

CDOT's Side by Side Comparison of Proposed Rules
(Red text indicates new language)

Proposed Rule No.	Proposed Rule	Existing Rule No.	Existing Rule Language	Rationale for Change
1.00	Definitions	1.00	Definitions	Same
1.01	<p>"Alternative Traction Device" or "ATD" means an approved non-traditional traction device differing from metal chains in construction, material or design but is capable of providing traction comparable to that of such metal chains or cables under similar conditions, which is listed on the CDOT Approved Product List ("APL").</p>	1.02	<p>"Alternative Traction Device" ("ATD") shall mean drive wheel sanders, Textile Traction Devices as approved by the Department's Chief Engineer or his/her designee and used in conformance with the manufacturer's instructions, pneumatically driven chains which, when engaged, spin under the drive wheels automatically as traction is lost or a traction device differing from metal chains in construction, material or design but capable of providing traction equal to or exceeding that of such metal chains under similar conditions.</p>	<p>IMPORTANT CHANGE: <i>CDOT's proposed rules state that the APL list will contain the approved ATD, which provides greater transparency.</i></p>
1.02	<p>"Authorized Service Vehicles" shall mean such highway or traffic maintenance vehicle as is publicly owned and operated on a highway, by or for a governmental agency, the function of which requires the use of service vehicle warning lights as prescribed by state law and such other vehicles having a public service function, including, but not limited to, public utility vehicles and tow trucks, as determined by the Department of</p>	Not in existing rule.	Does not appear in existing rule.	<p>This restatement of the statutory definition of an Authorized Service Vehicle is included in the proposed rules to clarify the parties involved in rule 7.02, concerning the sale, mounting and the providing of assistance in chaining up vehicles.</p>

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	Transportation under § 42-4-214(5), C.R.S. Some vehicles may be designated as both an Authorized Emergency Vehicle and an Authorized Service Vehicle. See § 42-1-102(7) C.R.S.			
1.03	"Autotransport Carriers" means vehicles specifically designed and used for the transport of automobiles.	Not in existing rule.	Does not appear in existing rule.	Included to bring clarity to the specific type of vehicle referred to as "Autotransport Carriers."
1.04	"Chain Law" means the requirement imposed by the Department for all vehicles using certain areas of the State Highway System during periods of adverse weather conditions in order to protect the safety of the travelling public and prevent accidents resulting in traffic issues and road closures.	1.04	"Chain Law" shall mean a restriction of travel, due to adverse road, weather or driving conditions, for all or certain vehicles unless the vehicle is equipped with snow tires, tire chains, ATD's, or four wheel drive vehicles with adequate tires with all four wheels engaged as required under the code in effect.	Modified definition to simplify the language to state that the chain law is called during periods of adverse weather conditions, rather than including in the definition what is required, which is found in the body of the rules.
1.05	"Colorado State Patrol" shall mean the organization created by § 24-33.5-201, C.R.S.	1.09	"Colorado State Patrol" ("State Patrol") shall mean the organization created by § 24-33.5-201 C.R.S. (2011).	Same language
1.06	"Commercial Motor Vehicle" or "CMV" means a vehicle having a manufacturer's or GVWR of at least 16,001 pounds and used in commerce on public highways or a GVWR of at least 16,001 pounds and used to transport at least 16 passengers.	1.10	Commercial Vehicle (CV)" shall mean a motor vehicle or combination of motor vehicles used in commerce to transport passengers or property if the motor vehicle (a) has a gross combination weight rating of 26,001 pounds or more inclusive of a towed unit with a gross vehicle weight rating of more than 10,000 pounds; or (b) has a gross vehicle weight rating of 26,001 or more pounds; or (c) is designed to	IMPORTANT CHANGE: The modification of this definition is to align the definition of a Commercial Motor Vehicle with that found in § 42-4.235(1)(a)(I)(C), C.R.S., which has been amended since the last time this chain law rule was changed.

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			transport 16 or more passengers, including the driver.	
1.07	"Department" means the Colorado Department of Transportation.	1.11	"Department" shall mean the Colorado Department of Transportation created by § 32-1-102 C.R.S. (2011).	Same language
1.08	"Drive Wheel Tire" means a tire attached to a wheel through which tractive force is transferred from the vehicle to the road causing the vehicle to move.	Not in existing rule.	Does not appear in existing rule.	This vehicle component is referred to in the rules but has never been defined. The addition of this definition brings clarity to specific requirements of the chain law.
1.09	"GVWR" means gross vehicle weight rating.	Not in existing rule.	Does not appear in existing rule.	This addition clarifies the acronym.
1.10	Motor Vehicle" means the same as defined in § 42-1-102(58) C.R.S. For purposes of these rules, the term Motor Vehicle shall include Passenger Vehicles, Commercial Motor Vehicles and Recreational Motor Vehicles.	1.12	"Motor Vehicle" shall mean the same as defined in § 42-1-102(58) C.R.S. (2011).	The proposed rules categorize motor vehicles into three groups as stated in this definition. The modification of the definition makes this clear in order to assist the motoring public with compliance.
1.11	"Non-Commercial or Recreational Vehicle" means a truck, or unladen truck tractor, operated singly or in combination with a trailer or utility trailer or a motor home, which truck, or unladen truck tractor, or motor home is used exclusively for personal pleasure, enjoyment, other recreational purposes, or personal or family transportation of the owner, lessee, or occupant and is not used to transport cargo or passengers for	Not in existing rule.	Does not appear in existing rule.	The addition of this definition assists in clarifying what is meant by a recreational vehicle, since the proposed rules apply directly to these vehicles during adverse weather conditions. The definition used in the rules is from statute.

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	profit, hire, or otherwise to further the purposes of a business or commercial enterprise." 42-1-102(61), C.R.S.			
1.12	"Passenger Vehicle" means any vehicle with four or more tires capable of transporting 15 passengers or less or that is less than 16,001 pounds GVWR.	Not in existing rule.	Does not appear in existing rule.	The addition of this definition brings clarity to specific requirements of the chain law.
1.13	"Recreational Motor Vehicle" means the same as "Noncommercial or Recreational Vehicle"	Not in existing rule.	Does not appear in existing rule.	The addition of this definition brings clarity to specific requirements of the chain law applicable to RV's.
1.14	"Traction Law" shall mean the requirement imposed by the Department for all Passenger Vehicles using certain areas of the State Highway System during periods of adverse weather conditions in order to protect the safety of the travelling public and prevent accidents resulting in traffic issues and road closures.	Not in existing rule.	Does not appear in existing rule.	The proposed rule replaces Code 15 with "Traction Law" making the requirements clearer to the travelling public.
1.15	"Variable Message Signs" or "VMS" shall mean the traffic control device electronic messaging signs on the State Highway System used to advise the travelling public through electronic or static means of road conditions and travel requirements including Passenger Vehicle Traction Law or Chain Law.	Not in existing rule.	Does not appear in existing rule.	This addition explains one of the primary means of communication mentioned in the proposed rules.

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2.00	New category for Means of Notification Regarding Road Conditions and Travel Requirements	Not in existing rule.	Does not appear in existing rule.	This new section explains the means CDOT will use to notify when and where travel restrictions will be implemented.
2.01	Who May Implement Travel Requirements on state highways. Any Department maintenance supervisor or their designee shall have the authority to implement the Chain Law or Passenger Vehicle Traction Law. It is within their discretion to determine when road, weather and driving conditions, are such that require the Chain Law or Passenger Vehicle Traction Law to be in effect.	2.01	Any Department maintenance supervisor or his/her designee shall have the authority to implement the chain law. It is within the discretion of the maintenance supervisor or his/her designee to determine when road, weather and driving conditions, in accordance with the rules, are such that require the chain law to be in effect. Chain law codes may be implemented concurrently.	This modification uses language in current rules but replaces the current "code" system.
2.02	The applicable Traction and Chain Law requirements will be messaged out through the CDOT notification process, to include official traffic control devices including Variable Message Signs, static signs, official CDOT travel website, telephonic messaging system, email and text notifications and other technologies. Notifications will specify by mile points and by exit number when chains are required.	2.03	The Department shall place a sign, either electronic or regulatory as described in the Manual of Uniform Traffic Control Devices, notifying vehicles when the chain law is implemented and which code of the chain law is in effect.	This modification updates current rules to include technological means of communication and assists with transparency. The motoring public knows what to expect and law enforcement knows the exact location of imposed travel restrictions.
2.03	Chain Law and Passenger Vehicle Traction Law shall be in effect until notice is provided by an official traffic control sign or other CDOT notification, or when the center line or	2.11	The chain law shall cease to be in effect where designated by a sign or when bare pavement is encountered on a descending grade.	This addresses the important point raised by industry that notification when and where travel restrictions end is critical.

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	lane lines are visible on a descending grade.			
3.00	Passenger Vehicle Traction Law	1.05	“Code 15” shall mean an implementation of the chain law which restricts all motor vehicles from travel on the state highway unless the vehicle has snow tires or is equipped with tire chains or ATD's or is a four wheel drive vehicle with adequate tires and all four wheels engaged	IMPORTANT CHANGE: Replaces Code 15, which restricted all “motor vehicles” from travel unless equipped with chains, adequate tires, four-wheel drive, or ATD’s. With the code system there was much confusion as to the restrictions for each code, and also which vehicles the code impacts. For example, did Code 15 apply to trucks? The proposed rule clearly states the size and type of vehicle addressed as well as what requirement applies to the type of vehicle.
3.01	Passenger Vehicles include but are not limited to vehicles under 16,001 pounds' gross vehicle weight rating (GVWR) and vehicles capable of transporting 15 passengers or less. Passenger Vehicles include but are not limited to:	Not in existing rule.	Does not appear in existing rule.	This modification eliminates a “code” and instead uses language that travelers can understand on its face. The clarity of this proposed rule is expected to improve compliance and decrease the blocking of highways by noncompliant vehicles.
3.01.1	(This must be read as a subsection of 3.01 above) A vehicle towing a trailer, snowmobile, camper, ATV	Not in existing rule.	Does not appear in existing rule.	Clearly states examples of some vehicles affected by this proposed rule.

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3.01.2	<i>(This must be read as a subsection of 3.01 above)</i> Non-Commercial or Recreational Vehicles or recreational busses less than 16,001 pounds GVWR or which transport 15 passengers or less	Not in existing rule.	Does not appear in existing rule.	Clearly states the categories of non-commercial and RV's affected by this proposed rule.
3.01.3	<i>(This must be read as a subsection of 3.01 above)</i> Passenger vans (up to 15 passengers)	Not in existing rule.	Does not appear in existing rule.	States examples of some vehicles affected by this proposed rule.
3.01.4	<i>(This must be read as a subsection of 3.01 above)</i> A Passenger Vehicle can be a two-wheel drive vehicle, an all-wheel drive vehicle or a four-wheel drive vehicle.	Not in existing rule.	Does not appear in existing rule.	States examples of some vehicles affected by this proposed rule.
3.02	The Passenger Vehicle Traction Law applies to Non-Commercial or Recreational Motor Vehicles under 16,001 pounds GVWR.	Not in existing rule.	Does not appear in existing rule.	States examples of some vehicles affected by this proposed rule.
3.03	To travel on a state highway when the Passenger Vehicle Traction Law is in effect, a Passenger Vehicle must have either:	Not in existing rule.	Does not appear in existing rule.	IMPORTANT CHANGE: This modification is to clearly state the requirements of the proposed rule. The Passenger Vehicle Traction law does not exist in the current rule so it is necessary to clearly state all of the requirements of the proposed rule.

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3.03.1	<i>(This must be read as a subsection of 3.03 above)</i> Chains on all drive tires; or	1.05	“Code 15” shall mean an implementation of the chain law which restricts all motor vehicles from travel on the state highway unless the vehicle has snow tires or is equipped with tire chains or ATD's or is a four wheel drive vehicle with adequate tires and all four wheels engaged.	Clarifies chains are required on all <u>drive</u> tires.
3.03.2	<i>(This must be read as a subsection of 3.03 above)</i> Cables on all drive tires; or	2.07	ATD's will be acceptable for operation in an area with a chain law code restriction. Tire cables are not an acceptable ATD on CV's. Tire cables are acceptable on all other motor vehicles.	Clarifies chains are required on all <u>drive</u> tires
3.03.3	<i>(This must be read as a subsection of 3.03 above)</i> Alternative Traction Devices (ATD); or	1.05	“Code 15” shall mean an implementation of the chain law which restricts all motor vehicles from travel on the state highway unless the vehicle has snow tires or is equipped with tire chains or ATD's or is a four wheel drive vehicle with adequate tires and all four wheels engaged.	Includes Alternative Traction Devices.

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3.03.4	<i>(This must be read as a subsection of 3.03 above)</i> Adequate tires, which shall mean tires with a minimum of a 3/16-inch tread depth, which are:	1.01 1.05	“Adequate Tires” shall mean tires with conventional tread with a minimum tread depth of 1/8 inch. “Code 15” shall mean an implementation of the chain law which restricts all motor vehicles from travel on the state highway unless the vehicle has snow tires or is equipped with tire chains or ATD's or is a four-wheel drive vehicle with adequate tires and all four wheels engaged.	IMPORTANT CHANGE: This modification is to clearly state the requirements of the proposed rule. The change from 1/8” tread depth to 3/16” tread depth is designed to increase the amount of tread required for a tire to be considered adequate. Increased tread depth will improve traction.
3.03.4.1	<i>(This must be read as a subsection of 3.03.4 above)</i> Snow Tires with a “mud and snow” (M+S, M&S, or M/S) rating;	1.05 1.13	“Code 15” shall mean an implementation of the chain law which restricts all motor vehicles from travel on the state highway unless the vehicle has snow tires or is equipped with tire chains or ATD's or is a four wheel drive vehicle with adequate tires and all four wheels engaged. “Snow Tires” shall mean the same as stated in § 42-4-106(5), C.R.S. (2011). **“mud and snow” mentioned in statute	This change adds existing industry standards for tire ratings and clarifies the marking on tires rather than "mud and snow" language..
3.03.4.2	<i>(This must be read as a subsection of 3.03.4 above)</i> Tires with an all-weather rating by the manufacturer; or	Not in existing rule.	Does not appear in existing rule.	Although not in existing rules, this is in statute.
3.03.4.3	<i>(This must be read as a subsection of 3.03.4 above)</i> Winter Tires (mountain snowflake symbol on the side wall of the tire).	Not in existing rule.	Does not appear in existing rule.	IMPORTANT CHANGE: This is a new industry standard tire designed specifically for travel in winter conditions.

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3.04	The Department recommends that Passenger Vehicles travelling on state highways carry adequate chains or cables or ATD during the months when snow could be encountered.	Not in existing rule.	Does not appear in existing rule.	Mountain passes and highways continue to have incidents which impede travel due to ill prepared travelers or insufficient equipment. Having chains or ATDs in the vehicle and available to access and install when conditions required during winter months would greatly enhance the ability of the vehicle to successfully traverse snow covered roadways without incident.
4.00	New category for Passenger Vehicle Chain Law	1.06	“Code 16” shall mean an implementation of the chain law which requires the use of chains or ATD's by all vehicles. Under this code, autotransports shall be restricted from travel unless able to use chains or ATD's	Replaces Code 16. The entire code system is being replaced by the proposed rule as a measure to improve compliance and decrease the blocking of highways by noncompliant vehicles.
4.01	Passenger Vehicles include but are not limited to vehicles under 16,001 GVWR and vehicles capable of transporting up to 15 passengers.	Not in existing rule.	Does not appear in existing rule.	Specifies the vehicles that these requirements apply to based on GVWR and the number of passengers the vehicle can transport.
4.02	The Passenger Vehicle Chain Law applies to Non-Commercial or Recreational Motor Vehicles under 16,001 pounds GVWR.	Not in existing rule.	Does not appear in existing rule.	Categorizes vehicles by weight that must apply chains under very poor weather conditions.

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4.03	To travel on a state highway when the Passenger Vehicle Chain Law is in effect, a Passenger Vehicle must have either:	Not in existing rule.	Does not appear in existing rule.	The Passenger Vehicle Chain law is Code 16 in the current rule. This rule contains the laundry list of permissible options for Passenger Vehicles under very poor weather conditions.
4.03.1	<i>(This must be read as a subsection of 4.03 above)</i> Chains on all drive tires ; or	1.06	“Code 16” shall mean an implementation of the chain law which requires the use of chains or ATD's by all vehicles. Under this code, autotransports shall be restricted from travel unless able to use chains or ATD's	Clarifies that chains (already in existing rules) must be placed on <u>drive</u> tires;
4.03.2	<i>(This must be read as a subsection of 4.03 above)</i> Tire Cables on all drive tires ; or	2.07	ATD's will be acceptable for operation in an area with a chain law code restriction. Tire cables are not an acceptable ATD on CV's. Tire cables are acceptable on all other motor vehicles.	Clarifies that cables (already in existing rules) must be placed on <u>drive</u> tires;
4.03.3	<i>(This must be read as a subsection of 4.03 above)</i> ATDs	1.06	“Code 16” shall mean an implementation of the chain law which requires the use of chains or ATD's by all vehicles. Under this code, autotransports shall be restricted from travel unless able to use chains or ATD's	No change
5.00	New category for Commercial Vehicle Chain Law	1.07	“Code 17” shall mean an implementation of the chain law that requires all single drive axle CV's in combination meeting the definition 8(a) below be equipped with tire chains or ATD's. All other CV's shall be	Replaces Codes 17 and 18 The proposed rule combines all commercial vehicles under one umbrella, eliminating rules specifically for single axle vehicles since the industry has utilized new technology related to automated

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		1.08	required to be equipped with tire chains, ATD's or snow tires. "Code 18" shall mean an implementation of the chain law that requires all CV's be equipped with tire chains or ATD's.	suspension and traction systems which switch weight and torque. The cost of such vehicles has been such that as a result, many single drive axle vehicles have been replaced with tandem drive axle vehicles.
5.01	A Commercial Motor Vehicle for purposes of these rules is any vehicle over 16,001 pounds GVWR and includes vehicles with the capacity to carry 16 or more passengers	1.10	Commercial Vehicle (CV)" shall mean a motor vehicle or combination of motor vehicles used in commerce to transport passengers or property if the motor vehicle (a) has a gross combination weight rating of 26,001 pounds or more inclusive of a towed unit with a gross vehicle weight rating of more than 10,000 pounds; or (b) has a gross vehicle weight rating of 26,001 or more pounds; or (c) is designed to transport 16 or more passengers, including the driver.	IMPORTANT CHANGE: This modification was made to conform to changes in § 42-4.235(1)(a)(I)(C), C.R.S., which changed a CMV from 10,001 lbs. GVWR to 16,001 lbs. GVWR. This change classifies vehicles into groups with similar characteristics of size and weight which greatly influences the vehicle's handling and ability to travel during adverse weather conditions. The intent is to make it easier to understand if a vehicle constitutes a CMV for purposes of Chain Law requirements.
5.01.1	Noncommercial or recreational vehicles 16,001 pounds GVWR or more shall comply with the provisions of the commercial vehicle chain law when in effect.	Not in existing rule.	Does not appear in existing rule.	IMPORTANT CHANGE: This change classifies vehicles that are 16,001 lbs or more into a group with similar characteristics of size and weight, which impacts the vehicle's handling and ability to travel during adverse weather conditions.
5.02	To travel on a state highway when the Chain Law is in effect, a Commercial Motor Vehicle or Non-Commercial or	2.08	The operator of a commercial vehicle with four or more drive wheels other than a bus shall affix tire chains to at	IMPORTANT CHANGE: The current code system has different requirements for single drive axle

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	<p>Recreational Vehicle must have chains or ATDs on at least four of the drive wheel tires, or all of the drive wheel tires if the vehicle has fewer than four drive wheel tires. Buses are required to chain or have ATDs on two drive wheel tires. See 42-4-106(5)(a)(I), C.R.S.</p>	2.09	<p>least four of the drive wheel tires of such vehicle when such vehicle is required to be equipped with tire chains as set forth in statute and these rules. See § 42-4-106 C.R.S. (2011).</p> <p>The operator of a bus shall affix tire chains to at least two of the drive wheel tires of such vehicle when such vehicle is required to be equipped with tire chains as set forth in statute and these rules. See § 42-4-106 C.R.S. (2011).</p>	<p>vehicles than it does for tandem, or greater, drive axle vehicles. This proposed rule combines the two into one rule and simplifies the specific requirement for the number of tires required to be chained, regardless of the number of drive axles on the vehicle.</p>
5.03	<p>Commercial Motor Vehicles hauling flammable, combustible or explosive materials as defined by federal regulations may continue beyond the Variable Message Sign until they encounter snow on the road. The driver shall affix chains at the earliest possible time where the traction of the vehicle is compromised (where the pavement is primarily covered by snow or ice) at a safe location outside the travelled portion of the highway.</p>	2.05	<p>In the event the chain law is required at a location where the pavement is bare, vehicles laden with flammable, combustible or explosive materials as identified in 49 CFR 172.101 shall have the option of installing chains where the pavement is covered by snow or ice at a safe location outside the travelled portion of the highway.</p>	<p>This revised language includes the VMS, a new messaging tool that is now used to inform the traveling public that travel restrictions are in effect and gives some latitude to the operators of vehicles hauling this hazardous materials to balance the hazard of having metal chains on bare pavement creating sparks to the hazard of maintaining traction on snowy and icy pavement.</p>
5.04	<p>The Commercial Motor Vehicle or Non-Commercial or Recreational Vehicles may proceed beyond the chain area to the next safe location in the event the chain up station is full in order to safely affix or remove chains.</p>	Not in existing rule.	Does not appear in existing rule.	<p>Circumstances have arisen when the chain law goes into place that trucks park along the shoulder of a highway, or wherever they chose, when the chain up area is full. The overflow creates a hazardous situation and in some cases</p>

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				additional chain up areas exist a short distance up the road.
5.05	Passing Requirements when Chain Law in Effect. Whenever the Commercial Motor Vehicle Chain Law is in effect, Commercial Motor Vehicles or Non-Commercial or Recreational Vehicles shall be restricted to the right lane unless encountering a stalled or slower moving vehicle that would result in the loss of traction, in which case the CMV may utilize the left or center lane to pass if the movement can be made with safety and without interfering with other traffic. However, the pass must be completed without losing traction and the CMV must return immediately to the right lane upon completion of the pass.	3.01	Passing Requirements When Chain Law In Effect. Whenever any code of the chain law is in effect, CV's shall be restricted to the right lane unless encountering a stalled or slower moving vehicle that would result in the loss of traction, in which case the CV may utilize the left or center lane to pass if the movement can be made with safety and without interfering with other traffic. However the pass must be completed without losing traction and the CV must return immediately to the right lane upon completion of the pass.	Inserts Non-commercial vehicles and RVs to include Non-Commercial or RV's in this requirement.
5.06	Autotransport Carriers	4.01	Autotransport Carriers	No change
5.06.1	Autotransport Carriers shall be exempt from using tire chains on all four drive wheels in the event the tire chains would jeopardize the safety of the hydraulic lines of the vehicle.	4.01.1	Autotransport Carriers shall be exempt from using tire chains on all four drive wheels in the event the tire chains would jeopardize the safety of the hydraulic lines of the vehicle.	No change
5.06.2	To the extent tire chains do not interfere with the hydraulic lines, autotransport carriers shall be subject to these rules.	4.01.2	When Code 15 has been implemented and autotransports cannot use tire chains or ATD'S, use of adequate snow tires shall be required. To the extent tire chains do not interfere with the hydraulic lines, autotransport carriers shall be subject to these rules	The modification was to remove references to the current code system but existing rules contain the same language.

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5.06.3	When Commercial Motor Vehicle Chain Law has been implemented and Autotransport Carriers cannot use tire chains, pneumatically driven chains, drive wheel sanders or ATDs, use of winter tires with the snowflake symbol shall be required.	1.02 4.01.2	<p>“Alternative Traction Device” (“ATD”) shall mean <u>drive wheel sanders</u>, Textile Traction Devices as approved by the Department's Chief Engineer or his/her designee and used in conformance with the manufacturer's instructions, <u>pneumatically driven chains</u> which, when engaged, spin under the drive wheels automatically as traction is lost or a traction device differing from metal chains in construction, material or design but capable of providing traction equal to or exceeding that of such metal chains under similar conditions.</p> <p>When Code 15 has been implemented and autotransports cannot use tire chains or ATD'S, use of adequate snow tires shall be required. To the extent tire chains do not interfere with the hydraulic lines, autotransport carriers shall be subject to these rules</p>	IMPORTANT CHANGE: Due to the high quantity of hydraulic lines on this type of specialty vehicle and the importance the hydraulic system plays to cargo securement, exceptions have been made to the chaining requirements for this particular vehicle due to the proximity of the hydraulic lines to tires. The exceptions also include the inclusion of a new industry standard tire designed for travel in winter (snow) conditions (snowflake symbol).
5.07	New category for Authorized Service Vehicles and Authorized Emergency Vehicles	Not in existing rule.	Does not appear in existing rule.	This was intended to give these two types of vehicles their own section, for clarity and ease of researching the requirements.
5.07.1	Government Owned Highway Maintenance Vehicles. Government-owned highway maintenance vehicles, in the exercise of highway maintenance activities, or incident	4.02	Government Owned Highway Maintenance Vehicles. Government-owned highway maintenance vehicles, in the exercise of highway maintenance activities, shall be	The modification of this requirement is in response to a group of CDOT vehicles whose sole responsibility is that of incident management.

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	management , shall be exempt from the travel requirements in these rules.		exempt from the travel restrictions in these rules.	
5.07.2	Vehicle Recovery Units. Vehicle recovery units that are in the exercise of clearing travel lanes in a chain law enforcement area shall be exempt from these rules.	4.03	Vehicle Recovery Units. Vehicle recovery units that are in the exercise of clearing travel lanes in a chain law enforcement area shall be exempt from these rules.	No change
5.07.3	Authorized Emergency Vehicles shall be exempt from these rules.	4.04	Authorized Emergency Vehicles shall be exempt from these rules.	No change
6.00	New category for Tire Chains, Tire Cables and Approved Alternative Traction Devices	Not in existing rule.	Does not appear in existing rule.	CDOT created a new section that specifies requirements for each type of traction device. This section is dedicated solely to equipment.
6.01	Under certain road conditions, chains, tire cables or ATDs may be required. With regard to Passenger Vehicles, the required use of these traction devices may depend on the type and quality of tire on the Passenger Vehicle.	Not in existing rule.	Does not appear in existing rule.	IMPORTANT CHANGE: Alerts the travelling public in Passenger Vehicles to the fact that chains, tire cables or ATDs may be required in certain conditions.
6.02	Tire Chains. Tire Chains include but are not limited to:	Not in existing rule.	Does not appear in existing rule.	This change is structural only; contains a listing of devices that may be required for road conditions. Chains must meet these specifications set forth in statute. CDOT added the industry specification reference by the National Association of Chain Manufacturers.
6.02 (cont.)	<i>(This must be read as a subsection of 6.02 above)</i> Metal chains which consist of two circular hoops, one on each side of the tire, connected by not less	1.14	“Tire Chains” shall mean the same as described <u>§ 42-4-106(5)(a)(l)(2011)</u> <u>(metal chains which consist of two circular metal loops, one on each side</u>	Restates the language found in statute.

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	than nine evenly spaced chains across the tire tread. See§ 42-4-106(5)(a)(I), C.R.S.		<u>of the tire, connected by not less than nine evenly spaced chains across the tire tread</u> and any other traction devices differing from such metal chains in construction, material, or design but capable of providing traction equal to or exceeding that of such metal chains under similar conditions).	
6.02 (cont.)	<i>(This must be read as a subsection of 6.02 above)</i> Tire chains shall meet the SAE classification as outlined in NACM 92805 (TC) by the National Association of Chain Manufacturers	Not in existing rule.	Does not appear in existing rule.	A trade association of chain manufacturers now exists, able to state best practices and industry standards.
6.03	Clip on chains are not permitted, nor is any other device not designated as an approved ATD	Not in existing rule.	Does not appear in existing rule.	It is necessary to state that some devices are not allowed to assist with compliance and preventing vehicles blocking roadways impeding travel.
6.04	Tire Cables. Tire cables are traction devices made of steel cable as opposed to steel chain link, which have high strength steel cross member rollers 0.415" or greater in diameter, which may only be used on Passenger Vehicles.	1.15	<u>"Tire Cables" shall mean a traction device that is made of steel cable as opposed to steel chain link, which have high strength steel cross member rollers 0.415" or greater in diameter, which can be used on</u> all commercial vehicles except single drive axle combinations; and on a tandem power drive axle commercial vehicle, where any type of cable can be used only if there are chains on the two outside tires of one of the power drive axles	While maintaining the current rule's definition of tire cables, it is necessary to state that the only type of vehicle which may use tire cables are passenger vehicles.

Proposed Rule No.	Proposed Rule	Existing Rule No.	Existing Rule Language	Rationale for Change
			and cables on two or more tires of the other power drive axle.	
6.04.1	Tire Cables on Commercial Motor Vehicles are not permitted.	2.07	ATD's will be acceptable for operation in an area with a chain law code restriction. <u>Tire cables are not an acceptable ATD on CV's.</u> Tire cables are acceptable on all other motor vehicles.	Intent was to retain the prohibition for use of tire cables on CMVs; provision in 6.04 state that cables may only be used on passenger vehicles.
6.05	Alternative Traction Devices must be one of the ATD included in the CDOT Approved Product List ("APL"). Drive wheel sanders and pneumatically driven chains are also allowed.	1.02	"Alternative Traction Device" ("ATD") shall mean drive wheel sanders, Textile Traction Devices as approved by the Department's Chief Engineer or his/her designee and used in conformance with the manufacturer's instructions, pneumatically driven chains which, when engaged, spin under the drive wheels automatically as traction is lost or a traction device differing from metal chains in construction, material or design but capable of providing traction equal to or exceeding that of such metal chains under similar conditions.	IMPORTANT CHANGE: This modification lists all approved ATDs in a location accessible to the public. <ul style="list-style-type: none"> • Clarifies that drive wheel sanders and pneumatically driven chains are allowed. • Increases transparency and access to list of approve ATDs by referencing CDOTs Approved Products List.
7.00	Truck Chain Up, Truck Chain Down and Inspection Stations	Not in existing rule.	Does not appear in existing rule.	The current rule does not include a section devoted to truck chain up or chain down stations and the activities that occur therein, so, this was added.
7.01	The Department shall designate the locations of chain inspection stations.	2.04	The Department shall designate chain inspection stations.	The addition of three words, "the location of" clarifies that the Department can specify the location of chain inspection stations.

Proposed Rule No.	Proposed Rule	Existing Rule No.	Existing Rule Language	Rationale for Change
7.02	The Department may designate Authorized Service Vehicles to sell, mount, and assist in mounting chains in compliance with these rules at certain chain-up stations.	2.04.4	The Department may designate Authorized Service Vehicles to sell, mount, and assist in mounting chains in compliance with these rules at certain chain-up stations.	No changes
7.03	The Department or law enforcement personnel may control the reentry of vehicles from the chain station or inspection station to the state highway in such a manner as to enhance the flow of traffic and assure the safety of the travelling public.	2.06	Department personnel or appropriate law enforcement personnel may control the reentry of vehicles from the chain inspection station to the state highway in such a manner as to enhance the flow of traffic and assure the safety of the travelling public.	No changes
7.04	All vehicles subject to the Passenger Vehicle Traction and/or Chain law applicable at the time may be subject to inspection by Department personnel or appropriate law enforcement personnel for compliance with the chain law or traction law before proceeding on the state highway.	2.04.2	All vehicles subject to the chain law code applicable at the time may be subject to inspection by Department personnel or appropriate law enforcement personnel for compliance with the chain law before proceeding from the chain inspection station.	Clean up only, does not reference codes, uses Passenger Vehicle Traction or Chain law instead.
7.05	Passenger vehicles shall chain up at safe locations in rest areas or locations with public access off the main line of traffic. It is recommended that Passenger Vehicles not affix chains in designated Commercial Motor Vehicle chain up areas.	Not in existing rule.	Does not appear in existing rule.	Accidents involving passenger vehicles and CMVs are more likely at ingress and egress areas. For safety reasons, passenger vehicles should not utilize truck chain up areas to affix chains.
7.06	If any vehicle is not in compliance, law enforcement or Department personnel may:	2.04.3	<u>At the discretion of law enforcement or CDOT personnel, vehicles found to be in non-compliance with the chain law may:</u> 1) be held in the inspection	No substantive change.

Proposed Rule No.	Proposed Rule	Existing Rule No.	Existing Rule Language	Rationale for Change
			area; 2) be required to reverse their direction of travel, or 3) be required to retain a private towing service to convey them through the area covered by the chain law implementation	
7.06.1	<i>(This must be read as a subsection of 7.06 above)</i> Hold the vehicle in the inspection or chain area;	2.04.3	At the discretion of law enforcement or CDOT personnel, vehicles found to be in non-compliance with the chain law may: 1) <u>be held in the inspection area</u> ; 2) be required to reverse their direction of travel, or 3) be required to retain a private towing service to convey them through the area covered by the chain law implementation	No substantive change
7.06.2	<i>(This must be read as a subsection of 7.06 above)</i> Require the driver of the vehicle to reverse its direction of travel or stop travel ; or	2.04.3	At the discretion of law enforcement or CDOT personnel, vehicles found to be in non-compliance with the chain law may: 1) be held in the inspection area; 2) <u>be required to reverse their direction of travel</u> , or 3) be required to retain a private towing service to convey them through the area covered by the chain law implementation	Added that the vehicle may be stopped.
7.06.3	<i>(This must be read as a subsection of 7.06 above)</i> Be required to retain a private towing service to convey the vehicle through the area covered by the chain law implementation.	2.04.3	At the discretion of law enforcement or CDOT personnel, vehicles found to be in non-compliance with the chain law may: 1) be held in the inspection area; 2) be required to reverse their direction of travel, or 3) <u>be required to retain a private towing service to convey them through the area covered by the chain law implementation.</u>	No change.

Proposed Rule No.	Proposed Rule	Existing Rule No.	Existing Rule Language	Rationale for Change
8.00	Penalties	5.00	Penalties	
8.01	Persons operating motor vehicles on any portion of the State Highway System that has the Chain Law and/or Passenger Vehicle Traction Law in effect must comply with these rules.	2.02	No person shall operate any motor vehicle on any portion of the State Highway System that has the chain law implemented without full compliance with these rules. Any person who violates these rules shall be subject to penalties as set forth in herein and in statute.	Simplified language, no substantive change.
8.02	A person who operates a motor vehicle in violation of these rules or in violation of restrictions imposed by the Department or the State Patrol shall be subject to fines set forth in § 42-4-1701 C.R.S.	5.01	A person who operates a motor vehicle in violation of these rules or in violation of restrictions imposed by the Department or the State Patrol shall be subject to fines set forth in § 42-4-1701 C.R.S.(2011)	No changes
8.03	An enhanced penalty will be assessed as set forth in § 42-4-1701(4)(a)(I)(F) C.R.S. if the person violates these rules while operating a commercial vehicle or where the violation causes a closure of a travel lane in one or both directions.	5.02	An enhanced penalty will be assessed as set forth in § 42-4-1701(4)(a)(I)(F) C.R.S.(2011) if the person violates these rules while operating a commercial vehicle or where the violation causes a closure of a travel lane in one or both directions.	No changes
8.04	§ 42-4-1701(4)(a)(I)(F) C.R.S. regarding enhanced penalties shall not apply to a tow operator who is towing a motor vehicle or traveling to a site from which a motor vehicle is to be towed.	5.03	Section 42-4-1701(4)(a)(I)(F) C.R.S. (2011) regarding enhanced penalties shall not apply to a tow operator who is towing a motor vehicle or traveling to a site from which a motor vehicle is to be towed	No changes
9.00	New category for Declaratory Orders	Not in existing rule.	Does not appear in existing rule.	Adds the statutory option of requesting a Declaratory Order from the Department regarding the Rules.

Proposed Rule No.	Proposed Rule	Existing Rule No.	Existing Rule Language	Rationale for Change
9.01	The Department may entertain, at its sound discretion, petitions for declaratory orders pursuant to § 24-4-105(11), C.R.S.	Not in existing rule.	Does not appear in existing rule.	Same as above
10.00	New category for Incorporation by Reference	Not in existing rule.	Does not appear in existing rule.	Statutory rule-making requirement.
10.01	All referenced laws and regulations shall be available for copying for a reasonable charge or for public inspection during regular business hours from the Office of Policy and Government Relations, Colorado Department of Transportation, 2829 W. Howard Place, Denver, Colorado 80204.	Not in existing rule.	Does not appear in existing rule.	Statutory rule-making requirement and inclusion of new address.
10.02	The following material is incorporated by reference into these rules. Tire Chain Specifications NACM 92805 (TC), adopted by the National Association of Chain Manufacturers on September 25, 2005, and reaffirmed without change on April 12, 2015. Copies of NACM 92805 (TC) may be obtained by contacting The National Association of Chain Manufacturers by phone at (248) 994-2222, or by writing to them at the following address: The National Association of Chain Manufacturers 28175 Haggerty Road	Not in existing rule.	Does not appear in existing rule.	Statutory rule-making requirement.

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