29
Future Vol, veh/h	50	90	1	1	69	5	3	4	1	3	1	29
Conflicting Peds, #/hr	5	0	4	4	0	5	4	0	0	0	0	4
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	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	118	1	1	91	7	4	5	1	4	1	38
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	103	0	0	123	0	0	375	360	123	356	357	104
Stage 1	-	-	-	-	-	-	255	255	-	102	102	-
Stage 2	-	-	-	-	-	-	120	105	-	254	255	-
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	1489	-	-	1464	-	-	582	567	928	599	569	951
Stage 1	-	-	-	-	-	-	749	696	-	904	811	-
Stage 2	-	-	-	-	-	-	884	808	-	750	696	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1482	-	-	1458	-	-	533	535	924	569	537	943
Mov Cap-2 Maneuver	-	-	-	-	-	-	533	535	-	569	537	-
Stage 1	-	-	-	-	-	-	710	660	-	856	806	-
Stage 2	-	-	-	-	-	-	843	803	-	707	660	-
Approach	EB			WB			NE			SW		
HCM Control Delay, s	2.7			0.1			11.5			9.4		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1					
Capacity (veh/h)	564	1482	-	-	1458	-	-	-	871			
HCM Lane V/C Ratio	0.019	0.044	-	-	0.001	-	-	-	0.05			
HCM Control Delay (s)	11.5	7.5	0	-	7.5	0	-	-	9.4			
HCM Lane LOS	B	A	A	-	A	A	-	-	A			
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	-	0.2			

HCM 6th TWSC
2: Riverside Drive & Colorado Blvd

01/04/2020

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	3	165	5	28	258	1	10	3	50	1	1	1
Future Vol, veh/h	3	165	5	28	258	1	10	3	50	1	1	1
Conflicting Peds, #/hr	4	0	0	0	0	4	1	0	0	0	0	1
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	181	5	31	284	1	11	3	55	1	1	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	289	0	0	186	0	0	539	541	184	570	543	290
Stage 1	-	-	-	-	-	-	190	190	-	351	351	-
Stage 2	-	-	-	-	-	-	349	351	-	219	192	-
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	1273	-	-	1388	-	-	453	448	858	432	447	749
Stage 1	-	-	-	-	-	-	812	743	-	666	632	-
Stage 2	-	-	-	-	-	-	667	632	-	783	742	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1268	-	-	1388	-	-	441	433	858	391	432	745
Mov Cap-2 Maneuver	-	-	-	-	-	-	441	433	-	391	432	-
Stage 1	-	-	-	-	-	-	810	741	-	661	612	-
Stage 2	-	-	-	-	-	-	646	612	-	727	740	-
Approach	EB			WB			NE			SW		
HCM Control Delay, s	0.1			0.7			10.6			12.5		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1					
Capacity (veh/h)	717	1268	-	-	1388	-	-	-	483			
HCM Lane V/C Ratio	0.097	0.003	-	-	0.022	-	-	-	0.007			
HCM Control Delay (s)	10.6	7.8	0	-	7.7	0	-	-	12.5			
HCM Lane LOS	B	A	A	-	A	A	-	-	B			
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	-	0			

Intersection						
Int Delay, s/veh	2.7					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	232	8	86	325	4	119
Future Vol, veh/h	232	8	86	325	4	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	264	9	98	369	5	135

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	273
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1290
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1290
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SE	NW	NE
HCM Control Delay, s	0	1.7	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	734	1290	-	-	-
HCM Lane V/C Ratio	0.19	0.076	-	-	-
HCM Control Delay (s)	11.1	8	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.7	0.2	-	-	-

HCM 6th TWSC
4: Colorado Blvd & 23rd Avenue

01/04/2020

Intersection						
Int Delay, s/veh	2					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	46	30	29	195	261	65
Future Vol, veh/h	46	30	29	195	261	65
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	34	33	222	297	74
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	625	337	374	0	-	0
Stage 1	337	-	-	-	-	-
Stage 2	288	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	449	705	1184	-	-	-
Stage 1	723	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	432	703	1181	-	-	-
Mov Cap-2 Maneuver	432	-	-	-	-	-
Stage 1	698	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Approach	SB	SE		NW		
HCM Control Delay, s	13.5	1.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1	
Capacity (veh/h)	-	-	1181	-	510	
HCM Lane V/C Ratio	-	-	0.028	-	0.169	
HCM Control Delay (s)	-	-	8.1	0	13.5	
HCM Lane LOS	-	-	A	A	B	
HCM 95th %tile Q(veh)	-	-	0.1	-	0.6	

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	6	59	1	1	7	22	64	1	7	1
Future Vol, veh/h	1	1	6	59	1	1	7	22	64	1	7	1
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	6	6	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	61	61	61	61	61	61	61	61	61	61	61	61
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	10	97	2	2	11	36	105	2	11	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	132	185	12	139	134	98	13	0	0	147	0	0
Stage 1	16	16	-	117	117	-	-	-	-	-	-	-
Stage 2	116	169	-	22	17	-	-	-	-	-	-	-
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	840	709	1069	831	757	958	1606	-	-	1435	-	-
Stage 1	1004	882	-	888	799	-	-	-	-	-	-	-
Stage 2	889	759	-	996	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	829	698	1069	812	746	950	1606	-	-	1427	-	-
Mov Cap-2 Maneuver	829	698	-	812	746	-	-	-	-	-	-	-
Stage 1	996	881	-	876	788	-	-	-	-	-	-	-
Stage 2	876	748	-	984	880	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	8.8		10		0.5		0.8					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1606	-	-	970	813	1427	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.014	0.123	0.001	-	-				
HCM Control Delay (s)	7.3	0	-	8.8	10	7.5	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0	-	-				

HCM 6th TWSC
1: Miner Street & Riverside Drive

01/04/2020

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	84	3	1	96	14	3	0	1	22	1	33
Future Vol, veh/h	40	84	3	1	96	14	3	0	1	22	1	33
Conflicting Peds, #/hr	11	0	6	6	0	11	9	0	0	0	0	9
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	92	3	1	105	15	3	0	1	24	1	36
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	131	0	0	101	0	0	330	321	100	308	315	133
Stage 1	-	-	-	-	-	-	188	188	-	126	126	-
Stage 2	-	-	-	-	-	-	142	133	-	182	189	-
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	1454	-	-	1491	-	-	623	596	956	644	601	916
Stage 1	-	-	-	-	-	-	814	745	-	878	792	-
Stage 2	-	-	-	-	-	-	861	786	-	820	744	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1439	-	-	1482	-	-	574	567	951	621	572	899
Mov Cap-2 Maneuver	-	-	-	-	-	-	574	567	-	621	572	-
Stage 1	-	-	-	-	-	-	783	717	-	841	783	-
Stage 2	-	-	-	-	-	-	817	777	-	793	716	-
Approach	EB			WB			NE			SW		
HCM Control Delay, s	2.4			0.1			10.7			10.2		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1					
Capacity (veh/h)	637	1439	-	-	1482	-	-	-	758			
HCM Lane V/C Ratio	0.007	0.031	-	-	0.001	-	-	-	0.081			
HCM Control Delay (s)	10.7	7.6	0	-	7.4	0	-	-	10.2			
HCM Lane LOS	B	A	A	-	A	A	-	-	B			
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	-	0.3			

HCM 6th TWSC
2: Riverside Drive & Colorado Blvd

01/04/2020

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	3	147	9	25	391	1	8	3	26	4	1	3
Future Vol, veh/h	3	147	9	25	391	1	8	3	26	4	1	3
Conflicting Peds, #/hr	3	0	0	0	0	3	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	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	148	9	25	395	1	8	3	26	4	1	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	399	0	0	157	0	0	607	608	153	622	612	399
Stage 1	-	-	-	-	-	-	159	159	-	449	449	-
Stage 2	-	-	-	-	-	-	448	449	-	173	163	-
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	1160	-	-	1423	-	-	408	410	893	399	408	651
Stage 1	-	-	-	-	-	-	843	766	-	589	572	-
Stage 2	-	-	-	-	-	-	590	572	-	829	763	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1157	-	-	1423	-	-	397	398	893	376	396	649
Mov Cap-2 Maneuver	-	-	-	-	-	-	397	398	-	376	396	-
Stage 1	-	-	-	-	-	-	840	764	-	585	557	-
Stage 2	-	-	-	-	-	-	573	557	-	799	761	-
Approach	EB			WB			NE			SW		
HCM Control Delay, s	0.2			0.5			10.9			13.1		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1					
Capacity (veh/h)	651	1157	-	-	1423	-	- 450					
HCM Lane V/C Ratio	0.057	0.003	-	-	0.018	-	- 0.018					
HCM Control Delay (s)	10.9	8.1	0	-	7.6	0	- 13.1					
HCM Lane LOS	B	A	A	-	A	A	- B					
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	- 0.1					

Intersection						
Int Delay, s/veh	2.1					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	210	3	103	458	1	93
Future Vol, veh/h	210	3	103	458	1	93
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	226	3	111	492	1	100
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	231	0	944	230
Stage 1	-	-	-	-	230	-
Stage 2	-	-	-	-	714	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1337	-	291	809
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	485	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1334	-	257	807
Mov Cap-2 Maneuver	-	-	-	-	257	-
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	485	-
Approach	SE		NW		NE	
HCM Control Delay, s	0		1.5		10.2	
HCM LOS	B					
Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER	
Capacity (veh/h)	789	1334	-	-	-	
HCM Lane V/C Ratio	0.128	0.083	-	-	-	
HCM Control Delay (s)	10.2	7.9	0	-	-	
HCM Lane LOS	B		A	A	-	
HCM 95th %tile Q(veh)	0.4	0.3	-	-	-	

Intersection						
Int Delay, s/veh	2.5					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	67	33	32	146	384	69
Future Vol, veh/h	67	33	32	146	384	69
Conflicting Peds, #/hr	1	1	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	35	34	157	413	74
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	679	454	490	0	-	0
Stage 1	453	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	417	606	1073	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	400	604	1070	-	-	-
Mov Cap-2 Maneuver	400	-	-	-	-	-
Stage 1	616	-	-	-	-	-
Stage 2	810	-	-	-	-	-
Approach	SB	SE		NW		
HCM Control Delay, s	15.5	1.5		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1	
Capacity (veh/h)	-	-	1070	-	450	
HCM Lane V/C Ratio	-	-	0.032	-	0.239	
HCM Control Delay (s)	-	-	8.5	0	15.5	
HCM Lane LOS	-	-	A	A	C	
HCM 95th %tile Q(veh)	-	-	0.1	-	0.9	

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	12	63	1	1	4	14	84	1	23	1
Future Vol, veh/h	1	1	12	63	1	1	4	14	84	1	23	1
Conflicting Peds, #/hr	3	0	3	3	0	3	1	0	2	2	0	1
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	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	17	91	1	1	6	20	122	1	33	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	134	193	38	143	132	86	35	0	0	144	0	0
Stage 1	37	37	-	95	95	-	-	-	-	-	-	-
Stage 2	97	156	-	48	37	-	-	-	-	-	-	-
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	838	702	1034	826	759	973	1576	-	-	1438	-	-
Stage 1	978	864	-	912	816	-	-	-	-	-	-	-
Stage 2	910	769	-	965	864	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	829	696	1030	804	753	968	1574	-	-	1435	-	-
Mov Cap-2 Maneuver	829	696	-	804	753	-	-	-	-	-	-	-
Stage 1	973	862	-	907	811	-	-	-	-	-	-	-
Stage 2	901	764	-	943	862	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	8.8		10.1		0.3		0.3					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1574	-	-	979	805	1435	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.021	0.117	0.001	-	-				
HCM Control Delay (s)	7.3	0	-	8.8	10.1	7.5	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-				

**LEVEL OF SERVICE
CALCULATIONS
YEAR 2040 CONDITIONS
WITHOUT PROJECT**

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HCM 6th TWSC
1: Miner Street & Riverside Drive

01/05/2020

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	57	106	1	1	82	6	4	5	1	4	1	32
Future Vol, veh/h	57	106	1	1	82	6	4	5	1	4	1	32
Conflicting Peds, #/hr	5	0	4	4	0	5	4	0	0	0	0	4
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	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	75	139	1	1	108	8	5	7	1	5	1	42
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	121	0	0	144	0	0	434	417	144	413	413	121
Stage 1	-	-	-	-	-	-	294	294	-	119	119	-
Stage 2	-	-	-	-	-	-	140	123	-	294	294	-
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	1467	-	-	1438	-	-	532	527	903	549	529	930
Stage 1	-	-	-	-	-	-	714	670	-	885	797	-
Stage 2	-	-	-	-	-	-	863	794	-	714	670	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1460	-	-	1433	-	-	481	493	900	517	495	922
Mov Cap-2 Maneuver	-	-	-	-	-	-	481	493	-	517	495	-
Stage 1	-	-	-	-	-	-	671	630	-	832	792	-
Stage 2	-	-	-	-	-	-	818	789	-	666	630	-
Approach	EB			WB			NE			SW		
HCM Control Delay, s	2.6			0.1			12.2			9.6		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1					
Capacity (veh/h)	511	1460	-	-	1433	-	- 832					
HCM Lane V/C Ratio	0.026	0.051	-	-	0.001	-	- 0.059					
HCM Control Delay (s)	12.2	7.6	0	-	7.5	0	- 9.6					
HCM Lane LOS	B	A	A	-	A	A	- A					
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	- 0.2					

HCM 6th TWSC
2: Riverside Drive & Colorado Blvd

01/05/2020

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	177	6	31	293	1	12	4	57	1	1	1
Future Vol, veh/h	4	177	6	31	293	1	12	4	57	1	1	1
Conflicting Peds, #/hr	4	0	0	0	0	4	1	0	0	0	0	1
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	195	7	34	322	1	13	4	63	1	1	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	327	0	0	202	0	0	600	602	199	635	605	328
Stage 1	-	-	-	-	-	-	207	207	-	395	395	-
Stage 2	-	-	-	-	-	-	393	395	-	240	210	-
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	1233	-	-	1370	-	-	413	414	842	391	412	713
Stage 1	-	-	-	-	-	-	795	731	-	630	605	-
Stage 2	-	-	-	-	-	-	632	605	-	763	728	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1228	-	-	1370	-	-	401	398	842	348	396	710
Mov Cap-2 Maneuver	-	-	-	-	-	-	401	398	-	348	396	-
Stage 1	-	-	-	-	-	-	792	728	-	625	584	-
Stage 2	-	-	-	-	-	-	610	584	-	699	725	-
Approach	EB			WB			NE			SW		
HCM Control Delay, s	0.2			0.7			11			13.2		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1					
Capacity (veh/h)	678	1228	-	-	1370	-	-	-	441			
HCM Lane V/C Ratio	0.118	0.004	-	-	0.025	-	-	-	0.007			
HCM Control Delay (s)	11	7.9	0	-	7.7	0	-	-	13.2			
HCM Lane LOS	B	A	A	-	A	A	-	-	B			
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	-	0			

Intersection						
Int Delay, s/veh	2.9					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	243	10	102	346	5	140
Future Vol, veh/h	243	10	102	346	5	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	276	11	116	393	6	159

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	287
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1275
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1275
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SE	NW	NE
HCM Control Delay, s	0	1.8	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	713	1275	-	-	-
HCM Lane V/C Ratio	0.231	0.091	-	-	-
HCM Control Delay (s)	11.6	8.1	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.9	0.3	-	-	-

HCM 6th TWSC
4: Colorado Blvd & 23rd Avenue

01/05/2020

Intersection						
Int Delay, s/veh	0.9					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	21	17	11	234	314	33
Future Vol, veh/h	21	17	11	234	314	33
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	19	13	266	357	38
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	671	379	398	0	-	0
Stage 1	379	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	422	668	1161	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	414	666	1158	-	-	-
Mov Cap-2 Maneuver	414	-	-	-	-	-
Stage 1	681	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Approach	SB	SE		NW		
HCM Control Delay, s	12.9	0.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1	
Capacity (veh/h)	-	-	1158	-	498	
HCM Lane V/C Ratio	-	-	0.011	-	0.087	
HCM Control Delay (s)	-	-	8.1	0	12.9	
HCM Lane LOS	-	-	A	A	B	
HCM 95th %tile Q(veh)	-	-	0	-	0.3	

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	7	17	1	1	9	27	9	1	9	1
Future Vol, veh/h	1	1	7	17	1	1	9	27	9	1	9	1
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	6	6	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	61	61	61	61	61	61	61	61	61	61	61	61
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	11	28	2	2	15	44	15	2	15	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	107	115	16	115	109	61	17	0	0	65	0	0
Stage 1	20	20	-	88	88	-	-	-	-	-	-	-
Stage 2	87	95	-	27	21	-	-	-	-	-	-	-
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	872	775	1063	862	781	1004	1600	-	-	1537	-	-
Stage 1	999	879	-	920	822	-	-	-	-	-	-	-
Stage 2	921	816	-	990	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	860	762	1063	840	768	995	1600	-	-	1528	-	-
Mov Cap-2 Maneuver	860	762	-	840	768	-	-	-	-	-	-	-
Stage 1	989	878	-	905	809	-	-	-	-	-	-	-
Stage 2	906	803	-	977	877	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	8.7		9.4		1.5		0.7					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1600	-	-	993	843	1528	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.015	0.037	0.001	-	-				
HCM Control Delay (s)	7.3	0	-	8.7	9.4	7.4	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-				

HCM 6th TWSC
1: Miner Street & Riverside Drive

01/05/2020

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	43	100	4	1	115	17	4	0	1	27	1	36
Future Vol, veh/h	43	100	4	1	115	17	4	0	1	27	1	36
Conflicting Peds, #/hr	11	0	6	6	0	11	9	0	0	0	0	9
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	110	4	1	126	19	4	0	1	30	1	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	156	0	0	120	0	0	379	370	118	356	363	156
Stage 1	-	-	-	-	-	-	212	212	-	149	149	-
Stage 2	-	-	-	-	-	-	167	158	-	207	214	-
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	1424	-	-	1468	-	-	579	560	934	599	565	890
Stage 1	-	-	-	-	-	-	790	727	-	854	774	-
Stage 2	-	-	-	-	-	-	835	767	-	795	725	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1409	-	-	1460	-	-	529	531	929	575	536	873
Mov Cap-2 Maneuver	-	-	-	-	-	-	529	531	-	575	536	-
Stage 1	-	-	-	-	-	-	757	696	-	815	765	-
Stage 2	-	-	-	-	-	-	788	759	-	765	695	-

Approach	EB			WB			NE			SW		
HCM Control Delay, s	2.2			0.1			11.3			10.6		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	579	1409	-	-	1460	-	-	711
HCM Lane V/C Ratio	0.009	0.034	-	-	0.001	-	-	0.099
HCM Control Delay (s)	11.3	7.6	0	-	7.5	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.3

HCM 6th TWSC
2: Riverside Drive & Colorado Blvd

01/05/2020

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	148	11	27	449	1	10	4	27	5	1	4
Future Vol, veh/h	4	148	11	27	449	1	10	4	27	5	1	4
Conflicting Peds, #/hr	3	0	0	0	0	3	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	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	149	11	27	454	1	10	4	27	5	1	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	458	0	0	160	0	0	674	675	155	690	680	458
Stage 1	-	-	-	-	-	-	163	163	-	512	512	-
Stage 2	-	-	-	-	-	-	511	512	-	178	168	-
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	1103	-	-	1419	-	-	368	376	891	359	373	603
Stage 1	-	-	-	-	-	-	839	763	-	545	536	-
Stage 2	-	-	-	-	-	-	545	536	-	824	759	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1100	-	-	1419	-	-	357	364	891	336	361	601
Mov Cap-2 Maneuver	-	-	-	-	-	-	357	364	-	336	361	-
Stage 1	-	-	-	-	-	-	836	760	-	541	521	-
Stage 2	-	-	-	-	-	-	527	521	-	791	756	-
Approach	EB			WB			NE			SW		
HCM Control Delay, s	0.2			0.4			11.5			14		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1					
Capacity (veh/h)	592	1100	-	-	1419	-	-	-	411			
HCM Lane V/C Ratio	0.07	0.004	-	-	0.019	-	-	-	0.025			
HCM Control Delay (s)	11.5	8.3	0	-	7.6	0	-	-	14			
HCM Lane LOS	B	A	A	-	A	A	-	-	B			
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	-	0.1			

Intersection						
Int Delay, s/veh	2.3					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	205	4	124	492	1	111
Future Vol, veh/h	205	4	124	492	1	111
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	220	4	133	529	1	119
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	226	0	1019	224
Stage 1	-	-	-	-	224	-
Stage 2	-	-	-	-	795	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1342	-	263	815
Stage 1	-	-	-	-	813	-
Stage 2	-	-	-	-	445	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1339	-	225	813
Mov Cap-2 Maneuver	-	-	-	-	225	-
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	445	-
Approach	SE		NW		NE	
HCM Control Delay, s	0		1.6		10.3	
HCM LOS	B					
Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER	
Capacity (veh/h)	794	1339	-	-	-	
HCM Lane V/C Ratio	0.152	0.1	-	-	-	
HCM Control Delay (s)	10.3	8	0	-	-	
HCM Lane LOS	B	A	A	-	-	
HCM 95th %tile Q(veh)	0.5	0.3	-	-	-	

Intersection						
Int Delay, s/veh	1					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	33	15	6	174	463	25
Future Vol, veh/h	33	15	6	174	463	25
Conflicting Peds, #/hr	1	1	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	16	6	187	498	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	715	516	528	0	-	0
Stage 1	515	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	397	559	1039	-	-	-
Stage 1	600	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	392	557	1036	-	-	-
Mov Cap-2 Maneuver	392	-	-	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Approach	SB	SE		NW		
HCM Control Delay, s	14.5	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1	
Capacity (veh/h)	-	-	1036	-	432	
HCM Lane V/C Ratio	-	-	0.006	-	0.119	
HCM Control Delay (s)	-	-	8.5	0	14.5	
HCM Lane LOS	-	-	A	A	B	
HCM 95th %tile Q(veh)	-	-	0	-	0.4	

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	1	15	4	1	1	5	17	10	1	28	1
Future Vol, veh/h	1	1	15	4	1	1	5	17	10	1	28	1
Conflicting Peds, #/hr	3	0	3	3	0	3	1	0	2	2	0	1
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	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	22	6	1	1	7	25	14	1	41	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	95	100	46	106	93	37	43	0	0	41	0	0
Stage 1	45	45	-	48	48	-	-	-	-	-	-	-
Stage 2	50	55	-	58	45	-	-	-	-	-	-	-
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	888	790	1023	873	797	1035	1566	-	-	1568	-	-
Stage 1	969	857	-	965	855	-	-	-	-	-	-	-
Stage 2	963	849	-	954	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	878	783	1019	845	790	1030	1565	-	-	1565	-	-
Mov Cap-2 Maneuver	878	783	-	845	790	-	-	-	-	-	-	-
Stage 1	963	855	-	958	849	-	-	-	-	-	-	-
Stage 2	952	843	-	928	855	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.7		9.2		1.1		0.2	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1565	-	-	992	861	1565	-
HCM Lane V/C Ratio	0.005	-	-	0.025	0.01	0.001	-
HCM Control Delay (s)	7.3	0	-	8.7	9.2	7.3	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-

**LEVEL OF SERVICE
CALCULATIONS
YEAR 2040 CONDITIONS
WITH PROJECT**

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HCM 6th TWSC
1: Miner Street & Riverside Drive

01/05/2020

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	60	106	1	1	82	6	4	5	1	4	1	34
Future Vol, veh/h	60	106	1	1	82	6	4	5	1	4	1	34
Conflicting Peds, #/hr	5	0	4	4	0	5	4	0	0	0	0	4
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	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	79	139	1	1	108	8	5	7	1	5	1	45
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	121	0	0	144	0	0	443	425	144	421	421	121
Stage 1	-	-	-	-	-	-	302	302	-	119	119	-
Stage 2	-	-	-	-	-	-	141	123	-	302	302	-
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	1467	-	-	1438	-	-	525	521	903	543	524	930
Stage 1	-	-	-	-	-	-	707	664	-	885	797	-
Stage 2	-	-	-	-	-	-	862	794	-	707	664	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1460	-	-	1433	-	-	472	486	900	510	488	922
Mov Cap-2 Maneuver	-	-	-	-	-	-	472	486	-	510	488	-
Stage 1	-	-	-	-	-	-	662	622	-	829	792	-
Stage 2	-	-	-	-	-	-	815	789	-	657	622	-
Approach	EB		WB				NE			SW		
HCM Control Delay, s	2.7		0.1				12.3			9.6		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1					
Capacity (veh/h)	503	1460	-	-	1433	-	-	-	834			
HCM Lane V/C Ratio	0.026	0.054	-	-	0.001	-	-	-	0.062			
HCM Control Delay (s)	12.3	7.6	0	-	7.5	0	-	-	9.6			
HCM Lane LOS	B	A	A	-	A	A	-	-	A			
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	-	0.2			

HCM 6th TWSC
2: Riverside Drive & Colorado Blvd

01/05/2020

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	194	6	33	307	1	12	4	60	1	1	1
Future Vol, veh/h	4	194	6	33	307	1	12	4	60	1	1	1
Conflicting Peds, #/hr	4	0	0	0	0	4	1	0	0	0	0	1
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	213	7	36	337	1	13	4	66	1	1	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	342	0	0	220	0	0	637	639	217	674	642	343
Stage 1	-	-	-	-	-	-	225	225	-	414	414	-
Stage 2	-	-	-	-	-	-	412	414	-	260	228	-
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	1217	-	-	1349	-	-	390	394	823	368	392	700
Stage 1	-	-	-	-	-	-	778	718	-	616	593	-
Stage 2	-	-	-	-	-	-	617	593	-	745	715	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1212	-	-	1349	-	-	377	378	823	325	376	697
Mov Cap-2 Maneuver	-	-	-	-	-	-	377	378	-	325	376	-
Stage 1	-	-	-	-	-	-	775	715	-	611	571	-
Stage 2	-	-	-	-	-	-	594	571	-	678	712	-
Approach	EB			WB			NE			SW		
HCM Control Delay, s	0.2			0.7			11.3			13.7		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1					
Capacity (veh/h)	659	1212	-	-	1349	-	-	-	418			
HCM Lane V/C Ratio	0.127	0.004	-	-	0.027	-	-	-	0.008			
HCM Control Delay (s)	11.3	8	0	-	7.7	0	-	-	13.7			
HCM Lane LOS	B	A	A	-	A	A	-	-	B			
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	-	0			

Intersection						
Int Delay, s/veh	2.8					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	272	10	102	383	5	140
Future Vol, veh/h	272	10	102	383	5	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	309	11	116	435	6	159

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	320
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1240
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1240
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SE	NW	NE
HCM Control Delay, s	0	1.7	12
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	678	1240	-	-	-
HCM Lane V/C Ratio	0.243	0.093	-	-	-
HCM Control Delay (s)	12	8.2	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.9	0.3	-	-	-

HCM 6th TWSC
4: Colorado Blvd & 23rd Avenue

01/05/2020

Intersection

Int Delay, s/veh 2.1

Movement SBL SBR SEL SET NWT NWR

Lane Configurations 

Traffic Vol, veh/h 50 33 31 234 314 70

Future Vol, veh/h 50 33 31 234 314 70

Conflicting Peds, #/hr 0 0 3 0 0 3

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 88 88 88 88 88 88

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 57 38 35 266 357 80

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 736 400 440 0 - 0

Stage 1 400 - - - - -

Stage 2 336 - - - - -

Critical Hdwy 6.42 6.22 4.12 - - -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.318 2.218 - - -

Pot Cap-1 Maneuver 386 650 1120 - - -

Stage 1 677 - - - - -

Stage 2 724 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 369 648 1117 - - -

Mov Cap-2 Maneuver 369 - - - - -

Stage 1 650 - - - - -

Stage 2 722 - - - - -

Approach SB SE NW

HCM Control Delay, s 15.3 1 0

HCM LOS C

Minor Lane/Major Mvmt NWT NWR SEL SET SBLn1

Capacity (veh/h) - - 1117 - 445

HCM Lane V/C Ratio - - 0.032 - 0.212

HCM Control Delay (s) - - 8.3 0 15.3

HCM Lane LOS - - A A C

HCM 95th %tile Q(veh) - - 0.1 - 0.8

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	7	62	1	1	9	27	66	1	9	1
Future Vol, veh/h	1	1	7	62	1	1	9	27	66	1	9	1
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	6	6	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	61	61	61	61	61	61	61	61	61	61	61	61
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	11	102	2	2	15	44	108	2	15	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	153	208	16	161	155	107	17	0	0	158	0	0
Stage 1	20	20	-	134	134	-	-	-	-	-	-	-
Stage 2	133	188	-	27	21	-	-	-	-	-	-	-
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	814	689	1063	804	737	947	1600	-	-	1422	-	-
Stage 1	999	879	-	869	785	-	-	-	-	-	-	-
Stage 2	870	745	-	990	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	802	677	1063	783	724	939	1600	-	-	1414	-	-
Mov Cap-2 Maneuver	802	677	-	783	724	-	-	-	-	-	-	-
Stage 1	989	878	-	855	772	-	-	-	-	-	-	-
Stage 2	856	733	-	977	877	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	8.8		10.3		0.6		0.7					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1600	-	-	967	784	1414	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.015	0.134	0.001	-	-				
HCM Control Delay (s)	7.3	0	-	8.8	10.3	7.5	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0	-	-				

HCM 6th TWSC
1: Miner Street & Riverside Drive

01/05/2020

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	47	100	4	1	115	17	4	0	1	27	1	39
Future Vol, veh/h	47	100	4	1	115	17	4	0	1	27	1	39
Conflicting Peds, #/hr	11	0	6	6	0	11	9	0	0	0	0	9
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	110	4	1	126	19	4	0	1	30	1	43
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	156	0	0	120	0	0	391	380	118	366	373	156
Stage 1	-	-	-	-	-	-	222	222	-	149	149	-
Stage 2	-	-	-	-	-	-	169	158	-	217	224	-
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	1424	-	-	1468	-	-	568	552	934	590	557	890
Stage 1	-	-	-	-	-	-	780	720	-	854	774	-
Stage 2	-	-	-	-	-	-	833	767	-	785	718	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1409	-	-	1460	-	-	515	522	929	565	526	873
Mov Cap-2 Maneuver	-	-	-	-	-	-	515	522	-	565	526	-
Stage 1	-	-	-	-	-	-	746	688	-	812	765	-
Stage 2	-	-	-	-	-	-	783	759	-	753	686	-
Approach	EB			WB			NE			SW		
HCM Control Delay, s	2.4			0.1			11.4			10.7		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1					
Capacity (veh/h)	565	1409	-	-	1460	-	-	-	710			
HCM Lane V/C Ratio	0.01	0.037	-	-	0.001	-	-	-	0.104			
HCM Control Delay (s)	11.4	7.7	0	-	7.5	0	-	-	10.7			
HCM Lane LOS	B	A	A	-	A	A	-	-	B			
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	-	0.3			

HCM 6th TWSC
2: Riverside Drive & Colorado Blvd

01/05/2020

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	171	11	30	467	1	10	4	31	5	1	4
Future Vol, veh/h	4	171	11	30	467	1	10	4	31	5	1	4
Conflicting Peds, #/hr	3	0	0	0	0	3	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	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	173	11	30	472	1	10	4	31	5	1	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	476	0	0	184	0	0	722	723	179	740	728	476
Stage 1	-	-	-	-	-	-	187	187	-	536	536	-
Stage 2	-	-	-	-	-	-	535	536	-	204	192	-
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	1086	-	-	1391	-	-	342	352	864	333	350	589
Stage 1	-	-	-	-	-	-	815	745	-	529	523	-
Stage 2	-	-	-	-	-	-	529	523	-	798	742	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1083	-	-	1391	-	-	330	339	864	309	337	587
Mov Cap-2 Maneuver	-	-	-	-	-	-	330	339	-	309	337	-
Stage 1	-	-	-	-	-	-	812	742	-	525	506	-
Stage 2	-	-	-	-	-	-	509	506	-	762	739	-
Approach	EB			WB			NE			SW		
HCM Control Delay, s	0.2			0.5			11.8			14.6		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1					
Capacity (veh/h)	577	1083	-	-	1391	-	-	-	385			
HCM Lane V/C Ratio	0.079	0.004	-	-	0.022	-	-	-	0.026			
HCM Control Delay (s)	11.8	8.3	0	-	7.6	0	-	-	14.6			
HCM Lane LOS	B	A	A	-	A	A	-	-	B			
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	-	0.1			

Intersection						
Int Delay, s/veh	2.1					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	244	4	124	541	1	111
Future Vol, veh/h	244	4	124	541	1	111
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	262	4	133	582	1	119

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	268
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1296
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1294
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SE	NW	NE
HCM Control Delay, s	0	1.5	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	752	1294	-	-	-
HCM Lane V/C Ratio	0.16	0.103	-	-	-
HCM Control Delay (s)	10.7	8.1	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.6	0.3	-	-	-

Intersection						
Int Delay, s/veh	2.6					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	72	36	33	174	463	74
Future Vol, veh/h	72	36	33	174	463	74
Conflicting Peds, #/hr	1	1	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	39	35	187	498	80

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	799	542	581
Stage 1	541	-	-
Stage 2	258	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	355	540	993
Stage 1	583	-	-
Stage 2	785	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	339	538	990
Mov Cap-2 Maneuver	339	-	-
Stage 1	559	-	-
Stage 2	783	-	-

Approach	SB	SE	NW
HCM Control Delay, s	18.2	1.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	990	-	387
HCM Lane V/C Ratio	-	-	0.036	-	0.3
HCM Control Delay (s)	-	-	8.8	0	18.2
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.1	-	1.2

HCM 6th TWSC
5: 23rd Avenue & Riverside Drive

01/05/2020

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	15	64	1	1	5	17	86	1	28	1
Future Vol, veh/h	1	1	15	64	1	1	5	17	86	1	28	1
Conflicting Peds, #/hr	3	0	3	3	0	3	1	0	2	2	0	1
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	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	22	93	1	1	7	25	125	1	41	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	151	211	46	162	149	93	43	0	0	152	0	0
Stage 1	45	45	-	104	104	-	-	-	-	-	-	-
Stage 2	106	166	-	58	45	-	-	-	-	-	-	-
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	816	686	1023	803	743	964	1566	-	-	1429	-	-
Stage 1	969	857	-	902	809	-	-	-	-	-	-	-
Stage 2	900	761	-	954	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	807	680	1019	777	736	959	1565	-	-	1426	-	-
Mov Cap-2 Maneuver	807	680	-	777	736	-	-	-	-	-	-	-
Stage 1	963	855	-	896	803	-	-	-	-	-	-	-
Stage 2	890	756	-	928	855	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.8		10.3		0.3		0.3	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1565	-	-	975	779	1426	-
HCM Lane V/C Ratio	0.005	-	-	0.025	0.123	0.001	-
HCM Control Delay (s)	7.3	0	-	8.8	10.3	7.5	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-



TO: Idaho Springs City Council
FROM: Dylan Graves, Community Development Planner
SUBJECT: Riverside Drive Between CRC Park Bridge and Gilson Bridge
MEETING DATE: May 26, 2026

This memo is intended to set up the work session item related to the Riverside Drive improvements that were originally discussed at the April 27th meeting, when we discussed keeping Riverside Drive closed to through traffic. Riverside Drive has remained closed while final site work is completed in this vicinity and in anticipation of City Council direction. Whatever decision is ultimately made will require some time to implement, so an interim plan is also needed.

At the April 27th meeting, City Council requested additional information about turning Riverside Drive into a one-way from the Gilson pedestrian bridge to the base of the Mighty Argo Cable Car (MACC) terminal. Riverside Drive from the MACC terminal to the intersection with 23rd Avenue would remain a two-way road. By turning this stretch of Riverside Drive into a one-way road, the city would be able to separate the Clear Creek Trail from vehicular traffic while still allowing some amount of vehicular traffic. An eastbound or westbound one-way travel lane could be feasible depending on where the city wanted users to exit. A closure of Riverside Drive to through traffic could still be an option, too.

Turning the roadway into a westbound one-way road for this stretch would allow Virginia Canyon Mountain Park (VCMP) and gondola visitors to access this area via either the Gilson Street bridge or from the 23rd Avenue bridge but would prohibit these users from leaving the area via the Gilson Street bridge. All users would need to leave from 23rd Avenue.

Turning the roadway into an eastbound one-way would do the opposite, requiring visitors to this area to access via the 23rd Avenue bridge but would allow them to leave via either 23rd Avenue or Gilson Street.

Clear Creek Trail Alignment and Improvements:

City staff investigated the widths that we could achieve for the Clear Creek Trail and the roadway. East of the gondola terminal, Riverside Drive is 18' wide. Talking with Ed Sigward, Public Works Director, we need at least 10' width for the drive lane, leaving room for an 8' wide Clear Creek Trail surface. The Clear Creek Trail elsewhere in the city is 10' wide, but an 8' width still meets minimum recommended standards for a shared-use path that has both pedestrian and bicycle traffic. Other parts of the Clear Creek Trail are 8' in width, so it would not stray from the standards established in other jurisdictions along the trail.

To protect trail users and separate the trail from the roadway, City staff suggests that we install barriers between the roadway surface and the Clear Creek Trail. Along Colorado Boulevard, the city has installed many small, plastic barricades to demarcate and block off street bump outs where crosswalks exist:

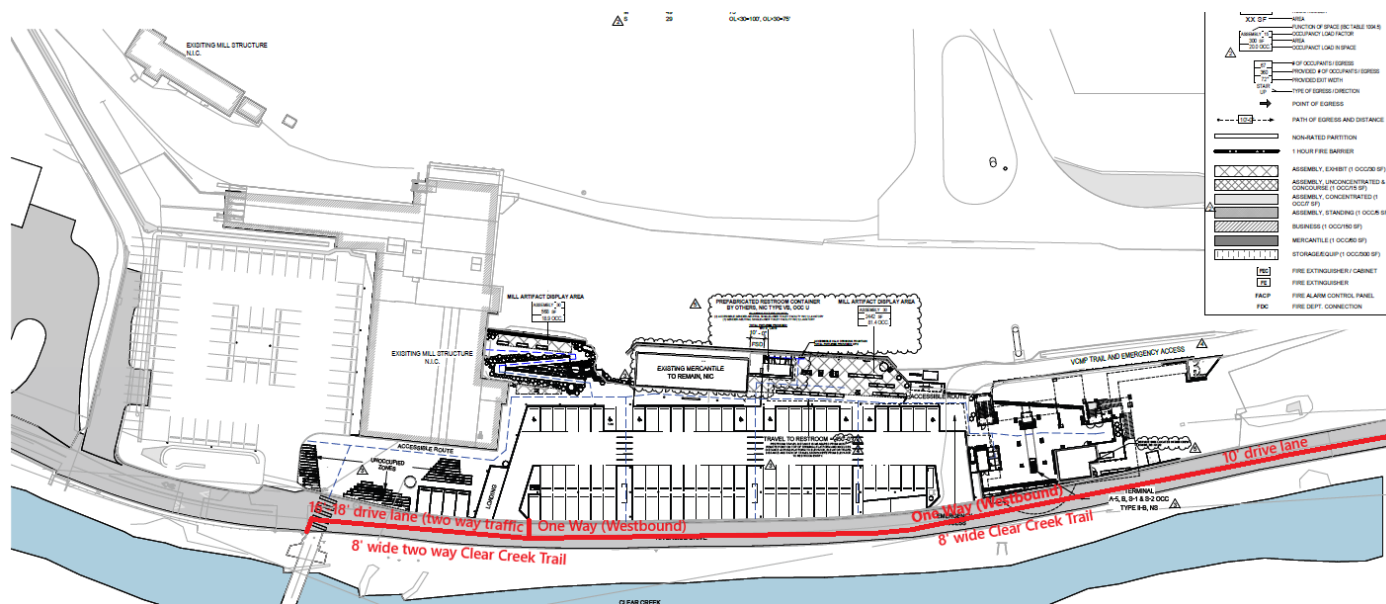


These are similar to what other jurisdictions use for separated multiuse paths or bike lanes. This would separate the trail from the roadway at a low cost. In the future, more permanent measures could be instituted to provide higher levels of safety, though this sort of separation is used for bike lanes across the country. The plan remains that the city paints a line along the Clear Creek Trail to make it easier to follow through the city. This is anticipated to be completed in 2026, though in the interim the pylon barriers could be installed to delineate the separation.

From the western driveway access to Argo's mercantile parking lot to the western pedestrian bridge, we talked about maintaining two-way traffic. Staff have measured the width in this area to be ~26' if a small section of existing shoulder is paved. This would allow for the 8' Clear Creek Trail to be maintained through this section while providing a 16-18' drive line for two-way vehicular traffic. While smaller than the city's roadway standards currently require, this is in keeping with the existing roadway width for Riverside Drive. A small portion of roadway on the east side of Riverside could also be paved to optimize the Clear Creek Trail. These paving locations are shown below:



The layout of the roadway showing a one-way travel lane and 8' wide Clear Creek Trail is below. Keep in mind that this is not to scale:



The widest truck with the Clear Creek Fire Authority is ~8.5', so a 10' drive line would be acceptable for emergency access per the Fire Authority. The Trail would remain on the south of the roadway connecting the two pedestrian bridges. A crosswalk could be added to allow for safe crossing in the vicinity of the MACC terminal buildings.

Signage:

Signage improvements are also necessary for wayfinding and safety. Signage should be reviewed by the city's engineering team to meet state and federal requirements for roadways and multi-use paths. Staff believe there are several types of signs that are needed to achieve the following objectives:

- Signs to direct people to the base of the cable car and the trail system to protect existing residential areas from the potential for increased traffic at the intersection of Riverside Drive and 23rd Avenue and the intersection of Riverside Drive and Gilson Street.
- Local / Residential Area signs to delineate residential zones versus commercial zones in this vicinity.
- Roadway safety and informational signage to safely direct vehicular traffic through the one-way zone.
- Pedestrian and bicycle signage for the Clear Creek Trail

I mocked a few examples of signs that might be beneficial at different points along Riverside Drive, which are attached for your review.

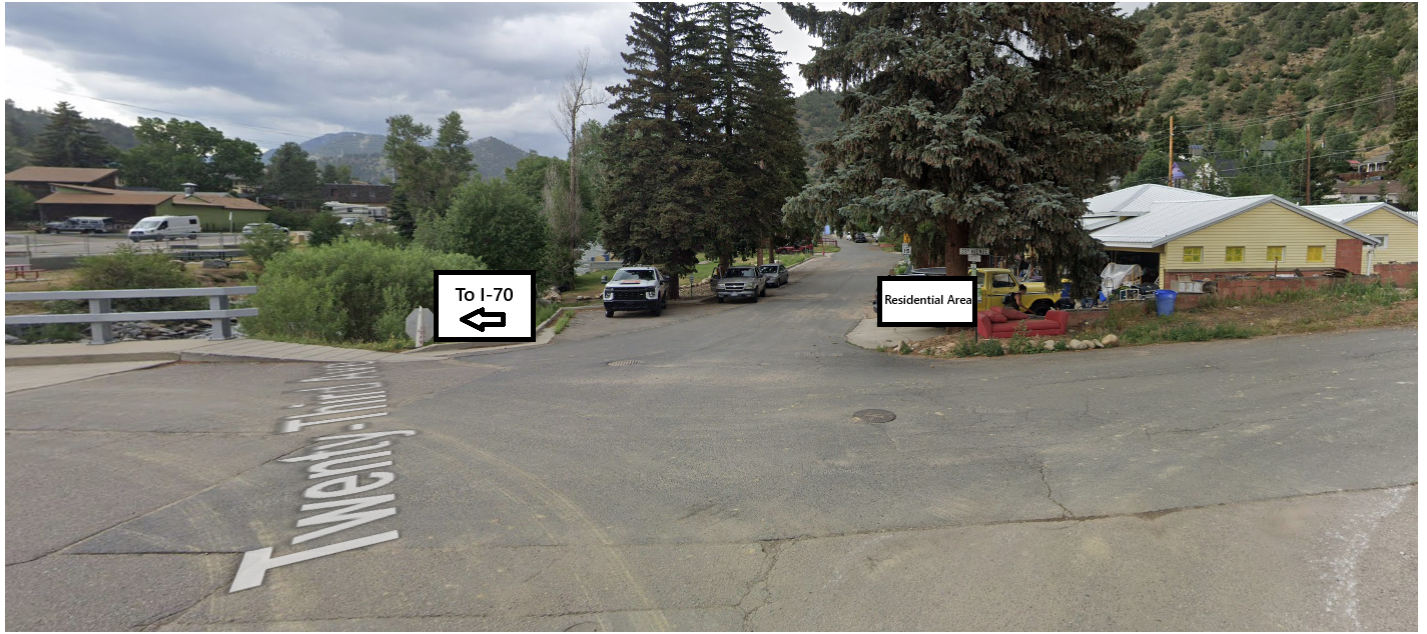
REQUEST FOR DIRECTION:

- How would City Council like to proceed with Riverside Drive long-term?
- What interim conditions would City Council like to see until improvements and signage can be implemented? Should Riverside Drive from the base terminal to the Gilson pedestrian bridge remain closed to vehicle traffic until improvements can be implemented?

Potential Signs (not to scale):







Office of the City Administrator

To: Mayor and City Council
From: Andrew Marsh
Date: May 26, 2026
Subject: Financial Update

The Mayor, Lorraine, Guy and I have been meeting periodically to monitor closely the City's finances during this transitional year. As the monthly financial reports to Council have shown, the Improvement Fund and Water Fund have been impacted more than expected by significantly increased costs related to capital projects. Grants connected to these projects are on a reimbursement basis, which means that the City must pay the invoice, wait until a copy of the deposited check is available, submit the reimbursement request, and then wait for the payment to be processed and issued, a process that can typically require four to six weeks.

This situation along with a drawdown of fund balances for these projects has caused cash-flow challenges that now require the following actions:

- The Chicago Creek Waterline Replacement Project Phase I has been postponed until 2027. This project is partially funded by a \$1 million state grant on a reimbursement basis.
- Any potential property acquisitions are being postponed.
- Staff are coordinating with the consultant for the Mobility Hub Design Project regarding the timing of payments as we are nearing completion. This project is fully funded by a \$2.41 million federal grant on a reimbursement basis.
- Staff are coordinating with the contractor for the Police Station Construction Project regarding the timing of particularly large payments as we are nearing completion. This project is partially funded by a \$1 million state grant on a reimbursement basis.
- The paving overlay project on Virginia Street is being postponed until later this summer.
- Any other projects and expenditures of any size that can be delayed will be postponed as may be necessary.

We will continue to manage the finances closely during this time and anticipate that the cash flow will improve as revenues gradually increase with the warmer weather. As planned, Lorraine will be providing a more in-depth mid-year financial update in July that will review the first half of 2026 and inform us as we kick off the budget process for 2027.

Also, the City's auditor is finalizing the financial audit for 2024, and the auditor and Lorraine will present the audit report to Council at a work session before the submission deadline to the State on July 31, 2026.



TO: Idaho Springs City Council
FROM: Dylan Graves, Community Development Planner
SUBJECT: Community Accelerated Mobility Project Grant Program
MEETING DATE: June 8, 2026 City Council Work Session

Community Accelerated Mobility Project (CAMP) Grant Program - Technical Readiness Planning Phase

City staff was approached by the Antero Group to get our feedback on an upcoming grant application with the Colorado Energy Office (“CEO”) for a mobility project that has an electric vehicle component. The Antero Group has been working with the Clear Creek Economic Development Corporation (“CCEDC”) for a variety of planning projects they have and they approached us to see if we would be interested in assistance to apply for this grant program as part of their scope of work with the CCEDC.

The Community Accelerated Mobility Project (“CAMP”) is conducted in two phases: the Technical Readiness Planning Phase; and the Implementation Phase. This RFA is for the CAMP Technical Readiness Planning Phase. It is thought that the Implementation Phase will open in late 2026, with more rounds later. It is a reimbursement-based program. Requested amount can be up to \$75,000 and there is a 5% match for the planning grant round.

The CAMP Technical Readiness Planning Phase helps support development of applications to the CAMP Implementation Phase offering and identify other funding sources that may be combined with CAMP funding. The CAMP Implementation Phase will fund the capital and operational costs of developing, launching, and operating community-focused mobility programs. Possible eligible costs may include, but are not limited to, electric community carshare, electric community shuttle/vanpool, community e-bike share, community public charging infrastructure, and other options. Installation or improvements to streets, bike lanes, sidewalks, or other hard infrastructure are not eligible for CAMP funding.

Possible Uses of Funding:

The program mentions several potential ideas for the funding, all of which have an objective of providing improved community mobility.

For Idaho Springs, the idea that might make some sense is an electric shuttle line that runs through town to connect downtown, the East End, and parking lots to get people around the city quickly and effectively via electric shuttles. Several Idaho Springs planning documents have considered a shuttle option in the past, including the 2021 Downtown Master Plan. Digging deeper into actual feasibility could allow us to move these existing goals forward. A shuttle system could be beneficial for both visitors and residents, allowing people to get downtown, to Safeway and the post office, and elsewhere in the city on a free electric shuttle.

The Downtown Plan suggests two 12- to 15-seat vehicles that can circulate daily around the city, with stops every 2-4 blocks. It suggests that this could be done with a relatively low upfront cost. The idea would be to reduce the number of vehicles looking for parking in town. With a convenient local shuttle service, the city could conceivably build a few parking lots further from the city core and still get people to desirable destinations around the city. It would help residents get downtown or to Safeway without dealing with traffic. It could stop at various city hotels to encourage overnight stays. It would also stop at the existing bus stop so people could take the Bustang services to town more easily.

Chapter 3 discusses mobility and parking challenges and opportunities. The Plan notes that there is a very high peak demand for parking. The Plan suggests a two-pronged solution: more parking, plus circulator vans that allow people to park in away from the downtown core but still access it with a free shuttle system.

Catalyst Project #2 - Circulator Transit

A method of circulating people from parking/dropoff areas and around the City is needed to both provide access to as well as take advantage of the centralized parking and Mobility Hub. Regional transit is provided by CDOT's Bustang and Clear Creek County's RoundAbout service, but a **local transit circulator should be considered** to complete connections within the City of Idaho Springs. This service would further the goal of having people park once and then have the ability to enjoy amenities across the city without having to drive, thus reducing circulating traffic.

A circulator route would be best served by two small 12- to 15- passenger van-type vehicles on a short loop as shown on the following page and offer pick-ups at each station location at least every 15 minutes. The quick time frame is needed for a service like this to be practical. Delays over 15 minutes will lead to underuse of the system in a location the size of Idaho Springs. The circulator should have stops approximately **every 2 to 4 blocks** depending on the location to provide access to all that Idaho Springs has to offer.

Trialing this system can be achieved within a limited budget. A trial would require rental of the vans, paid drivers, identification of the stops, magnetic branding applied to the vans, advance marketing and information campaigns. The City should consider trialing this service on moderately busy days prior to providing the service on very busy holidays. While the circulator may have the most use and impact on very busy days, routing specifics, driver breaks, the impact of heavy local traffic, and the required number of vehicles would be better understood on a less busy day. On very busy days

like July 4th, the City may seek additional off-site parking locations, such as near the baseball fields on the east end of town and use the circulator to transport people between these locations. In this case, additional vehicles may need to be added to keep service times frequent.

Given that the parking in historic downtown will continue to be paid for, it is recommended that this service be **provided for free** and any additional costs to the City should come from increased parking fees or other funding sources. This simplifies payments and ticket-taking and reduces loading times.



The "Mines Rover", an autonomous electric vehicle, shuttles students and guests around Golden, Colorado.

added concept of circulator/trolley to be a catalyst project



A historic-looking, contemporary rubber wheel trolley takes guests around Staunton, Virginia.



A conceptual recommended trolley route and estimated ride times for Idaho Springs includes a Core Loop with a West End and East End Extensions.

From the Antero Group's attached executive summary:

The planning grant would be used to evaluate the feasibility, infrastructure needs, operational requirements, and community impacts associated with electric mobility systems, including electric shuttle procurement, operation, and maintenance, charging infrastructure, and first-and-last-mile connections between the Idaho Springs Mobility Hub and the City's rich cultural and recreational assets.

Key Facts:

Grant Deadline: June 2, 2026

Grant Match: Maximum of \$3,750

Letters of Support: Staff will be securing letters of support from local partners

Request for Direction:

Does City Council support the submittal of an application for the Colorado Energy Office's CAMP technical readiness planning program to evaluate the feasibility of an e-shuttle service in Idaho Springs?

Executive Summary for CAMP Grant

The City of Idaho Springs proposes an e-Mobility Technical Readiness Project to advance equitable, climate-resilient transportation solutions in a gateway mountain community facing increasing vehicle congestion, seasonal tourist demand, and environmental hazards. Located along the I-70 mountain corridor west of Denver, Idaho Springs is a historic rural mining community and a major regional tourism destination. The City is identified as disproportionately impacted due to uniquely rural economic, environmental, and transportation burdens, and it is also a Tier One coal transition community. To mitigate these compounding factors, the City has been actively planning and implementing large and regionally collaborative projects to reduce reliance on single-employer and extractive industries, diversify its economy, and modernize its outdated transportation system to align better with state goals for reducing emissions and increasing multimodal connectivity. The proposed project to comprehensively plan for city-wide e-Mobility options will position Idaho Springs to deploy scalable e-mobility solutions that will improve mobility for cost-burdened residents, reduce emissions, and strengthen long-term community resilience. It will also serve as an alternative transportation for visitors, reducing the overall number of vehicles on the road.

The proposed Technical Readiness effort will evaluate the feasibility, infrastructure needs, operational requirements, and community impacts associated with electric mobility systems, including electric shuttle procurement, operation, and maintenance, charging infrastructure, and first-and-last-mile connections between the Idaho Springs Mobility Hub and the City's rich cultural and recreational assets. The Idaho Springs Mobility Hub program is a series of infrastructure projects to improve access to transit, downtown circulation, and the overall parking experience for downtown Idaho Springs residents, businesses, and visitors. As tourism has grown in the last several years and is expected to grow with the opening of the Mighty Argo, the need for transportation alternatives has increased. The City seeks to strengthen their transportation planning efforts with this project which investigates the feasibility of an electric shuttle service.

The project will include existing conditions analysis, stakeholder and community engagement, mobility demand assessment, infrastructure siting analysis, implementation planning, and development of funding and deployment strategies aligned with state climate and mobility goals. Community engagement will focus on reaching those most disadvantaged by vehicle-dependent infrastructure, including youth and elders, workers, and residents with disabilities.

Anticipated project partners include the U.S. Forest Service, Clear Creek County Tourism Bureau, Clear Creek Metropolitan Recreation District, the Colorado Mountain Bike

Commented [MD1]: do we need to mention that they are cost-burdened? Does that imply it will be free or reduced price? It will serve residents but it will also be heavily used by visitors

Association, Clear Creek Economic Development Corporation, the Mighty Argo Mill, Idaho Springs Business and Community Promotions Board, and technical planning consultants with expertise in rural mobility and electrification strategies. Coordination with state and regional transportation initiatives will help ensure interoperability, scalability, and long-term implementation readiness.

The project directly advances CAMP program objectives by supporting community-driven planning to reduce greenhouse gas emissions, improve equitable access to non-vehicular transportation, and increase technical capacity in a rural mountain community vulnerable to economic and climate-related disruption. The Technical Readiness process, in addition to the City's collaboration with County Tourism, will create a model for other rural Colorado communities seeking to modernize and connect transportation systems without compromising local character or natural beauty. The project will ultimately advance an already identified community priority investment through actionable, data-informed strategies that will position the City for immediate implementation of a technically sound and operationally sustainable e-shuttle system connecting regional transportation to local assets.

<<LETTERHEAD>>

5/12/2026

Colorado Energy Office
1600 Broadway, Suite 1960
Denver, CO 80202

Re: Letter of Support for the City of Idaho Springs' CAMP Grant Application

To the CAMP selection committee;

On behalf of [Business Name], I am pleased to write in support of the City of Idaho Springs' proposed community-engaged planning process to evaluate and design an electric shuttle system providing an alternative to private vehicle travel between local businesses, visitor destinations, and other community assets.

As a local business, we understand how important safe and reliable transportation is to the economic vitality of Idaho Springs. City infrastructure currently depends on vehicle ownership for navigation, which limits participation from workers as well as the young and elderly. Visitors unfamiliar with the City often have trouble navigating the connection between regional transit service and downtown businesses. A locally planned electric shuttle system could close this gap and increase opportunities for more participation in our local economy.

We especially support the City's emphasis on a community-engaged planning process. For a shuttle system to be successful, it must be designed around real local needs, business operations, visitor patterns, employee transportation challenges, seasonal demand, parking pressures, and the daily needs of year-round residents. Engaging businesses, workers, residents, transit users, and community organizations early in the planning process will help ensure that the final concept is practical, locally supported, and responsive to Idaho Springs' unique mountain-town context.

A well-designed electric shuttle system could provide multiple benefits to the local business community. It could improve access to restaurants, retail shops, lodging, recreation providers, and service businesses; reduce parking congestion; support visitors arriving by Bustang; and help Idaho Springs capture more economic activity from regional transit riders. The project also aligns with community goals related to air quality, sustainability, and reducing traffic-related impacts in a compact historic downtown.

[Business Name] supports the City of Idaho Springs' effort to explore this opportunity through a thoughtful, inclusive, and data-informed planning process. We appreciate the City's leadership and encourage favorable consideration of this proposal.

Sincerely,

[Name, Title]
[Business Name]
[Phone]
[Email]

**IDAHO SPRINGS CITY COUNCIL
REGULAR MEETING
May 11, 2026**

The City Council of the City of Idaho Springs held a work session and regular meeting on May 11th, 2026, in the city council chambers. Mayor Chuck Harmon called the regular meeting to order at 7:07 p.m.

Answering the roll were: Mayor Chuck Harmon, Mayor Pro Tem Jeremy Jones, Councilmember Lisa Manifold, Councilmember Sharon Bassist and Councilmember Kate Collier. Councilmember Janine Mariani was in attendance via ZOOM. Councilmember Jim Clark was in attendance for the work session but was absent for the regular meeting. Staff present were City Administrator Andrew Marsh, Assistant City Administrator Guy Patterson, Deputy City Clerk Wonder Martell, Community Development Planner Dylan Graves and Public Works Director Edward Sigward and Chief of Police Nathan Buseck. City Attorney Carmen Beery was in attendance via ZOOM.

The Pledge of Allegiance was recited by all present.

AGENDA APPROVAL

Councilmember Manifold moved to approve the agenda of May 11th, 2026, Councilmember Bassist seconded. Second followed by an all in favor voice vote.

CONFLICT OF INTEREST

APPROVAL OF MINUTES

Mayor Pro Tem Jeremy Jones moved to approve the minutes of April 27th, 2026, Councilmember Bassist seconded. Councilmember Mariani and Councilmember Manifold advised Deputy City Clerk Wonder Martell that there were numerous typos under the Mayor/Council Section. Ms. Martell advised council she would make those corrections. Second followed an all in favor voice vote.

APPROVAL OF BILLS

Councilmember Collier moved to approve the bills through May 11th, 2026. Mayor Pro Tem Jeremy Jones seconded, second followed by discussion. Councilmember Manifold asked if the bond bill was once or twice a year. City Administrator Andrew Marsh advised council it's twice a year. Mr. Marsh also stated that the housing authority bill is only once a year. Discussion followed by an all in favor roll call vote.

PUBLIC COMMENT – SCHEDULED

UNSCHEDULED PUBLIC COMMENT

Nicole Nemmers 1922 Wall Street - With the newest attraction in Idaho Springs now open, and projected to have 700 thousand new visitors, Idaho Springs's infrastructure needs to be first. The Gilson and 23rd Bridges are critical for emergency services. With Gilson being closed it has created more problems. Gilson is an access route for residents and their children to access CRC Park. This is not about convenience; it's about emergency access and lack of planning. The city needs to protect the people who live here and reopen Gilson and the 23rd Street bridge.

Todd Russell 2002 Wall Street – Mr. Russell mentioned how passionate Alex Bushnell is about the CRC Park. Mr. Russell stated that he brought the Lions Club here tonight because of the park and who the park the park is named after. Mr. Russell stated that the closure of Riverside has made Wall Street and Virginia Street into highways and Wall Street has bad sight lines and can be dangerous for ones who are not familiar with the area. Mr. Russell also mentioned that the bikers using VCMP come off the pedestrian bridge at very fast, unsafe speeds, his wife almost got hit by a biker coming off the pedestrian bridge. Mr. Russell would like to know who will be enforcing the dismount sign on the pedestrian bridge, as the riders do not care.

LIQUOR LICENSING AUTHORITY

Public Hearing for an application for a modification of premises for Big B's Soup & Grilled Cheese, LLC dba Big B's Soup and Grilled Cheese located at 2448 Colorado Blvd, Idaho Springs.

Mayor Harmon opened the public hearing at 7:19 pm.

STAFF- Deputy City Clerk Wonder Matell went over her staff report with the authority. Ms. Martell advised council that the notice of this hearing was published in the Clear Creek Courant on April 23rd, 2026 (Exhibit A) and was posted on the premises on April 23rd, 2026. This property is zoned C2 which permits the sale of alcohol beverages. Ms. Martell advised the authority that if this modification is granted, the approval is contingent upon lease amendment subject to City Attorney Approval.

APPLICANT - Brian Ormerod 3318 Riverside Drive, Idaho Springs, CO 80452

Mr. Ormerod advised the authority that he intends to build a bar around the exterior of the premises to add for better control of the licensed area and the patio extension will have an opening of 36" to allow for entry and exit into the licensed area. Mr. Ormerod also advised the authority that there is a clear site line from the front counter to the entry/exit of the proposed patio area also allowing for better control of the modified premises. Mr. Ormerod stated that his patrons will enjoy being able to enjoy a beer on the outside patio with a front and center view of the new ARGO Gondola.

Mayor Harmon closed the public hearing at 7:25 pm.

MOTION -

Councilmember Collier moved to approve the modification of premises for Big B's Soup and Grilled Cheese, LLC, dba Big B's Soup and Grilled Cheese located at 2448 Colorado Boulevard, contingent upon lease amendment subject to City Attorney approval. Councilmember Manifold seconded. Second followed by an all in favor roll call vote. Motion carries.

FINANCE OFFICER

RESOLUTIONS

1. Mayor Pro Tem Jeremy Jones moved to approve Resolution #10, Series 2026 a Resolution adopting an Amended City Parking Plan. Councilmember Bassist seconded, second followed by an all in favor roll call vote.
2. Councilmember Manifold moved to approve Resolution #11, Series 2026 a Resolution approving the First Amendment to the water supply agreement between the City and Robert & Christina Edwall and Thomas & Ashley Kulisz. Councilmember Collier seconded the motion, second followed by an all in favor roll call vote.

ORDINANCE FIRST READING

1. Councilmember Collier moved to approve Ordinance #7, Series 2026 An Emergency Ordinance Adopting by Reference the 2024 International Fire Code as Adopted by the Colorado Department of Public Safety, Division of Fire Prevention and Control, making conforming amendments to Chapter 18 of the Idaho Springs Municipal Code. Councilmember Manifold seconded the motion, second followed by an all in favor roll call vote.
2. Councilmember Bassist moved to approve Ordinance #8, Series 2026 an ordinance annexing to the city of Idaho Springs certain unincorporated lands located in section 31, township 3 south, range 72 west of the sixth principal meridian, and section 25, township 3 south, range 73 west of the sixth principal meridian, in clear creek county, Colorado, to be known as the "VCMP annexation to the city of Idaho Springs". Mayor Pro Tem Jeremy Jones seconded the motion, second followed by an all in favor roll call vote.
3. Councilmember Manifold moved to approve Ordinance #9, Series 2026 an ordinance zoning approximately 23.36 acres located in section 31, township 3 south, range 72 west of the sixth principal meridian, and section 25, township 3 south, range 73 west of the sixth principal meridian, clear creek county, Colorado, and known in part as the 'VCMP annexation to the city of Idaho Springs,' as planned development (PD). Mayor Pro Tem Jeremy Jones seconded the motion, second followed by an all in favor roll call vote.

ORDINANCNE SECOND READING

CITY ATTORNEY

City Attorney Carmen Beery was in attendance via ZOOM and she wanted to give thanks to Mayor Pro Tem Jones for heling create Ordinance #7, and to reiterate to the liquor modification of premises applicant that he can still serve food and non-alcoholic drinks on his patio, he just cannot serve liquor until the lease amendments are approved.

CITY ADMINISTRATOR

Staff report submitted with one request for action. Mayor Pro Tem Jeremy Jones moved to approve the letter of support for Clear Creek County's Safe Street and Roads for All (SS4A) planning grant application to develop the County's first comprehensive Roadway Safety Action Plan. Councilmember Manifold seconded, second followed by an all in favor roll call vote.

Councilmember Collier had a few questions regarding Mr. Marsh staff report. Councilmember Collier asked City Administrator Andrew Marsh to expand on what the Planning Grant for an Electric Shuttle Operation meeting was about. Mr. Marsh replied and stated that this is an opportunity for grant funding for an electrified transit vehicle and this process is a 2-step process.

Community Development Planner Dylan Graves advised council that this grant is being led by CCEDCC. Councilmember Collier asked about what type of participation Carla Cole has with the Play Park. Mr. Marsh replied and stated that Carla Cole had helped create a comp plan for the park improvements. Councilmember Collier suggested that the city keep the survey down and they, as City Council are the ones who need to contain this topic and decide what improvements to make for the park as they already have buy in from the community on what their children need. A plaque should also be added to the park to value who the park was named after. Councilmember Bassist also mentioned that Carla Cole was very instrumental in the playgrounds throughout the community.

ADMINISTRATIVE DEPARTMENT

Assistant City Administrator – Staff report submitted with no request for action. Assistant City Administrator Guy Patterson advised council that he hand delivered the water restriction poster to all of the businesses in town and he heard nothing but compliments about council and them taking the drought seriously and acting on it so quickly.

Community Development Planner- Staff report submitted with no requests for action. Councilmember Manifold mentioned that she is willing to do community outreach on historic preservation this year same as last because there was so much support and interest from last years preservation campaign.

Deputy City Clerk – Staff report submitted with no requests for action.

POLICE DEPARTMENT

Staff report submitted with two requests for action.

1. Mayor Pro Tem Jeremy Jones moved to approve W.E. O'Neil change orders #11-#15 in the amount of \$87,939.00 from line item 21-00-7045. Councilmember Bassist seconded the motion, second followed by an all in favor roll call vote.
2. Mayor Pro Tem Jeremy Jones moved to approve W.E. O'Neil change order #16 in the amount of \$55,618.00 from line item 59-70-7901. Councilmember Manifold seconded the motion, second followed by an all in favor roll call vote.

PUBLIC WORKS DEPARTMENT

Staff report submitted with no requests for action. Public Works Director Edward Sigward advised council that he received a call from the water attorneys and the advised him that he must discharge from the reservoir. So they did, and there is no snow up on the mountains and there is barely any water flowing down from the reservoir and he thinks Public Works will be making multiple daily trips to the reservoir making adjustments. Councilmember Manifold advised Mr. Sigward that she saw the sidewalk repairs that were done down on 3rd or 4th and the neighborhood loves it, they say thank you.

COMMITTEE REPORTS

CITY CLERK/TREASURER

MAYOR/COUNCIL

Councilmember Manifold asked staff what the decision on Fireworks this year was. City Administrator Andrew Marsh advised that there will be no Fireworks on the 4th of July because of the drought and current fire conditions, the contract held with the Fireworks contractor does allow, if enough notice is given, rescheduling the Fireworks for the Saturday after Thanksgiving, however there is discussion about just cancelling altogether for 2026 and as long as cancellation is given with enough notice, there will be no fine for cancelling. Councilmember Collier asked if the money put aside for the fireworks could be used for something else, Mayor Chuck Harmon advised it could not per the budget. Councilmember Collier also mentioned she was not going to stop bringing up the Riverside Drive topic. Councilmember Manifold stated that she has spoken with the city attorney and she wants an agenda item added to the next meeting regarding councilmember attendance. Mayor Harmon advised council that on June 4th there will be a \$60,000.00 drone show launching from the ARGO as part of the Colorado 150-250 celebration. Councilmember Collier suggested flyers for that event. City Administrator Andrew Marsh reminded council that the next city council meeting will be on Tuesday May 26th as Monday May 25th is Memorial Day and City Hall will be closed.

ADJOURN

Mayor Harmon adjourned the regular meeting at 7:58 pm.

Invoice	Type	Description	Invoice Date	Due Date	Total Cost	Terms	Period	GL Account
Alsco - Denver Linen (13)								
3282459								
3282459	Invoice	Carpets	05/05/2026	05/20/2026	105.27	Open	05/26	10-30-5108
Total 3282459:					105.27			
3289103								
3289103	Invoice	Carpets	05/19/2026	05/29/2026	105.27	Open	05/26	10-30-5108
Total 3289103:					105.27			
Total Alsco - Denver Linen (13):					210.54			
Aqua Aerobic Systems Inc (2261)								
1052976								
1052976	Invoice	membrane and parts	05/01/2026	05/30/2026	15,041.06	Open	05/26	52-00-5204
Total 1052976:					15,041.06			
Total Aqua Aerobic Systems Inc (2261):					15,041.06			
Axon Enterprise (1731)								
440271								
440271	Invoice	camera mount	04/23/2026	05/23/2026	80.00	Open	04/26	10-30-6193
Total 440271:					80.00			
Total Axon Enterprise (1731):					80.00			
Blackwell Oil (284)								
4/30/2026								
4/30/2026	Invoice	Streets - Fuel	05/05/2026	06/05/2026	44.65	Open	04/26	10-10-6191
4/30/2026	Invoice	Streets - Red	05/05/2026	06/05/2026	475.62	Open	04/26	10-10-6012
4/30/2026	Invoice	Water - Fuel	05/05/2026	06/05/2026	51.76	Open	04/26	51-00-6191
4/30/2026	Invoice	WW - Fuel	05/05/2026	06/05/2026	51.76	Open	04/26	52-00-6191
Total 4/30/2026:					623.79			
Total Blackwell Oil (284):					623.79			
CCMRD (43)								
1935								
1935	Invoice	Rec Center Passes - Admin	05/11/2026	05/26/2026	300.00	Open	04/26	10-20-5215
1935	Invoice	Rec Center Passes - PD	05/11/2026	05/26/2026	300.00	Open	04/26	10-30-5215
Total 1935:					600.00			
Total CCMRD (43):					600.00			
CIRSA (1511)								
1001222								
1001222	Invoice	Workmen's Comp Coverage Payr	05/11/2026	06/25/2026	70.71	Open	05/26	10-20-5300
1001222	Invoice	Workmen's Comp Coverage Payr	05/11/2026	06/25/2026	141.41	Open	05/26	10-60-5300
1001222	Invoice	Workmen's Comp Coverage Payr	05/11/2026	06/25/2026	1,343.40	Open	05/26	10-30-5300
1001222	Invoice	Workmen's Comp Coverage Payr	05/11/2026	06/25/2026	1,414.04	Open	05/26	10-10-5300
1001222	Invoice	Workmen's Comp Coverage Payr	05/11/2026	06/25/2026	282.88	Open	05/26	52-00-5300
1001222	Invoice	Workmen's Comp Coverage Payr	05/11/2026	06/25/2026	282.82	Open	05/26	51-00-5300
Total 1001222:					3,535.26			
1004242								
1004242	Invoice	Deductible	05/12/2026	06/26/2026	512.00	Open	05/26	10-30-5314

Invoice	Type	Description	Invoice Date	Due Date	Total Cost	Terms	Period	GL Account
Total 1004242:					512.00			
Total CIRSA (1511):					4,047.26			
Clear Creek Radio (778)								
12.1.25								
12.1.25	Invoice	Donation - annual	12/01/2025	05/30/2026	3,500.00	Open	05/26	10-21-5033
Total 12.1.25:					3,500.00			
Total Clear Creek Radio (778):					3,500.00			
Clear Creek Supply (291)								
20919								
20919	Invoice	keys and wd 40	05/05/2026	05/30/2026	9.97	Open	05/26	10-60-5208
Total 20919:					9.97			
21015								
21015	Invoice	hose t	05/08/2026	05/30/2026	6.63	Open	05/26	10-60-6045
Total 21015:					6.63			
21022								
21022	Invoice	fileter and oil	05/08/2026	05/30/2026	31.96	Open	05/26	52-00-6007
Total 21022:					31.96			
21028								
21028	Invoice	nuts and bolts	05/08/2026	05/30/2026	13.92	Open	05/26	51-15-7006
Total 21028:					13.92			
21127								
21127	Invoice	dewalt generator oil and spark plu	05/12/2026	05/30/2026	10.96	Open	05/26	10-10-6007
Total 21127:					10.96			
21158								
21158	Invoice	vac trailer pressure washer oil and	05/12/2026	05/30/2026	15.96	Open	05/26	52-16-6005
Total 21158:					15.96			
21199								
21199	Invoice	water truck hose repair	05/13/2026	05/30/2026	2.99	Open	05/26	10-60-6045
Total 21199:					2.99			
7122								
7122	Invoice	speed bumps spike and washer	05/13/2026	05/30/2026	10.65	Open	05/26	10-10-6007
Total 7122:					10.65			
21242								
21242	Invoice	9 volt	05/14/2026	05/30/2026	7.98	Open	05/26	52-00-6007
Total 21242:					7.98			
21244								
21244	Invoice	keys for crc	05/14/2026	05/30/2026	14.94	Open	05/26	10-60-6200

Invoice	Type	Description	Invoice Date	Due Date	Total Cost	Terms	Period	GL Account
Total 21244:					14.94			
21255								
21255	Invoice	crc park cap	05/14/2026	05/30/2026	2.99	Open	05/26	10-60-6045
Total 21255:					2.99			
Total Clear Creek Supply (291):					128.95			
Colorado Analytical Lab (945)								
260512210								
260512210	Invoice	total coliform P/A compl	05/13/2026	06/13/2026	103.50	Open	05/26	51-00-5201
Total 260512210:					103.50			
260512206								
260512206	Invoice	TSS/testing	05/14/2026	06/14/2026	14.40	Open	05/26	51-00-5201
Total 260512206:					14.40			
260513029								
260513029	Invoice	E-coli Testing	05/14/2026	06/14/2026	24.30	Open	05/26	52-00-5201
Total 260513029:					24.30			
260512189								
260512189	Invoice	bod-5	05/18/2026	06/18/2026	66.60	Open	05/26	52-00-5201
Total 260512189:					66.60			
Total Colorado Analytical Lab (945):					208.80			
Colorado Community Media (1981)								
147635								
147635	Invoice	Legal Publication	03/05/2026	05/30/2026	23.80	Open	05/26	10-20-5312
Total 147635:					23.80			
Total Colorado Community Media (1981):					23.80			
Colorado Municipal Clerk Association (2132)								
1462								
1462	Invoice	Membership CMCA Wonder	04/14/2026	05/13/2026	180.00	Open	05/26	10-20-5304
Total 1462:					180.00			
Total Colorado Municipal Clerk Association (2132):					180.00			
Common Knowledge Technology, Inc (1549)								
70378								
70378	Invoice	IT Services - Admin	05/01/2026	05/31/2026	1,394.88	Open	05/26	10-20-5106
70378	Invoice	IT Services - PD	05/01/2026	05/31/2026	1,394.88	Open	05/26	10-30-5108
70378	Invoice	IT Services - Streets	05/01/2026	05/31/2026	1,394.88	Open	05/26	10-10-5108
70378	Invoice	IT Services - Water	05/01/2026	05/31/2026	697.44	Open	05/26	51-00-5106
70378	Invoice	IT Services - WW	05/01/2026	05/31/2026	697.42	Open	05/26	52-00-5106
Total 70378:					5,579.50			
70470								
70470	Invoice	t440 annual renewal	05/08/2026	06/07/2026	1,720.00	Open	05/26	10-30-5108

Invoice	Type	Description	Invoice Date	Due Date	Total Cost	Terms	Period	GL Account
Total 70470:					1,720.00			
Total Common Knowledge Technology, Inc (1549):					7,299.50			
Core & Main LP (959)								
Y975033								
Y975033	Invoice	stem	05/05/2026	06/05/2026	473.07	Open	05/26	51-15-6006
Total Y975033:					473.07			
Total Core & Main LP (959):					473.07			
Doyle Disposal (380)								
38815								
38815	Invoice	city clean up roll off	05/15/2026	06/15/2026	1,950.00	Open	05/26	10-21-5032
38815	Invoice	donation	05/15/2026	06/15/2026	1,500.00	Open	05/26	10-21-5032
38815	Invoice	river clean up roll off	05/15/2026	06/15/2026	650.00	Open	05/26	10-21-5032
Total 38815:					1,100.00			
Total Doyle Disposal (380):					1,100.00			
Employee (2093)								
5.19.26								
5.19.26	Invoice	costco - coffee and cutlery	05/19/2026	05/30/2026	55.98	Open	05/26	10-30-6010
5.19.26	Invoice	Work Boots	05/19/2026	05/30/2026	195.00	Open	05/26	10-30-6030
Total 5.19.26:					250.98			
5/19/26								
5/19/26	Invoice	Lodging Grand Junction	05/19/2026	06/08/2026	330.00	Open	06/26	10-30-5212
5/19/26	Invoice	Meals and incidentals Grand Junc	05/19/2026	06/08/2026	238.00	Open	06/26	10-30-5212
Total 5/19/26:					568.00			
Total Employee (2093):					818.98			
Ferguson Waterworks (2210)								
1683331								
1683331	Invoice	Mach 10	05/07/2026	06/06/2026	859.52	Open	05/26	51-15-7006
Total 1683331:					859.52			
Total Ferguson Waterworks (2210):					859.52			
Foothills Auto & Truck Parts (1021)								
139609								
139609	Invoice	maint. restock	04/29/2026	05/29/2026	98.97	Open	04/26	10-30-6193
Total 139609:					98.97			
Total Foothills Auto & Truck Parts (1021):					98.97			
Galls (527)								
034888070								
034888070	Invoice	uniform - sonnenberg	04/29/2026	05/30/2026	847.98	Open	04/26	10-30-6030
Total 034888070:					847.98			
034901994								
034901994	Invoice	shirts with emblems - sonnenberg	05/01/2026	05/30/2026	199.86	Open	05/26	10-30-6030

Invoice	Type	Description	Invoice Date	Due Date	Total Cost	Terms	Period	GL Account
Total 034901994:					199.86			
034916688								
034916688	Invoice	trouser belt	05/01/2026	05/31/2026	36.97	Open	05/26	10-30-6030
Total 034916688:					36.97			
Total Galls (527):					1,084.81			
Goodyear Auto Service Center (131)								
47970								
47970	Invoice	2020 Ford - oil change	03/25/2026	05/25/2026	102.22	Open	04/26	10-30-6100
Total 47970:					102.22			
48010								
48010	Invoice	2020 Ford F150 - brakes oil chan	04/01/2026	05/01/2026	1,070.40	Open	04/26	10-30-6100
Total 48010:					1,070.40			
48437								
48437	Invoice	2023 Ford - Tires	05/14/2026	06/14/2026	725.00	Open	05/26	10-30-6192
Total 48437:					725.00			
Total Goodyear Auto Service Center (131):					1,897.62			
Granite Property Services (2196)								
289								
289	Invoice	CRC Park Maintenance	05/08/2026	06/07/2026	4,009.07	Open	04/26	10-60-5202
Total 289:					4,009.07			
Total Granite Property Services (2196):					4,009.07			
HDR Engineering, Inc (1605)								
1200824797								
1200824797	Invoice	Mobility Hub	05/12/2026	06/11/2026	136,248.56	Open	04/26	59-70-5108
Total 1200824797:					136,248.56			
Total HDR Engineering, Inc (1605):					136,248.56			
Home Depot Credit Services (578)								
4022445								
4022445	Invoice	paint	04/02/2026	05/31/2026	245.69	Open	04/26	10-60-5209
Total 4022445:					245.69			
7023581								
7023581	Invoice	painting supplies	04/09/2026	05/31/2026	129.84	Open	04/26	10-21-5039
Total 7023581:					129.84			
24680								
24680	Invoice	painting supplies	04/16/2026	05/31/2026	71.92	Open	04/26	10-21-5039
Total 24680:					71.92			
3020536								
3020536	Invoice	painting supplies	04/23/2026	05/31/2026	80.76	Open	04/26	10-21-5039

Invoice	Type	Description	Invoice Date	Due Date	Total Cost	Terms	Period	GL Account
Total 3020536:					80.76			
Total Home Depot Credit Services (578):					528.21			
HRS Water Consultants (851)								
31497								
31497	Invoice	Engineering Services	05/11/2026	06/11/2026	1,260.00	Open	04/26	52-00-5104
Total 31497:					1,260.00			
Total HRS Water Consultants (851):					1,260.00			
IntelliChoice Inc. (1454)								
1234847								
1234847	Invoice	Annual License, Support	08/01/2026	08/01/2026	6,141.07	Open	04/26	10-30-7011
Total 1234847:					6,141.07			
Total IntelliChoice Inc. (1454):					6,141.07			
JVA Incorporated (1110)								
29751								
29751	Invoice	Hwy 103 Waterline Design	04/30/2026	05/30/2026	624.00	Open	04/26	51-72-7320
Total 29751:					624.00			
29774								
29774	Invoice	1801 Miner CUP	04/30/2026	05/30/2026	282.00	Open	04/26	10-00-2401
Total 29774:					282.00			
29775								
29775	Invoice	Development Review Subdivision	04/30/2026	05/30/2026	658.00	Open	04/26	10-00-2401
Total 29775:					658.00			
29777								
29777	Invoice	Planning Meeting	04/30/2026	05/30/2026	169.20	Open	04/26	10-20-5103
Total 29777:					169.20			
29778								
29778	Invoice	Development Review - Soda Cree	04/30/2026	05/30/2026	1,316.00	Open	04/26	10-00-2401
Total 29778:					1,316.00			
29779								
29779	Invoice	Highway 103 Waterline Design at	04/30/2026	05/30/2026	2,770.00	Open	04/26	51-72-7320
Total 29779:					2,770.00			
29781								
29781	Invoice	Police Station	04/30/2026	05/30/2026	719.10	Open	04/26	21-00-7045
Total 29781:					719.10			
29825								
29825	Invoice	montane tank construction	04/30/2026	05/30/2026	1,524.49	Open	04/26	51-72-7320
Total 29825:					1,524.49			

Invoice	Type	Description	Invoice Date	Due Date	Total Cost	Terms	Period	GL Account
Total JVA Incorporated (1110):					8,062.79			
KoneCranes (2185)								
163139846								
163139846	Invoice	parts	05/05/2026	06/04/2026	1,087.44	Open	05/26	52-00-5108
Total 163139846:					1,087.44			
Total KoneCranes (2185):					1,087.44			
Kumar & Associates Inc. (1852)								
241718								
241718	Invoice	Construction Oberservation	05/06/2026	06/05/2026	510.00	Open	04/26	21-00-7045
Total 241718:					510.00			
Total Kumar & Associates Inc. (1852):					510.00			
McDonald Farms (1588)								
0182878								
0182878	Invoice	WasteWater Hauled to Landfill	03/25/2026	04/09/2026	1,314.00	Open	04/26	52-00-5250
Total 0182878:					1,314.00			
0187665								
0187665	Invoice	WasteWater Hauled to Landfill	04/30/2026	05/15/2026	1,314.00	Open	04/26	52-00-5250
Total 0187665:					1,314.00			
0187829								
0187829	Invoice	WasteWater Hauled to Landfill	04/30/2026	05/15/2026	1,314.00	Open	04/26	52-00-5250
Total 0187829:					1,314.00			
Total McDonald Farms (1588):					3,942.00			
Milo's Speed Shop (2157)								
1323								
1323	Invoice	2019 Chevrolet - Oil Change and	05/06/2026	06/05/2026	387.89	Open	05/26	10-30-6100
Total 1323:					387.89			
1330								
1330	Invoice	2016 Ford - purge valve oil chang	05/11/2026	06/11/2026	883.79	Open	04/26	10-30-6100
Total 1330:					883.79			
1280								
1280	Invoice	2019 Chevrolet - Blower Motor	05/12/2026	06/11/2026	512.45	Open	05/26	10-30-6100
Total 1280:					512.45			
Total Milo's Speed Shop (2157):					1,784.13			
Mountain View Woodworking & Garage (1597)								
5.7.26								
5.7.26	Invoice	battery warranty 2017 ford f250	05/07/2026	06/06/2026	160.00	Open	05/26	52-00-6150
Total 5.7.26:					160.00			
Total Mountain View Woodworking & Garage (1597):					160.00			

Invoice	Type	Description	Invoice Date	Due Date	Total Cost	Terms	Period	GL Account
Murray Dahl Beery & Renaud (806)								
MAY 13, 2026								
MAY 13, 2026	Invoice	Developer Account Legals	05/13/2026	06/12/2026	321.28	Open	04/26	10-00-2401
MAY 13, 2026	Invoice	legal services	05/13/2026	06/12/2026	14,447.23	Open	04/26	10-20-5101
Total MAY 13, 2026:					14,768.51			
Total Murray Dahl Beery & Renaud (806):					14,768.51			
Peak Digital Office Solutions (409)								
74354								
74354	Invoice	PD meter billing for printer	04/06/2026	04/21/2026	33.33	Open	03/26	10-30-5309
Total 74354:					33.33			
74580								
74580	Invoice	PD meter billing for printer	05/05/2026	05/20/2026	43.03	Open	04/26	10-30-5309
Total 74580:					43.03			
Total Peak Digital Office Solutions (409):					76.36			
Pitney Bowes (1758)								
09861563-5102026								
09861563-5102026	Invoice	Postage	05/10/2026	06/07/2026	72.00	Open	04/26	10-20-5310
09861563-5102026	Invoice	Postage - W	05/10/2026	06/07/2026	53.75	Open	04/26	51-00-5310
09861563-5102026	Invoice	Postage - WW	05/10/2026	06/07/2026	53.75	Open	04/26	52-00-5310
09861563-5102026	Invoice	Postage -Streets	05/10/2026	06/07/2026	35.49	Open	04/26	10-10-5310
Total 09861563-5102026:					214.99			
Total Pitney Bowes (1758):					214.99			
Postmaster (341)								
5.1.26								
5.1.26	Invoice	Water Bills	05/01/2026	05/30/2026	239.85	Open	05/26	52-00-5310
5.1.26	Invoice	Water Bills	05/01/2026	05/30/2026	239.84	Open	05/26	51-00-5310
Total 5.1.26:					479.69			
Total Postmaster (341):					479.69			
Quill Corporation (230)								
48804112								
48804112	Invoice	folders	05/05/2026	06/04/2026	36.45	Open	05/26	10-40-6010
Total 48804112:					36.45			
48810503								
48810503	Invoice	coffee, pens, ctape and clip board	05/05/2026	06/04/2026	116.15	Open	04/26	10-20-6010
Total 48810503:					116.15			
488158895								
488158895	Invoice	small desk	05/06/2026	06/05/2026	184.43	Open	05/26	10-40-6010
Total 488158895:					184.43			
Total Quill Corporation (230):					337.03			
Ramey Environmental Compliance, INC (898)								
31198								
31198	Invoice	Grease trap inspections	04/30/2026	05/30/2026	972.00	Open	04/26	52-00-5108

Invoice	Type	Description	Invoice Date	Due Date	Total Cost	Terms	Period	GL Account
31198	Invoice	Grease Trap Inspections/McDonal	04/30/2026	05/30/2026	81.00	Open	04/26	52-00-5108
Total 31198:					1,053.00			
Total Ramey Environmental Compliance, INC (898):					1,053.00			
S&B Carwash (534)								
17								
17	Invoice	Car Wash	05/14/2026	06/13/2026	278.10	Open	04/26	10-30-6100
Total 17:					278.10			
Total S&B Carwash (534):					278.10			
Sparta 2002 Designs & Promotions Inc (2283)								
57189								
57189	Invoice	Engraved Tactical Tool	05/11/2026	06/10/2026	579.63	Open	05/26	10-30-6040
Total 57189:					579.63			
Total Sparta 2002 Designs & Promotions Inc (2283):					579.63			
T Mobile (2040)								
997960542-4202026								
997960542-4202026	Invoice	Pd hot spots	04/20/2026	05/20/2026	1,478.40	Open	04/26	10-30-5335
Total 997960542-4202026:					1,478.40			
Total T Mobile (2040):					1,478.40			
THK Associates (1669)								
6306862								
6306862	Invoice	Affordable Residential	05/01/2026	05/31/2026	4,877.03	Open	04/26	10-20-5108
Total 6306862:					4,877.03			
Total THK Associates (1669):					4,877.03			
USA Blue Book (376)								
01047095								
01047095	Invoice	chlorination tabs	05/14/2026	06/13/2026	567.90	Open	04/26	51-15-5205
Total 01047095:					567.90			
Total USA Blue Book (376):					567.90			
Utility Notification Center of Colorado (1984)								
226020904-R								
226020904-R	Invoice	Re-Notifications - Water	02/28/2026	05/28/2026	105.96	Open	04/26	51-00-5108
226020904-R	Invoice	Re-Notifications -WW	02/28/2026	05/28/2026	105.96	Open	04/26	52-00-5108
Total 226020904-R:					211.92			
Total Utility Notification Center of Colorado (1984):					211.92			
VISA (1827)								
ADMIN-532026								
ADMIN-532026	Invoice	doordash	05/03/2026	05/28/2026	9.99	Open	04/26	10-21-5108
ADMIN-532026	Invoice	wix	05/03/2026	05/28/2026	29.00	Open	04/26	10-21-5108
ADMIN-532026	Invoice	wix - premium plan	05/03/2026	05/28/2026	36.00	Open	04/26	10-21-5108
Total ADMIN-532026:					74.99			

Invoice	Type	Description	Invoice Date	Due Date	Total Cost	Terms	Period	GL Account
BUSECK-532026								
BUSECK-532026	Invoice	greatmats - custom mats	05/03/2026	05/28/2026	4,169.90	Open	04/26	21-00-6026
BUSECK-532026	Invoice	visaprint- t shirts	05/03/2026	05/28/2026	162.75	Open	04/26	10-30-5215
BUSECK-532026	Invoice	woodland - bronze placards	05/03/2026	05/28/2026	1,190.29	Open	04/26	21-00-6026
Total BUSECK-532026:					5,522.94			
PATTERSON-532026								
PATTERSON-532026	Invoice	business cards - Graves	05/03/2026	05/28/2026	38.20	Open	04/26	10-20-5325
PATTERSON-532026	Invoice	business cards - Prickett	05/03/2026	05/28/2026	38.20	Open	04/26	10-10-5325
PATTERSON-532026	Invoice	gfoa membership - Smith	05/03/2026	05/28/2026	250.00	Open	04/26	10-20-5304
PATTERSON-532026	Invoice	hotel fort collins - Harmon	05/03/2026	05/28/2026	428.56	Open	04/26	10-20-5305
PATTERSON-532026	Invoice	hotel fort collins conference - Patt	05/03/2026	05/28/2026	470.56	Open	04/26	10-20-5305
Total PATTERSON-532026:					1,225.52			
PD-532026								
PD-532026	Invoice	book of staps	05/03/2026	05/28/2026	156.00	Open	04/26	10-30-5310
PD-532026	Invoice	custom lids - hats	05/03/2026	05/28/2026	312.40	Open	04/26	10-30-6030
PD-532026	Invoice	fuel	05/03/2026	05/28/2026	40.02	Open	04/26	10-30-6191
PD-532026	Invoice	fuel	05/03/2026	05/28/2026	69.77	Open	04/26	10-30-6191
PD-532026	Invoice	phil long - 2025 ford inspect lug n	05/03/2026	05/28/2026	210.87	Open	04/26	10-30-6100
PD-532026	Invoice	positive promo - branded trinkets	05/03/2026	05/28/2026	1,045.74	Open	04/26	10-30-5350
PD-532026	Invoice	postage	05/03/2026	05/28/2026	7.45	Open	04/26	10-30-5310
PD-532026	Invoice	postage	05/03/2026	05/28/2026	17.93	Open	04/26	10-30-5310
PD-532026	Invoice	postage	05/03/2026	05/28/2026	10.48	Open	04/26	10-30-5310
PD-532026	Invoice	postage	05/03/2026	05/28/2026	33.25	Open	04/26	10-30-5310
PD-532026	Invoice	safeway - pins	05/03/2026	05/28/2026	1.98	Open	04/26	10-30-6010
PD-532026	Invoice	slip 2000- gun cleaning supplies	05/03/2026	05/28/2026	53.19	Open	04/26	10-30-6015
PD-532026	Invoice	trauma pak	05/03/2026	05/28/2026	1,169.60	Open	04/26	10-30-6040
Total PD-532026:					3,128.68			
SIGWARD-532026								
SIGWARD-532026	Invoice	nevada tap master - 1205 miner li	05/03/2026	05/28/2026	4,660.00	Open	04/26	51-73-7320
SIGWARD-532026	Invoice	pulsar - starlink	05/03/2026	05/28/2026	420.00	Open	04/26	10-10-5335
Total SIGWARD-532026:					5,080.00			
Total VISA (1827):					15,032.13			
Grand Totals:					241,964.63			

Report GL Period Summary

GL Period	Amount
04/26	203,650.01
03/26	33.33
06/26	568.00
05/26	37,713.29
Grand Totals:	241,964.63

Vendor number hash:0

Vendor number hash - split:0

Total number of invoices:0

Total number of transactions:0



City of Idaho Springs City Council

Meeting Date: May 26, 2026

City Hall
1711 Miner Street
Idaho Springs, CO 80452

MEETING STARTS AT 7:00 PM SHARP!

Agenda Request No. _____

Is this a request for Council action? Yes ☐ No ☒

Return to Wonder Martell, Deputy City Clerk, by 6:00 PM the Wednesday prior to scheduled Regular Meeting (held the second and forth Monday of every Month).

Fax #: (303) 567-4955 Phone # (303) 567-4421 E-Mail: cityclerk@idahospringsco.com

Scheduled Public Comments falls near the beginning of each City of Idaho Springs City Council meeting. Here are things you need to know:

- ❖ Citizens may speak on any issue that is not elsewhere on the agenda.
- ❖ Council generally will not act on any request at the same meeting.
- ❖ It is strongly recommended that you contact the appropriate City staff member prior to coming to Council. Quite often the issue can be resolved by staff action.
- ❖ This forum is not intended for financial requests. All financial requests must be made through the City Clerk's Office.
- ❖ Comments are limited to three minutes. This time limit may be extended at the discretion of the Mayor.
- ❖ Additional Information: Attach 8 copies each of any related documents to this form.

Summary of your comments or concerns:

Mayors and Commissioners Youth Award donation 25-26

What staff member have you spoken to about this matter? Please summarize your discussion.
Wonder Martell in the past

Requested By: Tracy Troia

Organization: Clear Creek County

Phone: (Home): _____

(Work): 303-679-2364

(Fax): _____

(Cell): _____

Mailing address: PO Box 2000

E-Mail Address: ttroia@clearcreekcounty.us

Georgetown, CO 80444

Would you like an Agenda: ☐ Faxed ☐ Mailed ☒ E-Mailed

OFFICE USE ONLY:

Date Received: _____

By: _____

Information Complete: ☐ Yes ☐ No

Missing: _____



CLEAR CREEK COUNTY

IDAHO SPRINGS RESOURCE CENTER
1969 MINER ST * PO BOX 3669
IDAHO SPRINGS, CO 80452
PHONE (303) 670-7540

May 12, 2026

Mr. Andrew Marsh
City Administrator,
City of Idaho Springs

Mr. Marsh, Mayor Harmon, and Members of the City Council;

Each year the Clear Creek County Department of Human Services administers the Mayors and Commissioners Youth Award Program. This program is to honor youth between the age of 13 and 19 who have overcome personal adversity and created positive change in their lives. The youth who receive this award must be nominated and exhibit the criteria within the nomination form.

All nominees will be recognized at an Award Ceremony dinner. The awarded recipients will receive a plaque commemorating their achievements, a gift bag which includes a laptop, earbuds, \$20 gift card, and a 1-year subscription to Microsoft Office. In addition, a \$500 award is given to be used towards an institution of higher learning, Driver's Education, summer camp, or a club sport of their choosing.

The County allows us a budget to work within, but because it is a countywide program, we always ask for contributions from the towns and businesses to help offset the expense. Letters are sent out to these businesses and communities within and surrounding Clear Creek County asking for contributions of any amount.

In 2026, there are 7 youth that will be recognized and awarded, (3) from the Georgetown, (1) from Empire, (1) from Floyd Hill, and (2) from Idaho Springs.

Thank you for your time and consideration.

Sincere Regards,

Tracy Troia
Clear Creek County
Department of Human Services
Coordinator, Mayors and Commissioners Youth Award

Enclosures: Mayors and Commissioners Youth Award Letter and Nomination Form
Donation Request Letter

Clear Creek County Mayors and Commissioners Youth Award



Post Office Box 2000
Georgetown, Colorado
80444

Telephone:
303-679-2364

Fax:
303-679-2443

2025-2026 Mayors and Commissioners Youth Award

The Clear Creek County Mayors and Commissioners Youth Award recognizes teenagers between the ages of 13 and 19 who have overcome personal adversity and created positive change in their lives. The awards program provides business, community, and civic leaders an opportunity to actively demonstrate their belief in and support for the young people in our communities.

Teens need recognition and support; the Clear Creek County Mayors and Commissioners Youth Awards focuses on teenagers who have triumphed over great odds and who serve as inspirations and role models to their peers. If you know young people who would be good candidates for the Youth Award, please help us identify them by completing the attached nomination form.

Our Mission

To identify and recognize teenagers who have overcome obstacles and have risen to challenges life has presented.

This Youth Award is unique because it recognizes youth who have overcome difficult situations in their lives by making positive changes and by exhibiting strength and determination in the face of adversity. The young people we recognize have had a positive influence on themselves and those around them and often have not had any official recognition.

This award encompasses all youth; youth who have not finished school, youth in traditional classroom settings, youth in alternative schools, and emancipated youth.

All nominees are recognized at a dinner held locally. They all receive an award commemorating their achievement and a gift bag. Award winners will also receive \$500 for tuition, fees, books, materials, and tools.

Levels of Recognition

Award recipients are determined through a nomination and selection process. A selection committee comprised of representatives from the County, school district, and other local communities screen all nominations and select seven (7) nominees to be recognized at a County-wide celebration in the spring of each year.

Who Can Nominate?

Anyone who is not related to the youth by blood, adoption, or marriage.

Applicants must meet the following requirements:

- 1) Resident of Clear Creek County (CO) at the time of application
- 2) Must be 13-19 years of age as of December 31, 2025

All applications are held confidential within the Clear Creek County Department of Human Services.

Clear
Creek
County
Mayors
and
Commissioners
Youth
Award

2025-2026 Nomination Form Mayors and Commissioners Youth Award

Details

1. Nomination forms must be received no later than **Thursday, January 15, 2026**.
Nominations will not be accepted after this date.
2. Please indicate if any part of this information should be kept **confidential**.
3. Nominee's age as of December 31, 2025 must be between 13 and 19.
4. If you wish to receive a nomination form electronically, please contact
Tracy Troia @ ttroia@clearcreekcounty.us

Step 1 Tell us about your nominee. (Please enter information in the fields below and fill the form out completely.) **PLEASE TYPE OR PRINT LEGIBLY.**

Date: Gender: Male Female Other

Name of Nominee:

Nominee's Phone: Home Cell

Address: City: Zip Code:

Nominee's email:

Nominee's age as of 12/31/2021 Date of Birth:

If student, school attending: Grade Level (if applicable):

Nominator's Name:

Nominator's Phone: Work Cell

Address: City: Zip Code:

Nominator's Relationship to Nominee:

Nominator's Email:

Additional Contact Person:

Phone: Home Cell

Address: City: Zip Code:

Relationship to Nominee:

Email:

To the best of my knowledge, all the information provided in this application is true and reflects the nominee accurately. I have made note of specific information about the nominee that needs to be kept confidential.

Signature of Nominator Date Signature of Nominee Date



Post Office Box 2000
Georgetown, Colorado
80444

Telephone:
303-679-2364

Fax:
303-679-2443

Step 2 **Tell us why your nominee deserves this award.**

Please be as specific as you can and use additional sheets if necessary. Pertinent supplementary material may be included. (Please fill this form out completely by typing or printing legibly in the form fields below.) Very brief, illegible, or nominations with incomplete information, may not be given as much consideration.

Provide as much information and as many specific examples as possible. (Examples might include: overcoming physical, emotional, or other challenges; providing financial or emotional support to family and friends; care of sick or elderly sibling, parent, or friend; **providing positive leadership and role modeling** for other youth; positive behavioral changes; and **community involvement**.)

1. Describe the personal adversity, difficult environment, or limitations your nominee has overcome.
2. What were the key factors that helped your nominee turn his or her adversity to advantage?
3. In what ways has your nominee benefited other youth, their family, or their community?
This category must include community service and/or school sponsored program (sports or club).
4. Why do you feel your nominee should receive this award?

Complete entire nomination form and mail or email to:

Tracy Troia
Clear Creek County Department of Health and Human Services
PO Box 2000
Georgetown, Colorado 80444
Dir: 303-679-2364
Email: ttroia@clearcreekcounty.us

CLERK'S ADMINISTRATIVE REPORT

DATE: May 26th, 2026

TO: Idaho Springs Liquor Authority

FROM: Wonder Martell, Deputy City Clerk

SUBJECT: Application for a Modification of Premise for Mother Lode Brewing, LLC dba Tommyknocker Brewery and Pub located at 1401 Miner Street, Idaho Springs, CO 80452

NOTICE OF PUBLIC HEARING AND POSTING

In accordance with C.R.S. § 44-3-311, the Notice of Public Hearing to be held by the Liquor Authority concerning the above-referenced application (the "Application") was published in the Clear Creek Courant on May 14, 2026 (Exhibit A) and was posted on the premises on May 11, 2026.

RESULTS OF INVESTIGATION:

In accordance with C.R.S. §§ 44-3-312 and 1 CCR 203-2, Reg. 47-302, City Staff has conducted an investigation of the criteria for a modification of premise of a liquor license proposed by the application. The results of such investigation are as follows:

1. The reasonable requirements of the neighborhood and the desires of the adult inhabitants.
Liquor Establishments in the neighborhood are as follows: Hotel and Restaurant, 10; Brew Pub, 2; Beer and Wine, 3; Retail Liquor Stores, 2; FMB&W, 5; Club License, 1; Limited Winery, 1; Tavern, 4; Vintners, 1; Entertainment Facility, 1; Sales Room, 1.
2. The possession, by the licensee, of the changed premises by property lease agreement.
3. Compliance with the applicable zoning laws of the City.
1401 Miner Street. is zoned HD, which permits the sale of alcohol beverages.
4. The legislative declaration that the Colorado Liquor and Beer Codes are an exercise of the police powers of the state for the protection of the economic and social welfare and the health, peace, and morals of the people of this state.

If there is evidence presented at the hearing that the licensee operates or operated its business in a manner detrimental to the health, peace and morals of the public, the Council may consider that evidence. However, Staff's preliminary investigation has not revealed any such evidence.

*You may note that the above list of criteria is shorter than the list of approval criteria you are required to apply to a new liquor license application. In the context of the modification of an already-licensed premise, questions of the applicant's character and the original location of the establishment have already been considered and approved. Therefore, this application focuses only on the needs and desires of the community, the applicant's possession of the property, zoning, and distance restrictions.

SUGGESTED MOTION:

Staff recommends that the application be approved and suggests the following motion:

"I move to approve the application for a Modification of Premise for Mother Lode Brewing, LLC dba Tommyknocker Brewery and Pub located at 1401 Miner Street, Idaho Springs, CO 80452 based upon the finding that the applicant meets all criteria set forth in Colorado Liquor Regulation 47-302."

DENIAL

The Authority may deny the application if it finds that any of the above requirements have not been met. It is possible that the hearing on this matter could produce evidence that the applicant fails to meet one or more of the relevant criteria and about which Staff is not currently aware. If the Authority determines that one of the five criteria set forth above is not met, an Authority member may move to deny the application.

A motion to deny the application must explicitly state which of the five criteria are not met and why. The City Attorney can assist you with the procedural aspects of making a motion to deny at the hearing.

Public Notice



Notice of Public Hearing Idaho Springs Liquor Licensing Authority

Pursuant to the liquor laws of Colorado, the Idaho Springs Liquor Licensing Authority will hold a public hearing on May 26, 2026, to consider an application for Modification of Premises for Mother Lode Brewing, LLC, dba Tommyknocker Brewery and Pub located at 1401 Miner Street, Idaho Springs, CO. The public hearing will be held in City Hall, 1711 Miner St., at 7:00 p.m. Date of application: 04/16/2026. The application is available for inspection during normal business hours in the office of the City Clerk. Interested persons may appear at the hearing and voice their opinion in favor of or in opposition to the application.

/s/Jennie Kim
City Clerk

Legal Notice No. CCC1286
First Publication: May 14, 2026
Last Publication: May 14, 2026
Publisher: Clear Creek Courant

COMMERCIAL LEASE AGREEMENT

THIS COMMERCIAL LEASE AGREEMENT ("Lease") dated effective April 15, 2026 ("Effective Date"), is made between MOTHER LODGE BREWERY LIMITED LIABILITY COMPANY d/b/a TOMMYKNOCKER BREWERY & PUB LIMITED LIABILITY COMPANY, a Colorado limited liability company ("Landlord") and MINERS POINT VENTURES, LLC, a Colorado limited liability company (Tenant").

1. Premises. In consideration of the obligation of Tenant to pay Rent as herein provided, and in consideration of the other terms, provisions and covenants of this Lease, Landlord leases to Tenant, and Tenant accepts from Landlord, certain premises located within the building ("Building") at 1401 Miner St., Idaho Springs, CO 80452 in Clear Creek County, Colorado, as more particularly shown, depicted, and described on Exhibit A attached hereto and made a part hereof, together with all rights, privileges, easements and appurtenances belonging to or in any way pertaining to the premises ("Premises"). The Premises consist of a total of 360 square feet of non-refrigerated storage space and a loading dock with a distance of 66 feet.

Landlord represents and warrants to the best of its actual knowledge (without duty of independent investigation) that as of the Commencement Date: (x) the Premises is and shall be clean and in broom-swept condition, (y) all existing HVAC systems serving the Premises shall be in good working order, and (z) all existing electrical systems, plumbing systems, light fixtures and wiring serving the Premises shall be in good working order on the Commencement Date.

2. Term. Tenant shall have and hold the Premises for an initial term of one (1) year, commencing on April 15, 2026 ("Commencement Date"), and ending at 12:00 p.m. on April 14, 2027 ("Term"). Landlord hereby grants to Tenant three (3) options to extend this Lease for additional periods of two (2) years each. Any such extension term shall be exercised by written notice from Tenant to Landlord at least sixty (60) days prior to the expiration of the then-current Term. Rent for any such extension Term shall be negotiated in good faith between the parties, it being the intent that the Rent should be the then fair market value for comparable space to the Premises in Idaho Springs, Colorado. Except for the Rent determination, all other terms and conditions of this Lease shall apply to any extension Term.

3. Rent. Tenant agrees to pay rent ("Rent") to Landlord for the Premises and associated utilities, without deduction or setoff, for the entire Term, payable in advance on the first (1st) day of each month (except for the first month of this Lease which shall be prorated as set forth below), in monthly installments of \$1,800.00 per month. The first pro-rated monthly installment of Rent shall be due and payable on April 15, 2026 (for the period from April 15-April 30), and monthly installments thereafter as set forth in this section shall be due and payable without demand on or before the first day of each calendar month during the Term.

4. Security Deposit. The parties agree there shall be no security deposit required.

5. Utilities. Landlord shall ensure that utilities serve the Premises so that the Tenant may utilize the Premises as contemplated in this Lease. All costs and expenses related to utilities and trash/sanitation are included as part of Rent, such that no additional cost or expense shall be charged to Tenant related to the same, and Landlord shall be solely responsible for the timely payment of the same to all applicable providers.

6. Trash/Sanitation. Tenant shall prepare trash and refuse generated from the Premises for collection in the manner and at the times and places specified by Landlord and/or the service provider and in accordance with applicable municipal ordinances and regulations. Tenant shall keep the Premises clean and free from insects, vermin, and refuse.

7. Maintenance/Repair.

A. Tenant shall, at Tenant's sole cost and expense, keep the Premises in good repair and shall take good care of the Premises and suffer no waste. Tenant shall not be obligated to repair any damages caused by fire, tornado or other casualty covered by items set forth under the extended coverage provisions of the fire insurance policy on the Premises.

B. Landlord shall be responsible for all structural repairs to the Buildings located on the Premises. In addition, Landlord shall be responsible for the roof, heating and air conditioning systems, plumbing work and fixtures, and parking lot and paved areas.

8. Alterations. Tenant shall not make any alterations, additions or improvements to the Premises without the prior written consent of Landlord, which consent shall not be unreasonably withheld, conditioned, or delayed. Any alterations made by Tenant shall be done in a good and workmanlike manner and shall be paid for solely by Tenant. Tenant shall obtain all necessary approvals, consents and permits from applicable governmental authorities prior to the commencement of any such work. Tenant shall not allow any lien or encumbrance of any kind or nature whatsoever upon, or in any manner to bind the interest of Landlord in the Premises, or to charge the Rent payable hereunder for any claim in favor of any person dealing with Tenant, including those who may furnish materials or perform labor upon the Premises. Should any mechanic's lien be filed which Tenant wishes to contest, then Tenant shall have the right to defend the claim in the name of Landlord so long as Tenant posts bond, with corporate surety, for release of the lien against the Premises or deposit cash in escrow in an amount equal to the claim. At the termination of this Lease, Tenant shall deliver and relinquish to Landlord all alterations, additions and improvements together with the Premises. All shelves, bins, machinery and trade fixtures installed by Tenant may be removed by Tenant at the termination of this Lease if Tenant so elects, and shall be removed if required by Landlord. All such removals

and restoration shall be accomplished in a good workmanlike manner so as not to damage the primary structure or structural qualities of the Building and other improvements situated on the Premises.

9. Use. The Premises shall be used only for the purpose of storage in connection with Tenant's business and uses incidental thereto, along with access to and from the loading dock for loading and transport of inventory, and such other lawful purposes as may be incidental thereto. Tenant shall obtain any and all licenses and permits necessary for any such use at Tenant's own cost and expense. Tenant shall comply with all governmental laws, ordinances and regulations applicable to the use of the Premises and shall promptly comply with all governmental orders and directives for the correction, prevention and abatement of nuisances in, upon or connected with the Premises, all at Tenant's sole expense.

10. Compliance with Laws. Tenant shall comply with and require its employees and agents to comply with all federal, state and local laws and ordinances, regulations, and directions relating to the employment, conditions of employment and hours of labor in connection with any service or activity performed on behalf of Tenant. Tenant shall hold Landlord harmless from any and all claims, losses, liability, or damages, including Landlord's reasonable attorneys' fees, based on any breach or violation of such laws by Tenant.

11. Signs. Tenant shall have the right to install signs upon the Premises subject to any applicable governmental laws, ordinances, and regulations or other requirements and subject to Landlord's consent, which consent shall not be unreasonably withheld. Tenant shall remove all such signs at the termination of this Lease. Such installations and removals shall be made in such manner as to avoid injury or defacement of the Building and other improvements.

12. Inspection. Landlord and Landlord's agents and representatives shall have the right to enter and inspect the Premises during reasonable business hours for the purpose of ascertaining the condition of the Premises, posting notice of non-responsibility for liens of mechanics, materialmen, suppliers, or vendors, or for the purpose of exhibiting the Premises for sale.

13. Deeds of Trust and Mortgages. Tenant accepts this Lease subject and subordinate to any deed(s) of trust and/or mortgage(s) now or at any time constituting a lien or charge upon the Premises or the improvements situated thereon. Tenant shall upon reasonable request execute any instruments, releases or other documents which may be required by any secured party for the purpose of subjecting and subordinating this Lease to the lien of any such deed of trust or mortgage.

14. Condemnation.

A. If the whole or any substantial part of the Premises should be taken for any public or quasi-public use under governmental law, ordinance or regulation, or by right of eminent domain, or by private purchase in lieu thereof,

this Lease shall terminate and the Rent shall be abated during the unexpired portion of this Lease, effective when the physical taking of the Premises shall occur.

B. If less than a substantial part of the Premises shall be taken for any public or quasi-public use under any governmental law, ordinance or regulation, or by right of eminent domain, or by private purchase in lieu thereof, this Lease shall not terminate but the Rent payable hereunder during the unexpired portion of this Lease shall be reduced to such extent as may be fair and reasonable under all the circumstances.

C. In the event of any such taking or private purchase in lieu thereof, Landlord and Tenant shall be entitled to receive and retain such separate awards and/or portion of lump sum awards as may be allocated to their respective interests in any condemnation proceedings.

15. Assignment and Subletting. Tenant shall not assign or sublet the whole or any part of the Premises without the prior written consent of Landlord, which consent shall not be unreasonably withheld, conditioned, or delayed. Notwithstanding the foregoing, Tenant shall be permitted to assign to an affiliate entity at its own discretion, without the need for Landlord consent.

16. Insurance.

A. Landlord agrees to maintain property insurance covering the Building in which the Premises are located against loss or damage by fire or other casualty with such coverages and in such amounts as determined by Landlord in its sole and absolute discretion. Such insurance shall provide for loss payable to Landlord.

B. If the Building in which the Premises are located should be damaged by fire, tornado or other casualty, this Lease may be terminated, at either party's option, by the delivery of written notice of termination to the other party, or Landlord may, to the extent of insurance proceeds for such damage, at Landlord's sole cost and expense, proceed with reasonable diligence to rebuild and repair the Building to substantially the condition in which it existed prior to such damage, except that Landlord shall not be required to rebuild, repair or replace any part of the partitions, fixtures and other improvements which may have been placed on the Premises by Tenant. If the Premises are untenantable in whole or in part following such damage, the Rent payable hereunder during the period in which they are untenantable shall be reduced to such extent as may be fair and reasonable under all of the circumstances. In the event that Landlord should fail to complete such repairs and rebuilding within 180 days after the date upon which Landlord is notified by Tenant of such damage, Tenant may at Tenant's option terminate this Lease by delivering written notice of termination to Landlord as Tenant's exclusive remedy, whereupon all rights and obligations hereunder shall cease.

C. Tenant may carry insurance on the contents of the Premises, including Tenant's personal property, at Tenant's sole cost and expense.

D. Tenant shall procure and maintain insurance, at Tenant's sole cost and expense, insuring both Landlord and Tenant against all claims, demands or actions arising out of or in connection with Tenant's use or occupancy of the Premises, or by the condition of the Premises, the limits of such policy or policies to be in an amount not less than \$1,000,000.00 in respect of injuries to or death of any one person, and in an amount not less than \$1,000,000.00 in respect of any one accident or disaster, and in an amount not less than \$1,000,000.00 in respect of property damaged or destroyed, and to be written by an insurance company qualified to do business in the State of Colorado.

E. Not less than twenty (20) days after written request of Landlord, Tenant shall provide to Landlord copies of all policies and endorsements for the insurance coverages required under this Lease. Any policy of such insurance shall provide for notice to Landlord at least thirty (30) days prior to cancellation.

17. Liability; Mutual Indemnity. Each party (each, the "Indemnifying Party") shall indemnify, defend, and hold harmless the other party (the "Indemnified Party") and its members, managers, officers, employees, and agents from and against all claims, actions, damages, liability, fines, penalties, suits, proceedings, and causes of action, including reasonable attorneys' fees, arising out of or in any way connected with: (i) the Indemnifying Party's own negligence, willful misconduct, or material breach of this Lease; or (ii) the Indemnifying Party's operations or use of the Premises or Building. The indemnities set forth herein shall be limited to claims arising from the Indemnifying Party's own acts or omissions and shall not require either party to indemnify the other for such other party's own negligence or willful misconduct.

Notwithstanding any other language herein to the contrary, in no event will either party be liable to the other for consequential, special or punitive damages, including, without limitation, lost profits and the parties expressly waive the same.

18. Events of Default. The following events shall be deemed to be events of default under this Lease ("Events of Default"):

A. Tenant shall fail to pay any installment of the Rent or any other payment when due, and such failure shall continue for a period of ten (10) days after notice of such failure to pay.

B. Tenant shall become insolvent, or shall make a transfer in fraud or creditors, or shall make an assignment for the benefit of creditors.

C. A receiver or trustee shall be appointed for all or substantially all of the assets of Tenant.

D. Tenant shall permanently desert or vacate the Premises.

E. Tenant shall fail to comply with any term, provision or covenant of this Lease (other than the foregoing in this section 18), and shall not cure such failure within thirty (30) days after written notice thereof to Tenant. In the event that an Event of Default specified in the notice provided for in this subsection 18(E) is of such a type that it cannot be cured or corrected within such thirty (30) day period, then Tenant shall not be in default hereunder if it shall commence

the correction of such default so specified within said 30 day period and diligently prosecute the same to completion.

F. The following events shall be deemed to be an Event of Default by Landlord under this Lease: Landlord shall fail to comply with any term, provision or covenant of this Lease, and shall not cure such failure within thirty (30) days after written notice thereof to Landlord. In the event that an Event of Default specified in the notice provided for in this subsection 18(E) is of such a type that it cannot be cured or corrected within said thirty (30) day period, then Landlord shall not be in default hereunder if it shall commence the correction of such default so specified within said 30 day period and diligently prosecute the same to completion.

19. Remedy. If either party commits an Event of Default hereunder, the non-defaulting party may, at any time thereafter and without waiving any other rights available to such party at law or in equity, terminate this Lease. In the alternative, Tenant may elect to keep the Lease in full force and effect, and setoff or abate any of its Rent obligations related to such Landlord Event of Default. In no event shall either party have the right to terminate this Lease for an Event of Default that is directly caused or materially contributed to by its own breach of its obligations under this Lease. These remedies shall be cumulative and shall not be construed to exclude or supplant any other remedy available to either party at law or in equity.

20. Holding Over. Should Tenant hold over the Premises, or any part thereof, after the expiration of the Term, unless otherwise agreed in writing, such holding over shall constitute and be construed as tenancy from month to month only at a rent equal to one hundred twenty five percent (125%) of the Rent payable for the last month of the Term. The inclusion of the preceding sentence shall not be construed as Landlord's permission for Tenant to hold over.

21. Notice. Each provision of this Lease or of any applicable governmental laws, ordinances, regulations and other requirements with reference to the sending, mailing or delivery of any notice or the making of any payment by Landlord to Tenant or with reference to the sending, mailing or delivery of any notice or the making of any payment by Tenant to Landlord shall be deemed to be complied with when and if the following steps are taken:

A. All Rent and other payments required to be made by Tenant to Landlord hereunder shall be payable to Landlord at the address set forth below or at such other address as Landlord may specify from time to time by written notice.

B. Any notice or document required or permitted to be delivered hereunder shall be deemed to be delivered whether actually received or not when deposited in the United States mail, postage prepaid, certified or registered mail, addressed to the parties at the respective addresses set forth below, or at such other address as they have specified by written notice:

Landlord:

Mother Load Brewing, LLC d/b/a Tommyknocker Brewery and Pub

1401 Miner Street
Idaho Springs, CO 80452
Attn: Steve Indrehus
Steve.i@tommyknocker.com

Tenant:
Miners Point Ventures, LLC
1630 Miner Street, Suite 240
Idaho Springs, CO 80452
Attn: Perry Shea
pshea@gondolaventures.com

Copy to:
Welborn Sullivan Meck & Tooley, P.C.
1401 Lawrence St, Suite 1800
Denver, CO 80212
Attn: Mike Fredregill
mfredregill@wsmtlaw.com

22. Miscellaneous.

A. Words of any gender used in this Lease shall be held and construed to include any other gender, and words in the singular number shall be held to include the plural, unless the context otherwise requires.

B. The terms, provisions and covenants and conditions contained in this Lease shall apply to, inure to the benefit of, and be binding upon the parties hereto and upon their respective heirs, legal representatives, successors and permitted assignees, except as otherwise herein expressly provided.

C. The captions are inserted in this Lease for convenience only and in no way define, limit, or describe the scope or intent of this Lease, or any provision hereof, nor in any way affect the interpretation of this Lease.

D. Tenant agrees, within thirty (30) days after request of Landlord, to deliver to Landlord, or Landlord's designee, an estoppel certificate stating that this Lease is in full force and effect, the date to which Rent has been paid, the unexpired term of this Lease and such other matters pertaining to this Lease as may be reasonably requested by Landlord or Landlord's lender or lenders.

E. This Lease constitutes the entire agreement of the parties, and there are no representations, inducements or other provisions other than those expressed herein. All changes, additions or deletions hereto must be in writing and signed by all parties.

F. If any clause or provision of this Lease is subsequently determined to be illegal, invalid or unenforceable under present or future laws, then it is the intention of the parties hereto that the other terms and provisions of this Lease shall not be affected thereby.

G. Neither the method of computation of Rent nor any other provisions contained herein, nor any act of the parties hereunder, shall be deemed to create any relationship between the parties hereto other than the

relationship of landlord and tenant.

H. This Lease shall be governed by and construed in accordance with the laws of the State of Colorado. Venue for all actions connected herewith shall be in the state courts of Clear Creek County, State of Colorado.

I. Each signatory below represents and warrants that they have full authority to enter into this Lease on behalf of the parties that they represent.

J. All amounts of money payable by Tenant to Landlord hereunder, if not paid when due, shall bear interest from the due date until paid at the rate of eight percent (8%) per annum.

[signatures on following page]

IN WITNESS WHEREOF, the parties hereto have executed this Lease as of the Effective Date.

LANDLORD:

**MOTHER LODGE BREWERY LIMITED LIABILITY COMPANY d/b/a
TOMMYKNOCKER BREWERY & PUB LIMITED LIABILITY COMPANY**

By: *Steve Indrehus*
Steve Indrehus (Mar 31, 2025 15:59:57 MDT)

Name: Steve Indrehus

Its: President

TENANT:

MINERS POINT VENTURES, LLC,
a Colorado limited liability company

By: *Kyle Warden*

Name: Kyle Warden

Its: Manager

[SIGNATURE PAGE TO COMMERCIAL LEASE AGREEMENT]

Exhibit A

Depiction and description of Premises

[see attached]

[SIGNATURE PAGE TO COMMERCIAL LEASE AGREEMENT]



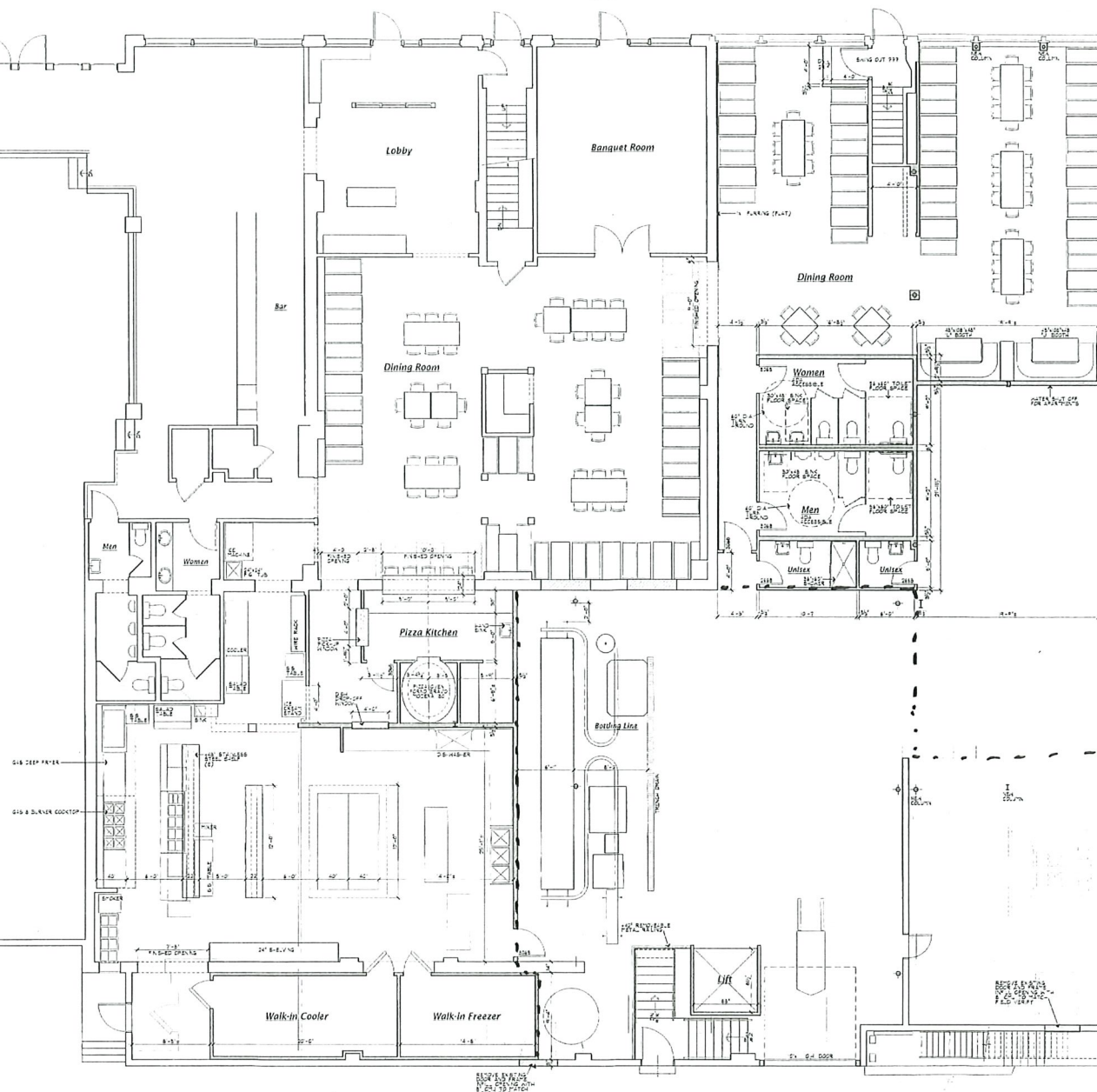
4-28-2026

Tommyknocker Brewery sublease to Miner's Point Venture:

Located in the production warehouse area of Tommyknocker Brewery, 1401 Miner Street, Idaho Springs, Clear Creek County, Colorado. The subleased area (Premises) consists of a total of 360 square feet of non-refrigerated storage space and a loading dock with a distance of 66 feet. The Premise is located in the southeast portion of the warehouse, running 20 feet north and south and 18 feet east and west. The Premises is isolated from adjoining areas.

Legal Summary Subdivision: IDAHO SPRINGS Block: 28 Lot: 10 THRU:- Lot: 12 & N59FT
L8,9 & IMPS
516/594

Steve Indrehus
President
Tommyknocker Brewery

[illegible]

PRELIMINARY
NOT FOR
CONSTRUCTION

MAIN FLOOR PLAN

CLEAR CREEK
Technical Services, Inc.

Remodel and Expansion Plans for:
Tommyknocker Brewery & Pub
1401 - 1427 Miner Street
City of Idaho Springs
Clear Creek County, Colorado

[illegible]

Main Floor

A —

PROJECT GENERAL NOTES

THESE DRAWINGS DO NOT DEPEND ON SPECIFIC METHODS AND MATERIALS REQUIRED FOR CONSTRUCTION. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR THE DESIGN, SELECTION AND NECESSARY CONSTRUCTION OF PARTIAL DESIGN AND MUST PROVIDE A COMPLETE AND FUNCTIONAL PROJECT BUILT IN ACCORDANCE WITH APPLICABLE CODES AND ENGINEERING RECOMMENDED CONSTRUCTION METHODS.

CLEAR CROWN TECHNICAL SERVICES DOES NOT WARRANT THE DRAWINGS TO BE FREE OF ERRORS OR OMISSIONS. THE CLIENT AGREES TO HOLD CLEAR CROWN TECHNICAL SERVICES, OR IF ANY PARTIAL DESIGN CONFLICT WITH ANY OTHER PART OF THE WORK OR CODES, RELEVANT CODES, AND SHALL BE NOTIFIED IMMEDIATELY BY THE CLIENT. THE CLIENT MAY BE SUBJECT TO DESIGNING AND/OR CONSTRUCTION OF ANY PARTED AND FAIL TO NOTIFY CODES, OR TAKE NECESSARY ACTION WITHOUT NOTICE NOTIFICATION. ALL RESPONSIBILITY FOR THE CONSTRUCTION OF SUCH PARTIAL DESIGN SHALL BE THE CLIENT'S.

ONLY THOSE PORTIONS OF THE DRAWINGS AND SPECIFICATIONS SEALED BY A LICENSED PROFESSIONAL ENGINEER ARE TO BE CONSIDERED AS CONTAINING AN ENGINEERED DESIGN FOR ANY STRUCTURAL, MECHANICAL, OR ELECTRICAL ELEMENT.

NO STRUCTURAL MEMBERS SHALL BE CUT, NOTCHED, OR OTHERWISE PENETRATED UNLESS SPECIFICALLY APPROVED BY THE ENGINEER IN ADVANCE OR SHOWN ON THE DRAWINGS. ABSOLUTELY NO SUBSTITUTION OF STRUCTURAL ELEMENTS SHALL BE ALLOWED WITHOUT THE ENGINEER'S EXPLICIT APPROVAL.

DO NOT SCALE DRAWINGS. DIMENSIONS GOVERN. LARGE SCALE DETAILS GOVERN OVER SMALL SCALE. DISCREPANCIES ARE TO BE REVEALED WITH CCTB, INC. PRIOR TO INITIATION OF CONSTRUCTION.

NEW WOOD FRAMING IS DIMENSIONED FROM FACE OF STUD TO FACE OF STUD

THE PRESIDENT OF THE OWNER OR COTO, INC REPRESENTATIVE ON THE SITE DOES NOT IMPLY CONCURRENCE WITH APPROVAL OF THE WORK CALL SPECIFIC ITEMS TO OWNER OR COTO, INC. ATTENTION IF APPROVAL OF THOSE ITEMS IS REQUESTED

CONTRACTOR SHALL HAVE THE WORKMEN NOTIFIED OF A PROPOSED CHANGE OR IF UNSATISFACTORY RESULTS ARE ANTICIPATED PROCEED ONLY AFTER RECEIVING ADDITIONAL INFORMATION AND INSTRUCTION FROM THE OWNER OR COTO, INC

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CHECKING ALL CONTRACT DOCUMENTS, FIELD CONDITIONS AND DIMENSIONS FOR ACCURACY. IF THERE ARE ANY DISCREPANCIES REGARDING THESE OR OTHER COORDINATION QUESTIONS, THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING A CLARIFICATION FROM FIELD AGENTS. NO BEFORE PROCEEDING WITH ANY WORK, A QUESTION OR ANY REVISION MUST BE

IN THE EVENT OF CONFLICT BETWEEN SPECIFICATIONS AND DRAWINGS, NOTIFY THE DESIGNER IMMEDIATELY. THE CONTRACTOR SHALL PROCEED WITH THE WORK AS MANUFACTURED OR AS BUYER'S SPECIFICATIONS OR RECOMMENDATIONS GOVERN UNLESS THE OWNER/CLIENT IN WRITING AUTHORS A DEVIATION. SUBSEQUENT

DEFINITIONS: ANY WORK NOTED BY "OTHERS" OR "INC." IS TO BE ACCOMPLISHED BY A PARTY OTHER THAN THE CONTRACTOR AND IS NOT TO BE A PART OF THE CONSTRUCTION AGREEMENT. THE CONTRACTOR IS TO COORDINATE AND COOPERATE WITH "OTHERS" CONTRACTORS WHERE REQUIRED.

"ALSO" AS USED IN THESE DOCUMENTS SHALL MEAN TO ACCURATELY LOCATE PLYWAYS ACROSS IN THE SAME PLYWAY.

"SPECIFIC" OR "TYPE" AS USED IN THESE DOCUMENTS SHALL MEAN THAT THE CONDITION IS THE SAME OR REPRESENTATIVE FOR ALL M.J.R. CONDITIONS UNLESS NOTED OTHERWISE. DETAILS MAY BE SKETCHED OR NOTED "TYPICAL" ONLY ONCE AND ARE REPRESENTATIVE FOR ALL OTHER CONDITIONS THROUGHOUT UNLESS NOTED OTHERWISE.

WHEN THE TERM "FURNISH", "PROVIDE", OR "INSTALL" IS USED IT SHALL MEAN
FURNISH ALL LABOR AND MATERIALS NECESSARY TO ACHIEVE A COMPLETE
INSTALLATION UNLESS NOTED OTHERWISE

Loading Dock distance
66'

EXISTING EQUIPMENT
(BOILER)

PRELIMINARY
NOT FOR
CONSTRUCTION

MAIN FLOOR PLAN
SCALE: 1/4" = 1'-0"

CLEAR CREEK
Technical Services, Inc.

Remodel and Expansion Plans for:
Tommyknocker Brewery & Pub
1401 - 1427 Miner Street
City of Idaho Springs
Clear Creek County, Colorado

DATE	ISSUE
09 05	REVIEW
02 05	REVIEW
02 05	REVIEW

Main Floor

A-1

CITY OF IDAHO SPRINGS
COMBINED CASH INVESTMENT
APRIL 30, 2026

COMBINED CASH ACCOUNTS

01-00-1110	OPERATING CHECKING -0056	356,996.94
01-00-1111	MONEY MARKET -3504	10,177.26
01-00-1112	XPRESS DEPOSIT ACCOUNT	29,551.67
01-00-1113	PETTY CASH CHECKING ACCOUNT	765.89
01-00-1115	EVERGREEN NAT'L-- PR CKG -2114	19,104.30
01-00-1117	COLOTRUST--GENERAL -8001	8,654.72
01-00-1118	COLOTRUST--RAMP FUND -8002	28,680.43
01-00-1119	CSAFE--GENERAL -97-01	24,701.55
01-00-1175	CASH CLEARING - UTILITIES	50.00
01-00-1176	CASH CLEARING - COURT	(2.07)
01-00-1178	CASH CLEARING - ACCTS REC.	(763.18)

TOTAL COMBINED CASH 477,917.51

01-00-1000 COMBINED CASH FUND (477,917.51)

TOTAL UNALLOCATED CASH .00

CASH ALLOCATION RECONCILIATION

10	ALLOCATION TO GENERAL FUND	(654,968.84)
15	ALLOCATION TO HANSEN'S CEMETERY TRUST FUND	10,446.10
20	ALLOCATION TO RAMP FUND (COLORADO BLVD)	705,105.26
21	ALLOCATION TO IMPROVEMENT FUND	(1,538,865.12)
22	ALLOCATION TO CONSERVATION TRUST FD LOTTERY	141,613.31
23	ALLOCATION TO 1% STREET SALES TAX	1,612,794.18
51	ALLOCATION TO WATER FUND	(379,169.49)
52	ALLOCATION TO WASTEWATER FUND	(362,656.84)
59	ALLOCATION TO PARKING ENTERPRISE FUND	943,618.95

TOTAL ALLOCATIONS TO OTHER FUNDS 477,917.51

ALLOCATION FROM COMBINED CASH FUND - 01-00-1000 (477,917.51)

ZERO PROOF IF ALLOCATIONS BALANCE .00

CITY OF IDAHO SPRINGS
BALANCE SHEET
APRIL 30, 2026

GENERAL FUND

ASSETS

10-00-1000	CASH - COMBINED FUND	(654,968.84)	
10-00-1120	CASH W/COUNTY TREASURER	93,935.15	
10-00-1150	A/R--BILLED ACCOUNTS	(299.34)	
10-00-1165	OTHER RECEIVABLES	313,634.65	
10-00-1167	PROPERTY TAXES RECEIVABLE	277,991.00	
10-00-1170	A/R--COURT	(3,831.00)	
10-00-1171	LEASE RECEIVABLE	453,861.19	
10-00-1580	SUSPENSE	.86	
	TOTAL ASSETS		480,323.67

LIABILITIES AND EQUITY

LIABILITIES

10-00-2015	ACCRUED PAYROLL PAYABLE	20,457.63	
10-00-2020	ACCOUNTS PAYABLE	(26,489.47)	
10-00-2120	DEFERRED PROPERTY TAXES	277,991.00	
10-00-2141	DEF'D INFLOW OF RES--2017VERI	126,387.68	
10-00-2142	DEF'D INFLOW OF RES--2012VERI	327,473.51	
10-00-2221	MEDICARE PAYABLE	40.76	
10-00-2222	FEDERAL WITHHOLDINGS PAYABLE	129.91	
10-00-2223	STATE WITHHOLDINGS PAYABLE	6,272.00	
10-00-2230	HEALTH INSURANCE PAYABLE	38,360.00	
10-00-2231	DENTAL INSURANCE PAYABLE	1,658.20	
10-00-2232	AFLAC INSURANCE	(108.15)	
10-00-2234	FPPA CONTRIBUTIONS PAYABLE	4,111.63	
10-00-2235	DEFERRED COMP PAYABLE	(2,168.28)	
10-00-2236	UNEMPLOYMENT PAYABLE	366.31	
10-00-2237	MISC PAYROLL PAYABLE	104.28	
10-00-2238	LIFE INSURANCE PAYABLE	199.92	
10-00-2239	VISION - PAYABLE	231.00	
10-00-2401	DEVELOPER LIABILITIES	(1,366.54)	
	TOTAL LIABILITIES		773,651.39

FUND EQUITY

10-00-2600	FUND BALANCE	266,806.45	
	UNAPPROPRIATED FUND BALANCE:		
	REVENUE OVER EXPENDITURES - YTD	(560,134.17)	
	BALANCE - CURRENT DATE	(560,134.17)	
	TOTAL FUND EQUITY		(293,327.72)
	TOTAL LIABILITIES AND EQUITY		480,323.67

CITY OF IDAHO SPRINGS
REVENUES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

GENERAL FUND

	YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
<u>PROPERTY, SALES & USE TAXES</u>						
10-00-3110 PROPERTY TAXES	77,038.52	86,506.69	16,133.27	83,970.10	282,237	29.8
10-00-3111 INTEREST -DELINQUENT PROP TAX	.00	37.21-	21.13	21.13	0	.0
10-00-3120 SPECIFIC OWNERSHIP TAX	7,642.55	8,112.13	1,626.33	7,778.88	25,000	31.1
10-00-3130 SALES TAX (1/2)	558,174.55	574,641.96	153,413.24	570,679.20	2,433,600	23.5
10-00-3135 BUILDING USE TAX (2/3)	1,838.11	4,034.22	1,312.16	5,292.46	25,000	21.2
10-00-3136 MOTOR VEHICLE USE TAX	30,078.67	21,728.54	2,573.03	23,345.61	80,000	29.2
10-00-3182 FRANCHISE-PUBLIC SERVICE	39,133.71	44,183.18	9,725.37	41,437.09	106,000	39.1
10-00-3183 FRANCHISE-CABLE--COMCAST	2,688.15	2,316.37	.00	2,172.20	23,000	9.4
10-00-3184 FRANCHISE-QWEST/CENTURYLINK	119.50	81.00	.00	64.25	200	32.1
TOTAL PROPERTY, SALES & USE TAXES	716,713.76	741,566.88	184,804.53	734,760.92	2,975,037	24.7
<u>LICENSES & PERMITS</u>						
10-00-3211 LIQUOR LICENSE	2,525.00	3,201.25	547.50	4,316.25	7,000	61.7
10-00-3216 BUSINESS LICENSE FEE	1,139.60	1,830.00	525.00	6,282.50	36,000	17.5
10-00-3218 SHOPPING BAG FEES	6,583.80	4,039.80	1,523.82	3,350.94	5,000	67.0
10-00-3221 BUILDING PERMITS	7,376.30	9,215.36	2,343.98	13,493.94	100,000	13.5
10-00-3222 CONTRACTOR'S LICENSE	3,400.00	3,700.00	800.00	4,300.00	11,000	39.1
10-00-3225 FINGERPRINTS	.00	.00	.00	15.00	0	.0
10-00-3227 REPORTS/COPIES/FAX	848.50	635.00	30.00	392.50	2,500	15.7
10-00-3229 OTHER LICENSES/PERMITS	9,658.36	14,394.50	2,095.00	11,840.00	70,000	16.9
10-00-3240 PLAN REVIEW/COMMISSION FEES	5,278.84	3,484.63	1,099.84	2,087.43	50,000	4.2
TOTAL LICENSES & PERMITS	36,810.40	40,500.54	8,965.14	46,078.56	281,500	16.4
<u>OTHER TAXES</u>						
10-00-3301 MOTOR VEHICLE REG. FEES	2,059.42	2,004.50	529.62	1,961.58	7,000	28.0
10-00-3304 MARIJUANA SPECIAL SALES TAX	21,318.82	16,711.91	1,061.34	3,830.81	50,000	7.7
10-00-3305 STATE SHARED CIGARETTE TAX	1,375.10	1,295.46	240.64	1,167.91	4,800	24.3
10-00-3306 COUNTY ROAD & BRIDGE TAX	191,264.72	192,358.69	112,459.27	196,156.86	425,000	46.2
10-00-3307 SEVERENCE TAX	.00	.00	.00	.00	70,000	.0
10-00-3309 HIGHWAY USERS TAX	22,313.02	23,099.81	6,513.29	23,117.37	65,000	35.6
10-00-3380 DOLA GRANT EIAF 9689-B & B	3,488.22	8,146.70	.00	.00	75,000	.0
10-00-3382 TOURISM MANAGEMENT GRANT	.00	.00	.00	.00	40,000	.0
TOTAL OTHER TAXES	241,819.30	243,617.07	120,804.16	226,234.53	736,800	30.7
<u>FINES</u>						
10-00-3550 FINES	42,315.00	151,680.05	34,273.00	128,046.68	460,000	27.8
TOTAL FINES	42,315.00	151,680.05	34,273.00	128,046.68	460,000	27.8

CITY OF IDAHO SPRINGS
REVENUES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

GENERAL FUND

		YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
	MISCELLANEOUS						
10-00-3601	INTEREST EARNED	19,535.98	7,624.21	(2,907.08)	(4,414.66)	15,000	(29.4)
10-00-3604	DONATIONS	.00	.00	.00	.00	2,500	.0
10-00-3610	CEMETERY FEES	150.00	1,750.00	.00	.00	5,000	.0
10-00-3620	LEASES/RENT	24,975.48	21,968.56	5,910.72	36,810.10	68,000	54.1
10-00-3680	REIMBURSEMENT/REFUNDS	10,581.92	8,493.32	258.75	1,133.66	70,000	1.6
10-00-3690	MISCELLANEOUS REVENUE	1,103.10	10,686.03	14,109.30	39,601.33	30,000	132.0
	TOTAL MISCELLANEOUS	56,346.48	50,522.12	17,371.69	73,130.43	190,500	38.4
	TOTAL FUND REVENUE	1,094,004.94	1,227,886.66	366,218.52	1,208,251.12	4,643,837	26.0

CITY OF IDAHO SPRINGS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

GENERAL FUND

	YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
<u>STREETS EXPENDITURES</u>						
10-10-4102 SALARIES	8,044.80	16,572.80	5,309.60	21,238.40	69,020	30.8
10-10-4103 HOURLY	35,488.48	34,122.01	23,974.93	55,765.33	99,136	56.3
10-10-4104 OVERTIME	4,231.96	2,722.61	3,214.83	5,378.32	10,000	53.8
10-10-4201 FICA	2,810.07	3,146.02	1,927.82	4,880.69	10,426	46.8
10-10-4202 MEDICARE	657.10	737.59	450.88	1,141.51	2,438	46.8
10-10-4203 HEALTH INS.	9,105.59	9,570.62	5,300.36	13,914.44	33,754	41.2
10-10-4204 LIFE INS.	72.10	63.00	43.33	100.87	198	50.9
10-10-4205 DEFERRED COMP	2,592.57	3,304.36	1,250.23	3,956.29	10,269	38.5
10-10-4206 UNEMPLOYMENT INS.	94.04	106.84	65.00	164.77	388	42.5
10-10-4207 DISABILITY INSURANCE	539.51	525.54	297.69	568.01	1,629	34.9
10-10-4209 DENTAL INSURANCE	354.40	311.73	171.20	474.80	1,176	40.4
10-10-5103 ENGINEERING	.00	726.60	.00	.00	1,000	.0
10-10-5106 IT SERVICES	.00	.00	.00	1,407.63	0	.0
10-10-5108 OTHER PROFESSIONAL SERVICES	9,119.54	12,889.82	587.00	6,842.06	40,000	17.1
10-10-5202 DISPOSAL-TRASH	2,067.30	957.20	.00	2,080.16	4,500	46.2
10-10-5207 MAINT./REPAIRS-SERVICES	8,256.66	.00	.00	.00	7,500	.0
10-10-5208 MAINT./REPAIRS-BUILDING	1,173.84	1,560.59	.00	.00	2,500	.0
10-10-5212 TRAINING	.00	.00	.00	.00	500	.0
10-10-5213 MEDICAL	.00	160.00	657.00	985.50	200	492.8
10-10-5215 EMPLOYEE INCENTIVE	.00	.00	.00	.00	1,000	.0
10-10-5300 CIRSA W/C INSURANCE	9,476.96	12,797.96	6,712.34	13,424.68	29,144	46.1
10-10-5301 CIRSA P/C INSURANCE	23,297.05	46,874.96	15,180.91	31,901.31	59,724	53.4
10-10-5303 TELEPHONE	576.74	880.19	141.07	575.83	2,000	28.8
10-10-5304 DUES & PUBLICATIONS	421.99	238.99	.00	.00	400	.0
10-10-5305 TRAVEL & MEALS	.00	.00	.00	.00	100	.0
10-10-5306 EQUIPMENT RENTAL	.00	.00	.00	.00	500	.0
10-10-5310 POSTAGE	.00	78.03	.00	.00	100	.0
10-10-5313 ADVERTISING	.00	.00	.00	400.00	100	400.0
10-10-5314 INSURANCE CLAIMS	1,000.00	3,157.98	.00	.00	2,000	.0
10-10-5325 PRINTING	.00	69.43	.00	103.68	100	103.7
10-10-5330 COMMUNICATION EQUIPMENT	.00	761.88	.00	.00	100	.0
10-10-5335 CELL/INTERNET SERVICE	1,287.92	2,316.44	226.34	1,904.00	5,500	34.6
10-10-6001 ELECTRICITY & GAS	21,475.06	26,679.91	17,121.32	38,242.45	67,000	57.1
10-10-6007 MATERIALS/SUPPLIES/EQUIP	1,445.31	605.81	711.35	711.35	5,500	12.9
10-10-6010 MATERIALS/SUPPLIES/OFFICE	98.42	803.30	12.00	1,135.62	2,000	56.8
10-10-6012 GAS/OIL-EQUIPMENT	1,481.24	1,454.97	.00	519.32	4,500	11.5
10-10-6020 TOOLS	183.69	314.37	.00	.00	1,500	.0
10-10-6022 SAFETY ITEMS	.00	.00	.00	.00	500	.0
10-10-6040 OCCUPATIONAL EQUIP/SAFETY	.00	122.21	.00	.00	500	.0
10-10-6050 WATER/SEWER	936.55	763.53	.00	1,010.46	5,300	19.1
10-10-6085 STREET LAMPS	2,909.66	10,134.22	.00	.00	20,000	.0
10-10-6091 SIGNS	16,175.30	1,352.75	.00	.00	10,000	.0
10-10-6093 PAINT	.00	.00	.00	.00	1,000	.0
10-10-6095 SAND/GRAVEL	.00	.00	.00	.00	1,000	.0
10-10-6096 ASPHALT/CURB & GUTTER--R&M	.00	.00	.00	1,200.00	0	.0
10-10-6097 DOWNTOWN PAVERS	.00	.00	.00	.00	150	.0
10-10-6098 TREE TRIMMING	.00	.00	.00	.00	5,000	.0
10-10-6099 SALTED SAND	4,765.99	.00	.00	.00	15,000	.0
10-10-6150 FLEET MAINT	3,196.89	575.05	106.88	1,365.11	8,000	17.1
10-10-6191 FLEET FUEL	5,187.53	3,868.98	1,506.98	4,426.48	12,000	36.9
10-10-6192 FLEET TIRES	471.91	7,148.09	.00	.00	3,000	.0
10-10-6193 FLEET SUPPLIES	367.60	1,261.53	.00	.00	3,000	.0

CITY OF IDAHO SPRINGS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

GENERAL FUND

	YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
10-10-7010 OFFICE EQUIPMENT/COMPUTER	.00	.00	.00	.00	1,000	.0
10-10-7011 COMPUTER SOFTWARE	79.96	.00	.00	678.00	0	.0
TOTAL STREETS EXPENDITURES	179,443.73	209,737.91	84,969.06	216,497.07	561,352	38.6

CITY OF IDAHO SPRINGS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

GENERAL FUND

	YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
<u>ADMINISTRATION EXPENDITURES</u>						
10-20-4101 MAYOR/COUNCIL	8,880.00	8,880.00	.00	8,820.00	52,560	16.8
10-20-4102 SALARY	105,886.00	67,464.69	17,204.96	68,819.84	260,512	26.4
10-20-4103 HOURLY	49,007.87	44,571.20	5,992.45	29,489.80	75,089	39.3
10-20-4104 OVERTIME	430.45	244.28	.00	72.24	500	14.5
10-20-4201 FICA	9,819.16	7,122.48	1,364.48	6,351.46	20,807	30.5
10-20-4202 MEDICARE	2,296.55	1,667.57	319.12	1,485.47	4,866	30.5
10-20-4203 HEALTH INS.	26,973.60	23,045.49	4,524.92	18,141.92	82,470	22.0
10-20-4204 LIFE INS.	169.05	117.88	25.55	102.20	354	28.9
10-20-4205 DEFERRED COMP	10,392.31	5,038.60	1,341.64	5,328.03	16,136	33.0
10-20-4206 UNEMPLOYMENT	303.45	215.71	46.40	185.75	656	28.3
10-20-4207 DISABILITY INSURANCE	1,406.37	919.34	201.58	801.10	2,645	30.3
10-20-4209 DENTAL INSURANCE	875.20	600.52	137.10	548.40	1,882	29.1
10-20-5050 COUNTY TREASURER'S FEES	1,540.77	1,730.40	1,140.09	2,539.82	5,500	46.2
10-20-5101 LEGAL	48,958.51	54,943.60	.00	30,421.19	140,000	21.7
10-20-5102 AUDIT	4,250.00	6,306.56	.00	.00	6,500	.0
10-20-5103 ENGI'RING SVCES--DEVEL REVIEW	570.52	316.80	.00	.00	1,000	.0
10-20-5104 FINANCIAL SERVICES	11,648.14	5,252.50	.00	.00	12,000	.0
10-20-5105 PLANNING SERVICES	5,220.00	173.91	.00	.00	10,000	.0
10-20-5106 IT SERVICES	8,001.99	8,138.52	.00	4,204.62	20,000	21.0
10-20-5107 SURVEYING	24,330.00	.00	.00	.00	5,000	.0
10-20-5108 OTHER CONTRACTUAL SERVICES	6,872.55	13,014.48	8,968.41	32,878.92	100,000	32.9
10-20-5207 REPAIR/MAINT.-SERVICES	.00	.00	.00	.00	1,000	.0
10-20-5208 REPAIR/MAINTENANCE-BUILDING	74.85	102.56	.00	.00	2,000	.0
10-20-5210 MEETING EXPENSE	680.44	372.47	.00	.00	1,500	.0
10-20-5212 EDUCATION & TRAINING	4,137.00	4,815.20	800.00	550.00	8,000	6.9
10-20-5215 EMPLOYEE INCENTIVE	140.00	509.25	.00	.00	1,900	.0
10-20-5220 ELECTION	.00	.00	.00	.00	1,000	.0
10-20-5225 BOARDS & COMMISSIONS	.00	1,012.18	.00	.00	1,500	.0
10-20-5300 CIRSA W/C INSURANCE	473.84	639.90	335.62	671.24	1,457	46.1
10-20-5301 CIRSA P/C INSURANCE	22,797.05	46,375.00	14,930.91	31,401.32	59,724	52.6
10-20-5303 TELEPHONE	576.74	597.52	141.06	575.82	1,800	32.0
10-20-5304 DUES & MEMBERSHIPS	4,176.00	6,026.00	.00	4,380.59	9,500	46.1
10-20-5305 TRAVEL & MEALS	1,068.00	2,182.13	305.28	357.64	8,000	4.5
10-20-5309 CONTRACT OFFICE EQUIP.	2,372.61	1,023.68	530.83	1,109.60	5,500	20.2
10-20-5310 POSTAGE, SHIPPING, BOX RENT	518.86	236.81	189.24	493.47	2,000	24.7
10-20-5312 LEGAL PUBLICATIONS	4,552.18	2,674.09	941.80	1,686.53	2,000	84.3
10-20-5313 ADVERTISING	706.12	193.86	.00	380.00	1,500	25.3
10-20-5314 INSURANCE CLAIMS	.00	.00	.00	.00	1,000	.0
10-20-5316 RECORDING DOCUMENTS	391.00	377.35	.00	86.00	1,200	7.2
10-20-5322 CODIFICATION	3,118.00	3,273.90	.00	.00	4,000	.0
10-20-5325 PRINTING	.00	131.59	.00	323.59	1,000	32.4
10-20-5335 CELL/INTERNET SERVICE	1,824.47	2,737.27	597.17	2,389.20	7,500	31.9
10-20-6001 ELECTRICITY & GAS	2,045.94	1,999.45	998.18	2,322.03	5,000	46.4
10-20-6010 MATERIALS/SUPPLIES/OFFICE	1,349.53	968.10	.00	490.93	3,000	16.4
10-20-6020 FLAGS	.00	.00	.00	.00	500	.0
10-20-6050 WATER/SEWER	620.67	521.60	.00	1,353.39	5,500	24.6
10-20-6060 REFUNDS	1,000.00	.00	.00	.00	1,000	.0
10-20-6500 MISCELLANEOUS EXPENSE	.00	.00	.00	.00	2,000	.0
10-20-7010 OFFICE EQUIPMENT/COMPUTERS	70.49	592.03	.00	1,597.98	3,000	53.3
10-20-7011 COMPUTER SOFTWARE	460.00	1,667.11	.00	1,482.00	1,000	148.2
10-20-7020 PUBLIC ENGAGEMENT	9,121.50	.00	.00	.00	0	.0
10-20-8010 MISC. CASH OVER/SHORT	.48-	1.11-	1.15	.16	0	.0

CITY OF IDAHO SPRINGS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

GENERAL FUND

	YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
TOTAL ADMINISTRATION EXPENDITURES	390,107.30	328,792.47	61,037.94	261,842.25	962,558	27.2
COMMUNITY PROMOTION						
10-21-5030 HSIS/ VISITOR CENTER	15,000.00	15,000.00	.00	15,000.00	60,000	25.0
10-21-5032 EVENTS	1,100.00	350.00	.00	540.00	68,000	.8
10-21-5033 K-GOAT ANNUAL FEE	.00	.00	.00	.00	3,500	.0
10-21-5036 MAYOR & COMMISSIONER AWARDS	.00	.00	.00	.00	2,000	.0
10-21-5038 MISC. ORGANIZATION REQUEST	.00	1,167.38	7,000.00	7,000.00	10,000	70.0
10-21-5039 BEAUTIFICATION	.00	.00	34.99	34.99	9,500	.4
10-21-5040 HOLIDAY DECORATING	.00	.00	.00	.00	21,609	.0
10-21-5041 HISTORIC SITES & FACILITIES	.00	.00	.00	.00	5,000	.0
10-21-5050 4TH OF JULY	17,305.00	4,655.00	.00	.00	0	.0
10-21-5055 GRANTS	.00	.00	.00	10,000.00	10,000	100.0
10-21-5108 OTHER CONTRACTUAL SERVICES	.00	40,275.00	1,533.33	12,331.65	21,000	58.7
10-21-5109 WEBSITE & MARKETING	.00	.00	207.82	9,907.92	70,000	14.2
10-21-5430 VISITOR CTR BLDG MAINTENANCE	1,670.58	16,529.84	937.46	3,509.92	10,000	35.1
10-21-7600 CONTINGENCY	.00	.00	190.00	190.00	1,000	19.0
TOTAL COMMUNITY PROMOTION	35,075.58	77,977.22	9,903.60	58,514.48	291,609	20.1
BUILDING INSPECTOR						
10-22-5000 OPERATIONS CONTRACTUAL	8,035.49	10,581.19	2,862.04	5,374.01	75,000	7.2
10-22-5108 OTHER PROFESSIONAL SERVICES	.00	.00	.00	.00	1,000	.0
TOTAL BUILDING INSPECTOR	8,035.49	10,581.19	2,862.04	5,374.01	76,000	7.1

CITY OF IDAHO SPRINGS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

GENERAL FUND

	YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
<u>POLICE EXPENDITURES</u>						
10-30-4102 SALARIES	39,206.40	47,955.20	12,240.00	48,960.00	111,389	44.0
10-30-4103 HOURLY WAGES--SWORN	179,551.15	181,021.70	58,080.80	228,667.09	586,346	39.0
10-30-4104 OVERTIME--REGULAR	6,581.48	5,234.24	2,073.13	6,307.93	15,000	42.1
10-30-4105 HOLIDAY	5,133.28	4,344.32	.00	7,712.40	15,000	51.4
10-30-4106 OVERTIME--HOLIDAY WORKED-SWORN	8,018.63	6,557.16	.00	6,859.67	21,000	32.7
10-30-4108 BONUS PAY	.00	.00	.00	1,000.00	1,000	100.0
10-30-4109 HOURLY WAGES--CIVILIAN	58,115.68	50,912.14	13,238.83	52,089.12	138,427	37.6
10-30-4110 OVERTIME--HOLIDAY WKD-CIVILIAN	.00	.00	.00	979.26	2,000	49.0
10-30-4201 FICA	3,594.08	3,166.77	804.74	3,288.12	8,582	38.3
10-30-4202 MEDICARE	4,125.33	4,100.72	1,193.63	4,920.17	12,124	40.6
10-30-4203 HEALTH INS.	43,566.40	47,389.60	11,947.20	47,788.80	157,081	30.4
10-30-4204 LIFE INS.	329.00	307.44	72.52	290.08	912	31.8
10-30-4205 DEFERRED COMP	2,855.53	2,912.72	743.48	2,973.62	9,200	32.3
10-30-4206 UNEMPLOYMENT	591.74	592.05	171.26	705.09	1,900	37.1
10-30-4207 DISABILITY INSURANCE	2,642.54	2,568.84	743.28	2,644.95	8,300	31.9
10-30-4209 DENTAL INSURANCE	2,163.20	2,666.40	657.60	2,630.40	8,261	31.8
10-30-4210 PENSION FPPA	25,872.29	28,490.63	8,480.62	37,999.36	92,582	41.0
10-30-5101 LEGAL	.00	1,424.50	.00	172.50	5,000	3.5
10-30-5105 OTHER CONTRACT SERVICES	156,251.46	100,053.80	48,487.50	102,443.40	198,851	51.5
10-30-5106 IT SERVICES	.00	.00	.00	1,407.63	0	.0
10-30-5108 OTHER PROFESSIONAL SERVICES	60,404.31	47,804.78	1,002.54	36,467.17	90,000	40.5
10-30-5109 POLYGRAPH/PSY EXAM	.00	425.70	.00	.00	2,000	.0
10-30-5207 REPAIR/MAINT-SERVICES	.00	.00	.00	.00	1,000	.0
10-30-5208 REPAIRS/MAINTENANCE/BLDG.	770.63	93.19	.00	32.96	2,000	1.7
10-30-5212 TRAINING	3,062.94	7,077.17	150.00	8,540.24	18,000	47.5
10-30-5213 MEDICAL/BLOOD DRAW	.00	.00	.00	.00	1,000	.0
10-30-5215 EMPLOYEE INCENTIVE	30.00	388.95	.00	135.85	2,000	6.8
10-30-5300 CIRSA W/C INSURANCE	9,003.12	12,158.38	6,376.73	12,753.46	27,687	46.1
10-30-5301 CIRSA P/C INSURANCE	114,921.92	168,533.05	102,657.73	217,167.21	410,631	52.9
10-30-5303 TELEPHONE	576.74	571.37	141.07	575.82	1,800	32.0
10-30-5304 DUES & PUBLICATIONS	1,381.12	1,045.00	430.00	885.00	2,000	44.3
10-30-5305 TRAVEL & MEALS	.00	.00	.00	12.00	1,000	1.2
10-30-5309 CONTRACT OFFICE EQUIP.	595.67	273.89	.00	123.73	1,500	8.3
10-30-5310 POSTAGE, SHIPPING, BOX RENT	11.56	187.06	.00	102.57	500	20.5
10-30-5314 INSURANCE CLAIMS	.00	.00	.00	2,639.08	5,000	52.8
10-30-5325 PRINTING	2,744.17	2,921.01	.00	2,567.14	3,200	80.2
10-30-5326 TOWING	232.00	300.00	.00	.00	1,000	.0
10-30-5330 COMMUNICATIONS EQUIPMENT	553.34	570.00	.00	.00	1,000	.0
10-30-5335 CELL/INTERNET SERVICE	2,656.41	5,234.72	268.82	3,690.29	10,000	36.9
10-30-5350 PUBLIC EDUCATION/RELATIONS	207.66	1,908.40	.00	784.00	4,000	19.6
10-30-6001 ELECTRICITY & GAS	1,563.86	3,988.59	1,428.19	2,330.55	5,000	46.6
10-30-6010 MATERIALS/SUPPLIES/OFFICE	1,997.02	714.61	17.49	412.30	2,500	16.5
10-30-6015 MATERIALS/SUPPLIES-INVESTIG.	602.65	1,066.16	.00	226.16	1,700	13.3
10-30-6022 SAFETY ITEMS	.00	.00	.00	.00	1,000	.0
10-30-6030 UNIFORMS	1,943.43	3,859.86	.00	1,900.65	15,000	12.7
10-30-6040 OCCUPATIONAL EQUIP/SAFETY	956.98	100.00	.00	31.69	9,000	.4
10-30-6045 AMMUNITION	1,237.70	.00	.00	.00	4,000	.0
10-30-6050 WATER/SEWER	1,248.49	609.28	.00	1,235.14	3,700	33.4
10-30-6100 FLEET MAINTENANCE	12,294.35	8,871.77	2,584.66	27,059.63	30,000	90.2
10-30-6191 FLEET FUEL	11,245.29	12,117.57	4,599.24	13,320.69	33,000	40.4
10-30-6192 FLEET TIRES	.00	806.32	.00	375.99	3,000	12.5
10-30-6193 FLEET SUPPLIES	1,744.92	423.24	6.98	175.31	2,000	8.8

CITY OF IDAHO SPRINGS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

GENERAL FUND

	YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
10-30-7010 COMPUTERS / OFFICE EQUIPMENT	.00	.00	.00	.00	3,000	.0
10-30-7011 COMPUTER SOFTWARE	16,074.40	11,691.06	.00	46,596.51	30,000	155.3
TOTAL POLICE EXPENDITURES	786,658.87	783,439.36	278,598.04	939,980.73	2,121,173	44.3

COURT EXPENDITURES

10-40-4103 HOURLY	9,224.13	6,355.09	1,609.72	6,438.91	16,347	39.4
10-40-4104 OVERTIME	260.49	129.31	.00	.00	200	.0
10-40-4201 FICA	566.88	386.76	95.50	382.00	1,207	31.7
10-40-4202 MEDICARE	132.56	90.44	22.34	89.36	285	31.4
10-40-4203 HEALTH INS.	1,267.20	920.59	261.11	1,044.49	3,135	33.3
10-40-4204 LIFE INS.	14.00	8.96	2.24	8.96	42	21.3
10-40-4205 DEFERRED COMP	276.70	190.67	48.30	193.20	606	31.9
10-40-4206 UNEMPLOYMENT	18.96	12.98	3.22	12.88	41	31.4
10-40-4207 WORKMANS COMP	93.46	61.51	16.01	63.36	186	34.1
10-40-4209 DENTAL INSURANCE	49.60	32.76	8.70	34.80	104	33.5
10-40-5101 LEGAL FEES	112.50	.00	.00	.00	200	.0
10-40-5110 JUDGE RETAINER	6,400.00	6,400.00	1,600.00	6,400.00	19,200	33.3
10-40-5115 PROSECUTER	6,229.00	6,244.72	1,563.37	6,253.48	18,734	33.4
10-40-5209 JURY/WITNESS FEES	.00	.00	.00	.00	100	.0
10-40-5212 TRAINING	.00	.00	.00	50.00	100	50.0
10-40-5304 DUES & PUBLICATIONS	.00	.00	.00	.00	50	.0
10-40-5310 POSTAGE	.00	.00	.00	.00	50	.0
10-40-5320 INTERPRETORS	11.48	73.80	6.56	22.14	100	22.1
10-40-5325 PRINTING	.00	.00	.00	.00	25	.0
10-40-6010 MATERIALS/SUPPLIES-MISC.	119.97	.00	.00	19.99	200	10.0
10-40-6030 CLOTHING/ROBE	.00	.00	.00	.00	30	.0
10-40-6035 RESTITUTION	.00	.00	.00	757.07	100	757.1
TOTAL COURT EXPENDITURES	24,776.93	20,907.59	5,237.07	21,770.64	61,042	35.7

FIRE DEPARTMENT

10-50-5050 CONTRIBUTION TO CCCESD	149,937.50	154,770.00	99,068.75	198,137.50	396,275	50.0
TOTAL FIRE DEPARTMENT	149,937.50	154,770.00	99,068.75	198,137.50	396,275	50.0

CITY OF IDAHO SPRINGS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

GENERAL FUND

	YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
<u>PARKS EXPENDITURES</u>						
10-60-4103 HOURLY	27,851.73	28,876.20	.00	16,250.52	74,030	22.0
10-60-4104 OVERTIME	4,087.62	2,860.49	.00	2,676.96	11,511	23.3
10-60-4105 HOLIDAY	498.96	513.84	.00	.00	913	.0
10-60-4201 FICA	1,970.40	1,953.45	.00	1,134.44	4,590	24.7
10-60-4202 MEDICARE	460.83	456.86	.00	265.31	1,073	24.7
10-60-4203 HEALTH INS.	2,534.40	2,876.80	.00	2,448.00	9,795	25.0
10-60-4204 LIFE INS.	56.00	44.80	.00	12.60	107	11.8
10-60-4205 DEFERRED COMP	850.54	881.69	.00	487.53	2,882	16.9
10-60-4206 UNEMPLOYMENT	64.89	64.52	.00	37.86	189	20.0
10-60-4207 DISABILITY INSURANCE	294.68	291.85	.00	133.45	743	18.0
10-60-5108 OTHER PROFESSIONAL SERVICES	3,218.00	3,853.18	.00	.00	40,000	.0
10-60-5202 DISPOSAL	.00	1,405.74	1,385.33	2,405.20	5,000	48.1
10-60-5207 REPAIR/MAINT-SERVICES	.00	1,692.77	.00	.00	10,000	.0
10-60-5208 MAINT./REPAIRS-BUILDING	255.00	2,034.08	.00	319.58	2,000	16.0
10-60-5209 VANDALISM MAINTENANCE	401.25	.00	13.99	13.99	500	2.8
10-60-5210 GREENWAY MAINTENANCE	.00	.00	.00	.00	1,000	.0
10-60-5211 TRAIL MAINTENANCE-VCMP	.00	5,709.24	.00	.00	10,000	.0
10-60-5212 TRAINING	.00	.00	.00	.00	100	.0
10-60-5213 MEDICAL	.00	.00	.00	.00	100	.0
10-60-5215 EMPLOYEE INCENTIVE	.00	.00	.00	.00	250	.0
10-60-5300 CIRSA W/C INSURANCE	947.70	1,279.80	671.23	1,342.46	2,915	46.1
10-60-5301 CIRSA P/C INSURANCE	.00	.00	14,930.91	29,861.82	59,724	50.0
10-60-5305 TRAVEL & MEALS	.00	.00	.00	.00	100	.0
10-60-5306 EQUIPMENT RENTAL	.00	.00	.00	.00	500	.0
10-60-5335 CELL/INTERNET SERVICE	112.47	279.39	.00	81.48	1,000	8.2
10-60-6001 ELECTRICITY & GAS	3,008.93	3,504.05	1,002.06	2,654.25	7,500	35.4
10-60-6010 MATERIALS/SUPPLIES-MISC.	4,892.22	2,885.48	197.55	2,343.20	9,000	26.0
10-60-6012 GAS, OIL-EQUIPMENT	37.64	140.06	.00	.00	500	.0
10-60-6020 TOOLS	.00	453.69	.00	.00	1,000	.0
10-60-6022 SAFETY ITEMS	457.28	25.94	.00	134.99	300	45.0
10-60-6040 OCCUPATIONAL EQUIP/SAFETY	.00	277.82	.00	.00	300	.0
10-60-6045 SPRINKLER PARTS	.00	1,272.21	.00	9.99	1,800	.6
10-60-6050 WATER/SEWER	2,067.27	2,036.68	.00	2,303.90	16,000	14.4
10-60-6085 LAMP POSTS	.00	.00	.00	.00	250	.0
10-60-6091 SIGNS	.00	.00	.00	.00	250	.0
10-60-6093 PAINT	.00	.00	.00	.00	150	.0
10-60-6095 SAND / GRAVEL	.00	.00	.00	.00	300	.0
10-60-6098 TREE REPLACEMENT & TRIMMING	.00	.00	.00	.00	9,000	.0
10-60-6099 SALTED SAND	.00	.00	.00	.00	1,600	.0
10-60-6150 FLEET MAINT	2,762.70	.00	.00	.00	2,000	.0
10-60-6191 FLEET FUEL	1,002.25	1,598.16	415.59	887.44	3,500	25.4
10-60-6192 FLEET TIRES	.00	.00	.00	.00	1,000	.0
10-60-6193 FLEET SUPPLIES	.00	639.42	.00	.00	1,000	.0
10-60-6200 PARKS MAINT. & PARTS	1,246.21	1,429.89	.00	421.70	8,000	5.3
10-60-6204 WEED CONTROL	.00	.00	.00	.00	500	.0
10-60-6206 CHEMICALS/FERTILITZER	.00	.00	.00	.00	500	.0
10-60-6207 CHEM/PESTICIDES/HERBICIDES	.00	.00	.00	.00	150	.0
10-60-7007 EQUIPMENT PURCHASE	359.99	.00	.00	.00	1,000	.0
TOTAL PARKS EXPENDITURES	59,438.96	69,338.10	18,616.66	66,226.67	304,622	21.7

CITY OF IDAHO SPRINGS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

GENERAL FUND

		YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
	<u>CEMETERY EXPENDITURES</u>						
10-70-7100	CEMETERY MAINTENANCE	.00	.00	.00	41.94	5,000	.8
	TOTAL CEMETERY EXPENDITURES	.00	.00	.00	41.94	5,000	.8
	TOTAL FUND EXPENDITURES	1,633,474.36	1,655,543.84	560,293.16	1,768,385.29	4,779,631	37.0
	NET REVENUE OVER EXPENDITURES	539,469.42-	427,657.18-	(194,074.64)	(560,134.17)	135,794-	(412.5)

CITY OF IDAHO SPRINGS
BALANCE SHEET
APRIL 30, 2026

HANSEN'S CEMETERY TRUST FUND

ASSETS

15-00-1000	CASH - COMBINED FUND	10,446.10	
	TOTAL ASSETS		10,446.10

LIABILITIES AND EQUITY

FUND EQUITY

15-00-2600	FUND BALANCE	10,360.52	
	UNAPPROPRIATED FUND BALANCE: REVENUE OVER EXPENDITURES - YTD	85.58	
	BALANCE - CURRENT DATE	85.58	
	TOTAL FUND EQUITY		10,446.10
	TOTAL LIABILITIES AND EQUITY		10,446.10

CITY OF IDAHO SPRINGS
REVENUES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

HANSEN'S CEMETERY TRUST FUND

		YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
	MISCELLANEOUS						
15-00-3601	INTEREST EARNED	116.00	119.03	46.54	85.58	300	28.5
	TOTAL MISCELLANEOUS	116.00	119.03	46.54	85.58	300	28.5
	TOTAL FUND REVENUE	116.00	119.03	46.54	85.58	300	28.5
	NET REVENUE OVER EXPENDITURES	116.00	119.03	46.54	85.58	300	28.5

CITY OF IDAHO SPRINGS
BALANCE SHEET
APRIL 30, 2026

RAMP FUND (COLORADO BLVD)

ASSETS

20-00-1000	CASH - COMBINED FUND	705,105.26	
	TOTAL ASSETS		705,105.26

LIABILITIES AND EQUITY

LIABILITIES

20-00-2015	ACCRUED PAYROLL PAYABLE	15.56	
20-00-2020	ACCOUNTS PAYABLE	(169.20)	
	TOTAL LIABILITIES		(153.64)

FUND EQUITY

20-00-2600	FUND BALANCE	699,036.84	
	UNAPPROPRIATED FUND BALANCE: REVENUE OVER EXPENDITURES - YTD	6,222.06	
	BALANCE - CURRENT DATE	6,222.06	
	TOTAL FUND EQUITY		705,258.90
	TOTAL LIABILITIES AND EQUITY		705,105.26

CITY OF IDAHO SPRINGS
REVENUES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

RAMP FUND (COLORADO BLVD)

		<u>YTD ACTUAL 2024-</u>	<u>YTD ACTUAL 2025-</u>	<u>PERIOD ACTU</u>	<u>YTD ACTUAL</u>	<u>BUDGET</u>	<u>PCNT</u>
	<u>MISCELLANEOUS</u>						
20-00-3601	INTEREST EARNED	11,720.35	11,326.09	3,256.62	6,738.77	25,000	27.0
	TOTAL MISCELLANEOUS	11,720.35	11,326.09	3,256.62	6,738.77	25,000	27.0
	TOTAL FUND REVENUE	11,720.35	11,326.09	3,256.62	6,738.77	25,000	27.0

CITY OF IDAHO SPRINGS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

RAMP FUND (COLORADO BLVD)

	YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
20-00-4103 ADMINISTRATIVE HOURLY	.00	397.18	100.61	402.43	1,262	31.9
20-00-4104 OVERTIME	.00	8.08	.00	.00	8	.0
20-00-4201 FICA	.00	24.16	5.96	23.84	77	31.0
20-00-4202 MEDICARE	.00	5.67	1.40	5.60	18	31.1
20-00-4203 HEALTH INS.	.00	57.53	16.32	65.28	173	37.7
20-00-4204 LIFE INS.	.00	.56	.14	.56	2	28.0
20-00-4205 RETIREMENT	.00	11.92	3.02	12.08	38	31.8
20-00-4206 UNEMPLOYMENT	.00	.81	.20	.80	2	40.0
20-00-4207 DISABILITY INSURANCE	.00	3.85	1.00	3.96	0	.0
20-00-4209 DENTAL INSURANCE	.00	2.04	.54	2.16	0	.0
20-00-6016 ASPHALT, CURB & GUTTER	.00	.00	.00	.00	200,000	.0
TOTAL DEPARTMENT 00	.00	511.80	129.19	516.71	201,580	.3
TOTAL FUND EXPENDITURES	.00	511.80	129.19	516.71	201,580	.3
NET REVENUE OVER EXPENDITURES	11,720.35	10,814.29	3,127.43	6,222.06	176,580-	3.5

CITY OF IDAHO SPRINGS
BALANCE SHEET
APRIL 30, 2026

IMPROVEMENT FUND

ASSETS

21-00-1000	CASH - COMBINED FUND	(1,538,865.12)	
21-00-1120	CASH W/COUNTY TREASURER	3,998.29	
21-00-1165	OTHER RECEIVABLES	19,440.55	
	TOTAL ASSETS		(1,515,426.28)

LIABILITIES AND EQUITY

LIABILITIES

21-00-2015	ACCRUED PAYROLL PAYABLE	510.63	
21-00-2020	ACCOUNTS PAYABLE	433,503.33	
21-00-2021	RETAINAGE PAYABLE	37,952.36	
	TOTAL LIABILITIES		471,966.32

FUND EQUITY

21-00-2600	FUND BALANCE	(885,881.58)	
	UNAPPROPRIATED FUND BALANCE: REVENUE OVER EXPENDITURES - YTD	(1,101,511.02)	
	BALANCE - CURRENT DATE	(1,101,511.02)	
	TOTAL FUND EQUITY		(1,987,392.60)
	TOTAL LIABILITIES AND EQUITY		(1,515,426.28)

CITY OF IDAHO SPRINGS
REVENUES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

IMPROVEMENT FUND

		YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
<u>TAXES</u>							
21-00-3130	SALES TAX (1/4)	279,087.28	287,320.98	76,706.62	285,339.61	1,216,800	23.5
21-00-3135	BUILDING USE TAX (1/3)	923.58	2,579.63	768.58	2,758.72	15,000	18.4
21-00-3136	MOTOR VEHICLE USE TAX	15,039.33	10,864.27	1,286.51	11,672.80	40,000	29.2
	TOTAL TAXES	295,050.19	300,764.88	78,761.71	299,771.13	1,271,800	23.6
<u>MISCELLANEOUS</u>							
21-00-3601	INTEREST EARNED	7,212.40	3,590.60	(6,855.55)	(11,499.40)	8,000	(143.7)
21-00-3695	SALE OF EQUIPMENT/INS. PROCEED	.00	.00	.00	.00	250,000	.0
	TOTAL MISCELLANEOUS	7,212.40	3,590.60	(6,855.55)	(11,499.40)	258,000	(4.5)
<u>SOURCE 37</u>							
21-00-3760	FOUNDATION GRANTS	125,000.00	.00	.00	.00	0	.0
21-00-3774	DOLA GRANT-EIAF 9908 POLICE	.00	.00	95,979.07	193,518.25	800,000	24.2
	TOTAL SOURCE 37	125,000.00	.00	95,979.07	193,518.25	800,000	24.2
<u>INTERFUND TRANSFERS</u>							
21-00-3922	TRANSFER FROM CTF	.00	.00	.00	.00	120,000	.0
	TOTAL INTERFUND TRANSFERS	.00	.00	.00	.00	120,000	.0
	TOTAL FUND REVENUE	427,262.59	304,355.48	167,885.23	481,789.98	2,449,800	19.7

CITY OF IDAHO SPRINGS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

IMPROVEMENT FUND

	YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
<u>IMPROVEMENT FUND EXPENDITURES</u>						
21-00-4102 ADMINISTRATIVE SALARY	.00	12,279.84	3,261.92	13,047.68	31,825	41.0
21-00-4103 ADMINISTRATIVE HOURLY	.00	397.18	100.61	402.43	1,262	31.9
21-00-4104 OVERTIME	.00	8.08	.00	.00	8	.0
21-00-4201 FICA	.00	779.80	200.92	803.68	2,498	32.2
21-00-4202 MEDICARE	.00	182.44	47.00	188.00	500	37.6
21-00-4203 HEALTH INS.	.00	1,788.73	465.76	1,868.32	5,366	34.8
21-00-4204 LIFE INS.	.00	7.84	1.96	7.84	20	39.2
21-00-4205 RETIREMENT	.00	675.87	194.86	779.44	1,234	63.2
21-00-4206 UNEMPLOYMENT	.00	26.10	6.72	26.88	70	38.4
21-00-4207 DISABILITY INSURANCE	.00	105.76	26.78	106.78	0	.0
21-00-4209 DENTAL INSURANCE	.00	73.08	14.46	57.84	0	.0
21-00-5102 AUDIT	.00	.00	.00	.00	408	.0
21-00-5103 ENGINEERING--AFFORDABLE HSG	36,845.10	608.00	.00	.00	0	.0
21-00-6013 CITY HALL FURNISHING/EQUIPMENT	219.90	.00	.00	.00	0	.0
21-00-6023 PARK IMPROVEMENTS-CRC	.00	569.70	.00	.00	0	.0
21-00-6024 VCMP TRAILS CONSTRUCTION	175,168.42	210,390.72	55,502.79	145,054.09	0	.0
21-00-6026 PD EQUIPMENT	.00	114,570.90	8,991.45	47,230.03	108,000	43.7
21-00-6028 STREETSCAPE/MALL IMPROVEMENTS	6,101.00	.00	.00	.00	0	.0
21-00-6032 SHELLY QUINN PARK	8,617.31	104,848.60	.00	.00	0	.0
21-00-7041 MUSEUM BUILDING IMPROVEMENT	10,000.00	.00	.00	.00	0	.0
21-00-7042 LIBRARY BUILDING IMPROVEMENT	20.77	.00	.00	.00	0	.0
21-00-7043 LAND ACQUISITION	.00	761,000.00	.00	.00	0	.0
21-00-7044 PW FACILITY PROJECT	766,110.96	528.00	.00	.00	0	.0
21-00-7045 POLICE STATION IMPROVEMENTS	107,819.27	210,604.01	378,133.34	1,366,725.34	2,500,000	54.7
TOTAL IMPROVEMENT FUND EXPENDITURE	1,110,902.73	1,419,444.65	446,948.57	1,576,298.35	2,651,191	59.5
<u>HSF PROJECTS</u>						
21-61-7040 CITY HALL IMPROVEMENTS	206,739.00	.00	.00	.00	0	.0
21-61-7042 SITES & FACILITIES IMPROVEMENT	5,960.29	46,718.31	.00	7,002.65	0	.0
TOTAL HSF PROJECTS	212,699.29	46,718.31	.00	7,002.65	0	.0
TOTAL FUND EXPENDITURES	1,323,602.02	1,466,162.96	446,948.57	1,583,301.00	2,651,191	59.7
NET REVENUE OVER EXPENDITURES	896,339.43-	1,161,807.48-	(279,063.34)	(1,101,511.02)	201,391-	(547.0)

CITY OF IDAHO SPRINGS
BALANCE SHEET
APRIL 30, 2026

CONSERVATION TRUST FD LOTTERY

ASSETS

22-00-1000	CASH - COMBINED FUND	141,613.31	
	TOTAL ASSETS		141,613.31

LIABILITIES AND EQUITY

FUND EQUITY

22-00-2600	FUND BALANCE	137,254.70	
	UNAPPROPRIATED FUND BALANCE: REVENUE OVER EXPENDITURES - YTD	4,358.61	
	BALANCE - CURRENT DATE	4,358.61	
	TOTAL FUND EQUITY		141,613.31
	TOTAL LIABILITIES AND EQUITY		141,613.31

CITY OF IDAHO SPRINGS
REVENUES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

CONSERVATION TRUST FD LOTTERY

		YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
	<u>INTERGOVERNMENTAL</u>						
22-00-3358	CONSERVATION TRUST FUNDS	3,059.71	2,595.02	.00	3,206.47	10,000	32.1
	TOTAL INTERGOVERNMENTAL	3,059.71	2,595.02	.00	3,206.47	10,000	32.1
	<u>MISCELLANEOUS</u>						
22-00-3601	INTEREST EARNED	1,317.51	1,472.47	630.88	1,152.14	1,000	115.2
	TOTAL MISCELLANEOUS	1,317.51	1,472.47	630.88	1,152.14	1,000	115.2
	TOTAL FUND REVENUE	4,377.22	4,067.49	630.88	4,358.61	11,000	39.6

CITY OF IDAHO SPRINGS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

CONSERVATION TRUST FD LOTTERY

		<u>YTD ACTUAL 2024-</u>	<u>YTD ACTUAL 2025-</u>	<u>PERIOD ACTU</u>	<u>YTD ACTUAL</u>	<u>BUDGET</u>	<u>PCNT</u>
	<u>CONSERVATION FUND EXPENDITURES</u>						
22-00-8240	PROJECTS	<u>.00</u>	<u>.00</u>	<u>.00</u>	<u>.00</u>	<u>120,000</u>	<u>.0</u>
	TOTAL CONSERVATION FUND EXPENDITUR	<u>.00</u>	<u>.00</u>	<u>.00</u>	<u>.00</u>	<u>120,000</u>	<u>.0</u>
	TOTAL FUND EXPENDITURES	<u>.00</u>	<u>.00</u>	<u>.00</u>	<u>.00</u>	<u>120,000</u>	<u>.0</u>
	NET REVENUE OVER EXPENDITURES	<u>4,377.22</u>	<u>4,067.49</u>	<u>630.88</u>	<u>4,358.61</u>	<u>109,000-</u>	<u>4.0</u>

CITY OF IDAHO SPRINGS
BALANCE SHEET
APRIL 30, 2026

1% STREET SALES TAX

ASSETS

23-00-1000	CASH - COMBINED FUND	1,612,794.18	
23-00-1165	OTHER RECEIVABLES	142,717.81	
	TOTAL ASSETS		1,755,511.99

LIABILITIES AND EQUITY

LIABILITIES

23-00-2015	ACCRUED PAYROLL PAYABLE	15.56	
	TOTAL LIABILITIES		15.56

FUND EQUITY

23-00-2600	FUND BALANCE	1,458,017.14	
	UNAPPROPRIATED FUND BALANCE: REVENUE OVER EXPENDITURES - YTD	297,479.29	
	BALANCE - CURRENT DATE	297,479.29	
	TOTAL FUND EQUITY		1,755,496.43
	TOTAL LIABILITIES AND EQUITY		1,755,511.99

CITY OF IDAHO SPRINGS
REVENUES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

1% STREET SALES TAX

		YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
	<u>SOURCE 31</u>						
23-00-3133	SALES TAX (1/4) STREETS CIP	279,087.27	287,320.97	76,706.62	285,339.59	1,216,800	23.5
	TOTAL SOURCE 31	279,087.27	287,320.97	76,706.62	285,339.59	1,216,800	23.5
	<u>SOURCE 36</u>						
23-00-3601	INTEREST EARNED	18,005.09	14,968.67	7,184.90	12,656.41	40,000	31.6
	TOTAL SOURCE 36	18,005.09	14,968.67	7,184.90	12,656.41	40,000	31.6
	TOTAL FUND REVENUE	297,092.36	302,289.64	83,891.52	297,996.00	1,256,800	23.7

CITY OF IDAHO SPRINGS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

1% STREET SALES TAX

	YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
23-00-4103 ADMINISTRATIVE HOURLY	.00	397.18	100.61	402.43	1,262	31.9
23-00-4104 OVERTIME	.00	8.08	.00	.00	8	.0
23-00-4201 FICA	.00	24.16	5.96	23.84	51	46.8
23-00-4202 MEDICARE	.00	5.67	1.40	5.60	12	46.7
23-00-4203 HEALTH INS.	.00	57.53	16.32	65.28	173	37.7
23-00-4204 LIFE INS.	.00	.56	.14	.56	1	56.0
23-00-4205 RETIREMENT	.00	11.92	3.02	12.08	38	31.8
23-00-4206 UNEMPLOYMENT	.00	.81	.20	.80	2	40.0
23-00-4207 DISABILITY INSURANCE	.00	3.85	1.00	3.96	0	.0
23-00-4209 DENTAL INSURANCE	.00	2.04	.54	2.16	0	.0
23-00-5101 LEGAL AND PROFESSIONAL	.00	.00	.00	.00	250	.0
23-00-5102 AUDIT	.00	.00	.00	.00	226	.0
23-00-5103 ENGINEERING	221,606.55	.00	.00	.00	20,000	.0
23-00-6016 ASPHALT, CURB & GUTTER	.00	.00	.00	.00	500,000	.0
23-00-8114 NOTES PAYABLE BONDS - PRIN	.00	.00	.00	.00	290,000	.0
23-00-8115 NOTES PAYABLE BONDS-INT	.00	193,206.25	.00	.00	378,313	.0
TOTAL DEPARTMENT 00	221,606.55	193,718.05	129.19	516.71	1,190,336	.0
TOTAL FUND EXPENDITURES	221,606.55	193,718.05	129.19	516.71	1,190,336	.0
NET REVENUE OVER EXPENDITURES	75,485.81	108,571.59	83,762.33	297,479.29	66,464	447.6

CITY OF IDAHO SPRINGS
BALANCE SHEET
APRIL 30, 2026

WATER FUND

ASSETS

51-00-1000	CASH - COMBINED FUND	(379,169.49)	
51-00-1150	A/R--BILLED ACCOUNTS	68,773.74	
51-00-1161	UTILITY ACCOUNTS RECEIVABLE	359,404.92	
51-00-1165	OTHER RECEIVABLES	72,035.82	
51-00-1201	DEPOSIT ON EQUIPMENT	46,630.00	
51-00-1300	LEASE ASSET - SBITAS	4,194.10	
51-00-1310	ACCUMULATED DEPRECIATION-LEASE	(838.78)	
51-00-1350	CONSTRUCTION IN PROGRESS	2,801,447.14	
51-00-1610	LAND	522,238.83	
51-00-1620	WATER RIGHTS	10,440.00	
51-00-1630	IMPROVEMENTS OTHER THAN BLDGS	18,813,555.95	
51-00-1631	ACCUMULATED DEPRECIATION	(10,349,261.48)	
51-00-1640	MACHINERY & EQUIPMENT	501,370.16	
	TOTAL ASSETS		12,470,820.91

LIABILITIES AND EQUITY

LIABILITIES

51-00-2010	ACCR'D COMP'D ABS--LT	20,089.55	
51-00-2011	ACCR'D COMP'D ABS-CURR PORTION	2,232.17	
51-00-2015	ACCRUED PAYROLL PAYABLE	3,113.78	
51-00-2020	ACCOUNTS PAYABLE	(48,053.07)	
51-00-2021	RETAINAGE PAYABLE	98,869.74	
51-00-2143	LEASE LIABILITY	2,474.95	
51-00-2251	2004 CWCB NOTE PAYABLE--LT	378,000.68	
51-00-2254	2004 CWCB LOAN ACCR'D INT PAYA	16,346.43	
51-00-2255	2004 CWCB NOTE PAYABLE--CURR	54,778.01	
	TOTAL LIABILITIES		527,852.24

FUND EQUITY

51-00-2600	FUND BALANCE	9,337,909.04	
51-00-2611	CONTRIBUTED CAPITAL	150,585.00	
51-00-2612	CONTRIB CAPITAL - GRANTS	583,086.00	
	UNAPPROPRIATED FUND BALANCE:		
51-00-2900	RETAINED EARNINGS	1,692,302.74	
	REVENUE OVER EXPENDITURES - YTD	179,085.89	
	BALANCE - CURRENT DATE	1,871,388.63	
	TOTAL FUND EQUITY		11,942,968.67
	TOTAL LIABILITIES AND EQUITY		12,470,820.91

CITY OF IDAHO SPRINGS
REVENUES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

WATER FUND

		YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
<u>CARRY OVER</u>							
51-00-3130	SALES TAX	139,543.62	143,660.48	38,353.30	142,669.77	608,400	23.5
	TOTAL CARRY OVER	139,543.62	143,660.48	38,353.30	142,669.77	608,400	23.5
<u>CHARGES FOR SERVICES</u>							
51-00-3411	USAGE FEES	415,105.69	391,844.71	202,502.99	414,276.81	1,341,343	30.9
51-00-3415	LATE CHARGES	2,719.91	8,369.78	5,181.83	9,775.90	20,000	48.9
51-00-3421	SERVICE CHARGE	.00	.00	.00	1,318.75	200	659.4
51-00-3422	TAP FEES	.00	.00	.00	.00	50,000	.0
	TOTAL CHARGES FOR SERVICES	417,825.60	400,214.49	207,684.82	425,371.46	1,411,543	30.1
<u>FINES/LEASES</u>							
51-00-3500	WATER LEASE	26,505.02	24,711.78	.00	(20,323.97)	50,000	(40.7)
	TOTAL FINES/LEASES	26,505.02	24,711.78	.00	(20,323.97)	50,000	(40.7)
<u>MISCELLANEOUS</u>							
51-00-3601	INTEREST EARNED	28,742.42	6,999.20	(1,689.18)	(3,181.06)	15,000	(21.2)
51-00-3606	HAULED/BULK WATER	14,373.64	31,217.01	23,907.89	67,718.07	250,000	27.1
51-00-3690	NSF FEES	.00	.00	75.00	120.00	0	.0
51-00-3699	OTHER INCOME	100.00	.00	.00	.00	500	.0
	TOTAL MISCELLANEOUS	43,216.06	38,216.21	22,293.71	64,657.01	265,500	24.4
<u>GRANTS</u>							
51-00-3720	CDPHE GRANTS	.00	10,000.00	.00	.00	0	.0
	TOTAL GRANTS	.00	10,000.00	.00	.00	0	.0
<u>SOURCE 38</u>							
51-00-3891	CWCB GRANT	.00	289,824.10	.00	.00	0	.0
51-00-3893	DOLA GRANT EIAF 9983-MONTANE	.00	.00	37,038.20	37,038.20	0	.0
51-00-3894	EIAF 9787 MATTIE DAM	.00	.00	.00	.00	1,000,000	.0
	TOTAL SOURCE 38	.00	289,824.10	37,038.20	37,038.20	1,000,000	3.7
	TOTAL FUND REVENUE	627,090.30	906,627.06	305,370.03	649,412.47	3,335,443	19.5

CITY OF IDAHO SPRINGS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

WATER FUND

	YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
<u>OPERATIONAL EXPENDITURES</u>						
51-00-4102 SALARIES	15,856.00	36,494.92	6,513.52	26,054.08	89,588	29.1
51-00-4103 HOURLY	29,088.95	37,017.69	7,175.68	29,047.06	144,565	20.1
51-00-4104 OVERTIME	1,313.77	638.35	1,101.84	3,021.44	4,000	75.5
51-00-4105 HOLIDAY	274.80	327.60	.00	418.05	1,020	41.0
51-00-4201 FICA	2,695.40	4,332.64	859.68	3,409.39	14,517	23.5
51-00-4202 MEDICARE	630.45	1,016.96	201.07	797.40	3,395	23.5
51-00-4203 HEALTH INS.	11,623.81	17,420.02	3,530.53	13,572.51	61,290	22.1
51-00-4204 LIFE INS.	58.64	79.66	16.45	51.80	240	21.6
51-00-4205 DEFERRED COMP	3,914.36	5,961.52	823.06	3,646.97	20,000	18.2
51-00-4206 UNEMPLOYMENT	93.15	149.58	29.60	117.14	300	39.1
51-00-4207 DISABILITY INSURANCE	480.90	694.83	133.46	435.66	2,000	21.8
51-00-4209 DENTAL INSURANCE	400.00	576.88	85.44	316.16	1,890	16.7
51-00-5000 PLANT OPERATIONS CONTRACTUAL	.00	25,396.50	11,133.75	14,373.75	75,000	19.2
51-00-5101 LEGAL	719.73	298.71	1,004.25	3,012.75	3,000	100.4
51-00-5102 AUDIT	2,125.00	3,981.56	.00	.00	3,000	.0
51-00-5103 DESIGN/ENGINEERING	456.00	1,976.00	.00	.00	5,000	.0
51-00-5104 FINANCIAL SERVICES	7,477.06	3,367.25	.00	.00	12,000	.0
51-00-5106 IT CONSULTING	.00	.00	.00	2,102.32	10,000	21.0
51-00-5108 OTHER PROFESSIONAL FEES	11,071.75	14,041.97	603.94	14,336.59	30,000	47.8
51-00-5109 PROCESS CONTROL EQUIPMENT	.00	3,461.27	.00	.00	4,000	.0
51-00-5201 LAB TESTS	1,510.20	3,102.10	999.00	2,084.40	6,000	34.7
51-00-5202 TRASH DISPOSAL	892.19	678.62	253.62	760.86	2,500	30.4
51-00-5204 REPAIR/MAINT-PLANT	633.45	786.44	75.26	75.26	5,000	1.5
51-00-5206 CH. CK. SAN DIST. MAINT FEE	.00	.00	206.00	815.00	0	.0
51-00-5207 REPAIR/MAINT.-SERVICES	2,931.64	3,543.22	.00	3,543.38	10,000	35.4
51-00-5208 REPAIR/MAINT. - INSTRUMENTS	715.83	1,062.22	.00	750.49	4,000	18.8
51-00-5209 INSTRUMENT CALIBRATION	16,830.00	18,212.80	6,563.00	18,293.00	22,000	83.2
51-00-5212 TRAINING	2,978.98	.00	.00	.00	3,000	.0
51-00-5215 EMPLOYEE INCENTIVE	35.00	116.80	.00	.00	500	.0
51-00-5300 CIRSA W/C INSURANCE	1,895.40	2,559.44	1,342.47	2,684.94	5,828	46.1
51-00-5301 CIRSA P/C INSURANCE	11,397.67	23,187.48	30,241.06	61,251.87	119,447	51.3
51-00-5302 DISCHARGE PERMITS/LICENSES	260.18	227.91	.00	201.00	2,400	8.4
51-00-5303 TELEPHONE	491.46	1,176.70	305.23	1,238.17	2,500	49.5
51-00-5304 DUES & PUBLICATIONS	412.00	2,062.00	2,062.00	2,505.00	2,500	100.2
51-00-5305 TRAVEL & MEALS	.00	.00	.00	168.58	0	.0
51-00-5309 CONTRACT OFFICE EQUIPMENT	32,952.00	8,238.00	1,620.00	3,240.00	30,000	10.8
51-00-5310 POSTAGE	825.64	741.95	.00	235.00	2,500	9.4
51-00-5313 ADVERTISING	.00	.00	.00	890.00	0	.0
51-00-5325 PRINTING	1,744.90	34.73	.00	51.85	0	.0
51-00-5335 CELL/INTERNET SERVICE	2,726.82	1,005.42	608.28	4,293.21	5,000	85.9
51-00-6001 ELECTRICITY & GAS	35,963.72	32,154.64	12,708.67	37,045.60	70,000	52.9
51-00-6004 MATERIALS/SUPPLIES/PLANT	446.62	.00	.00	.00	2,000	.0
51-00-6007 MATERIALS/SUPPLIES/EQUIP	16.00	5.99	.00	23.57	1,000	2.4
51-00-6010 MATERIALS/SUPPLIES/OFFICE	48.36	172.25	.00	.00	500	.0
51-00-6012 GAS/OIL-EQUIPMENT	710.74	.00	.00	.00	1,000	.0
51-00-6022 SAFETY ITEMS	.00	150.62	.00	.00	800	.0
51-00-6025 TOOLS & SUPPLIES	21.97	.00	10.38	10.38	200	5.2
51-00-6040 OCCUPATIONAL EQUIP/SAFETY	.00	.00	.00	.00	400	.0
51-00-6150 FLEET REPAIR & MAINTENANCE	60.79	14.37	.00	32.77	1,000	3.3
51-00-6191 FLEET FUEL	673.52	564.43	103.98	721.23	2,000	36.1
51-00-6192 FLEET TIRES	.00	.00	.00	.00	1,200	.0
51-00-6201 CHEMICALS-CHLORINE	4,034.44	5,046.20	2,155.00	4,153.40	18,000	23.1

CITY OF IDAHO SPRINGS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

WATER FUND

	YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
51-00-6207 CHEMICALS/LAB	307.72	.00	149.73	149.73	2,000	7.5
51-00-6210 CHEMICALS-MISC.	2,790.72	5,684.16	.00	4,391.58	8,000	54.9
51-00-6215 CHEMICALS - CITRIC ACID	.00	.00	1,511.75	1,511.75	2,000	75.6
51-00-6216 CHEMICALS-SODIUM HYDROXIDE	.00	1,357.95	1,015.30	1,567.95	4,000	39.2
51-00-6500 MISCELLANEOUS EXPENSES	.00	431.00	.00	.00	0	.0
51-00-7010 OFFICE EQUIP/COMPUTERS	2,475.00	.00	.00	218.49	2,000	10.9
51-00-7011 COMPUTER SOFTWARE	54.03	.00	.00	147.00	0	.0
TOTAL OPERATIONAL EXPENDITURES	215,116.76	269,551.35	95,143.00	267,768.53	824,080	32.5

DISTRIBUTION EXPENDITURES

51-15-4102 SALARIES	12,067.20	3,107.40	.00	.00	0	.0
51-15-4103 HOURLY	12,142.25	13,465.55	2,005.60	11,631.77	74,670	15.6
51-15-4104 OVERTIME	1,560.38	1,069.29	371.42	1,165.66	4,000	29.1
51-15-4201 FICA	1,548.45	1,051.56	145.69	772.82	4,630	16.7
51-15-4202 MEDICARE	362.17	245.98	34.07	180.76	1,083	16.7
51-15-4203 HEALTH INS.	2,997.21	2,682.94	102.00	1,454.70	9,080	16.0
51-15-4204 LIFE INS.	33.67	25.94	3.51	18.77	90	20.9
51-15-4205 DEFERRED COMP	2,014.17	1,070.55	60.18	588.16	3,200	18.4
51-15-4206 UNEMPLOYMENT	50.85	35.29	4.76	25.61	170	15.1
51-15-4207 DISABILITY INSURANCE	271.55	173.34	19.94	70.35	500	14.1
51-15-4209 DENTAL INSURANCE	112.40	90.80	3.40	44.20	273	16.2
51-15-5205 REPAIR/MAINT-DISTRIBUTION	75.64	.00	.00	.00	5,000	.0
51-15-5206 REPAIR/MAINT HYDRANTS	.00	.00	.00	.00	1,000	.0
51-15-5212 TRAINING	.00	.00	.00	170.00	0	.0
51-15-6003 MATERIALS/SUPPLIES/RESERVOIR	420.00	420.00	420.00	604.22	3,000	20.1
51-15-6005 MATERIALS/SUPPLIES/DISTRIB.	1,157.30	783.20	.00	4,137.71	5,000	82.8
51-15-6006 MATERIALS/SUPPLIES/HYDRANT	.00	.00	.00	.00	3,000	.0
51-15-6022 SAFETY ITEMS	64.99	.00	.00	.00	500	.0
51-15-6025 TOOLS	.00	49.78	.00	34.99	500	7.0
51-15-6150 FLEET REPAIR & MAINTENANCE	.00	.00	.00	.00	30,000	.0
51-15-7006 METERS/ANTENNA READ BOX	27,538.80	.00	.00	4,325.23	50,000	8.7
TOTAL DISTRIBUTION EXPENDITURES	62,417.03	24,271.62	3,170.57	25,224.95	195,696	12.9

DEPARTMENT 72

51-72-7310 WTP UPGRADES	119,357.48	.00	.00	.00	50,000	.0
51-72-7320 WATER DISTRIBUTION PROJECTS	111,939.68	1,110,319.57	6,486.00	100,552.45	3,650,000	2.8
TOTAL DEPARTMENT 72	231,297.16	1,110,319.57	6,486.00	100,552.45	3,700,000	2.7

CAPITAL EXP. PROJECTS

51-73-7313 MEMBRANES	.00	.00	207.40	207.40	0	.0
51-73-7315 CAPITAL OUTLAY - EQUIPMENT	.00	.00	.00	.00	15,000	.0
51-73-7325 VIRGINIA CANYON WATER SYS IMPR	.00	238,765.30	.00	.00	0	.0
TOTAL CAPITAL EXP. PROJECTS	.00	238,765.30	207.40	207.40	15,000	1.4

CITY OF IDAHO SPRINGS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

WATER FUND

		YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
	<u>DEBT SERVICE</u>						
51-79-8140	2004 CWCB NOTE--PRINCIPAL	49,576.09	52,112.25	.00	54,778.01	54,778	100.0
51-79-8141	2004 CWCB NOTE--INTEREST	26,997.16	24,461.00	.00	21,795.24	21,795	100.0
	TOTAL DEBT SERVICE	76,573.25	76,573.25	.00	76,573.25	76,573	100.0
	TOTAL FUND EXPENDITURES	585,404.20	1,719,481.09	105,006.97	470,326.58	4,811,349	9.8
	NET REVENUE OVER EXPENDITURES	41,686.10	812,854.03-	200,363.06	179,085.89	1,475,906-	12.1

CITY OF IDAHO SPRINGS
BALANCE SHEET
APRIL 30, 2026

WASTEWATER FUND

ASSETS

52-00-1000	CASH - COMBINED FUND	(362,656.84)	
52-00-1150	A/R--BILLED ACCOUNTS	1,700.00	
52-00-1161	UTILITY ACCOUNTS RECEIVABLE	331,056.63	
52-00-1165	OTHER RECEIVABLES	71,358.90	
52-00-1201	DEPOSIT ON EQUIPMENT	65,157.00	
52-00-1300	LEASE ASSET - SBITAS	4,194.56	
52-00-1310	ACCUMULATED DEPRECIATION-LEASE	(839.24)	
52-00-1610	LAND VALUE	616,889.16	
52-00-1630	IMPROVEMENTS OTHER THAN BLDGS	21,810,613.72	
52-00-1631	ACCUMULATED DEPRECIATION	(8,409,670.66)	
52-00-1640	MACHINERY & EQUIPMENT	403,878.57	
TOTAL ASSETS			14,531,681.80

LIABILITIES AND EQUITY

LIABILITIES

52-00-2010	ACCR'D COMP'D ABS-LT	20,089.55	
52-00-2011	ACCR'D COMP'D ABS-CURR PORTION	2,232.17	
52-00-2015	ACCRUED PAYROLL PAYABLE	3,113.75	
52-00-2020	ACCOUNTS PAYABLE	(87,727.30)	
52-00-2143	LEASE LIABILITY	2,474.95	
52-00-2530	2019 CWRPDA LOAN	2,370,284.61	
52-00-2531	2019 CWRPDA LOAN--CURR PORTION	97,008.39	
52-00-2532	2019 CWRPDA ACCR'D INT PAY	2,056.08	
52-00-2550	2020 CWRPDA LOAN--LT	2,515,615.83	
52-00-2551	2020 CWRPDA LOAN--CURR PORTION	96,284.44	
52-00-2552	2020 CWRPDA ACCR'D INT PAY	2,176.58	
TOTAL LIABILITIES			5,023,609.05

FUND EQUITY

52-00-2600	FUND BALANCE	7,948,865.00	
52-00-2611	PLANT INVESTMENT FEES	124,940.00	
52-00-2612	CAPITAL GRANT	464,981.00	
UNAPPROPRIATED FUND BALANCE:			
52-00-2900	RETAINED EARNINGS	810,258.30	
	REVENUE OVER EXPENDITURES - YTD	159,028.45	
BALANCE - CURRENT DATE			969,286.75
TOTAL FUND EQUITY			9,508,072.75
TOTAL LIABILITIES AND EQUITY			14,531,681.80

CITY OF IDAHO SPRINGS
REVENUES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

WASTEWATER FUND

		YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
	<u>CARRY OVER</u>						
52-00-3130	SALES TAXES	139,543.61	143,660.46	38,353.30	142,669.77	608,400	23.5
	TOTAL CARRY OVER	139,543.61	143,660.46	38,353.30	142,669.77	608,400	23.5
	<u>CHARGES FOR SERVICES</u>						
52-00-3411	USER FEES	382,370.37	387,833.48	197,381.44	400,068.48	1,266,025	31.6
52-00-3415	LATE CHARGES	2,166.49	6,737.91	4,446.92	8,286.91	16,000	51.8
52-00-3421	SERVICE	.00	350.21-	(159.07)	(10.31)	0	.0
52-00-3422	TAP FEES	.00	.00	.00	.00	20,000	.0
	TOTAL CHARGES FOR SERVICES	384,536.86	394,221.18	201,669.29	408,345.08	1,302,025	31.4
	<u>MISCELLANEOUS</u>						
52-00-3601	INTEREST EARNED	19,984.27	7,423.82	(1,615.61)	(2,816.29)	10,000	(28.2)
52-00-3699	OTHER INCOME	1,300.00	1,500.00	.00	3,300.00	4,800	68.8
	TOTAL MISCELLANEOUS	21,284.27	8,923.82	(1,615.61)	483.71	14,800	3.3
	TOTAL FUND REVENUE	545,364.74	546,805.46	238,406.98	551,498.56	1,925,225	28.7

CITY OF IDAHO SPRINGS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

WASTEWATER FUND

	YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
<u>OPERATIONAL EXPENDITURES</u>						
52-00-4102 SALARIES	15,856.00	36,494.92	6,513.52	26,054.08	89,588	29.1
52-00-4103 HOURLY	29,088.85	37,017.65	4,175.65	26,047.00	144,565	18.0
52-00-4104 OVERTIME	1,313.71	638.29	548.67	2,468.20	6,000	41.1
52-00-4105 HOLIDAY	274.80	327.60	.00	418.05	825	50.7
52-00-4201 FICA	2,695.22	4,332.36	652.81	3,202.40	14,517	22.1
52-00-4202 MEDICARE	630.20	1,016.76	152.67	748.95	3,395	22.1
52-00-4203 HEALTH INSURANCE	11,623.80	17,419.98	2,714.51	12,756.45	59,588	21.4
52-00-4204 LIFE INS.	58.61	79.66	9.45	44.80	229	19.6
52-00-4205 DEFERRED COMP	3,914.31	5,961.49	733.05	3,556.89	18,548	19.2
52-00-4206 UNEMPLOYMENT	92.92	149.38	22.46	109.91	484	22.7
52-00-4207 DISABILITY INSURANCE	480.80	694.69	93.67	395.82	2,011	19.7
52-00-4209 DENTAL INSURANCE	400.00	590.28	58.24	288.96	1,834	15.8
52-00-5000 PLANT OPERATIONS CONTRACTUAL	2,803.62	7,478.00	11,133.75	14,377.75	52,200	27.5
52-00-5101 LEGAL	.00	.00	.00	.00	1,000	.0
52-00-5102 AUDIT	2,125.00	3,981.56	.00	.00	4,000	.0
52-00-5103 DESIGN/ENGINEERING	.00	.00	.00	.00	2,000	.0
52-00-5104 FINANCIAL SERVICES	5,824.05	3,932.75	.00	2,037.00	18,000	11.3
52-00-5106 IT CONSULTING	.00	.00	.00	2,102.31	4,000	52.6
52-00-5108 OTHER PROFESSIONAL FEES	11,071.75	8,480.95	1,203.23	8,664.93	20,000	43.3
52-00-5109 PROCESS CONTROL EQUIPMENT	.00	735.63	.00	.00	2,000	.0
52-00-5201 LAB TESTS	2,643.31	3,080.83	607.50	1,981.81	10,000	19.8
52-00-5202 DISPOSAL-TRASH	1,812.00	2,328.12	706.62	2,065.62	6,200	33.3
52-00-5204 REPAIR/MAINT.-PLANT	252.22	410.68	22,729.71	25,681.37	6,000	428.0
52-00-5206 CH. CREEK SAN DIST MAINT FEE	1,671.00	1,091.00	.00	.00	0	.0
52-00-5207 REPAIR/MAINT-SERVICES	3,340.22	5,293.50	.00	4,075.50	10,000	40.8
52-00-5208 REPAIR MAINT - INSTRUMENTS	3,502.18	5,120.91	.00	1,679.21	10,000	16.8
52-00-5209 INSTRUMENT CALIBRATION	21,849.25	25,004.80	.00	25,450.00	33,000	77.1
52-00-5212 TRAINING	2,345.00	379.99	.00	85.00	2,000	4.3
52-00-5213 MEDICAL	.00	.00	.00	600.00	0	.0
52-00-5215 EMPLOYEE INCENTIVE	35.00	.00	.00	.00	300	.0
52-00-5250 SLUDGE REMOVAL	12,253.50	5,351.00	6,190.00	17,208.50	40,000	43.0
52-00-5300 CIRSA W/C INSURANCE	1,895.39	2,559.44	1,342.47	2,684.94	5,828	46.1
52-00-5301 CIRSA P/C INSURANCE	11,397.66	23,187.48	30,241.06	61,251.87	119,447	51.3
52-00-5302 DISCHARGE PERMITS/LICENSES	.00	.00	.00	.00	6,500	.0
52-00-5303 TELEPHONE	504.26	1,177.35	213.08	808.33	2,300	35.1
52-00-5305 TRAVEL & MEALS	.00	71.89	.00	.00	150	.0
52-00-5309 CONTRACT OFFICE EQUIPMENT	6,480.00	1,620.00	1,620.00	3,240.00	5,000	64.8
52-00-5310 POSTAGE & SHIPPING	825.63	741.95	.00	235.00	2,500	9.4
52-00-5314 INSURANCE CLAIMS	.00	8,083.97	.00	.00	2,000	.0
52-00-5325 PRINTING	785.68	34.73	.00	51.85	500	10.4
52-00-5335 CELL/INTERNET SERVICE	10,522.93	10,544.26	158.58	5,196.97	30,000	17.3
52-00-5390 UCCWA	.00	.00	.00	.00	2,062	.0
52-00-6001 UTILITIES	62,062.39	36,303.22	16,860.37	54,865.41	180,000	30.5
52-00-6004 MATERIALS/SUPPLIES/PLANT	2,342.12	392.34	381.68	923.60	3,000	30.8
52-00-6007 MATERIALS/SUPPLIES/EQUIP	.00	.00	.00	.00	2,000	.0
52-00-6010 MATERIALS/SUPPLIES/OFFICE	156.19	431.87	.00	26.91	1,000	2.7
52-00-6012 GAS/OIL-EQUIPMENT	1,595.40	14.59	.00	31.63	2,100	1.5
52-00-6022 SAFETY ITEMS	.00	246.29	.00	34.98	500	7.0
52-00-6025 TOOLS	83.83	115.94	209.91	2,224.30	500	444.9
52-00-6030 UNIFORMS	.00	.00	.00	.00	200	.0
52-00-6040 OCCUPATIONAL EQUIP/SAFETY	.00	.00	.00	.00	500	.0
52-00-6150 FLEET MAINT	128.50	58.94	.00	.00	1,000	.0

CITY OF IDAHO SPRINGS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

WASTEWATER FUND

	YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
52-00-6191 FLEET FUEL	673.53	564.43	103.99	591.48	2,000	29.6
52-00-6192 FLEET TIRES	.00	.00	.00	.00	1,500	.0
52-00-6193 FLEET SUPPLIES	5.99	.00	.00	.00	250	.0
52-00-6201 CHEMICALS-CHLORINE	.00	.00	.00	.00	200	.0
52-00-6205 CHEMICALS-SULFUR DIOXIDE	.00	.00	.00	.00	350	.0
52-00-6206 CHEMICALS-POLYMER	.00	4,670.05	7,435.02	12,431.03	15,000	82.9
52-00-6207 CHEMICALS/LAB	1,333.51	972.00	149.73	1,409.16	5,000	28.2
52-00-6210 CHEMICALS-MISC.	4,342.61	.00	.00	.00	15,000	.0
52-00-6500 MISCELLANEOUS EXPENSES	.00	475.00	.00	.00	5,000	.0
52-00-7010 OFFICE EQUIP/COMPUTER	2,475.00	.00	.00	38.49	1,000	3.9
52-00-7011 COMPUTER SOFTWARE	47.98	.00	.00	147.00	100	147.0
TOTAL OPERATIONAL EXPENDITURES	245,615.92	269,658.52	116,961.40	328,293.46	974,771	33.7
COLLECTIONS EXPENDITURES						
52-16-4102 SALARIES	12,067.20	3,107.40	.00	.00	0	.0
52-16-4103 HOURLY	12,142.21	13,465.06	2,005.59	11,631.69	74,670	15.6
52-16-4104 OVERTIME	1,560.36	1,069.27	371.41	1,165.63	4,000	29.1
52-16-4201 FICA	1,548.31	1,051.57	145.69	772.75	4,630	16.7
52-16-4202 MEDICARE	362.16	245.85	34.07	180.68	1,083	16.7
52-16-4203 HEALTH INSURANCE	2,997.19	2,682.40	102.00	1,454.70	8,453	17.2
52-16-4204 LIFE INS.	33.53	25.86	3.49	18.68	90	20.8
52-16-4205 DEFERRED COMP	2,014.10	1,070.49	60.14	588.05	3,077	19.1
52-16-4206 UNEMPLOYMENT	50.71	35.24	4.74	25.56	170	15.0
52-16-4207 DISABILITY INSURANCE	271.46	173.22	19.95	70.36	488	14.4
52-16-4209 DENTAL INSURANCE	112.40	90.79	3.40	44.20	273	16.2
52-16-5205 REPAIR/MAINT.-COLLECTION	.00	.00	472.34	2,249.64	75,000	3.0
52-16-6005 MATERIALS/SUPPLIES/COLLECTION	457.72	1,745.58	.00	12.71	3,000	.4
52-16-6022 SAFETY ITEMS	.00	.00	.00	.00	750	.0
52-16-6025 TOOLS	.00	.00	.00	.00	1,000	.0
TOTAL COLLECTIONS EXPENDITURES	33,617.35	24,762.73	3,222.82	18,214.65	176,684	10.3
DEPARTMENT 72						
52-72-7310 WWTP UPGRADES	.00	13,794.04	.00	45,962.00	50,000	91.9
52-72-7320 WW COLLECTION PROJECTS	.00	962,285.77	.00	.00	0	.0
TOTAL DEPARTMENT 72	.00	976,079.81	.00	45,962.00	50,000	91.9
CAPITAL EXP. PROJECTS						
52-73-7315 CAPITAL OUTLAY EQUIPMENT	.00	.00	.00	.00	15,000	.0
TOTAL CAPITAL EXP. PROJECTS	.00	.00	.00	.00	15,000	.0

CITY OF IDAHO SPRINGS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

WASTEWATER FUND

		YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
<u>DEBT SERVICE</u>							
52-79-8101	2020 CWRPDA--PRINCIPAL	47,604.29	47,842.61	.00	.00	96,284	.0
52-79-8102	2020 CWRPDA--INTEREST	7,007.58	6,769.26	.00	.00	12,939	.0
52-79-8109	2019 CWRPDA--PRINCIPAL	47,962.21	48,202.32	.00	.00	97,008	.0
52-79-8110	2019 CWRPDA--INTEREST	6,649.66	6,409.55	.00	.00	12,215	.0
	TOTAL DEBT SERVICE	109,223.74	109,223.74	.00	.00	218,446	.0
	TOTAL FUND EXPENDITURES	388,457.01	1,379,724.80	120,184.22	392,470.11	1,434,901	27.4
	NET REVENUE OVER EXPENDITURES	156,907.73	832,919.34-	118,222.76	159,028.45	490,324	32.4

CITY OF IDAHO SPRINGS
BALANCE SHEET
APRIL 30, 2026

PARKING ENTERPRISE FUND

ASSETS

59-00-1000	CASH - COMBINED FUND	943,618.95	
59-00-1165	OTHER RECEIVABLES	30,859.37	
59-00-1178	CASH CLEARING - ACCTS REC.	165.68	
59-00-1350	CONSTRUCTION IN PROGRESS	1,162,627.44	
59-00-1610	LAND	914,000.00	
59-00-1630	IMPROVEMENTS OTHER THAN BLDGS	131,081.13	
59-00-1631	ACCUMULATED DEPRECIATION	(5,561.00)	
	TOTAL ASSETS		3,176,791.57

LIABILITIES AND EQUITY

LIABILITIES

59-00-2010	ACCR'D COMP ABS--LT	4,316.13	
59-00-2011	ACCR'D COMP ABS--CURRENT	479.57	
59-00-2015	ACCRUED PAYROLL PAYABLE	926.09	
59-00-2020	ACCOUNTS PAYABLE	(36,647.05)	
59-00-2140	ACCRUED INTEREST	17,137.50	
59-00-2560	LEASE PURCH PAY--1856 COLO-LT	218,750.00	
59-00-2561	LEASE PURCH PAY-1856 COLO-CURR	218,750.00	
59-00-2565	LEASE PURCH PAY-HARMON PROP-LT	9,750.00	
59-00-2566	LEASE PURCH PAY--HARMON--CURR	9,750.00	
	TOTAL LIABILITIES		443,212.24

FUND EQUITY

	UNAPPROPRIATED FUND BALANCE:		
59-00-2900	RETAINED EARNINGS	2,917,566.00	
	REVENUE OVER EXPENDITURES - YTD	(183,986.67)	
	BALANCE - CURRENT DATE		2,733,579.33
	TOTAL FUND EQUITY		2,733,579.33
	TOTAL LIABILITIES AND EQUITY		3,176,791.57

CITY OF IDAHO SPRINGS
REVENUES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

PARKING ENTERPRISE FUND

		YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
	<u>CHARGES FOR SERVICES</u>						
59-00-3491	PARKING FEES	158,210.46	144,386.48	42,137.25	149,481.31	970,000	15.4
	TOTAL CHARGES FOR SERVICES	158,210.46	144,386.48	42,137.25	149,481.31	970,000	15.4
	<u>MISCELLANEOUS</u>						
59-00-3601	INTEREST EARNED	7,770.13	10,629.54	4,203.76	8,115.17	35,000	23.2
	TOTAL MISCELLANEOUS	7,770.13	10,629.54	4,203.76	8,115.17	35,000	23.2
	<u>SOURCE 37</u>						
59-00-3791	FEDERAL HIGHWAY ADMIN GRANT	.00	36,963.50	48,325.38	107,130.63	1,710,000	6.3
	TOTAL SOURCE 37	.00	36,963.50	48,325.38	107,130.63	1,710,000	6.3
	<u>SOURCE 38</u>						
59-00-3891	P.I.L.O. CONSTRUCTION	500.01	666.68	166.67	666.68	2,000	33.3
	TOTAL SOURCE 38	500.01	666.68	166.67	666.68	2,000	33.3
	TOTAL FUND REVENUE	166,480.60	192,646.20	94,833.06	265,393.79	2,717,000	9.8

CITY OF IDAHO SPRINGS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 4 MONTHS ENDING APRIL 30, 2026

PARKING ENTERPRISE FUND

	YTD ACTUAL 2024-	YTD ACTUAL 2025-	PERIOD ACTU	YTD ACTUAL	BUDGET	PCNT
<u>CAPITAL EXPENSES</u>						
59-70-4102 SALARIES	.00	16,741.39	4,434.88	17,739.52	46,379	38.3
59-70-4103 ADMINISTRATIVE HOURLY	.00	5,142.71	1,406.72	5,626.88	107,469	5.2
59-70-4104 OVERTIME	.00	56.83	.00	10.32	227	4.6
59-70-4201 FICA	.00	1,334.44	345.82	1,383.92	4,268	32.4
59-70-4202 MEDICARE	.00	313.26	80.80	323.35	2,231	14.5
59-70-4203 HEALTH INS.	.00	3,684.58	1,003.77	4,020.31	11,332	35.5
59-70-4204 LIFE INS.	.00	18.48	4.34	17.36	53	32.8
59-70-4205 RETIREMENT	.00	982.58	307.74	1,225.45	2,127	57.6
59-70-4206 UNEMPLOYMENT INS.	.00	45.22	11.68	46.74	144	32.5
59-70-4207 DISABILITY INSURANCE	.00	188.89	48.96	194.72	575	33.9
59-70-4209 DENTAL INSURANCE	.00	129.06	30.58	122.32	396	30.9
59-70-5102 AUDIT	.00	.00	.00	.00	204	.0
59-70-5104 FINANCIAL SERVICES	.00	.00	.00	.00	1,260	.0
59-70-5108 DESIGN/ENGINEERING	9,700.00	156,777.49	12,133.33	159,177.49	1,710,000	9.3
59-70-7901 CAPITAL PROJECTS	228,500.00	3,714.01	.00	.00	1,000,000	.0
59-70-7906 CAPITAL PROJ - PARKING IMPROVE	.00	.00	.00	.00	50,000	.0
TOTAL CAPITAL EXPENSES	238,200.00	189,128.94	19,808.62	189,888.38	2,936,665	6.5
<u>DEBT SERVICE</u>						
59-79-8140 LEASE PURCH 1856 COLO-PRINCIPA	.00	218,750.00	8,629.08	227,379.08	218,750	103.9
59-79-8141 LEASE PURCH 1856 COLO--INT	.00	32,812.50	.00	21,875.00	21,875	100.0
59-79-8145 LEASE PURCH HARMON-PRINCIPAL	.00	9,750.00	.00	9,750.00	9,750	100.0
59-79-8146 LEASE PURCH HARMON-INTEREST	.00	1,462.50	.00	488.00	488	100.0
TOTAL DEBT SERVICE	.00	262,775.00	8,629.08	259,492.08	250,863	103.4
TOTAL FUND EXPENDITURES	238,200.00	451,903.94	28,437.70	449,380.46	3,187,528	14.1
NET REVENUE OVER EXPENDITURES	71,719.40-	259,257.74-	66,395.36	(183,986.67)	470,528-	(39.1)

CITY OF IDAHO SPRINGS, COLORADO
PARKING PLAN
(Effective 5/26/26)

This Parking Plan governs the parking of vehicles within the City of Idaho Springs, Colorado. Parking in violation of this Plan is unlawful as provided by Section 21-4 of the Idaho Springs Municipal Code.

Section 1. Parking motor vehicles on private ground.

No person shall park or stand a motor vehicle or other personal property on premises of another or in the lawful possession of another without the permission of the owner or person in possession thereof. Any vehicles parked in excess of 72 hours may be deemed abandoned.

Section 2. Parking lot use.

No person shall perform maintenance work on vehicles or otherwise use the city parking lots for any other purpose than parking vehicles or repairing temporarily disabled vehicles, unless approved by the City Council.

Section 3. Stopping, standing, or parking in alleys.

No person shall stop, stand or park a vehicle within an alley in a business district, except for the expeditious loading or unloading of materials; and no person shall stop, stand or park a vehicle in any other alley in such a manner or under such conditions as to leave available less than ten (10) feet of the roadway for the free movement of vehicular traffic.

No person shall stop, stand, or park a vehicle within an alley in such a position as to block the driveway or entrance to any abutting property.

Section 4. City parking lot hours.

Except as otherwise provided herein, no person shall park any vehicle for more than twelve (12) consecutive hours in any City Parking Lot unless otherwise designated by official signs. Vehicles registered with residential parking permits and vehicles owned by and registered to political subdivisions of the state of Colorado, including their departments, agencies, etc., are excepted from this time limitation. For the purposes of this Parking Plan, the Parking Lots in the following locations shall be deemed to be "City Parking Lots":

- a. The North side of Water Street between 14th and 17th Avenues
- b. On the Southwest corner of 16th Avenue and Colorado Blvd.
- c. On the North side of Riverside Drive, the posted areas in the 3200 and 3300 blocks
- d. The South side of Idaho Street between 12th Avenue and 13th Avenue
- e. The east side of Highway 103 across from Carlson Elementary School
- f. The north side of Colorado Boulevard in the 1800 block

- g. Visitor Center at Colorado Boulevard and Miner Street

Section 5. Handicap parking.

Notice of handicap parking spaces shall be given by posting a single approved sign giving notice of the applicable restrictions, and any time or other limitations thereon, at the front of the space or on a wall or fence beside the space. When possible, the curb in the handicap parking space shall be painted blue.

To be legally parked in a handicap parking space, a vehicle must display an approved appropriate hang tag or license plate.

Permanent handicapped parking spaces shall be provided as follows:

- a. There shall be the following number of handicap parking spaces in the following city parking lots:
 - i. One (1) space in the lot located at 13th Avenue and Idaho Street; and
 - ii. Two (2) spaces in the lot bordered by 15th and 17th Avenues, Water Street and the area known as the “Walking Mall” behind the buildings on the south side of Miner Street between 15th and 17th Avenues.
- b. There shall be one (1) handicap parking space on the west side of 14th Avenue immediately south of Center Alley, in front of the Library. Handicap parking in this space shall be limited to three (3) hours.
- c. There shall be two (2) handicap parking spaces on the east side of 14th Avenue just north of Miner Street adjacent to the Senior Center between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday.
- d. There shall be one (1) handicap parking spaces on the north side of Colorado Boulevard, beginning at a point fifteen (15) feet east of the hydrant at the corner of Colorado Boulevard and 16th Avenue.
- e. There shall be one (1) handicap parking space on the west side of 15th Avenue, beginning at the point thirty-four feet (34') north of the north edge of the sidewalk at the corner of Colorado Boulevard and 15th Avenue.
- f. There shall be one (1) handicap parking space on the east side of 17th Avenue, beginning at the point fifteen (15) feet south of the corner of Miner Street and 17th Ave.
- g. There shall be one (1) handicap parking space in the parking lot for the Visitor and Heritage Center.
- h. There shall be one (1) handicap parking space on the north side of Colorado Boulevard in the parking lot for Courtney-Ryley-Cooper Park.
- i. There shall be one (1) handicap parking space on the south side of the 2800 block of Colorado Boulevard just east of Miner Street.
- j. There shall be one (1) handicap parking space on the north side of the 2900 block of Colorado Boulevard just east of Gilson Street.

The City Council may by resolution designate temporary handicap parking spaces to accommodate persons with disabilities who do not have off-street parking available on their property, or whose off-street parking does not permit reasonable access for them.

- k. Such designation shall be requested on forms provided by the city.
- l. Such designation shall be for one (1) year from the date of the resolution approving the same and may be extended one (1) year at a time by making renewal application on forms provided by the city.
- m. If the person for whom such designation was approved dies, relocates, recovers, or becomes rehabilitated with regard to such person’s disability, the authority for the designation shall be immediately revoked and the signs removed.

Section 6. Fifteen (15) & Thirty (30) - Minute Parking Spaces.

Fifteen (15) and/or Thirty (30) – Minute Parking Spaces are hereby established with signage at the following locations:

- Miner Street, north side in front of Library Book Depository
- 14th Avenue, west side, first space south of Miner Street
- 15th Avenue, east side, first space south of Miner Street
- 16th Avenue west side, first space north of Miner Street
- 16th Avenue east side, first space north of Center Alley
- 17th Avenue, west side, first space north of Miner Street
- One space in front of 2736 Colorado Boulevard
- One space in front of 2745 Colorado Boulevard
- Two spaces in front of 2801 Colorado Boulevard
- Two spaces in front of 2812 Colorado Boulevard
- Two spaces in front of 2818 Colorado Boulevard

Section 7. Loading zones.

Loading zones are hereby established in the following locations and parking in such locations is prohibited except to load or unload passengers or materials:

<i>Name of street or alley</i>	<i>Portion affected (terminal limits)</i>
15 th Avenue at Miner Street	Southwest corner, as designated by an official sign, from 8:00 a.m. to 5:00 p.m., except Sat., Sun., and Holidays
16 th Avenue at Miner Street	Northeast corner, as designated by an official sign, from 8:00 a.m. to 5:00 p.m., except Sat., Sun., and Holidays

17 th Avenue at Miner Street	Southwest corner, as designated by an official sign, from 8:00 a.m. to 5:00 p.m., except Sat., Sun., and Holidays
14 th Avenue to 15 th Avenue	Northwest corner of 14 th Avenue to private parking lot at northeast corner before 15 th Avenue, on Idaho Street, as designated by an official sign, from 8:00 a.m. to 5:00 p.m., except Sat., Sun., and Holidays.
Idaho Street	Northwest corner of 14 th Avenue to private parking lot at northeast corner before 15 th Avenue, on Idaho Street, as designated by an official sign, from 8:00 a.m. to 5:00 p.m., except Sat., Sun., and Holidays.
City Parking Lots	As designated by official signs.

The City Council may, by resolution, authorize the Public Works Superintendent to designate special parking zones for loading and unloading passengers or materials and to delete such special parking zones by posting or removing appropriate signs.

When official signs are erected giving notice thereof, no person shall park a vehicle for the purpose of loading or unloading materials within the “Downtown Historic District” * except during the following hours:

Loading of Materials Restricted to 5:00 A.M.-10:00 A.M.

*For purposes of this parking restrictions, the Downtown Historic District shall be The Historic Preservation District of the City, as designated and defined by Section 22-3 of the Idaho Springs Municipal Code from time to time.

All of Blocks 7,8,15,16,20,22,25,28 and 33; the West 1 foot of Lot 9, all of Lots 10,11 and 12, Bloc 9; and the South 40 feet of Lots 1 and 2, Block 17; all within the City of Idaho Springs, County of Clear Creek, Colorado.

Section 8. Parking on certain streets.

Vehicles may be parked on the east side of 8th Avenue from High Street north to the city limits, facing a southerly direction with the left-hand wheels parallel to and within twelve (12) inches of the left-hand curb or as close as practicable to the right edge of the left-hand shoulder.

Section 9. Stopping, standing, or parking during certain hours on certain streets.

When official signs are erected giving notice thereof, no person shall stop, stand, or park a vehicle between the hours specified herein on any day. As defined by the Model Traffic Code currently in force within the City upon any of the streets as follows:

<i>Name of street</i>	<i>Portion affected (terminal limits) Regulations in effect: from – to</i>
Miner Street	From Miner Street Bridge to 13 th Avenue from 3:00 a.m. to 7:00 a.m.
Colorado Boulevard	From 2800-2900 block 3:00 a.m. to 7:00 a.m.
Colorado Boulevard	2000 block in spaces designated for fire department use only

Section 10. Parking prohibited at all times on certain streets.

When official signs are erected giving notice thereof, no person shall at any time park a vehicle upon any of the following described streets or parts thereof:

<i>Name of street</i>	<i>Portion affected (terminal limits)</i>
Virginia Street	North side from Canyon Street to west city limits, 19 th Avenue to Canyon Street
Wall Street	South side from 19 th Avenue to 23 rd Avenue
Idaho Street	South side from 14 th Avenue to 16 th Avenue
Riverside Drive	South side from 13 th Avenue to 15 th Avenue
Miner Street	North side from 12 th to 13 th Avenues
Miner Street	Virginia Canyon Flume to 23 rd Avenue south side
	South side from Miner Street Bridge East to Miner Street and Colorado Junction at the 2300 Block
	South side from 3 rd Avenue to 1 st Avenue
	South side from 8 th Avenue to 10 th Avenue
Canyon Street	North from Virginia Street to city limits, on either side
11 th Avenue	East side of 11 th Avenue from Idaho Street to Miner Street
12 th Avenue	East and west sides of 12 th Avenue from Idaho Street to Miner Street. West side of 12 th Avenue accesses recreation center off-street parking
13 th Avenue	East side of 13 th Avenue, northerly 40 feet from Virginia Street to city limits. Fire lane.
	East side of 13 th Avenue between Idaho Street and Colorado Boulevard, except for school loading
14 th Avenue	West side of 14 th Avenue from the north boundary of Highway I-70 to the south boundary of Water Street (extended)

15 th Avenue	East side of 15 th Avenue northward from Virginia Street to the city limits. Fire lane.
20 th Avenue	West side of 20 th Avenue from Miner Street to Colorado Boulevard
Idaho Street	Miner Street to 11 th Avenue
Water Street	South side: 14 th Avenue to 15 th Avenue-from the west boundary of 14 th Avenue to a point 80 feet east thereof
High Street	North side of High Street from 8 th Avenue to 9 th Avenue North side of High Street from 8 th Avenue to a point 73 feet west of 8 th Avenue North side and south side of High Street from 7 th Avenue to a point 200 feet east of 7 th Avenue. Fire lane.
Edwards Street	On the north side between 27 th Avenue and 27 th Place On the south side from 25 th Avenue to the I-70 underpass in accordance with the provisions of the Model Traffic Code currently in effect within the City.
Colorado Boulevard	South side: from the west line of 13 th Avenue, west to a point 60 feet west of said west line of 13 th Avenue
Riverside Drive	Both sides between 23 rd Avenue and the Greenway Bridge over Clear Creek at the west end of the Riverside Townhomes

Section 11. Parking time limited on certain streets.

In accordance with the Model Traffic Code currently in effect within the City and when official signs are erected giving notice thereof, no person shall park a vehicle for a period of time longer than the time periods listed below between the hours listed below upon any streets or parts of streets as follows:

<i>Name of street</i>	<i>Portion affected (terminal limits)</i>
14 th Avenue	West side between Miner Street and Center Alley – one-hour limit
17 th Avenue	East side between Miner Street and Idahoe Mall – one-hour limit

Section 12. Bus/Recreational Activities/Oversize Vehicle Loading/Unloading & Parking.

In accordance with the Model Traffic Code currently in effect within the City and when official signs are erected giving notice thereof:

- a. There shall be a Bus Stop for CDOT Bustang, CDOT Pegasus, Clear Creek County Roundabout, and Greyhound on the south side of Idaho Street beginning at a point seventy-eight (78) feet west of the stop sign at 13th Avenue.
- b. There shall be one (1) tour bus loading/unloading space on the north side of Miner Street in front of the Central Hose House, beginning at the eastern edge of the curb cut and extending 47.1 feet to the west.
- c. There shall be three (3) oversized and six (6) regular fifteen (15) minute loading and unloading spaces for tour bus and recreational activities on the north side of Colorado Boulevard just west of 23rd Avenue and across the street from the Visitor and Heritage Center.
- d. Oversize vehicle parking as designated with signage and pavement markings at the City Parking Lot on Highway 103.

Section 13. Parking on certain streets during adverse weather conditions.

Vehicles may be parked on the North side of Wall Street from 19th to 23rd Avenue facing east due to the steep slope during inclement weather conditions for reasons of safety.

Section 14. Paid parking on certain streets.

The following streets are designated for paid parking between 10:00 a.m. and 6:00 p.m. every day, unless posted otherwise such as for a residential property:

- Miner Street between 12th Avenue and Clear Creek
- Idaho Street south side between 11th and 12th Avenues
- 12th Avenue east side between Miner and Idaho Streets
- 13th Avenue between Center Alley and Miner Street
- 14th Avenue between Colorado Boulevard and Idaho Street
- 15th Avenue between Colorado Boulevard and Idahoe Mall
- 16th Avenue between Virginia Street and Idahoe Mall
- 17th Avenue between Center Alley and Idahoe Mall
- Colorado Boulevard between 13th Avenue and the roundabout at Interstate 70 Exit 240, except where otherwise posted

Soda Creek Road between Montane Drive and the north driveway entrance to the Indian Hot Springs

Section 15. Paid parking lots.

The following parking lots are designated for paid parking between 10:00 a.m. and 6:00 p.m. every day:

- Downtown West Parking Lot south of Idahoe Mall between 14th and 15th Avenues

- Downtown Central Parking Lot south of Idaho Mall between 15th and 16th Avenues
- Downtown East Parking Lot south of Idaho Mall between 16th and 17th Avenues
- Downtown North Parking Lot southwest of Colorado Boulevard and 16th Avenue
- Transit Center Parking Lot southwest of 13th Avenue and Idaho Street
- Highway 103 Parking Lot south of Interstate 70
- City Hall Parking Lot (weekends and holidays only)
- City Parking Lot in the 1800-1900 block of Colorado Boulevard
- Visitor Center Parking Lot southwest of Colorado Boulevard and Miner Street, except for the spaces designated for the Visitor Center only

Section 16. Parking Lots for City Parks

The following parking lots are designated for active users of the designated City park and shall have specific signage to that effect:

- Courtney-Ryley-Cooper Park
- Shelly-Quinn Park

Section 17. Residential Permit Parking Areas.

The following areas—exclusive of the streets designated for paid parking--are designated residential permit parking areas and are restricted to registered residents and their guests, unless posted otherwise:

- The area bounded by Wall Street to the north, Miner Street to the south, 13th Avenue to the east and West Colorado Boulevard to the west.
- The area bounded by Wall Street to the north, Center Alley to the south, 17th Avenue to the east, and 13th Avenue to the west.
- The area bounded by Wall Street to the north, Riverside Drive to the south, 23rd Avenue to the east, and 17th Avenue to the west.
- Miner Street between Clear Creek and Colorado Boulevard.
- Miner Street between the Visitor Center and Safeway.
- Miner Street, 2400-2800 blocks
- Edwards Street, 2300-2700 blocks
- 25th Avenue
- 27th Avenue
- 27th Place
- Spruce Lane
- Miner Circle
- Riverside Drive between the Greenway bridge at the west end of the Riverside Townhomes and the east end of Riverside Drive at the cul de sac.

Section 18. Discount Partnership Program (Business-Set Discount).

Businesses opt into a discount program and display a "Branded Participating in Parking Discounts" decal in their window, using new Visit Idaho Springs branding.

- Discounts are determined by the business (e.g., \$1 off, \$5 off, etc.)
- The ParkIS app and City promotions will highlight participating locations.
Customers can look for the icon and receive exclusive in-store discounts by showing proof they paid for parking. Example: “Show us your parking receipt and get \$3 off your purchase.”

CITY OF IDAHO SPRINGS
County of Clear Creek
State of Colorado

Resolution No. 12, Series 2026

A RESOLUTION ADOPTING AN AMENDED CITY PARKING PLAN

WHEREAS, pursuant to Article 15, Title 31, C.R.S., the City Council possesses the authority to adopt rules and regulations concerning the parking of vehicles within the City of Idaho Springs; and

WHEREAS, the City Council has exercised that authority by previously adopting the City of Idaho Springs Parking Plan ("Parking Plan") by Ordinance No. 7, Series 2003, subsequently amended in its entirety by Resolution No. 31, Series 2015, and has since amended discrete portions of the Parking Plan by resolution, from time to time; and

WHEREAS, as a result of the serial amendments of the Parking Plan over time and the desire of the Council to update and amend certain portions of the Plan, the Council wishes to again update and adopt a new amended Parking Plan in its entirety; and

WHEREAS, the City Council reviewed various proposed changes at its recent work sessions, including the expansion of managed pay and residential permit parking throughout the City.

WHEREAS, changes to Section 12 regarding "Bus/Recreational Activities/Oversize Vehicle Loading/Unloading & Parking" that were reviewed in work sessions were inadvertently omitted from the Parking Plan adopted on May 11, 2026 and are now included in the attached version dated May 26, 2026.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Idaho Springs, Colorado, as follows:

Section 1. The Idaho Springs Parking Plan, dated May 26, 2026 and attached hereto, is hereby approved and adopted in its entirety. The Parking Plan adopted hereby shall supersede and replace all previous editions of the Parking Plan, it being the intent of the City Council that all previous versions are hereby repealed.

Section 2. The City Clerk shall update and replace all copies of the Parking Plan in their custody.

Section 3. Nothing in this Resolution shall be construed to repeal, modify or otherwise affect the validity of any other parking regulation, rule or requirement set forth in the Model Traffic Code, as adopted and amended locally by the City, or any other provision of the Idaho Springs Municipal Code.

Section 4. Should any one or more sections or provisions of this Resolution be

judicially determined invalid or unenforceable, such judgment shall not affect, impair or invalidate the remaining provisions of this Resolution, the intention being that the various sections and provisions are severable.

PASSED, ADOPTED AND APPROVED at a Regular Meeting of the City Council of the City of Idaho Springs, Colorado, held on the 26th day of May, 2026.

Chuck Harmon, Mayor

ATTESTED AND CERTIFIED:

Jennie Kim, City Clerk

Office of the City Administrator

To: Mayor and City Council
From: Andrew Marsh
Date: May 26, 2026
Subject: City Administrator Update

Requests for Action:

- None

Updates:

- The Mayor, staff and I met on May 6 with a potential hotel developer.
- The Mayor, staff and I met on May 7 regarding plans for the Independence Day celebration.
- The Mayor and I met on May 11 with Clear Creek School District Superintendent Wes Paxton regarding a proposed ballot measure to increase funding for the District. He will present this proposal at the City Council work session on June 8.
- The Mayor, Guy and I attended on May 12 the monthly Mayors and Commissioners meeting.
- Dylan and I hiked on May 12 with representatives of COMBA, CPW and the community to tour an area for potentially dedicated hiking trails in an undeveloped area of Virginia Canyon Mountain Park west of Virginia Canyon Road.
- The Mayor, staff and I attended on May 12 the periodic meeting with HDR Engineering regarding the Mobility Hub project.
- The Mayor, Ed and I toured on May 13 the former Resource Center building on Colorado Boulevard.
- Interstate Parking, the Mayor and staff toured on May 13 the managed parking areas downtown and along the Colorado Boulevard corridor.
- The Mayor, staff and I attended on May 13 the periodic Community Conversation sponsored by the Business and Community Promotions Board at Yards Tap House.
- Clear Creek Metropolitan Recreation District General Manager Cameron Marlin and I provided on May 14 a presentation to Greater Outdoors Colorado (GOCO) regarding our \$750,000 grant application for the Shelly-Quinn Park Reconstruction Project.
- The Mayor and I attended on May 14 the annual Lyle Wohlers Law Enforcement Awards Ceremony at Clear Creek Middle/High School.
- The Mayor and I attended on May 14 the Colorado Tourism Office media tour at the Mighty Argo Cable Car.
- Sadie, Dylan and I met on May 18 with the Colorado Outdoor Recreation Office regarding its Rural Technical Assistance Program.
- The Mayor and I attended on May 18 the monthly meeting of the Business and Community Promotions Board.

Upcoming Events:

- Due to weather conditions, the delivery and planting of annual flowers has been postponed to Thursday, May 28 from 8:00 to 11:00 a.m.
- The annual Fur-Ling Fest and Summer Kick-off will be held downtown on Saturday, June 6.
- The annual City Council Retreat will be held on Wednesday, June 10 from 8:30 a.m. to 4:30 p.m. at Tommyknocker Brewery and Pub.
- I will be on vacation the week of June 1.

TO: City Council
CC: City Administrator Andrew Marsh
FROM: Guy Patterson | Assistant City Administrator
DATE: 5/26/2026
SUBJECT: Assistant City Administrator Report
ATTACHMENTS:



REQUEST FOR ACTION

None

RE: REDI 26-358 Idaho Springs Clear Creek Center for Arts and Education

On behalf of the Clear Creek Center for Arts and Education, the City has received a grant from the Department of Local Affairs for \$80,000.

As detailed in the application, the proposed project consists of the interior rehabilitation and adaptive reuse of the Idaho Springs Opera House to accommodate a modular, multi-use black box theater/event space. The work is designed to preserve the building's historic character while introducing a compatible new use that ensures long-term occupancy and maintenance of the historic resource. Changes to the exterior include the addition of space at the upper level of the structure to complete the original early-1900s massing of the structure, solar panels, the enlargement of the non-historic opening at the rear of the structure, and addition of a basement opening to allow egress from the basement have been approved through a Certificate of Appropriateness issued by the Idaho Springs Historic Preservation Review Commission having authority over this Registered Historic District.

Work will address the historic spatial configuration and volume. The project introduces modular stage and seating systems designed to accommodate up to 90 occupants which incorporates the original intended uses of when the Opera House was built and community gathering space for events and productions showcased in the community for almost a century. All stage platforms, risers, and seating elements will be movable and non-permanent. New partitions required for storage or technical support will not impact original load-bearing walls. Regulations in the Idaho Springs Historic District only regulates the exterior enclosure of the structure as historic material. New lighting, sound, and audiovisual systems will also be installed in a manner that avoids permanent alteration of historic material. Fixtures and controls will utilize surface-mounts and existing penetrations where available. The primary facade of the structure, including window frame material will be restored as required to historic materials. Upgrades to electrical and mechanical systems will support the new uses. There are no existing chases. Fire detection, emergency lighting, and exit signage will be installed with minimal visual impact without damaging historic material. Accessibility improvements will be consistent with preservation standards.

All work will prioritize repair rather than replacement of historic materials. New work will be compatible in scale, massing, and function, while remaining visually and physically distinguishable from historic fabric. The project is designed to be reversible, allowing future removal of new elements without impairing the historic resource where feasible. The proposed rehabilitation introduces sustainable, revenue-generating use that supports continued public access and long-term preservation of the Idaho Springs Opera House in accordance with State Register requirements.

Fireworks

Due to the severe drought conditions throughout the state, and specifically in Clear Creek County, the Idaho Springs fireworks display was cancelled this July 4th. Staff reached out to the City's fireworks contractor, Zambelli and informed them that there might be a possibility that the show be moved to November 28th, the Saturday after Thanksgiving.

That said, the fire danger may persist. Zambelli has agreed to wait until November 1 to make a decision on the show. If no show takes place, discussions will begin about the following 4th of July.



Idaho Springs Police Department

3000 Colorado Blvd. ★ Post Office Box 907

Idaho Springs, CO 80452

303-567-4291/303-567-1014 Fax

<https://www.idahospringsco.com/police-department>

To: Chuck Harmon, Mayor
City Council
From: Nate Buseck, Chief of Police
Date: May 20, 2026
Subject: Staff Report for May 26, 2026

Request for Action: None

Chief Buseck Attended: (5/11 – 05/26)

05/11/26	-	Met with Beth Miller's sister
05/12/26	-	Police station OAC
	-	Dept. Heads
05/13/26	-	Noise ordinance discussion, City Planner
	-	Community Conversation, East End Meeting
05/14/26	-	CCHAT / Law enforcement meeting
	-	2025 Lyle Wohlers Awards
05/18/26	-	Business and Community Promotions Board
05/19/26	-	Police station OAC
	-	Meeting with Andy
05/20/26	-	Clear Creek County Special Events Review
05/21/26	-	Clear Creek County MAC meeting
	-	Pizza with the Police, Carlson
	-	Clear Creek High School Senior Parade (Historic District, Miner St)

Code Enforcement:

- Addressing abandoned vehicles and parking complaints
- Has issued 25 warnings to vehicles parked on city streets for expired registration
- Investigating a dog bite case, as well as dog at large calls

Staffing:

- ISPD has temporarily frozen one patrol position until 2027. Otherwise, fully staffed with 8 sworn officers.

Training:

05/19/26: One Civilian Staff attended CIRSA Media Communication that Builds Trust (Silverthorne, CO)

*Commitment to...**I**ntegrity and **S**afety through constitutional **P**olicing and **D**edication to our community.*

05/21/26: ISPD hosted Pizza with Police at Carlson Elementary

Upcoming Training:

05/27-05/29: One Officer will attend the Advanced Search & Seizure, Traffic Stops, and Advanced Criminal Investigation course (Littleton, CO)

06/09-06/12: Records Coordinator will attend CCRN Conference (Grand Junction, CO)

06/22-06/26: One officer will attend Firearm Instructor Course (Highlands Ranch, CO)

Significant Incidents:

On May 15, 2026, and again on May 20, 2026, ISPD contacted a known individual who is restrained from being at his grandfather's residence. During both incidents, the male party was arrested and charged with violating the protection order.

On May 15, 2026, at approximately 11:00 p.m., an ISPD officer and CCSO deputies were dispatched to a local bar in the 1700 block of Miner Street for a reported disturbance involving multiple parties. Upon arrival, law enforcement separated the involved individuals and learned that the male party had already left the scene. After speaking with bar staff and witnesses, officers determined that no crime had occurred and all parties were free to leave. A short time later, while patrolling Idaho Springs, the ISPD officer observed the female party involved in the earlier disturbance driving a vehicle. The officer watched the vehicle enter the Safeway parking lot and then attempt to exit toward Miner Street, even though there was no roadway connection between the parking lot and Miner Street. Based on the observed driving behavior, the officer initiated a traffic stop. During the contact, the officer conducted a series of field sobriety tests, which the female party did not perform as a sober person would. She was subsequently transported to Clear Creek County Detention for a breath test. The female was issued a summons for DUI, obstruction, and failure to use a turn signal. After being released, ISPD officers provided the female with a courtesy ride back to her motel room in Idaho Springs.

On May 16, 2026, ISPD officers responded to the 1600 block of Center Alley regarding a report of criminal trespass. Upon arrival, officers and deputies observed a male party looking into parked vehicles using the flashlight on his phone. During contact, the male stated that other individuals were present; however, officers determined he was experiencing hallucinations. A records check revealed the male had one non-extraditable warrant out of Boulder and one extraditable warrant out of Denver. The male was taken into custody on the active warrant out of Denver without incident.



City of Idaho Springs Water Quality
 1711 Miner Street
 P.O. Box 907
 Idaho Springs, CO 80452-0907
 Telephone (303) 567-2400
 FAX (303) 567-0124

TO: MAYOR and COUNCIL

FROM: Edward Sigward

DATE: 5/25/2026

Re. STAFF REPORT PUBLIC WORKS / WATER FACILITIES DEPARTMENTS

CRC park playground

- Found company that can repair broken slides in interim of playground plan.
- MVP has sent information on excavation for new equipment.
- Spaceincco working on sketch/plan to build new equipment in a phased approach.

WASTEWATER

	BOD	TSS	NH4	PO4	TIN
Goal	10	10	3	1	10
Current	2	ND	0.14	1.27	9.55

- PRV repaired (regulates water pressure for plant)
- Started repairs on R#1
- Tertiary filter cleaning

WATER

Disinfectant Byproducts	TOC	COAGULANT dose	TOC removal	CL2 dose Actual	HAAS Annual average	TTHM Annual average
Goal	<2		25%	system residual (1.05)	<60	<80
Current	1.25	5	60%	Demand 1.75	32.65	37.87

- Clean up WTP property
- Sanitary survey preparation
- Montane Tank Construction – Began preparation for Zypex treatment to seal tank.

Distribution/ Collection

- Clean sewer lines at syphons
- Lift station maintenance
- Locates
- Update Curb valve cards

Streets

- Install speed bumps Wall st.
- Storm drain cleanouts
- Parking post install

Parks

- Sprinkler system start up's
- Snow/ ice management

Building Maintenance

- Parking lot cleanup