



**COLORADO**

Department of Transportation

Office of the Chief Engineer

## Local Agency Automated Vehicle Identification System (AVIS - CRS 42-4-110.5) Corridor Procedure for State and US Highways

Also referred to as Speed Safety Camera Corridors by FHWA

Release Version: September 2026

Colorado Revised Statute 42-4-110.5 (as amended in Senate Bill 26-152) in August 2026 identifies automated vehicle identification systems (AVIS) as a statewide concern and an area where uniform state standards are necessary. This document serves as the Colorado Department of Transportation's (CDOT's) procedure for implementing AVIS for increased law enforcement by local agency jurisdictions on state or US highways.

### Definitions:

- AVIS is a Colorado legal term for automated speed photo enforcement.
- An AVIS is, as defined by C.R.S. 42-4-110.5, an automated vehicle identification system (AVIS); a machine used to automatically detect a violation of traffic regulations and simultaneously record a photograph of the vehicle and the license plate of the vehicle.
- An AVIS is a temporary, mobile, or permanent system used to detect speeding violations within a highway maintenance, repair, construction zone, school zone, safe route to school, next to a park, or within an AVIS Corridor.
- An AVIS Corridor is a designated street or portion of a street that a county or municipality, by ordinance or by a resolution of its governing body, defines as an AVIS Corridor on which an AVIS system may be located to detect violations of a county or municipal traffic regulation or a traffic violation under state law, specifically for speed violations.

Local agencies shall coordinate with CDOT to implement automated speed enforcement as designated by local agency ordinance per the current [Model Traffic Code](#) for all areas along state and US highways. Eligible areas for automated speed enforcement include:

- School zones and Safe Routes to School;
- maintenance, repair or, work zones;
- by municipal parks; or
- within AVIS corridors.

AVIS Corridors must be approved by CDOT and Colorado State Patrol (CSP) per CRS 42-4-110.5 and CDOT Administrative Rule 2 CCR 601-27.

### Section 1: Overview of AVIS Corridor Application (Appendix A):

Instructions and the application forms for a request for an AVIS Corridor or multiple AVIS Corridors on the state and US highways are available from your CDOT Region Traffic Office or on the CDOT Speed Management Website: <https://www.codot.gov/safety/traffic-safety/operations/speed-management-program>.



Local Agencies interested in implementing AVIS Corridors on state or US highway facilities must complete the following steps:

1. Contact the CDOT Region Traffic Engineer, per Appendix B below, to coordinate with CDOT, CSP, and Local Agency Law Enforcement.
2. Review the AVIS application attached in Appendix A and gather the required data for a complete application.
3. Submit an AVIS application with complete checklists, required data, and the signatures of authorized city, town, or county officials, a CSP representative, a CDOT Region Traffic Engineer, and the CDOT State Traffic Engineer. CDOT will take care of the coordination with state agencies for approval.
4. Submit a CDOT special use permit request with the regional permit manager after approval of the AVIS application, if needed. A CDOT Special Use Permit is required unless another signed agreement (Senate Bill 8, Maintenance Agreement, Intergovernmental Agreement, etc.) specifically allows installation of new signs or cameras on state and US highways.

Once CDOT receives an AVIS Corridor application, Region, HQ, and CSP will review the application to confirm that an AVIS Corridor is warranted. The review process will include review of the application for completeness, review of the special use permit application, and identifying other AVIS Corridors that may overlap with other automated vehicle identification systems including school zones, work zones, and radar speed feedback systems. This justification is crucial to ensure that AVIS Corridors and AVIS units are implemented for safety and speeding reduction, not revenue generation.

#### Additional Guidelines:

- Local agency AVIS infrastructure cannot be installed on CDOT infrastructure or structures unless there is a signed agreement (Senate Bill 8, Maintenance Agreement, Intergovernmental Agreement, etc.) specifically allowing installation.
- A local agency cannot start the implementation of an AVIS Corridor or deploy speed safety cameras on state and US highways until both the AVIS application and the special use permit are approved.
- Should operational, safety, or AVIS compliance issues arise from the AVIS Corridor, the CDOT Region Traffic Engineer reserves the right to remove all equipment at the expense of the local agency within CDOT Right-Of-Way.
- Local Agencies are required to cover all ongoing costs of their AVIS implementations.

Please address any questions regarding these guidelines to the CDOT Region Traffic Engineer.

## Appendix A: AVIS Corridor Implementation Application

### Local Agency Contact Information:

*(Please type or print all information except the signature of the representative authorized to sign for the town, city, or county)*

Local Agency Name: \_\_\_\_\_

Local Agency Authorized Representative: \_\_\_\_\_

Local Agency Address: \_\_\_\_\_

Local Agency Website: \_\_\_\_\_

Representative Phone Number: \_\_\_\_\_

Representative Email: \_\_\_\_\_

Signature of the Local Agency Authorized Representative

\_\_\_\_\_

AVIS Corridor Location: CDOT Region: ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

### AVIS Corridor Request Checklist:

- Notify CDOT by contacting the Region Traffic Engineer.
- Pass an AVIS Corridor Ordinance or Resolution.
- Fill out and sign the AVIS Corridor Application (include the ordinance/resolution).
- Prepare AVIS Corridor Data Package.
- Submit the AVIS Corridor application and Data to the Region Traffic Engineer. CDOT will coordinate with the State Traffic Engineer and CSP for application approval.
- Submit a Special Use Permit to the Region Permit Office, if required.

If approved, the local agency is required to:

1. Continue coordination with all impacted law enforcement agencies and CDOT so implementations and changes to corridors can be made public.
2. Obtain any required electrical power service for permanent AVIS deployments. Local agencies are responsible for all ongoing costs associated with electrical power service.
3. Install CDOT standard traffic signs for AVIS Corridors at appropriate locations and distances from AVIS (Speed Safety Cameras).
4. Track and post citation and revenue data on the local agency website by February 1st of the following year that the AVIS Corridor has been in operation.

**Roadway Information: \*OTIS Link: <https://dtdapps.codot.gov/otis>**

- |                   |                          |                        |                          |
|-------------------|--------------------------|------------------------|--------------------------|
| 1. Highway: _____ | Mile Marker Start: _____ | Mile Marker End: _____ | Roadway Direction: _____ |
| 2. Highway: _____ | Mile Marker Start: _____ | Mile Marker End: _____ | Roadway Direction: _____ |
| 3. Highway: _____ | Mile Marker Start: _____ | Mile Marker End: _____ | Roadway Direction: _____ |
| 4. Highway: _____ | Mile Marker Start: _____ | Mile Marker End: _____ | Roadway Direction: _____ |

**Application Required Documents:**

- ☐ A copy of the approved Ordinance or Resolution for the designation of speed enforcement or an AVIS Corridor on state or US highway that adheres to all current C.R.S. § 42-4-110.5 requirements, and any CDOT AVIS Corridor rules (unless an AVIS Corridor exists or is planned by ordinance pre-January 1st, 2025). Local agencies should plan for future revisions to their ordinance or resolution if state laws change.
- Per C.R.S. § 42-4-110.5, a data package in an easy-to-review PDF or Microsoft Excel format includes one or more of the following quantitative datasets gathered within the past five years. Citizen complaint data may be submitted but cannot substitute for the quantitative data requirements above.
  - ☐ Minimum three (3) years of recent corridor-related crash data before the date of request (included in data package);
  - ☐ Minimum of three (3) years of Citation Data for reckless and/or speeding (included in data package);
  - ☐ Results of at least one week of Speed Compliance Data gathered within the six (6) months before the date of AVI Corridor application submission to CDOT (included in data package).
- A written operations and maintenance plan that includes compliance with relevant requirements in C.R.S. 42-4-110.5 that include but are not limited to:
  - ☐ A plan for warning and citation administration, including hearings, adjudications, appeals, etc., including the beginning and ending of the warning period and the date when citations will start to be issued. Please review the notification and payment-deadline requirements for citations in 42-4-110.5 as well as requirements for vendor payments to ensure your ordinances comply.
  - ☐ A visual representation of the location of the speed enforcement locations or AVIS Corridor that includes the mile markers, proposed speed enforcement system locations, sign locations (is not fewer than 300' and not more than 500' from each camera location and 300' or more before the start of AVIS Corridor), and with lettering that is at least four (4) inches for uppercase letters and three (3) inches high for lower case letters. All AVIS systems that also detect disobedience to a traffic control signal, another violation of Article 4, or a local traffic ordinance shall not be used unless the state, county, city, and county, or municipality using such system conspicuously posts a sign notifying the public that an AVIS is in use immediately ahead. See Appendix B of this document for sign standards for use on state or US highways.
  - ☐ A plan for the public outreach campaign that includes a public announcement on the county or municipal website and social media platforms at least thirty (30) days before the implementation of the speed enforcement warning period. Also include the installation date for the advanced warning signs.
  - ☐ A schedule showing the thirty (30) day website and social media announcements, thirty (30) days warning notice period, and the start of the violation period.
  - ☐ Scheduled dates for publishing reporting on the local agency website disclosing the number of citations, crash data, and revenue generated by the AVI Corridor, and use of the revenue.
  - ☐ Evidence that submitted plan complies with all requirements of an approved Special Use Permit for any permanent sign or camera locations.
  - ☐ Commitment, by way of signed letter of support from the town, city, or county, to continue coordination with all impacted law enforcement agencies and CDOT.
  - ☐ Evidence that a Special Permit application was submitted to the Region Permit Office, if required. A CDOT Special Use Permit is required unless there is another signed agreement (Senate Bill 8, Maintenance Agreement, Intergovernmental Agreement, etc.) specifically allowing installation of new signs or cameras on state and US highways.

## CSP AND CDOT Approval Section:

Per Colorado Revised Statutes 42-4-110.5 and CDOT Administrative Rule 2 CCR 601-27, the designation and operation of automated vehicle identification systems (AVIS) Corridors require CDOT and CSP approval.

### CDOT Region Review and Approval

Date: \_\_\_\_\_

CDOT Approving Region and Representative: \_\_\_\_\_

CDOT Region Traffic Engineer Signature: \_\_\_\_\_

Approved: ☐ Not-Approved: ☐

Justification Section:

### CDOT HQ Review and Approval

Date: \_\_\_\_\_

CDOT State Traffic Representative: \_\_\_\_\_

CDOT State Traffic Engineering Signature: \_\_\_\_\_

Approved: ☐ Not-Approved: ☐

Justification Section:

### CSP Review and Approval

Date: \_\_\_\_\_

CSP Representative: \_\_\_\_\_

CSP Signature: \_\_\_\_\_

Approved: ☐ Not-Approved: ☐

Justification Section:

## **Appendix B: Speed Safety Camera (AVIS) Resources**

### **Part I: CDOT Region and Headquarters Resources**

#### **CDOT Traffic Engineer Office Contacts:**

##### **Region 1:**

Alazar Tesfaye, P.E.  
2829 W Howard Pl., Denver, CO 80204  
Ph: 303-365-7318  
Email: Alazar.Tesfaye@state.co.us

##### **Region 2:**

Jason Nelson, P.E.  
5615 Wills Blvd., Pueblo, CO 81008  
Ph: 719-546-5411  
Email: Jason.Nelson@state.co.us

##### **Region 3:**

Zane Znamenacek, P.E.  
222 South 6th St., Room 100, Grand Junction, CO 81501  
Ph: 970-683-6275  
Email: Zane.Znamenacek@state.co.us

##### **Region 4:**

Katrina Kloberdanz, P.E.  
10601 W. 10th St., Greeley, CO 80634  
Ph: 970-302-6724  
Email: Katrina.Kloberdanz@state.co.us

##### **Region 5:**

Jennifer Allison, P.E.  
3803 N. Main Ave., Suite 100, Durango, CO 81301  
Ph: 970-385-1449  
Email: Jennifer.Allison@state.co.us

#### **CDOT Traffic Safety and Engineering Services**

##### **State Traffic Engineer**

San Lee, P.E.  
2829 W Howard Pl., Denver, CO 80204  
Ph: 303-757-9345  
Email: San.Lee@state.co.us

##### **AVIS Program Manager**

Benjamin Acimovic, P.E.  
2829 W Howard Pl., Denver, CO 80204  
Ph: 720-951-6151  
Email: Benjamin.Acimovic@state.co.us

## **CDOT Utility Permit Program Office Contacts:**

### **Region 1:**

Jacquelyn Jobe  
2829 W Howard Pl., Denver, CO 80204  
Ph: 303-512-4272  
Email: Jacquelyn.Jobes@state.co.us

### **Region 2:**

Adam Lancaster  
5615 Wills Blvd., Pueblo, CO 81008  
Ph: 719-562-5540  
Email: adam.lancaster@state.co.us

### **Region 3:**

Joel Berschauer  
222 South 6th St., Room 100, Grand Junction, CO 81501  
Ph: 970-683-6288  
Email: joel.berschauer@state.co.us

### **Region 4:**

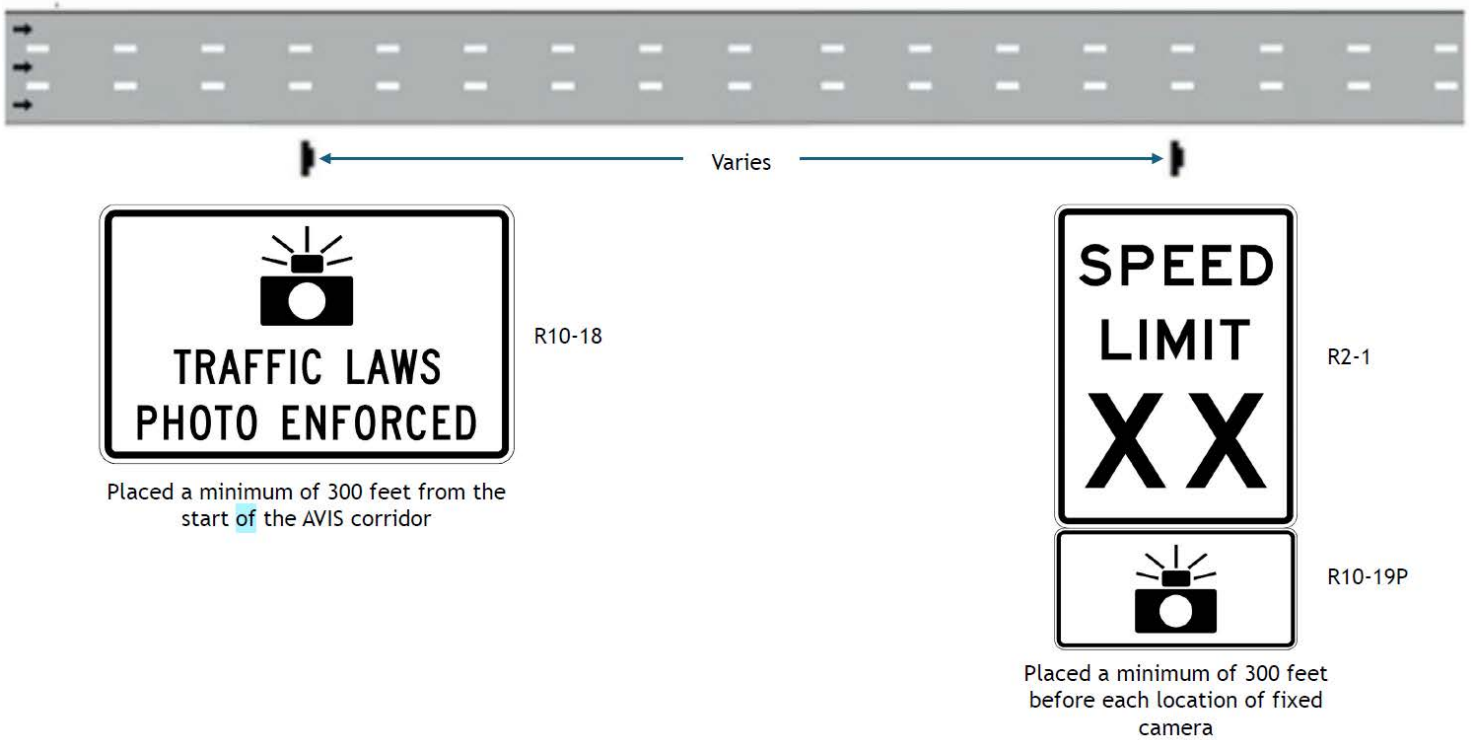
Michael Grover,  
10601 W. 10th St., Greeley, CO 80634  
Ph: 970-502-7014  
Email: Michael.Grover@state.co.us

### **Region 5:**

Randee Reider  
3803 N. Main Ave., Suite 100, Durango, CO 81301  
Ph: 970-385-8361  
Email: randee.reider@state.co.us

## AVIS Resources Part II: Standard Speed Safety Camera Signs and Layouts:

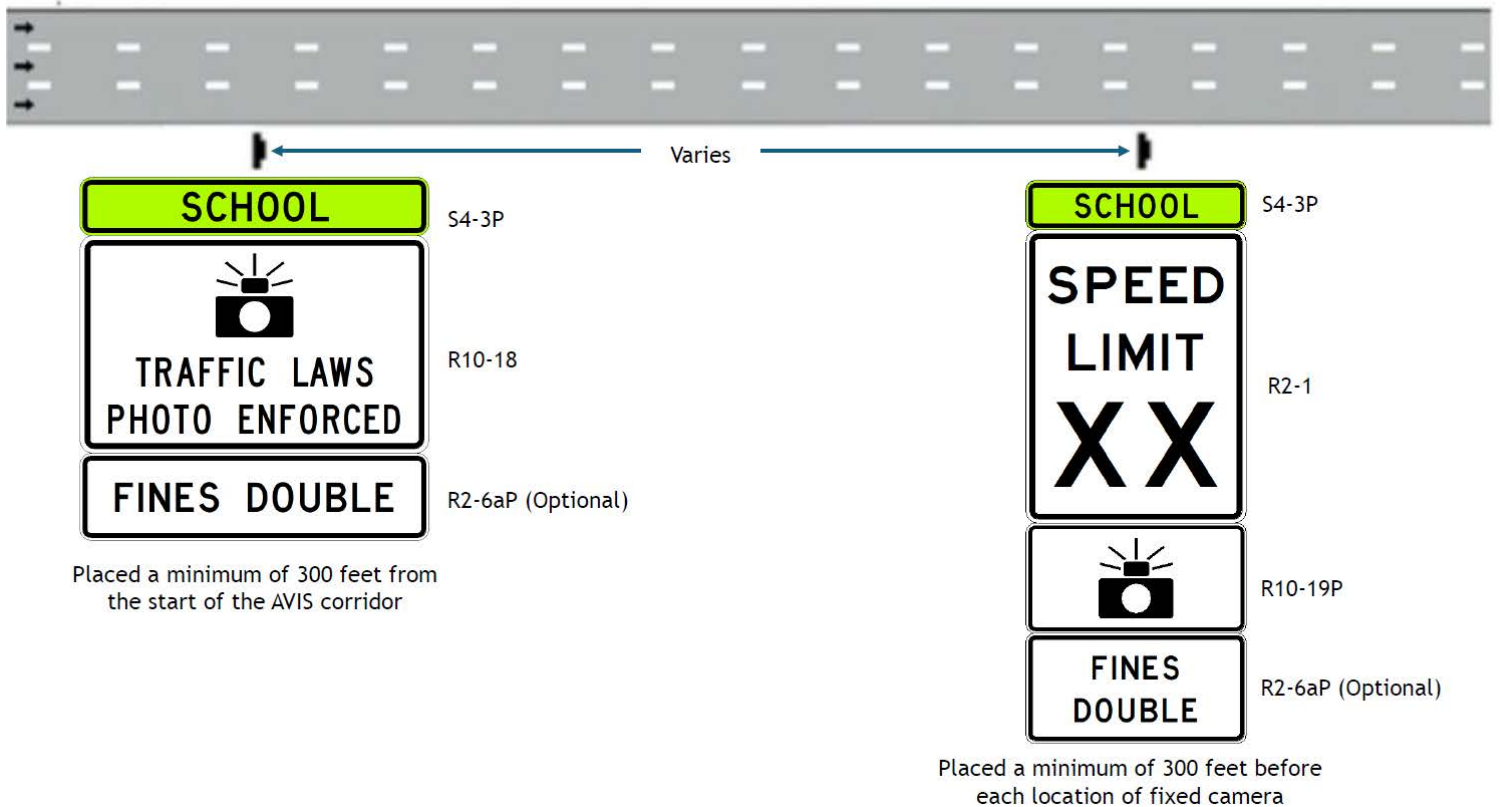
### Automated Vehicle Identification System (AVIS) Corridor Signage Typical Application



Note: CDOT recommends the placement of multiple R10-18 signs at strategic locations for longer AVI Corridors.

## AVIS Resources Part II: Standard Speed Safety Camera Signs and Layouts:

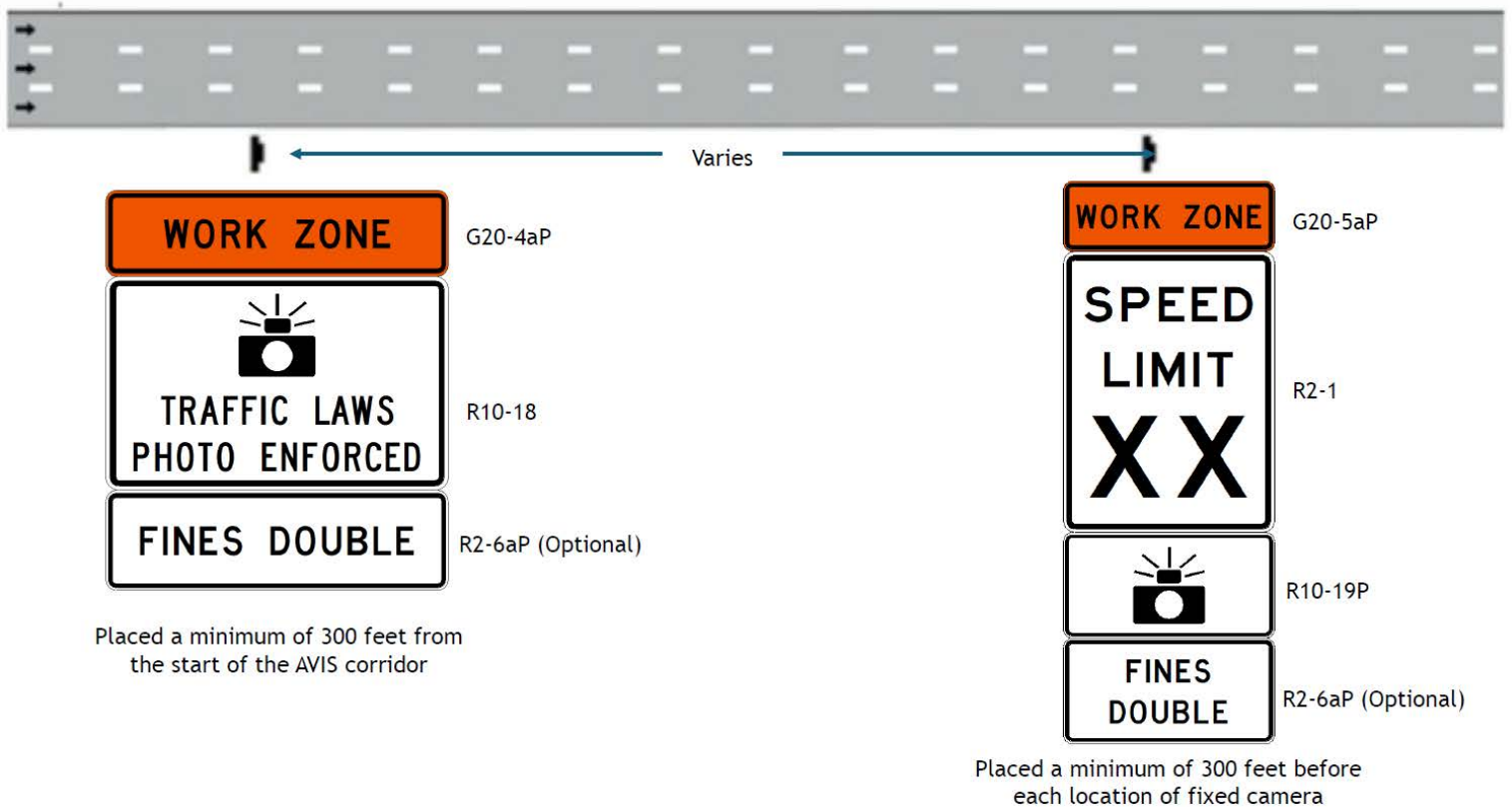
### Automated Vehicle Identification System (AVIS) Signage Typical School Zone Application



Note: CDOT recommends the placement of multiple R10-18 signs at strategic locations for longer AVI Corridors.

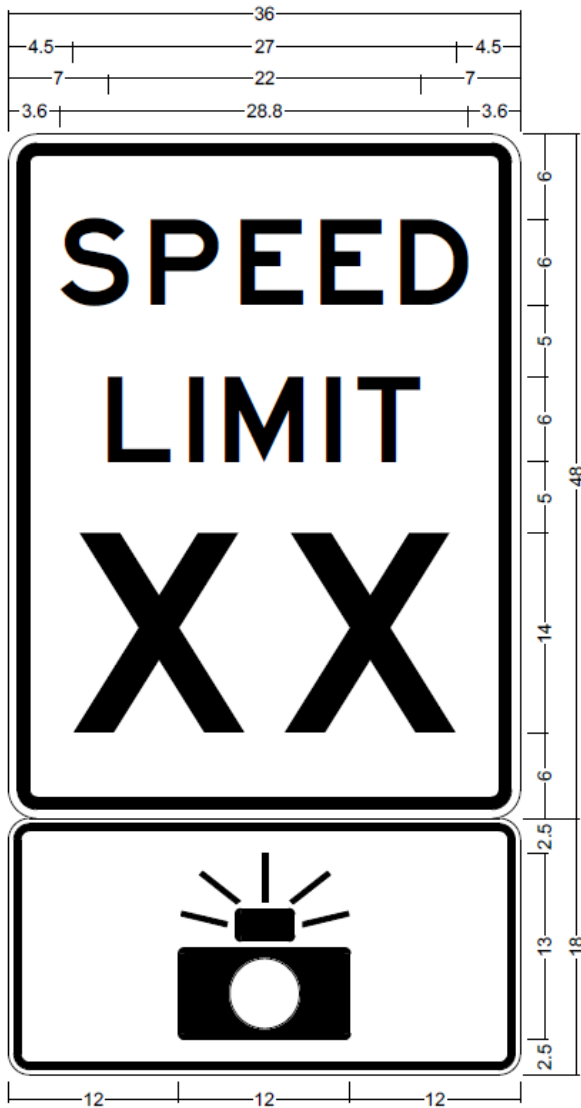
## AVIS Resources Part II: Standard Speed Safety Camera Signs and Layouts:

### Automated Vehicle Identification System (AVIS) Signage Typical Work Zone Application



Note: CDOT recommends the placement of multiple R10-18 signs at strategic locations for longer AVI Corridors.

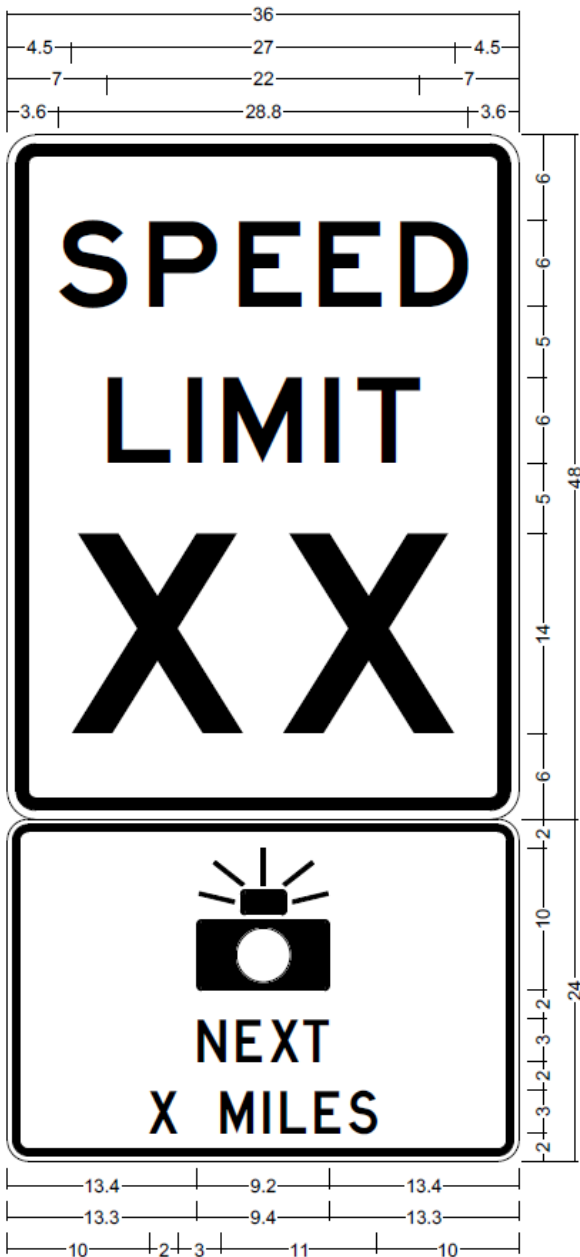
Resources Part II: Standard Speed Safety Camera Signs and Layouts (SignCAD Available by Request):



R2-1;  
2.0" Radius, 0.9" Border, 0.6" Indent, Black on White;  
"SPEED", E; "LIMIT", E; "XX", E;

R10-19P;  
1.5" Radius, 0.5" Border, 0.4" Indent, Black on White;  
Table of distances between letter and object lefts

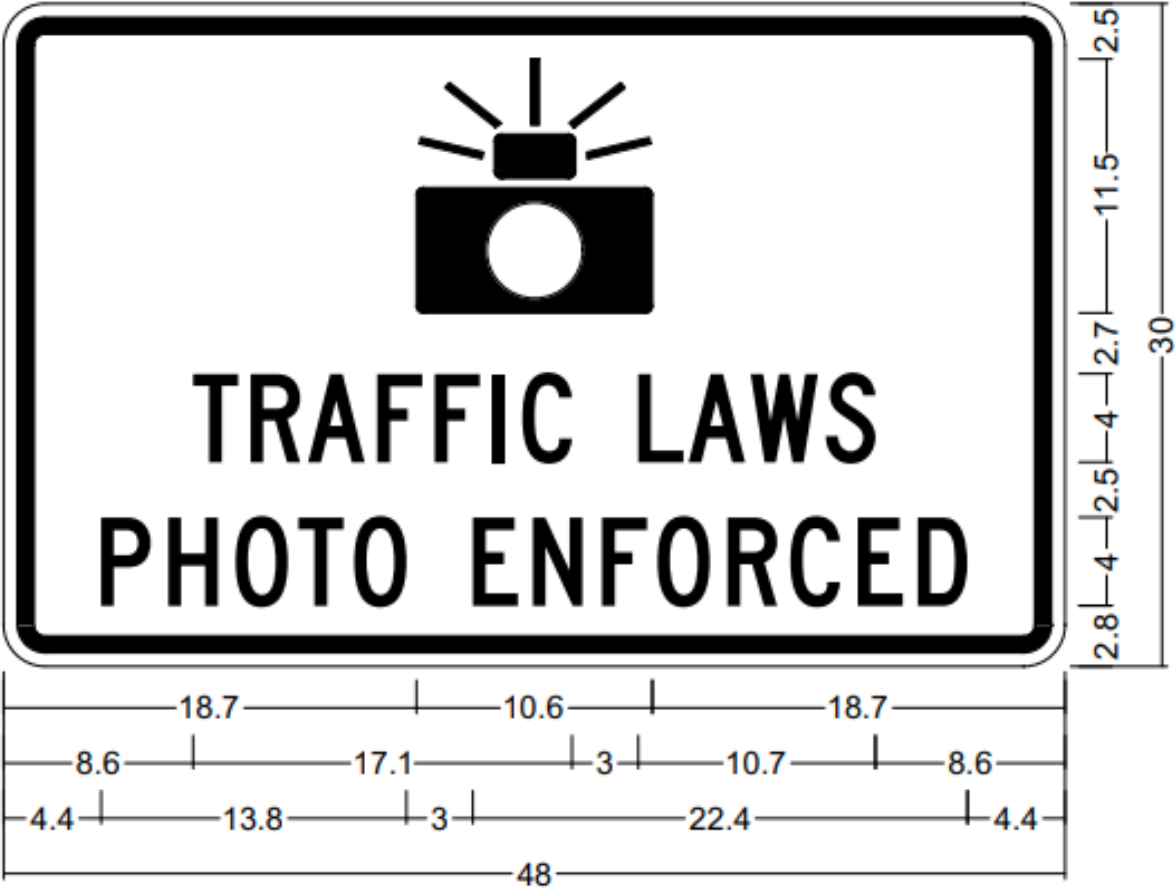
|      |      |      |     |     |     |     |
|------|------|------|-----|-----|-----|-----|
|      | S    | P    | E   | E   | D   |     |
| 3.6  | 6.4  | 6.3  | 5.6 | 5.7 | 4.8 | 3.6 |
| 7.0  | L    | I    | M   | I   | T   | 7.0 |
|      |      |      |     |     |     |     |
| 4.5  | X    | X    |     |     |     |     |
|      |      |      |     |     |     |     |
| 12.0 | 12.0 | 12.0 |     |     |     |     |



R2-1;  
2.0" Radius, 0.9" Border, 0.6" Indent, Black on White;  
"SPEED", E; "LIMIT", E; "XX", E;

R10-19qP;  
1.5" Radius, 0.5" Border, 0.4" Indent, Black on White;  
"NEXT", D; "X MILES", D;  
Table of distances between letter and object lefts

|      |                                                                                     |      |      |     |     |      |
|------|-------------------------------------------------------------------------------------|------|------|-----|-----|------|
| 3.6  | S                                                                                   | P    | E    | E   | D   | 3.6  |
| 6.4  |                                                                                     | 6.3  | 5.6  | 5.7 | 4.8 |      |
| 7.0  | L                                                                                   | I    | M    | I   | T   | 7.0  |
|      | 5.7                                                                                 | 2.5  | 7.1  | 2.3 | 4.4 |      |
| 4.5  | X                                                                                   | X    |      |     |     | 4.5  |
|      | 14.9                                                                                | 12.1 |      |     |     |      |
| 13.4 |  | 9.2  | 13.4 |     |     |      |
|      |                                                                                     |      |      |     |     |      |
| 13.3 | N                                                                                   | E    | X    | T   |     | 13.3 |
|      | 2.8                                                                                 | 2.3  | 2.4  | 1.9 |     |      |
| 10.0 | X                                                                                   | M    | I    | L   | E   | S    |
|      | 5.0                                                                                 | 3.0  | 1.2  | 2.4 | 2.4 | 2.0  |
|      |                                                                                     |      |      |     |     | 10.0 |



R10-18\_48x30;  
1.9" Radius, 0.8" Border, 0.6" Indent, Black on White;  
"TRAFFIC", C 2K specified length; "LAWS", C 2K specified length;  
"PHOTO", C 2K specified length;  
"ENFORCED", C 2K specified length;  
Table of distances between letter and object lefts

|      |                                                                                     |      |      |   |   |   |   |   |   |   |   |     |   |     |
|------|-------------------------------------------------------------------------------------|------|------|---|---|---|---|---|---|---|---|-----|---|-----|
| 18.7 |  | 10.6 | 18.7 |   |   |   |   |   |   |   |   |     |   |     |
| 8.6  | T                                                                                   | R    | A    | F | F | I | C | L | A | W | S | 8.6 |   |     |
| 4.4  | P                                                                                   | H    | O    | T | O | E | N | F | O | R | C | E   | D | 4.4 |

AVIS Resources Part II: Standard Speed Safety Camera Signs and Layouts (SignCAD Available by Request):



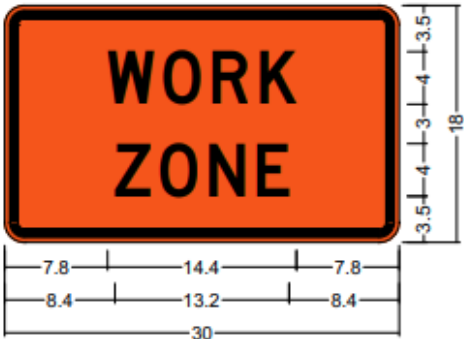
G20-5aP\_48x12;  
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;  
"WORK ZONE", D;  
Table of distances between letter and object lefts

|     | W   | O   | R   | K   | Z   | O   | N   | E   |     |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 8.2 | 4.2 | 3.8 | 3.6 | 6.8 | 3.4 | 3.8 | 3.6 | 2.4 | 8.2 |



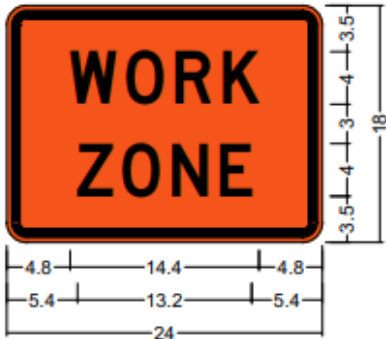
G20-5aP\_36x12;  
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;  
"WORK ZONE", D;  
Table of distances between letter and object lefts

|     | W   | O   | R   | K   | Z   | O   | N   | E   |     |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 2.2 | 4.2 | 3.8 | 3.6 | 6.8 | 3.4 | 3.8 | 3.6 | 2.4 | 2.2 |



G20-5aP\_30x18;  
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;  
"WORK", D; "ZONE", D;  
Table of distances between letter and object lefts

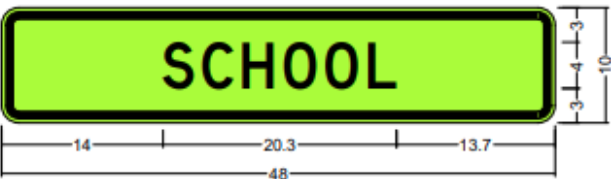
|     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|
|     | W   | O   | R   | K   |     |
| 7.8 | 4.3 | 3.7 | 3.6 | 2.8 | 7.8 |
|     | Z   | O   | N   | E   |     |
| 8.4 | 3.4 | 3.8 | 3.6 | 2.4 | 8.4 |



G20-5aP\_24x18;  
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;  
"WORK", D; "ZONE", D;  
Table of distances between letter and object lefts

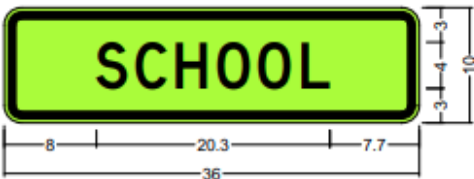
|     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|
|     | W   | O   | R   | K   |     |
| 4.8 | 4.3 | 3.7 | 3.6 | 2.8 | 4.8 |
|     | Z   | O   | N   | E   |     |
| 5.4 | 3.4 | 3.8 | 3.6 | 2.4 | 5.4 |

# AVIS Resources Part II: Standard Speed Safety Camera Signs and Layouts (SignCAD Available by Request):



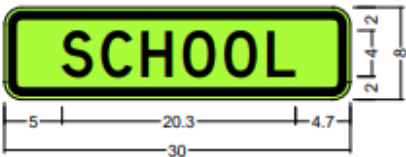
S4-3P\_48x12;  
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Bright yellow green;  
"SCHOOL", D;  
Table of distances between letter and object lefts

|  | S    | C   | H   | O   | O   | L   |      |
|--|------|-----|-----|-----|-----|-----|------|
|  | 14.0 | 3.4 | 3.5 | 3.6 | 3.7 | 2.5 | 13.7 |



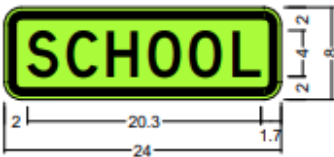
S4-3P\_36x12;  
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Bright yellow green;  
"SCHOOL", D;  
Table of distances between letter and object lefts

|  | S   | C   | H   | O   | O   | L   |     |
|--|-----|-----|-----|-----|-----|-----|-----|
|  | 8.0 | 3.4 | 3.5 | 3.6 | 3.7 | 2.5 | 7.7 |



S4-3P\_30x8;  
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Bright yellow green;  
"SCHOOL", D;  
Table of distances between letter and object lefts

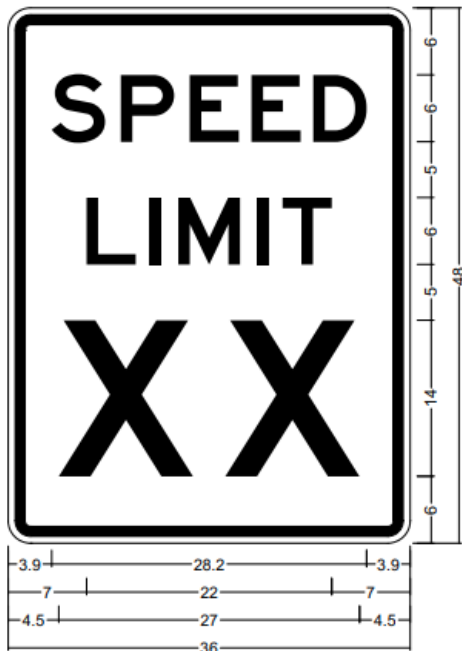
|  | S   | C   | H   | O   | O   | L   |     |
|--|-----|-----|-----|-----|-----|-----|-----|
|  | 5.0 | 3.4 | 3.5 | 3.6 | 3.7 | 2.5 | 4.7 |



S4-3P\_24x8;  
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Bright yellow green;  
"SCHOOL", D;  
Table of distances between letter and object lefts

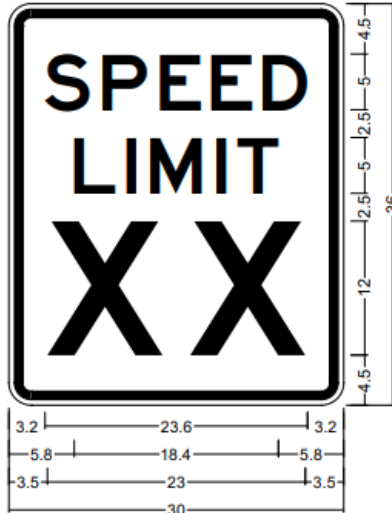
|  | S   | C   | H   | O   | O   | L   |     |
|--|-----|-----|-----|-----|-----|-----|-----|
|  | 2.0 | 3.4 | 3.5 | 3.6 | 3.7 | 2.5 | 1.7 |

AVIS Resources Part II: Standard Speed Safety Camera Signs and Layouts (SignCAD Available by Request):



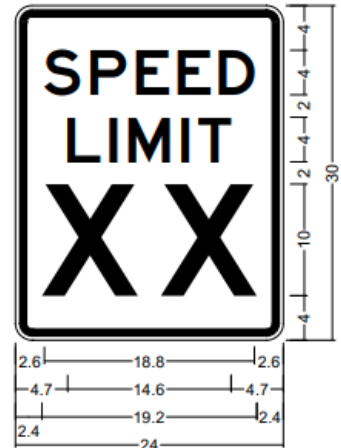
R2-1\_36x48;  
2.0" Radius, 0.9" Border, 0.6" Indent, Black on White;  
"SPEED", E specified length;  
"LIMIT", E specified length; "XX", E;  
Table of distances between letter and object lefts

|     |      |      |     |     |     |
|-----|------|------|-----|-----|-----|
| S   | P    | E    | E   | D   |     |
| 3.9 | 6.2  | 6.2  | 5.5 | 5.5 | 4.8 |
| L   | I    | M    | I   | T   |     |
| 7.0 | 5.7  | 2.5  | 7.1 | 2.3 | 4.4 |
| X   | X    |      |     |     |     |
| 4.5 | 14.9 | 12.1 | 4.5 |     |     |



R2-1\_30x36;  
2.0" Radius, 0.8" Border, 0.5" Indent, Black on White;  
"SPEED", E specified length;  
"LIMIT", E specified length; "XX", E;  
Table of distances between letter and object lefts

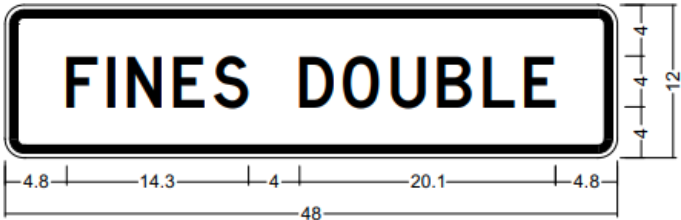
|     |      |      |     |     |     |
|-----|------|------|-----|-----|-----|
| S   | P    | E    | E   | D   |     |
| 3.2 | 5.2  | 5.2  | 4.6 | 4.6 | 4.0 |
| L   | I    | M    | I   | T   |     |
| 5.8 | 4.7  | 2.2  | 5.9 | 1.9 | 3.7 |
| X   | X    |      |     |     |     |
| 3.5 | 12.7 | 10.3 | 3.5 |     |     |



R2-1\_24x30;  
1.5" Radius, 0.6" Border, 0.4" Indent, Black on White;  
"SPEED", E specified length;  
"LIMIT", E specified length;  
"XX", E;  
Table of distances between letter and object lefts

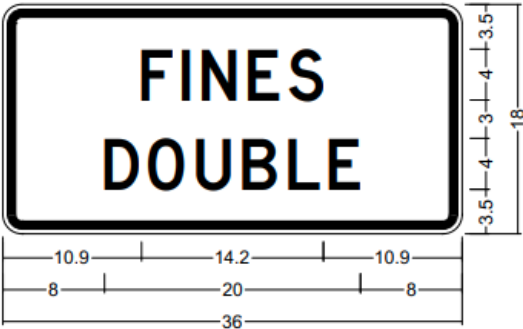
|     |      |     |     |     |     |
|-----|------|-----|-----|-----|-----|
| S   | P    | E   | E   | D   |     |
| 2.6 | 4.1  | 4.1 | 3.7 | 3.7 | 3.2 |
| L   | I    | M   | I   | T   |     |
| 4.7 | 3.7  | 1.8 | 4.7 | 1.5 | 2.9 |
| X   | X    |     |     |     |     |
| 2.4 | 10.6 | 8.6 | 2.4 |     |     |

AVIS Resources Part II: Standard Speed Safety Camera Signs and Layouts (SignCAD Available by Request):



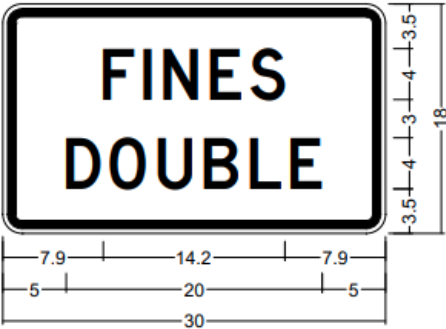
R2-6aP\_48x12;  
 1.5" Radius, 0.6" Border, 0.4" Indent, Black on White;  
 "FINES DOUBLE", D;  
 Table of distances between letter and object lefts

|     |     |     |     |     |     |     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| F   | I   | N   | E   | S   | D   | O   | U   | B   | L   | E   |     |
| 4.8 | 3.2 | 1.6 | 3.6 | 3.2 | 6.7 | 3.4 | 3.8 | 3.6 | 3.6 | 3.2 | 4.8 |



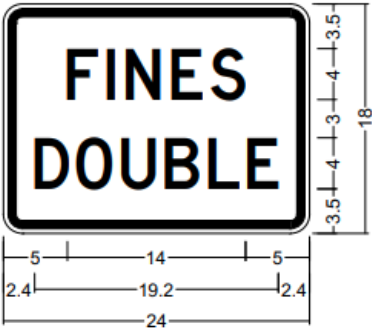
R2-6aP\_36x18;  
 1.5" Radius, 0.6" Border, 0.4" Indent, Black on White;  
 "FINES", D; "DOUBLE", D;  
 Table of distances between letter and object lefts

|      |     |     |     |     |     |      |
|------|-----|-----|-----|-----|-----|------|
|      | F   | I   | N   | E   | S   |      |
| 10.9 | 3.2 | 1.5 | 3.7 | 3.1 | 2.7 | 10.9 |
|      | D   | O   | U   | B   | L   | E    |
| 8.0  | 3.4 | 3.8 | 3.6 | 3.6 | 3.2 | 2.4  |



R2-6aP\_30x18;  
 1.5" Radius, 0.6" Border, 0.4" Indent, Black on White;  
 "FINES", D; "DOUBLE", D;  
 Table of distances between letter and object lefts

|     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|
| F   | I   | N   | E   | S   |     |
| 7.9 | 3.2 | 1.5 | 3.7 | 3.1 | 2.7 |
|     | D   | O   | U   | B   | L   |
| 5.0 | 3.4 | 3.8 | 3.6 | 3.6 | 3.2 |



R2-6aP\_24x18;  
 1.5" Radius, 0.6" Border, 0.4" Indent, Black on White;  
 "FINES", D specified length;  
 "DOUBLE", D specified length;  
 Table of distances between letter and object lefts

|     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|
| F   | I   | N   | E   | S   |     |
| 5.0 | 3.1 | 1.5 | 3.6 | 3.1 | 2.7 |
|     | D   | O   | U   | B   | L   |
| 2.4 | 3.3 | 3.6 | 3.4 | 3.4 | 3.0 |

## Resources Part III: Speed Safety Cameras Best Practices and Resources

Speed Safety Cameras: Federal Highway Administration: FHWA-SA-21-07:

- <https://highways.dot.gov/safety/proven-safety-countermeasures/speed-safety-cameras>
- <https://www.towardzerodeaths.org/nhtsa-fhwa-speed-safety-camera/>

Speed Safety Cameras: Governor's Highway Safety Association

- <https://www.ghsa.org/state-laws/issues/speed%20and%20red%20light%20cameras>

Setting Speeds:

- N.A.C.T.O.: <https://nacto.org/program/setting-safer-speed-limits/>
- WHO: <https://www.who.int/publications/m/item/speed-management--a-road-safety-manual-for-decision-makers-and-practitioners.2nd-edition>
- F.H.W.A.: [Setting Speed Limits for Safety | F.H.W.A. \(dot.gov\)](#)

## Resources Part IV: Frequently Asked Questions

### Application Questions:

Q: Do we need to apply to use AVIS on local roadways?

A: No. The application is only for state and US highways.

Q: Can we deploy speed safety cameras on interstate highways?

A: No. CRS 42-4-110.5 only allows CDOT or CSP to deploy speed safety cameras on interstate highways.

Q: Can we use the application for multiple corridors?

A: Yes. You can use one application for multiple corridors or one application per corridor.

Q: Do we need to apply if we are deploying AVIS in work zones, school zones, safe routes to school, or next to municipal parks?

A: No. However, if permanent cameras or signs are deployed, the local agency shall submit a special use permit application to the region permit office.

Q: Can we use new or existing red-light running cameras for speed enforcement on AVI corridors?

A: Yes. Existing red light running cameras are already pre-approved. New red-light running cameras must be approved through a separate application process. Red-light running applications are available at the CDOT Region Traffic Office.

Q: When do we need to submit a special use permit application?

A: An approved special use permit is required for any AVIS implementation that requires permanent signage or camera locations unless there is another signed agreement (Senate Bill 8, Maintenance Agreement, Intergovernmental Agreement, etc.) explicitly allowing the installation of new signs or cameras on state and US highways.

Q: How do we submit the application?

A: Please submit your application via email to your region traffic engineer from the list in Appendix B: Speed Safety Camera (AVIS) Resources.

Q: Who can sign the application?

A: Only an authorized local agency representative who can legally sign documents can sign the application.

Q: Can the plan for warning and citation administration, including hearings, adjudications, appeals, etc., including the beginning and end of the warning period and the date when citations will start to be issued, be a high-level plan?

A: Yes, as long as it complies with 42-4-110.5 and the most recently passed Senate Bill 26-152 effective as of August 12th, 2026.

Q: Does a local agency have to reapply yearly for an AVI corridor?

A: No. Unless an AVI corridor is decommissioned and removed, it is active indefinitely once a corridor is approved.

Q: What do we need to do if speed limits are changed?

A: At a minimum, CDOT recommends a new announcement on the local agency website, use of social media platforms, and a new 30-day warning period.

## **Data Questions:**

Q: What is the maximum age of data required by the application and statute?

A: Data collected for AVIS corridors must be under five (5) years old.

Q: Our segments vary in length. Does it matter where/how much we collect data?

A: No. CDOT recommends collecting data where the cameras or AVIS will most likely be deployed.

Q: Do we need all the listed data sets for an AVI corridor application?

A: No. Only one data set is required per 42-4-110.5.

Q: Is one week of speed data enough for the AVI corridor application?

A: Yes. CDOT recommends at least one week of data that includes weekends and weekdays. CDOT also recommends collecting data for 24-hour periods if possible.

## **Signage Questions**

Q: How detailed does the visual representation need to be? Can it be created on GIS/PowerPoint to show aerial and high-level locations of the van/cameras, signs, and mile markers?

A: CDOT does not have any required formatting. An aerial view showing the locations of the van/cameras, signs, mile markers, and distances is adequate.

Q: Do we have to follow the CDOT sign standards for AVIS corridors on state and US highways?

A: Yes. CDOT sign standards were developed for statewide consistency on state and US highways.

Q: What exactly do we need for photo radar vans?

A: For typical implementations, one R2-1 with an R10-19P placed a **conspicuously** minimum of 300' before the photo radar van. The minimum dimensions of the lettering are at least four (4) inches for uppercase letters and three (3) inches for lowercase letters. Please use the appropriate add-on sign placards for school and work zone corridors.

Q: Do we need to double the signs when a corridor changes from a state or US highway to a city, town or county roadway?

A: No. Please have one sign, a single R10-18, at the beginning of the corridor in either direction.

Q: How detailed does the maintenance plan for signs and equipment need to be?

A: The plan should detail how often permanent signs and cameras will be replaced. A simple statement that the local agency agrees to maintain AVIS and signage that follows its maintenance plan is enough.

Q: Do we need extra signage for streets joining into the enforced corridor?

A: 42-4-110.5 does not require extra signage for streets joining the enforced corridor. CDOT recommends adding signage to the corridor's major ingresses, but that is up to the local agency.

**Public Outreach:**

Q: Can we do a mass public outreach to capture all locations?

A: CRS 42-4-110.5 requires a public announcement on a local agency website and social media platforms before the agency implements any new AVIS on any roadway. CDOT recommends an announcement for all new corridors.

Q: Do we have to do it before every single deployment?

A: No. The statute website announcement before the first deployment or implementation in the corridor. CDOT recommends robust and frequent public outreach so the public is well informed.

Q: What must be posted on the website for AVIS corridor reporting?

A: 42-4-110.5 requires local agencies, CSP, or CDOT to report, at a minimum, the number of citations and revenue. Other agencies report the number of deployments, before and after safety statistics, where revenue goes, and the status of corridors. More outreach and transparency show better public acceptance and results.

**Enforcement Location Questions:**

Q: Does the warning period have to be for every van location in the same corridor? Vans are mobile and do not sit for 30 days straight, so it would take months to fulfill a 30-day warning.

A: 42-4-110.5 as follows: "(B) For the first thirty days after the system is installed or deployed, only warnings may be issued for violations of a county or municipal traffic regulation or traffic violation under state law detected by the system." CDOT recommends deploying in both directions of the AVIS corridor for the first 30 day warning period. The local agency needs to determine how best to meet the statute.

Q: If CDOT requires removing the AVIS infrastructure on any state or US highway, can the local agency turn off the equipment within sixty (60) days and cover the cameras if removal is impossible within the time limit.

A: The local agency can turn off the equipment and cover signs and/or cameras until removal is completed. Written notification for the decommissioning and removal of signs and/or cameras can be submitted to the region's CDOT traffic office.'

Q: Can a local agency issue violations for under six (6) miles per hour?

A: No. As of August 12th, 2026, violations may be issued after an initial warning for between six (6) and nine (9) mph and above 10 mph above the posted speed limit after the thirty (30) day warning period.