



November 8, 2023

CDOT Mobility Section
4201 East Arkansas Avenue
Shumate Building
Denver, CO 80222

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RE: Application for Analysis of Permanent Route Changes, Delta, Colorado

Dear CDOT,

Please accept the enclosed application as an official request for analysis of designation of Confluence Drive as a permanent Hazardous Materials Route within the City of Delta.

Background

Highway 50, a key connector along the western slope, is also Main Street for the City of Delta. This highway bisects our historic downtown, which is the heart and soul of our community. The City has attempted to address truck traffic on Main Street since at least 1947, and began discussing a through-traffic bypass in the 1970's. In 2008, City voters authorized bonding to allow the City to design and build an alternate truck route to address the significant impacts that truck traffic on Highway 50 creates. The City completed the truck route around 2014.

In 2019, CDOT and DOLA provided the City with grant funding, and a traffic and engineering study was conducted. This study demonstrated to CDOT and the City that significant changes could be made to Main Street/Highway 50 that could:

- Encourage trucks to use Confluence Drive (Alternate Truck Route)
- Reduce overall speeds along Main Street

- Address numerous safety concerns such as conflicts between parked cars and moving vehicles
- Provide opportunities to increase the walkability of downtown Delta

In the spring of 2021, the City applied for additional grant funding from CDOT through the Revitalizing Main Street program, and received funds to demonstrate the concepts that had been developed in the aforementioned study utilizing temporary improvements. In response to the demonstration project, the City of Delta began working with CDOT and Colorado State Patrol (CSP) in Spring 2022 to request Confluence Drive in Delta be designated as the temporary alternate hazmat route. On May 9, 2022, Delta received a temporary, alternate route designation from the CSP establishing Confluence Drive from the intersection with US-50 on the north end of Delta to the intersection with US-50 on the south end of Delta near E 13th Street.

In May of 2022, Main Street/Highway 50 was reduced from a four-lane highway to a two-lane highway, between 2nd and 6th Streets. Utilizing other traffic calming techniques like bump outs and parklets, and new signage, speeds have been reduced on Main Street as well.

The City has received a second phase of funding from CDOT to extend the demonstration project until December 2023. Under the second phase of this project, further lane reductions will extend from 6th Street to 13th Street. Additional bump outs, pedestrian crosswalks, designated bike lanes, and signage will be configured for the remainder of downtown Main Street.

Consideration of Permanent Designation

The City is requesting permanent designation of Confluence Drive as an alternate Hazardous Materials Route. Even before implementation of the demonstration project on Main Street, Highway 50 was ill-suited to be a hazardous materials route. Today, Confluence Drive provides a better alternative. Main Street has historically had two lanes of traffic in both directions, however; the width of each travel lane is only 12', with no buffer between parking spaces and the outside travel lane. There are numerous reports of car doors and mirrors being knocked off of parked vehicles by oncoming traffic because of the narrow travel lane and closeness to parking.

Additionally, there is a high concentration of businesses, health care services, residences and a charter school on Main Street. A spill or other hazardous materials event in this environment would be devastating to the community and significantly risk

public health and safety. Additionally, all hazardous materials must cross the Union Pacific railroad that traverses Main Street just north of the Highway 92/Highway 50 intersection. Confluence Drive includes an overpass over the Union Pacific railroad that eliminates any potential conflicts of an at-grade crossing as on Main Street.

Confluence Drive was specifically designed to accommodate all types of truck traffic, and is more than adequate to serve as a haul route for hazardous materials. Unlike Main Street, Confluence drive does not have a high concentration of businesses or residences. See attached comparison of density uses along Confluence vs. Main Street. There are 61 residences and 28 businesses along Confluence compared to 102 residences and 198 business properties along Main Street.

The City has received Federal DOT funding through the RAISE Grant Program to implement permanent changes on Main Street. The goals of the funding proposal include addressing pedestrian and traffic safety, reducing accidents and travel time, reducing emissions, and contributing to economic growth. Permanent reconfiguration of Main Street under the RAISE Grant will begin in late 2024. Designating Confluence Drive as a permanent hazmat route will further contribute to public and traffic safety.

In a continued effort to calm traffic on Delta's Main Street and ultimately enhance public safety, the City is submitting this written request for analysis to permanently designate Confluence Drive in Delta as an official hazmat route. We do not anticipate any impacts or adverse effects to existing businesses or industries within the proposed route.

As a primary point of contact, or for additional information or questions regarding this application, please contact Joe Gillman, Community Development Manager at 970-874-7909 or joe@cityofdelta.net.

Sincerely,

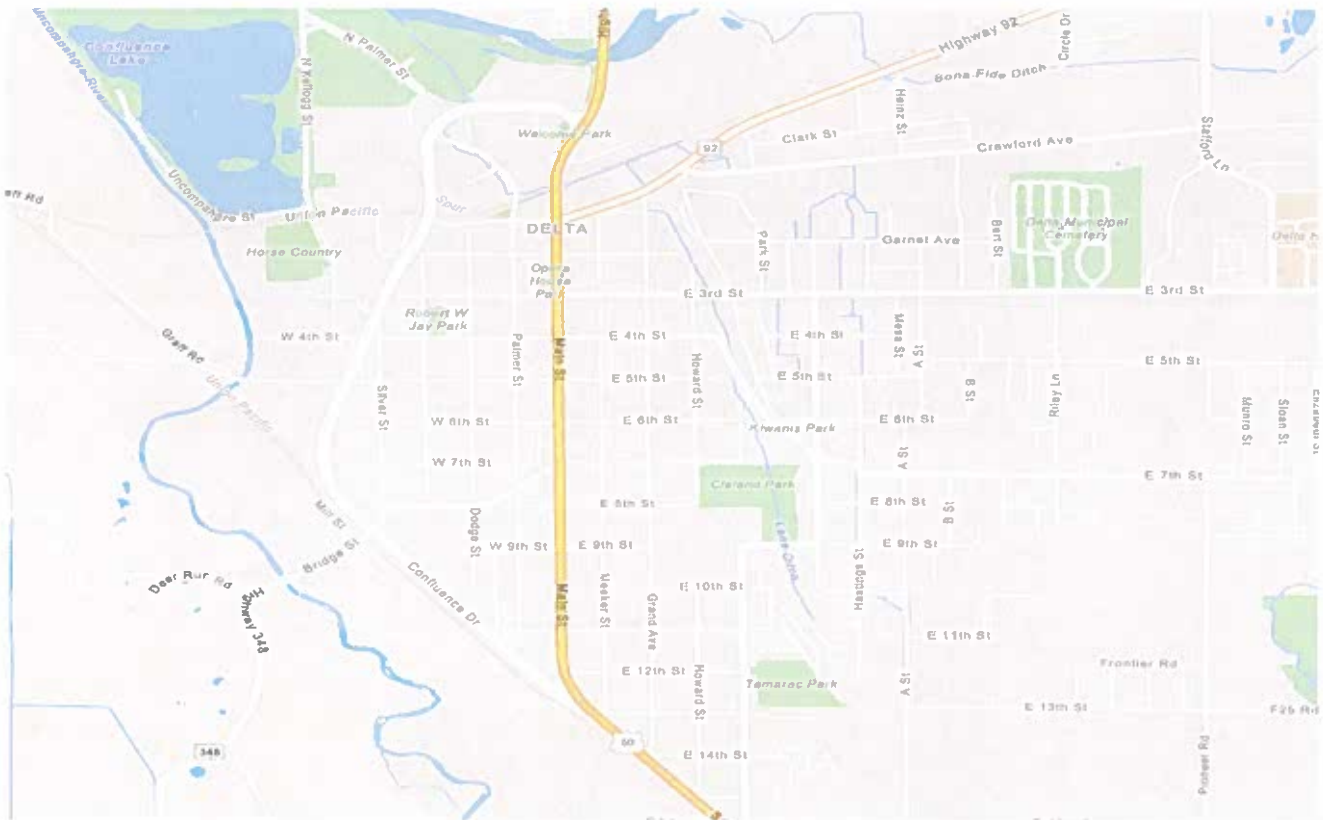


Elyse Ackerman-Casselberry
City Manager



DELTA COUNTY HAZARDOUS MATERIALS ROUTE PETITION

Please accept this letter and the enclosed attachments as an official request for analysis of designation of Confluence Drive as a *permanent* Hazardous Materials Route within the City of Delta, CO and to remove Main Street entirely as a Hazardous Materials Route. Currently, Main Street is designated as the permanent Hazardous Materials Route. Per the guidelines listed in the Code of Colorado Regulations CCR 1507-25, the following information identifies the planned route, Confluence Drive, as a better-suited *permanent* Hazardous Materials route designation.



Background

US Highway 50 is a major highway that connects Colorado's Western Slope with US Interstate 70 and the lower Front Range. It serves as a four-lane expressway between Grand Junction and Montrose, passing through Delta's downtown as a typical surface street, having junctions with State Highways 92 and 348. This highway bisects our historic downtown, which is the heart and soul of our community. The City has attempted to address truck traffic on Main Street since at least 1947, and began discussing a through-traffic bypass in the 1970's. In 2008, City voters authorized bonding to allow the City to design and build an alternate truck route to address the significant impacts that truck traffic on Highway 50 creates. The City began the alternate truck route project in 2010 and was completed in 2014.

In 2019, CDOT and the Department of Local Affairs provided the City with grant funding, and a traffic and engineering study was conducted. This study demonstrated to CDOT and the City that significant changes could be made to Main Street/Highway 50 that could:

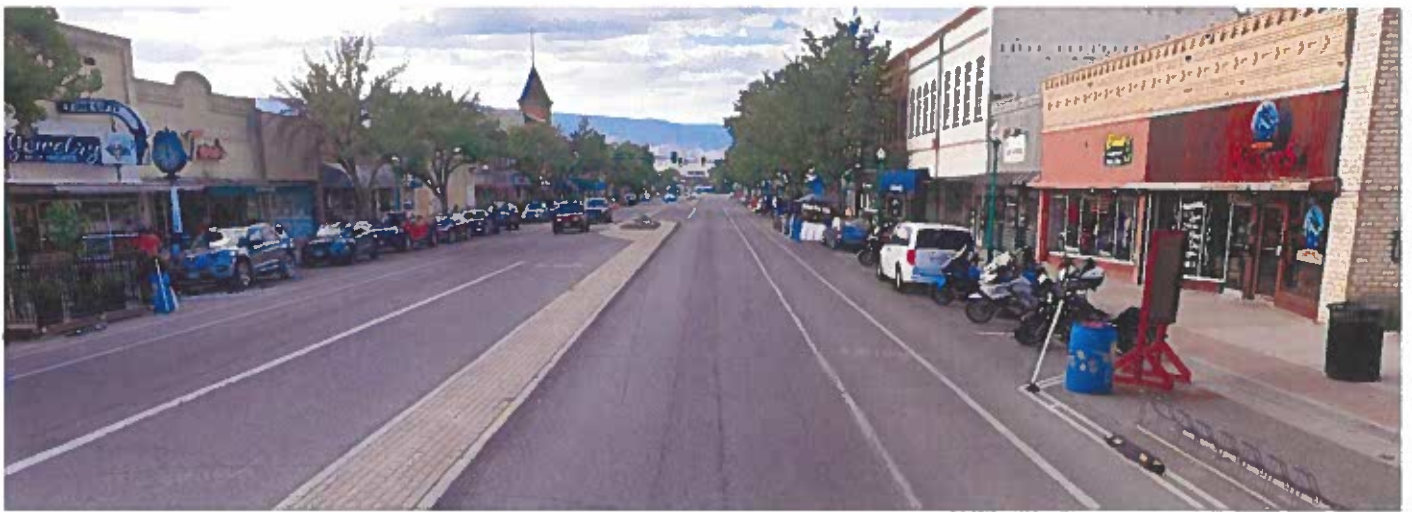
- Encourage trucks to use Confluence Drive (Alternate Truck Route)
- Reduce overall speeds along Main Street
- Address numerous safety concerns such as conflicts between parked cars and moving vehicles
- Provide opportunities to increase the walkability of downtown Delta

In the spring of 2021, the City applied for additional grant funding from CDOT through the Revitalizing Main Street program, and received funds to demonstrate the concepts that had been developed in the aforementioned study utilizing temporary improvements. In response to the demonstration project, the City of Delta began working with CDOT and Colorado State Patrol (CSP) in Spring 2022 to request Confluence Drive in Delta be designated as the temporary alternate hazmat route. On May 9, 2022, Delta received a temporary, alternate route designation from the CSP establishing Confluence Drive from the intersection with US-50 on the north end of Delta to the intersection with US-50 on the south end of Delta near E 13th Street. In May of 2022, Main Street/Highway 50 was reduced from a four-lane highway to a two-lane highway, between 2nd and 6th Streets. Utilizing other traffic calming techniques like bump outs and parklets, and new signage, speeds have been reduced on Main Street as well.

The City has received a second phase of funding from CDOT to extend the demonstration project through 2023. Under the second phase of this project, further lane reductions have been extended from 6th Street to 13th Street. Additional bump outs, pedestrian crosswalks, designated bike lanes, and signage will be configured for the remainder of downtown Main Street.

Population Density

There is a high concentration of businesses, health care services, residences and a charter school on Main Street. There is also a high volume of pedestrian traffic along Main Street due to the number of restaurants, retail shops, service establishments and outdoor seating. Main Street has bicycle lanes to accommodate the number of cyclists that come through town as well. A spill or other hazardous materials event in this environment would be devastating to the community and significantly risk public health and safety. Additionally, all hazardous materials must cross an at-grade Union Pacific railroad crossing just north of the Highway 92/Highway 50 intersection.



* Northbound Main Street, Delta Colorado



* Southbound Main Street, Delta Colorado

Unlike Main Street, Confluence Drive does not have a high concentration of businesses or residences. Attached is a comparison of density uses along Confluence Drive vs. Main Street with a 1-block buffer. The population density is significantly greater along the current permanent Hazmat designation than the proposed Confluence Drive route. There are 61 residences and 28 businesses along Confluence Drive compared to 102 residences and 198 business properties along Main Street. The area surrounding the proposed route consists mainly of industrial, commercial and agriculture, including a sales yard and feed stores. Pedestrian activity is limited due to the lack of sidewalks and cyclists seldom use this bypass as the preferred route is going through downtown Delta. There are no schools or hospitals along the route. The attached map shows the proximity of schools and the hospital to Confluence Drive with a one-mile buffer. In addition, Confluence Drive includes an overpass over the Union Pacific railroad that eliminates any potential conflicts of an at-grade crossing as on Main Street. Confluence Drive provides greater safety to the public than Highway 50.

Type of Highway

The City is requesting permanent designation of Confluence Drive as a Hazardous Materials Route between Mile Marker 70.75 and Mile Marker 72. Even before implementation of the demonstration project on Main Street, Highway 50 was ill-suited to be a hazardous materials route. Today, Confluence Drive provides a better alternative and was specifically designed to encourage trucks to use as an alternate to Main Street. The design of Confluence Drive is ideally suited for truck traffic carrying hazardous materials. Confluence Drive is a four-lane bypass with turn lanes entering and exiting the bypass. There is a bridge that crosses over a city street and the Union Pacific Railroad. At this point the surface material changes from an asphalt road to a concrete bridge and back to an asphalt road. Each travel lane is 12-foot wide with shoulders ranging from 7-11 feet in spots without a guardrail. This allows additional room for oversize truck loads and hazardous materials to maneuver around the City of Delta without creating traffic congestion and damage to Main Street. Currently, there are 2 traffic controls with potential plans of a third traffic signal at 5th Street.



* Intersection/ Traffic Signal at Palmer Street and Confluence Drive



* Traffic Signal at Highway 50 and Confluence Drive



* Bridge over 1st Street and Union Pacific Railroad

Main Street has historically had two lanes of traffic in both directions, however; the width of each travel lane is only 12', with no buffer between parking spaces and the outside travel lane. There are numerous documented reports of car doors and mirrors of parked vehicles being hit by oncoming traffic because of the narrow travel lane and closeness to parking. Main Street has 5 traffic controls and 6 pedestrian crosswalks.

Types and Quantities of Hazardous Materials

In August 2023, Colorado State Patrol Hazardous Materials Unit conducted a Commodity Flow Study. The purpose of the Study was to determine the volume of Commercial Motor Vehicle Traffic and types of hazardous materials being transported on Confluence Drive to assist in our petition.

Below is a summary of the Commodity Study:

Date of Study: 8/10/2023

Location of Study: Confluence Drive and 5th Street Delta, CO (Highway 50 bypass through Delta)

County: Delta

Direction of Travel: Westbound/Eastbound

Report Contributors: Sergeant Justin Mitchell, Technician Travis Randolph, Trooper Eli Tester, Trooper Gary Smith, Trooper Aaron Loving

Operational period: 0400-2000 hours

Purpose: The purpose of this commodity flow study was twofold. Firstly, determine the overall commercial motor vehicle traffic, record volume of CMV traffic at given times, identify types of hazardous materials being transported to better plan for a response in the event of an emergency release. Secondly, to work with CDOT, the County of Delta, City of Delta and the Colorado State Patrol to have Confluence Drive designated as the truck route and hazardous materials route around the downtown corridor of the City of Delta.

Findings:

- During the 16-hour operational period 907 commercial vehicles were observed traveling both westbound and eastbound.
- The highest concentration of vehicle traffic of 347 was from 0800-1200
- The second highest concentration of vehicle traffic of 249 was from 1200-1600
- The third highest concentration of vehicle traffic of 178 was from 0400-0800
- Lastly the fourth highest concentration of vehicle traffic of 131 was from 1600-2000

- There were 71 hazardous material placarded loads.
- Class 2.1, Flammable Gas was the highest at 29
- Class 3, Flammable Liquid was the second highest at 27
- Class 2.2, Non-Flammable Gas at 5
- Class 2.3, Inhalation Hazard at 2
- Class 6, Inhalation Hazard / Poison at 2
- Class 9, Other at 5
- Dangerous at 1
- Of the 71 identified hazardous materials placarded loads, if a UN number was visible it was recorded. They are as follows with the most general commodity listed
 - UN 1203 – Gasoline
 - UN 1993 - Diesel
 - UN 1075 - Propane
 - UN 1079 - Sulfur Dioxide
 - UN 2187 - Carbon Dioxide
 - UN 1017 - Chlorine
 - UN 3257 - Hot (elevated temperature liquid)

Enclosed is a spreadsheet that shows a breakdown of the types of vehicles traveling Confluence Drive.

Emergency Response Capabilities

The attached spreadsheet breaks down the Emergency Response Capacity for each department that responds to emergencies within the City of Delta.

Results of Community Outreach/ Consultation

In early 2022, a survey was conducted to receive feedback from residents and business owners regarding the Delta Downtown Demonstration Project on Highway 50. There have also been public forums and information sessions conducted with business owners and the general public as well as a Main Street Alternatives Study. These studies were used to determine the impact truck traffic is on Main Street to pedestrians, business owners and infrastructure.

There was also a "Frequently Asked Questions" document distributed on the City of Delta's website that addressed the Main Street Demonstration Project. Many concerns in this document were directed to truck/ hazmat traffic on Main Street, especially the phase of converting to a one-lane highway through our downtown area. Once the project is in the final stages of design, plans for additional public input from Main Street businesses and CDOT will be arranged.

Discussion of Specific Exposure and Risk Factors

The route along Confluence Drive versus Main Street is less populated and less dense. If there were a hazardous materials release, it would have less of an impact on Confluence Drive due to the higher number of commercial and industrial buildings compared to residential structures. Per the Commodity Flow Study, Flammable Gas was transported the most on Confluence Drive. In the event of a catastrophic hazardous materials spill involving Flammable Gas, the outcome would be detrimental to public safety and property if it were to happen on Main Street compared to Confluence Drive. Emergency response and access would be inhibited due to congestion and the narrow new 2-lane configuration. Evacuation around Confluence Drive would be easier to manage, take less time, and affect fewer businesses and residents which in turn leads to faster emergency response.

Terrain Considerations

The terrain along Confluence Drive is generally flat, with little topographic relief. Surface drainage along Hwy 50 through downtown Delta (between MM70.75 and MM72) and surface drainage along Confluence Drive is generally to the northwest. This follows the general surface drainage pattern of much of the City west of Garnet Mesa. Surface runoff from City infrastructure (streets, vertical construction) is managed by a combination of storm sewers, open ditches and surface water retention structures. Ultimately, surface water is directed to discreet discharge points along the Uncompahgre River, the Gunnison River, or large stormwater detention basins that lie in the northwest part of the City adjacent to the Uncompahgre River and the Gunnison River.

Stormwater and surface drainage infrastructure are mapped and geolocated throughout the City. In the event of a hazardous material release along Confluence Drive, well documented travel pathways will be available to emergency responders. City Public Works personnel will be available to assist emergency response with identifying migration pathways and accessibility points to employ mitigation measures. Surface water mitigation measures such as the deployment of booms and absorption pads would be available in open stormwater drainages and readily accessible.

Groundwater elevations in this area are generally shallow and in many cases are only several feet deep. This shallow depth to groundwater, and close proximity to the major drainages of the Uncompahgre and Gunnison Rivers create a “discharge” setting. Therefore, any releases of substances to the subsurface would tend to remain in the shallow groundwater regime and migrate toward the rivers. Remedial measures and cleanup of this type of substance would be relatively straightforward.

Continuity of Routes

The proposed Confluence Drive as the permanent hazardous materials route does not impact any other jurisdictions. It is comprised of a short bypass around downtown Delta to create a safer travel environment. The route does not create a bypass or other modifications to traffic flow to other local or regional jurisdictions. It is continuous within a jurisdiction.

Alternate Routes

The City has received Federal DOT funding through the RAISE Grant Program to implement permanent changes on Main Street. The City will implement many of the strategies learned through the Demonstration Project to calm traffic and enhance the pedestrian experience along Main Street. The goals of the funding proposal include addressing pedestrian and traffic safety, reducing accidents and travel time, reducing emissions, and contributing to economic growth.

Traffic data indicates in excess of 4,500 daily through traffic trips on Main Street, including passenger and truck traffic (Stolfus, CDOT OTIS). Much of this traffic follows US Highway 50 either northbound or southbound through the city center and Main Street. Diverting hazardous materials traffic onto Confluence Drive will reduce the amount of travel time by approximately 3.5 minutes per trip. This time savings will be gained from bypassing slower downtown traffic speeds, avoiding six cross-traffic signals, avoiding increased pedestrian crosswalks, and diverting around one at-grade rail crossing.

Increased pedestrian usage, and dedicated bike lanes will result from permanent changes along Main Street. While reducing the likelihood of crashes that result in injuries and property damage, it will also encourage more multi-modal transportation options for patrons of Main Street. Current baseline crash data from 2019-2022 suggests there are an average of 41 accidents per year along Main Street between 1st and 10th streets. Of these accidents, approximately 2 annually result in a reported injury accident. In 2021, 47 accidents were reported, with 2 being injury accidents. This indicates that 4.25% of all accidents result in injury. Reduced truck traffic on Main Street will positively impact the number of accidents per year. This Main Street project will improve traffic conditions in the project area, creating environmental and sustainability benefits relating to reduction in air pollution associated with decreased commercial truck travel that spends time idling at intersections and crosswalks on Main Street. Emissions are linked to increased public health risks and contributions to global climate variability, among other impacts. Reduction in emissions would translate to increased quality of life for people living in the region due to the improvement of air quality.

At this time, there are no routes appropriate for temporary/ emergency alternate routing.

Effects on Commerce/ Delays in Transportation

The proposed routing will not create a burden upon interstate or intrastate commerce. It would provide wider lanes, less traffic control stops and a more efficient and safer way for commercial traffic to flow through the community. The designation of Confluence Drive would not create unnecessary delays in the transport of hazardous materials. To the contrary, traffic data suggests that utilizing Confluence Drive is up to 3.5 minutes faster than utilizing Main Street.

Designating Confluence Drive as a permanent hazmat route will further contribute to public and traffic safety and move the City forward in meeting its goals. In a continued effort to calm traffic on Delta's Main Street and ultimately enhance public safety, the City is submitting this written request for analysis to permanently designate Confluence Drive in Delta as an official hazmat route. We do not anticipate any impacts or adverse effects to existing businesses or industries within the proposed route.

Climatic Conditions

Delta is a fairly mild and sunny climate. Annual precipitation is typically 8.3 inches per year and snow covers the ground approximately 18% of the year. There are no unique weather conditions along the proposed route that differ 50 miles in each direction which results in weather conditions having no impact upon the potential release of any hazardous materials. The control and clean-up of a hazardous materials release would not be affected by weather conditions either.

Congestion and Accident History

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Main Street	45	38	54	27
Confluence Drive	11	25	21	15

Due to the congestion and historically narrow lanes, Main Street has had far more accidents than Confluence Drive. Traffic accidents on Main Street have had a larger impact on downtown businesses and even emergency response due to the nature of Main Street. The numerous traffic signals, pedestrian crosswalks and narrow lanes on Main Street have been the cause of many accidents while Confluence Drive is easier to handle truck and traffic accidents and is less of a burden on businesses. Also, in the event of a potential hazardous materials release, emergency response would be quicker and easier to get to as the traffic congestion is far more less on Confluence Drive. General transportation would be easily routed off Confluence Drive. All in all, Confluence Drive is proven to be the more acceptable primary hazmat route.

In conclusion, Confluence Drive as the proposed primary Hazardous Materials Designation meets all criteria listed below:

The route under consideration is feasible, practicable, and not reasonably expensive for such transportation.

The route is continuous within a jurisdiction and from one jurisdiction to another.

The route does not unreasonably burden interstate or intrastate commerce.

The route designation is not arbitrary or intended by the petitioner merely to divert the transportation of hazardous materials to other communities.

The route designation will not interfere with the pickup or delivery of hazardous materials.

The route designation is consistent with all applicable state and federal laws and regulations

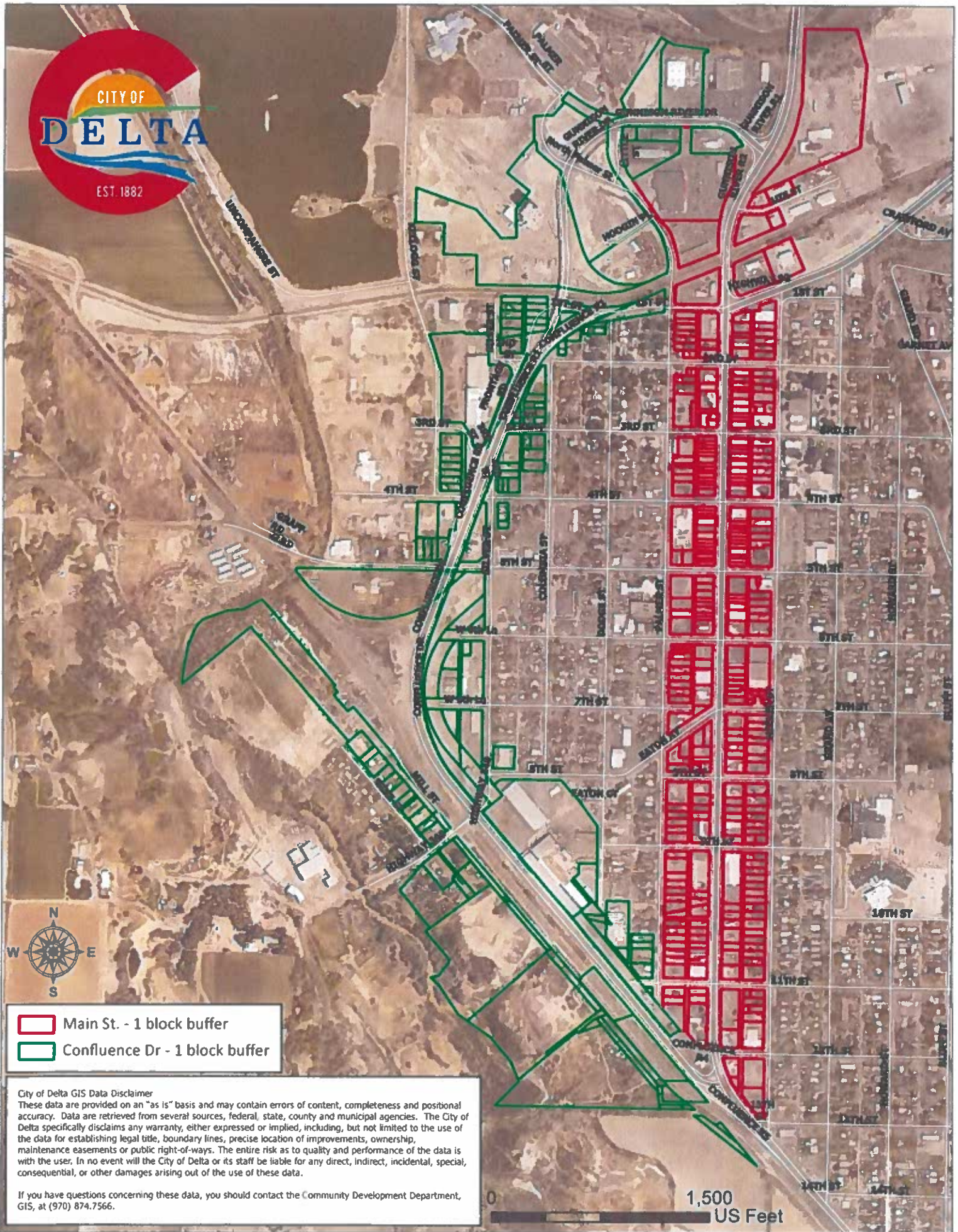
The route provides greater safety to the public than other feasible routes.

Thank you for your review and consideration of this permanent designation request. Please contact me with any questions or need additional information.

Sincerely,



Elyse Ackerman-Casselberry, City of Delta Manager



- Main St. - 1 block buffer
- Confluence Dr - 1 block buffer

City of Delta GIS Data Disclaimer
 These data are provided on an "as is" basis and may contain errors of content, completeness and positional accuracy. Data are retrieved from several sources, federal, state, county and municipal agencies. The City of Delta specifically disclaims any warranty, either expressed or implied, including, but not limited to the use of the data for establishing legal title, boundary lines, precise location of improvements, ownership, maintenance easements or public right-of-ways. The entire risk as to quality and performance of the data is with the user. In no event will the City of Delta or its staff be liable for any direct, indirect, incidental, special, consequential, or other damages arising out of the use of these data.

If you have questions concerning these data, you should contact the Community Development Department, GIS, at (970) 874.7566.










TREATMENT PLANT RD

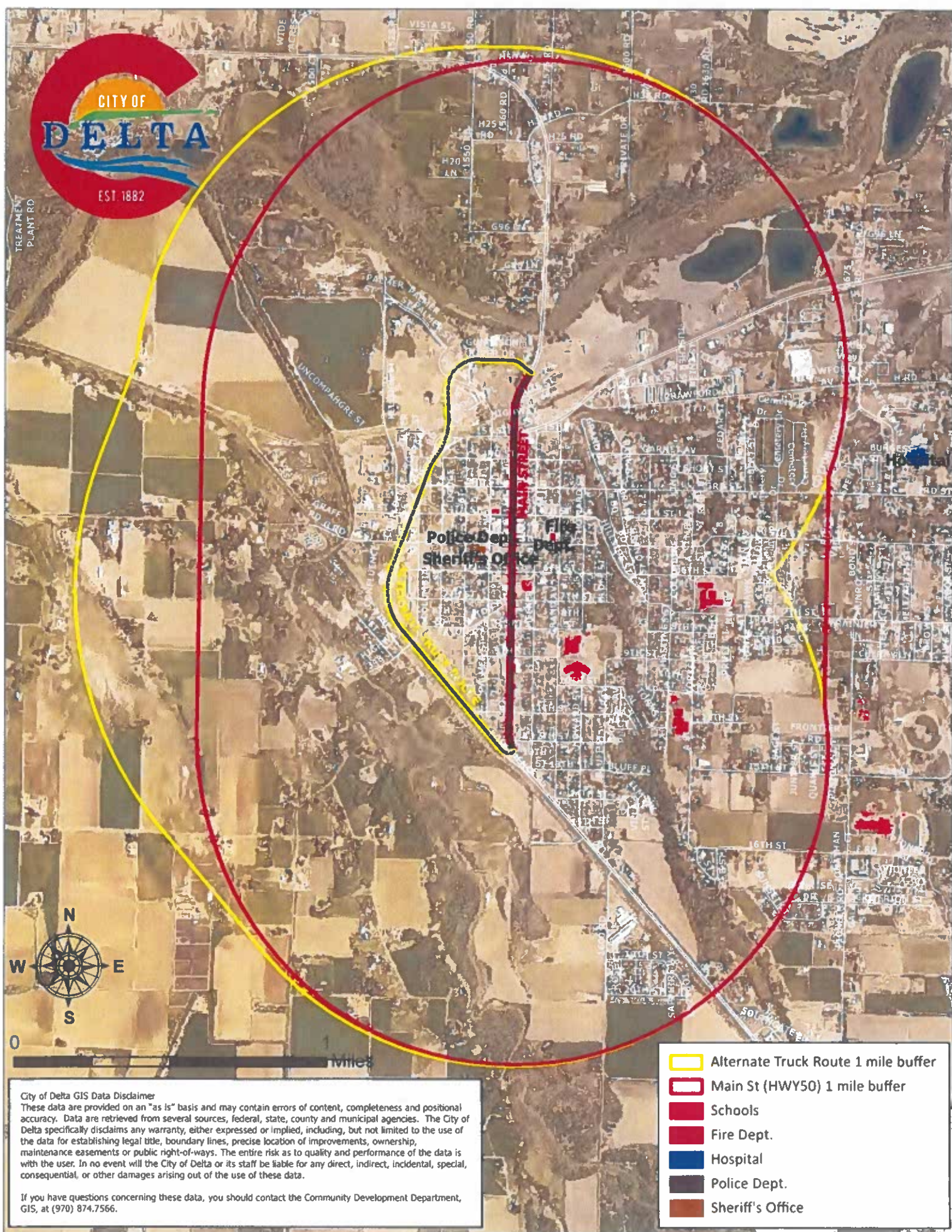


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City of Delta GIS Data Disclaimer
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-  Alternate Truck Route 1 mile buffer
-  Main St (HWY50) 1 mile buffer
-  Schools
-  Fire Dept.
-  Hospital
-  Police Dept.
-  Sheriff's Office



VEHICLE TYPE TRAFFIC ON CONFLUENCE DRIVE

Date	Time	Location	Direction of Travel		All Van Type	All Tank Type	Flat Bed	Straight Truck / Dump Truck	Local Delivery / Box Truck	Hot Shot / Construction / Landscaping	Agriculture	All others	West Bound Total	East Bound Total	Hourly CMV Total							
			West (Towards GJ)	East (Towards Montrose)																		
8/10/2023	0400-0500	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	2	0	0	0	0	0	0	5	2	5	7							
8/10/2023	0400-0500	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	4	1	1	3	2	2	1	1	13	13	27							
8/10/2023	0500-0600	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	3	2	3	1	2	2	0	4	14	14	27							
8/10/2023	0500-0600	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	7	3	4	2	5	2	0	4	27	27	57							
8/10/2023	0600-0700	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	5	1		1	8	8	2	5	22	22	35							
8/10/2023	0600-0700	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	9	3	7		5	5	5	6	35	35	57							
8/10/2023	0700-0800	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	14	4	0	7	1	13	7	11	57	57	89							
8/10/2023	0700-0800	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	1	5	3		2	2	6	9	26	26	63							
8/10/2023	0700-0800	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	10	7	6	3	2	10	7	18	63	63	89							
8/10/2023	0800-0900	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	11	12	9	3	2	12	13	27	89	89	121							
8/10/2023	0800-0900	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	4	5	6	4	3	3	7	2	34	34	44							
8/10/2023	0800-0900	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	7	4	5	9	1	7	11	2	44	44	78							
8/10/2023	08:30-10:30	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	11	9	11	13	4	10	18	2	78	78	92							
8/10/2023	08:30-10:30	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	16	6	10	7	21	13	19	16	92	92	162							
8/10/2023	08:30-10:30	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	20	8	8	3	10	5	16	0	70	70	107							
8/10/2023	10:30-1200	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	36	14	18	10	31	18	35	0	162	162	249							
8/10/2023	10:30-1200	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	15	2	5	3	3	5	11	3	47	47	60							
8/10/2023	10:30-1200	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	10	8	12	12	4	6	5	3	60	60	107							
8/10/2023	1100-1200	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	25	10	17	15	7	11	16	6	107	107	140							
8/10/2023	1100-1200	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	0	0	0	0	0	0	0	0	0	0	140							
8/10/2023	1100-1200	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	0	0	0	0	0	0	0	0	0	0	109							
8/10/2023	1200-1545	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	32	11	9	25	24	7	17	15	140	140	249							
8/10/2023	1200-1545	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	25	7	13	14	11	16	15	8	109	109	131							
8/10/2023	1545-2000	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	57	18	22	39	35	23	32	23	249	249	323							
8/10/2023	1545-2000	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	25	6	13	11	18	7	0	9	89	89	121							
8/10/2023	1545-2000	H50 (Confluence Dr @ 5th St)	West (Towards GJ)	East (Towards Montrose)	11	4	4	13	3	1	0	6	42	42	131							
													Hourly total	36	10	17	24	21	8	0	15	131
													Vehicle Type Total	199	80	98	113	106	97	121	93	907

EMERGENCY RESPONSE DEPARTMENT INFORMATION

Name	Address	POC	Radio Frequency	Call Signs	Emergency #	Non-Emergency #	Respond to Hazard Materials?	Hours of Service	Emergency Response Team?	Total # of teams	# of Personnel	Level of Training	Inventory
Delta County Ambulance	60 Heinz St, Delta	Kirby Clock	SO Ops	Ambulance 11 & Ambulance 12	911	970-874-7001	No		No				
Delta County Fire Protection District	285 East 5th St, Delta	Bryce Atchley	Fire 1	Chief 1	911	970-874-9655	Yes	24 hours	Yes	4	25	Hazmat Ops	N/A
Delta Police Department	215 W 5th St, Delta	Luke Fedler	800 MH	Varies	911	970-874-7676	Yes	24 hours	No		23	POST certified Hazmat Training	BLS equipment
Colorado State Patrol	1506S S Golden Rd, Golden	S. A. Schlessman	5C Troop		911	970-249-7392	Yes	24 hours	Yes	Varies	3-5 per region	Hazard Materials Tech w/ various specializations	L/LA/ B ensembles, firefight equip, gas detection, wet chemistry, radiation detection, isotope identify, bio-warfare agent kits, adsorbents, material containers, decontamination equipment, pneumatic & hand tools