

# INCIDENT MANAGEMENT PROGRAM

## I-25 THROUGH EL PASO COUNTY

RESPONSE MANUAL

2006

ALTERNATE ROUTES



Revised: 6/30/06



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## Alternate Route Maps

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# 1. USING THE MANUAL

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The I-25 Incident Management Plan through El Paso County is a multi-agency effort led by the Colorado Department of Transportation and PBS&J to support and enhance response to incidents on I-25 through El Paso County. This Manual covers 47 miles of I-25 in Colorado, from Milepost (MP) 116 to MP 163. This Manual is intended as a resource for all responders and provides information, including Scene Management Guidelines, Resource Lists, and Alternate Routes.

The Incident Levels and Associated Actions outlined in Section 2 of this manual provide a common approach to categorizing incidents based on their impact to I-25. The table outlines specific traffic management actions to be taken for each of the incident levels to minimize impacts to the traveling public and to facilitate coordination between agencies.

To minimize impact to the surface streets, the residents, and businesses in El Paso County, it is the intent of the Traffic Incident Management Program to implement alternate routes only under extreme circumstances that functionally or physically close I-25. It is also the intent to bring traffic displaced by an incident back to the interstate as quickly as possible.

The Colorado Department of Transportation (CDOT) funded and managed the development of this project with the goal of providing coordination and resources for incident response on I-25 through El Paso County. It is CDOT's desire to maintain and update the program to ensure its effectiveness for all responders. To provide comments, improvements, or suggestions to this manual please contact CDOT Region 2 Traffic at 719-546-5418.

The most recent version of this Incident Management Manual can be viewed on-line, as well as printed at the following Internet address:

[www.dot.state.co.us/incidentmgt/](http://www.dot.state.co.us/incidentmgt/)

User ID: statewide

Password: management

## **GUIDELINES FOR INCIDENT DEBRIEFING**

It is recommended that the Incident Commander schedule a debriefing for significant incidents occurring on I-25 and in particular the first two or more incidents. The purpose of these meetings will be to constructively critique the decisions made and actions taken during the incident to identify how future responses need to be improved or if additional resources or procedures are needed as well as any necessary revisions to the incident management program.

This Incident Management Program will be reviewed and updated on an annual basis.

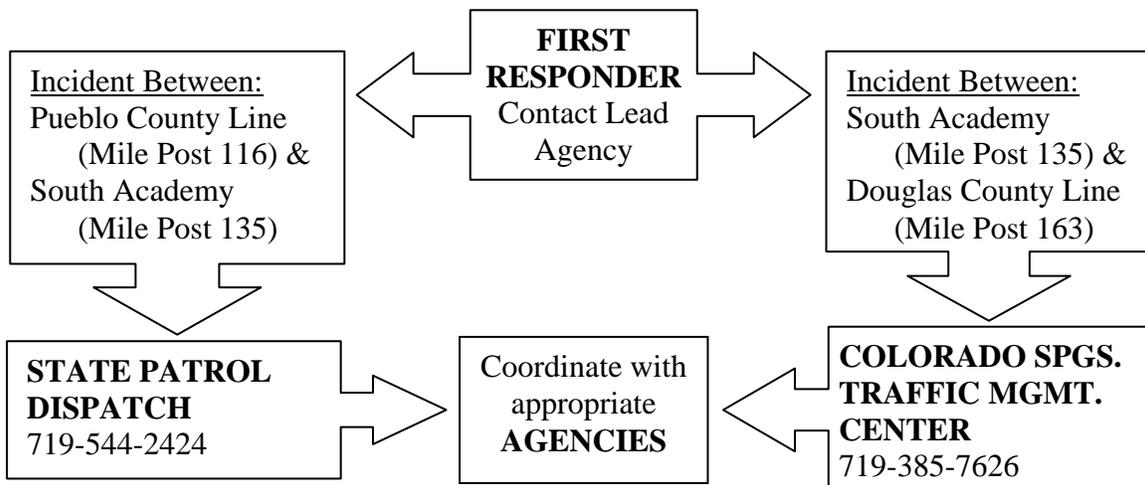
## 2. INCIDENT LEVELS & ASSOCIATED ACTIONS

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LEVEL	IMPACT TO ROADWAY	ACTIONS TO BE TAKEN
1	<p>Impact to traveled roadway estimated to be less than 30 minutes with a shoulder or lane blockage but not a full closure of the roadway.</p> <p>Example: Disabled vehicle located along the side of the road or in one lane, debris in the travel lanes(s) causing vehicles to slow down or change lanes.</p>	<ul style="list-style-type: none"> <li>➤ Follow routine incident procedures</li> <li>➤ Using the Communications Protocol below, contact the appropriate lead agency.</li> <li>➤ The Lead Agency will:                             <ul style="list-style-type: none"> <li>- Place messages on permanent VMS</li> <li>- Contact traffic media services</li> <li>- Notify appropriate Police/Fire Dispatch</li> </ul> </li> </ul>
2	<p>Impact to traveled roadway estimated to be greater than 30 minutes and less than 2 hours with lane blockages but not a full closure of the roadway.</p> <p>Example: Traffic obstruction in one or two lanes, disabled vehicle in traffic lane, debris in the travel lane(s) causing slowing or stopping.</p>	<ul style="list-style-type: none"> <li>➤ Establish Incident Command</li> <li>➤ Consider implementing alternate routes*</li> <li>➤ Consider designating staging areas</li> <li>➤ Using the Communications Protocol below, contact the appropriate lead agency.</li> <li>➤ The Lead Agency will:                             <ul style="list-style-type: none"> <li>- Contact CDOT regional office</li> <li>- Place messages on permanent VMS</li> <li>- Contact traffic media services</li> <li>- Notify appropriate Police/Fire Dispatch</li> <li>- Fax/e-mail out advisories to Level 2 contacts</li> <li>- Contact CDOT PIO and CDOT TOC</li> </ul> </li> </ul>

\* Notify Air Force Academy Security at 719-333-2000 if alternate route utilizes roadways in the USAF Academy jurisdiction.

### COMMUNICATIONS PROTOCOL



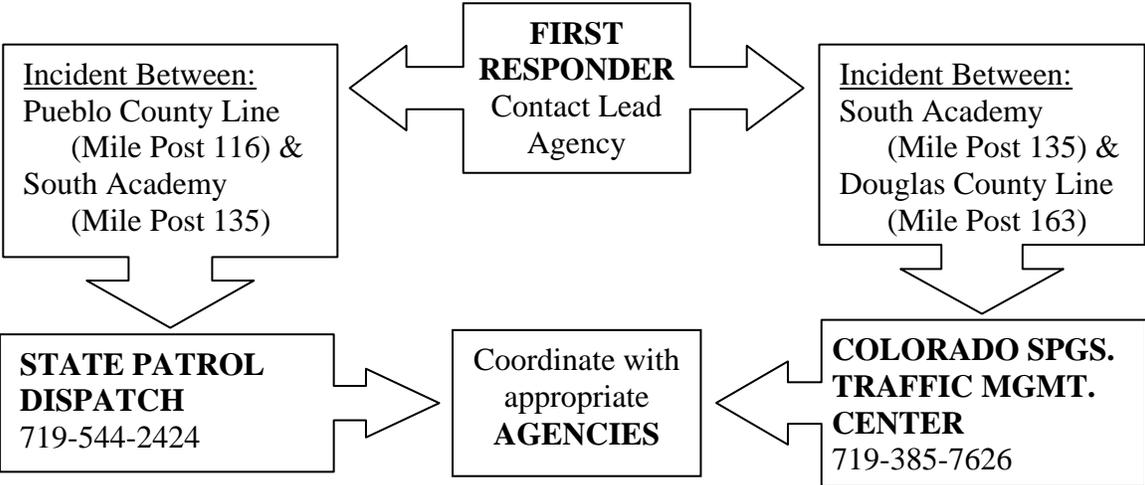
## 2. INCIDENT LEVELS & ASSOCIATED ACTIONS

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LEVEL	IMPACT TO ROADWAY	ACTIONS TO BE TAKEN
3	<p>Impact to traveled roadway estimated to be greater than 2 hours or roadway is fully closed in either direction.</p> <p>Example: Traffic obstruction in one or more lanes that results in stopped traffic, traffic obstruction in all lanes, closure of all lanes in one or both directions.</p>	<ul style="list-style-type: none"> <li>➤ Establish Command Center or Post</li> <li>➤ Implement alternate routes*</li> <li>➤ Consider designating staging areas</li> <li>➤ Contact El Paso County Office of Emergency Management</li> <li>➤ Contact Colorado Springs Office of Emergency Management</li> <li>➤ Using the Communications Protocol below, contact the appropriate lead agency.</li> <li>➤ The Lead Agency will:                             <ul style="list-style-type: none"> <li>- Contact CDOT Regional Traffic Engineer and maintenance Supervisor</li> <li>- Place messages on permanent VMS</li> <li>- Contact traffic media services</li> <li>- Notify appropriate Police/Fire Dispatch</li> <li>- Fax/e-mail out advisories to Level 3 contacts</li> <li>- Contact CDOT Public Information Officer (PIO) and CDOT TOC</li> </ul> </li> </ul>

\* Notify Air Force Academy Security at 719-333-2000 if alternate route utilizes roadways in the USAF Academy jurisdiction.

### COMMUNICATIONS PROTOCOL



## 3. SCENE MANAGEMENT GUIDELINES

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These guidelines outline procedural agreements between response agencies on the I-25 Corridor. Consistency in the application of these guidelines will help enhance multi-agency response on the corridor, safety of responders and motorists traveling through incident scenes, and communication of information to the motoring public. The guidelines clarify agency and public expectations on scenes and reduce impacts to the highway.

### 3.1 AGENCY ROLES

The following is a list of general roles each response agency will perform during an incident:

#### First Responder

- Determine severity of incident and condition of persons involved and relay to dispatch.
- Identify if hazardous materials are involved.
- Act as incident command leader until relieved.

#### Local Fire Department

- Mile Marker 116-132 = Fountain Fire Department
- Mile Marker 132-138 = Stratmoor Hills Fire Department
- Mile Marker 138-150 = Colorado Springs Fire Department
- Mile Marker 150-157 = U.S. Air Force Academy Fire
- Mile Marker 153-157 = Wescott Fire Department (Secondary to USAFA)
- Mile Marker 157-163 = Tri-Lakes Fire Department
- Respond to fire and contain the incident.
- Rescue, remove and treat injured persons.
- Request containment or clean-up resources (Within City Limits).

#### Local Law Enforcement (Within City Limits)

- Isolate and protect the scene.
- Provide traffic control and implement alternate routes as needed.
- Investigate the incident.

#### Colorado State Patrol (Outside City Limits)

- Request containment or clean-up resources (Outside City Limits).
- Isolate and protect the scene.
- Provide traffic control and implement alternate routes as needed.
- Investigate the incident.

#### Towing/Recovery

- Respond quickly to incident when called.
- Remove vehicle(s) as directed, in a safe manner.

# 3. SCENE MANAGEMENT GUIDELINES

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Colorado Springs Traffic Management Center

- Monitor incident.
- Notify agencies by incident level.

Colorado Department of Transportation TOC

- Fulfill the role of the Colorado Springs TMC during non-business hours.
- Provide traffic-related information during incidents (All other information will be handled by the City of Colorado Springs or El Paso County PIO)

## 3.2 APPLICATION OF ICS

- Follow standard Incident Command System (ICS)\* principles.
- Whenever an officer position is assigned, a vest, designating that officer, should be provided and worn by the officer.
- Unified Command (UC)\* should be implemented during multi-agency responses.  
\*The ICS and UC principles can be referenced at [www.osha.gov/SLTC/etools/ics/](http://www.osha.gov/SLTC/etools/ics/)

## 3.3 STAGING AREAS

- During an incident that requires the response of multiple tow trucks, tow truck operators should be instructed to stage at the nearest entrance ramp to the interstate until requested to continue into the scene by the Incident Commander or Staging Officer. This will reduce the number of response vehicles on-scene and reduce the impact to the interstate.
- On Level 2 and Level 3 incidents, the Incident Commander should consider use of staging areas for responding units.

## 3.4 GUIDELINES FOR PARKING EMERGENCY RESPONSE VEHICLES

- Emergency response vehicles should be parked to minimize impact to travel lanes while ensuring the safety of emergency response personnel and incident victims.
- Except for those vehicles specifically protecting the scene or actively involved in mitigating the incident, all emergency response vehicles should be parked on the shoulder or off the roadway.
- Every effort should be made to keep as many traffic lanes open as safely possible. If debris can be swept, or vehicles relocated, without hampering safety or incident investigation, this should be done promptly.

## 3. SCENE MANAGEMENT GUIDELINES

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### 3.5 GUIDELINES FOR FLASHING LIGHTS

#### Keep Flashing Lights On

- When incident vehicles are on the Interstate lanes; or incident vehicles are on the shoulder and traffic is passing by at a high speed.
- While proceeding cautiously around stopped traffic at the accident scene.
- When traveling to the incident on the shoulder.
- When an agency needs to work through traffic to remove blocking, disabled vehicles.
- At night, flashing lights are still recommended for use on the shoulder even under congested traffic, to warn vehicles that might be illegally traveling on the shoulder.

#### Turn Flashing Lights Off

- After employing the overhead lights to stop violators or protect accident scenes etc., and once vehicles are out of the traveled portions of the road, turn off overhead lights and turn on the taillight flasher to alleviate the “rubber-necking” syndrome.
- When the vehicle is parked well off the side of the shoulder.
- When multiple response vehicles are lined up, turn overhead flashers off on all vehicles except the rear vehicle and the front vehicle.

### 3.6 GUIDELINES FOR LANE CLOSURES AND OPENINGS

- The first responding unit, fire or law enforcement should provide their dispatch with a scene size-up that includes the extent of closure of the highway associated with the incident and the anticipated duration of the incident.
- Dispatch should notify the CSTMC (719-385-7626) of the extent of closure and the estimated duration to identify the Incident Level and the associated actions.
- After the incident scene is stabilized and any necessary investigation activity is completed, the Incident Commander should restore the travel lanes to traffic as quickly as possible to reduce travel delay.
- The CSTMC, either directly or through dispatch, should be notified of any change in the status of the roadway with regard to opening or closing lanes.
- The focus should be on moving response vehicles and personnel out of lanes as quickly as possible to minimize the number of lanes closed.

## 3. SCENE MANAGEMENT GUIDELINES

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### 3.7 GUIDELINES FOR REMOVING VEHICLES

Rapid removal of stranded, disabled, or damaged vehicles from the travel lanes enhances the safety of the responders, the victims, and the traveling public.

Accident Involving Damage (No Injuries or Alcohol Involved):

Colorado State Statute 42-4-1602(2) requires the drivers of vehicles involved in an accident on a divided highway to move them out of traffic if they determine that there are no injuries or alcohol involved in the incident.

Accident Involving Damage:

- The Incident Commander, who either is a law enforcement officer or in contact with an officer, must give the direction to move vehicles. The decision to move a vehicle from an incident must be made by an officer of the appropriate law enforcement agency (CSP outside of city limits or local enforcement with city limits).
- When possible, vehicles should be moved to the next off-ramp or staging area.
- If practical before moving vehicles, final positions and points of impact should be found and marked. Mark tire and axle location of each vehicle and direction of vehicle if necessary.
- Every attempt should be made to confirm with CSP, or appropriate law enforcement agency, prior to moving vehicles.

Abandoned Vehicles:

Colorado State Statute 42-4-1803(2) requires the removal of any stalled or abandoned vehicles from the travel lanes by the police department or other responsible agencies. Vehicles can be pushed with push bumpers with the wheels will roll freely, the driver is considered to be capable of driving the vehicle under the conditions, and the vehicle is no larger than a pick-up truck.

- Check abandoned vehicles for victims, patients or hazards.
- Clearly mark all unattended vehicles in or near the roadway with orange tape or tags that are visible from the roadway to avoid multiple dispatches to the same incident.

## 4. CONTACTS

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### 4.1 AGENCY CONTACT LIST

AGENCY	PHONE	FAX	E-MAIL
CDOT TOC	303-512-5134		dwayne.wilkinson@dot.state.co.us
CDOT Region 1	303-757-9852		richard.sarchet@dot.state.co.us
CDOT Region 2	719-546-5405		james.ferron@dot.state.co.us
CDOT R2 Maintenance	719-227-3235		
Colorado State Patrol	719-635-0385		tom.wilcoxen@cdps.state.co.us
State Patrol Dispatch	719-544-2424		
CSTMC	719-385-7626	719-385-7630	tocoperations@ci.colospgs.co.us
CS Fire	719-492-2540 719-385-2102	719-385-7388	kbuckmiller@springsgov.com tobiasst@ci.colospgs.co.us
CS Police	719-385-2127	719-444-7381	lauselsa@ci.colospgs.co.us
CS OEM	719-385-7343	719-385-7387	frasiaga@ci.colospgs.co.us
CS Transit Division	719-385-5279	719-385-5419	mholst@springsgov.com
CS Mountain Metro Transit	719-385-7433 Ext 4		wpatterson@springsgov.com
El Paso County Sheriff	719-520-7172	719-391-8917	jamesgrason@elpasoco.com
El Paso County DOT	719-520-6460		chuckmcculloh@elpasoco.com
El Paso County OEM	719-575-8401	719-575-8591	jimesite@elpasoco.com
Douglas County Sheriff	303-660-7541		lstanton@dcsheeriff.net
Douglas County DOPW	303-660-7480		jmoore@dcsheeriff.net
Douglas County OEM	303-660-7589		jmoore@douglas.co.us
Pueblo County Sheriff	719-583-6400		
Pueblo County DOPW	719-583-6040		colletti@co.pueblo.co.us
Pueblo County OEM	719-583-6200		steve.douglas@co.pueblo.co.us
AMR	719-636-2333	719-597-9703	Michael_barbieri@amr-ems.com
School District 11	719-520-2940		bairwl@d11.org
School District 20	719-234-1410		KPutman@d20.co.edu
USAFA Fire	719-333-2051	719-333-3740	Dennis.chaltry@usafa.af.mil
USAFA Security Forces Control Center	719-333-8429	719-333-3677	
USAFA OEM	719-333-2300	719-333-6565	joseph.lima.ctr@usafa.af.mil
USAF Operations Superintendent	719-333-8430	719-333-3677	
Fort Carson	719-526-9267		richard.orphan@carson.army.mil
Stratmoor Hills Fire	719-576-1200	719-579-6739	mail@shvfd.com
Fountain Fire	719-382-7800	719-382-1002	mstanwood@fountainfire.org
Fountain DOPW	719-322-2000 Ext 2036		scott@fountaincolorado.org
Wescott Fire	719-488-8680	719-488-8929	jedwards@wescottfire.org
Tri-Lakes Fire	719-481-2312	719-481-3456	chief@tri-lakesfire.com

## 4. CONTACTS

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### 4.2 EQUIPMENT RESOURCE LIST

In the event of a significant incident that necessitates the use of alternate routes, additional traffic control and equipment resources may be necessary. The following table provides a list of equipment typically available to assist on a major incident.

	<b>CDOT MAINTENANCE</b>	<b>COLORADO SPRINGS</b>	<b>EL PASO COUNTY</b>
<b><i>ELECTRONIC DEVICES</i></b>			
Portable VMS	2	1	2
Arrow Panel		5	
Portable Signals			2
<b><i>BARRICADE DEVICES</i></b>			
Cones	100	300	200
Drums	5	50	110
Vertical Panels		20	28
Type I Barricade		100	
Type II Barricade		100	
Type III Barricade		25	15
<b><i>TRAFFIC CONTROL SIGNS</i></b>			
Detour (M4-8)		20	10
Detour Arrow, L (M4-9L)		20	24
Detour Arrow, R (M4-9R)		20	24
End Detour (M4-8a)		10	20
Stop (R1-1)		20	80
Reduced Speed Ahead (R2-5a)		20	15
Lane Reduction Transition, L (W4-2L)	2	20	5
Lane Reduction Transition, R (W4-2R)	2	20	5
Road Closed (R11-2)		10	20
Road Closed to Thru Traffic (R11-4)		10	20
Advanced Flagger (W20-7a)		20	10
Stop Ahead (W3-1)		20	10

### 4.3 EQUIPMENT CONTACT INFORMATION

	<b>CDOT MAINTENANCE</b>	<b>COLORADO SPRINGS</b>	<b>EL PASO COUNTY</b>
Contact Person	Phil or Russ	Kevin Smith	Pete Cozzolino
Contact Phone	719-227-3235 719-227-3236	719-491-4837	719-520-6804 719-339-5062
Emergency Call-out:	719-659-9425 719-659-9430		719-520-6460

# 4. CONTACTS

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## 4.4 RADIO FREQUENCY LIST

CHANNEL	CS Fire	CS Police	CS TMC	CS Utilities	CSP	CDOT Region 1	CDOT Region 2	CDOT TMC	El Paso SO	CS OEM	Douglas County OEM	El Paso County OEM	El Paso County DOPW	Pueblo County OEM	AMR	USAFA Fire	Tri-Lakes Fire	Stratmoor Hills Fire	Fountain Fire	Wescott Fire	Springs Transit
EPSO RED	X	X	X		P	P	P	P	X	X	P	X	X	P	X	X	X	X	X	X	X
BLUE CMD	X	X	X		P	P	P	P	X	X	P	X	X	P	X		X	X	X	X	X
BLUE OPS	X	X	X		P	P	P	P	X	X	P	X	X	P	X		X	X	X	X	X
RUBY CMD	X	X	X	P	P	P	P	P	X	X	P	X	X	P	X	X	X	X	X	X	X
RUBY OPS	X	X	X		P	P	P	P	X	X	P	X	X	P	X		X	X	X	X	X
GREY CMD	X	X	X		P	P	P	P	X	X	P	X	X	P	X		X	X	X	X	X
GREY OPS	X	X	X		P	P	P	P	X	X	P	X	X	P	X		X	X	X	X	X
BROWN	X	X	X	X*	P	P	P	P	X	X	P	X	X	P	X		X	X	X	X	X
ORANGE	X	X	X	X*	P	P	P	P	X	X	P	X	X	P	X		X	X	X	X	X
ICALL	X	X	X	X	P	P	P	P	X	X	P	X	X	P	X		X	X	X	X	X
ITAC1	X	X	X	X	P	P	P	P	X	X	P	X	X	P	X	X	X	X	X	X	X
ITAC2	X	X	X	X	P	P	P	P	X	X	P	X	X	P	X		X	X	X	X	X
ITAC3	X	X	X	X	P	P	P	P	X	X	P	X	X	P	X		X	X	X	X	X
ITAC4	X	X	X	X	P	P	P	P	X	X	P	X	X	P	X		X	X	X	X	X
CSU DISP	X	X	X	X	P	P	P	P	X	X	P	X	X	P	X		X	X	X	X	X
CSFDSE C2	X	X	X		P	P	P	P	X	X	P	X	X	P	X		X	X	X	X	X

X = Channel available

P = Channel available with patch

X\* = Channel assignment preferred to patch into Ruby Com

## 4. CONTACTS

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### 4.5 GLOSSARY OF ACRONYMS

AMR – American Medical Response, providing ambulance service within Colorado Springs

CDOT – Colorado Department of Transportation

CDOT TMC – Colorado Department of Transportation Traffic Management Center

CMD – Command

COSMIX – Project name for the reconstruction of I-25 from north of Bijou to North Academy

CSP – Colorado State Patrol

CSTMC – Colorado Springs Traffic Management Center

DERA – Designated Emergency Response Authority

DOPW – Department Of Public Works

ICS – Incident Command System

NIMS – National Incident Management System

OEM – Office of Emergency Management

PIO – Public Information officer

UC – Unified Command

USAF – United States Air Force

USAFA – United States Air Force Academy

VMS – Variable Message Sign

# 5. IMPLEMENTATION OF ALTERNATE ROUTES

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In anticipation of the need for implementing alternate routes CDOT has prepared a set of alternate route plans to cover locations through El Paso County where diversion may be necessary.

## 5.1 WHEN TO ESTABLISH AN ALTERNATE ROUTE

The decision to establish an alternate route is made when the closure of one or more lanes of I-25 through El Paso County occurs in conjunction with a Level 2 or Level 3 incident. The decision is made by the Incident Commander, in coordination with CDOT, and will depend on the estimated duration of the incident, time of day, traffic conditions, and availability of personnel.

## 5.2 SETTING UP AN ALTERNATE ROUTE

Before the route is set up it should be driven along its entire length to ensure that the route is free of construction and other traffic bottlenecks. The alternate route maps in the following pages show the most appropriate locations for the majority of the necessary temporary traffic control devices. Please note that the portable variable message sign (VMS) locations are shown for the primary route only. If the secondary routes are required then the portable VMS signs should be relocated appropriately.

### THE MAPS IDENTIFY THE FOLLOWING:

- The section of freeway assumed to be closed
- Locations of ramps to be closed
- The main path of the detour route
- Recommended sign placement locations
- Number of signs required for the proposed primary and secondary routes
- Signals along the route
- Permanent variable message sign locations
- Emergency turn around locations

## 5. IMPLEMENTATION OF ALTERNATE ROUTES

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THE DETOUR ROUTE(S) SHOULD BE ERECTED IN THE FOLLOWING MANNER:

- The alternate route signs should be erected or modified in reverse order starting from the end of the detour to the beginning (opposite to the direction of the flow).
- Signs will normally be fastened onto poles or erected on portable sign structures. If possible the signs should be visible above the tops of cars.
- In areas where complicated maneuvering is required or in heavily congested areas, flags should be placed on the detour signs to attract attention.
- Signs will normally be erected on the right side of the roadway.
- When erecting the detour, regulatory, warning or guide signs they should not be obstructed from the view of the motorist. Signs should be placed a minimum of two feet from the edge of the traveled way.
- After clearance of the incident, signs shall be removed in the reverse order they were installed. This is the beginning of the route to the end of the route

### 5.3 TRAFFIC SIGNALS ON THE ALTERNATE ROUTE

Even when the alternate route plan is set up, major traffic congestion is still expected. The alternate routes were never designed to carry the same volume of traffic as the freeway. This situation can be helped (not solved) through proper control of timing at signals along the alternate route to facilitate the movement of the detoured traffic. Although it is possible to direct traffic manually, it is preferred to direct traffic using the traffic signal indications. Where possible, Traffic Engineering should make timing adjustments to compensate for the increased traffic.

**THE FOLLOWING SECTION SHOWS DIAGRAMS OF TYPICAL LANE CLOSURES AS A GUIDE FOR CLOSING ONE OR MORE TRAFFIC LANES.**

# 6. TYPICAL TRAFFIC CONTROL APPLICATIONS

06/30/06

## 6.1 TYPICAL APPLICATION SKETCHES – INTERSTATE CLOSURE

\*LV = Length Varies  
This length will vary for each route.  
The taper should begin where the exit ramp begins and end at the gore point.

\*\* Reduced Speed = Exit Ramp Speed

L = Length Of Taper = S x W

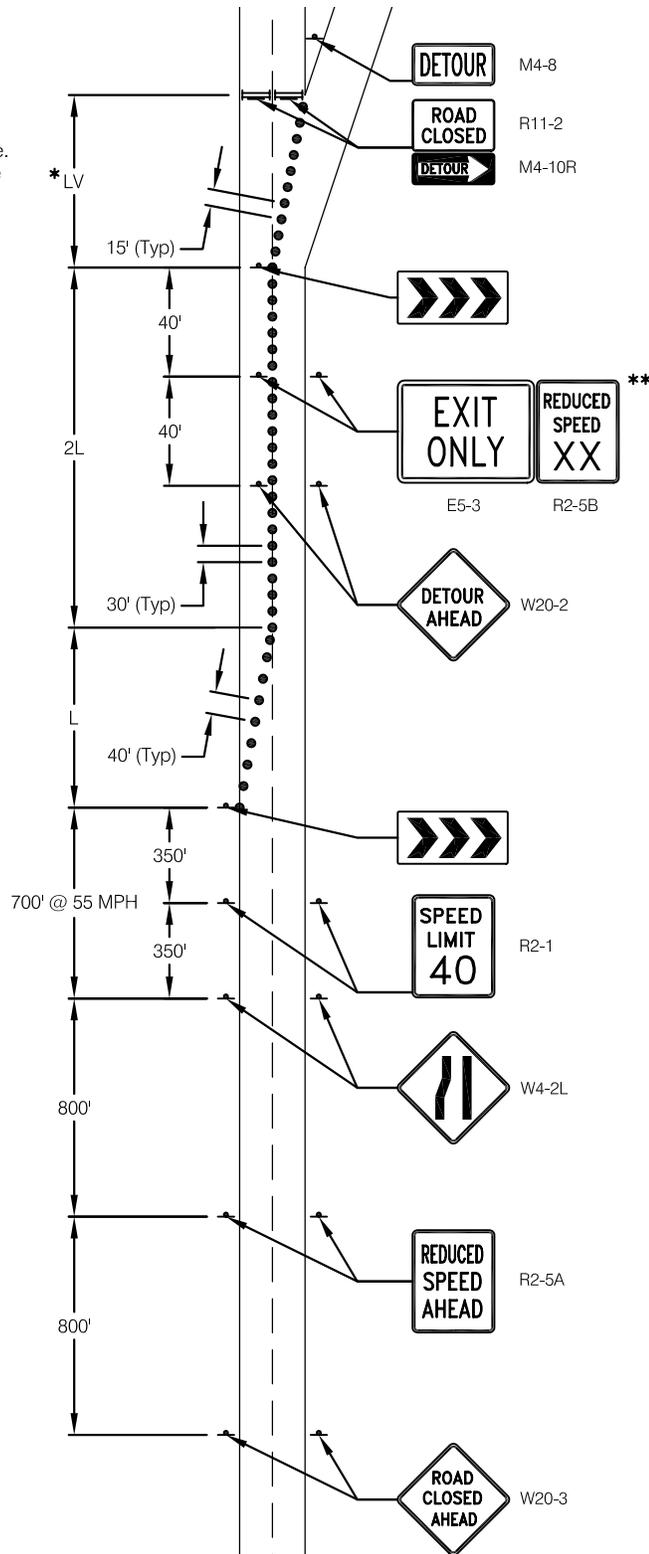
S = Posted Speed Limit or  
85 percentile Speed  
(Incident Speed)

W = Width of Closing Lane  
(Typ. = 12')

**NOTE:**

MUTCD variances may be applicable in emergency situation. Low speeds may result in lesser sign spacing.

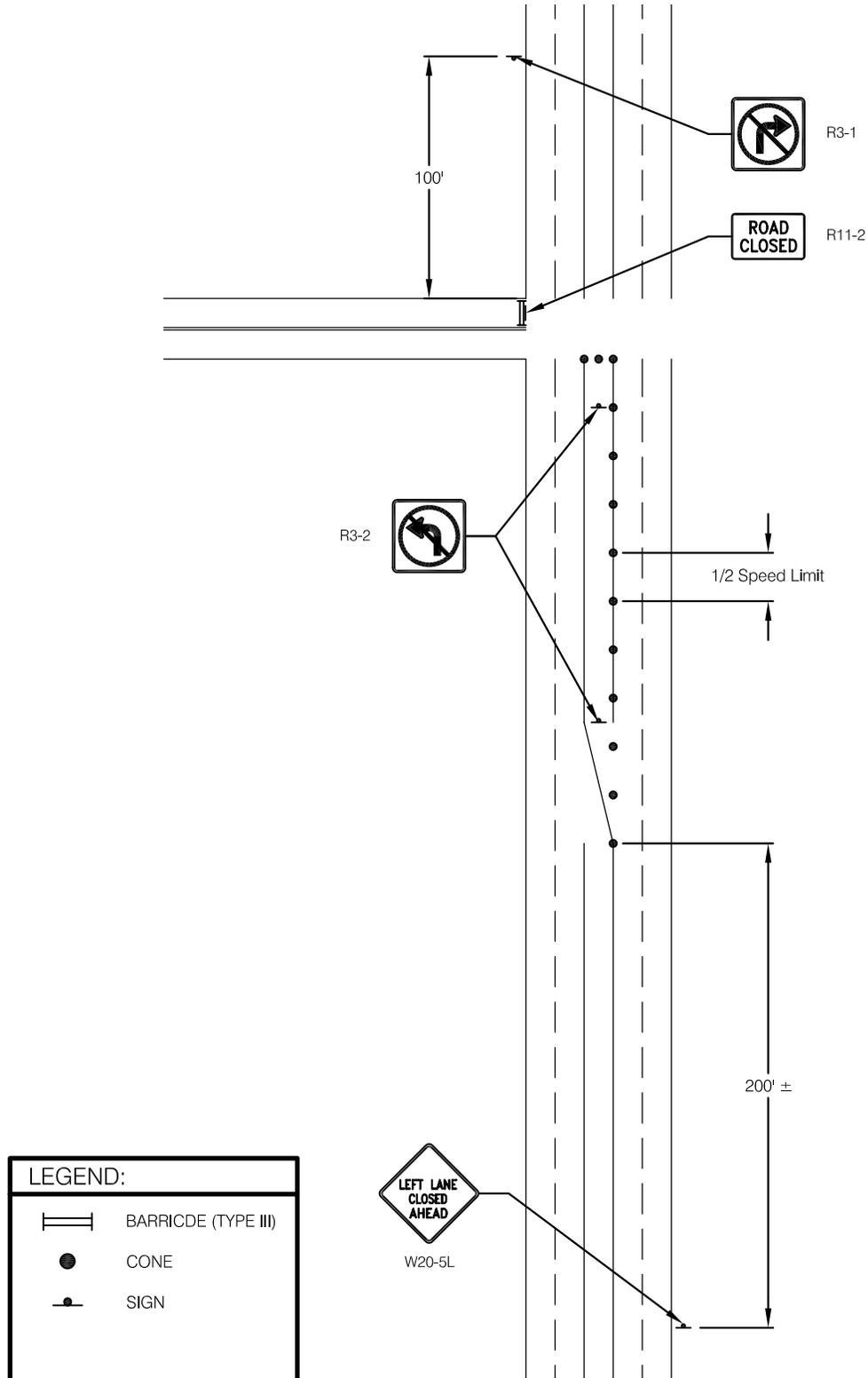
LEGEND:	
	BARRICADE (TYPE III)
	CONE
	SIGN
	FLASHING ARROW PANEL



# 6. TYPICAL TRAFFIC CONTROL APPLICATIONS

06/30/06

## 6.2 TYPICAL APPLICATION SKETCHES – LEFT TURN LANE CLOSURE



# 6. TYPICAL TRAFFIC CONTROL APPLICATIONS

06/30/06

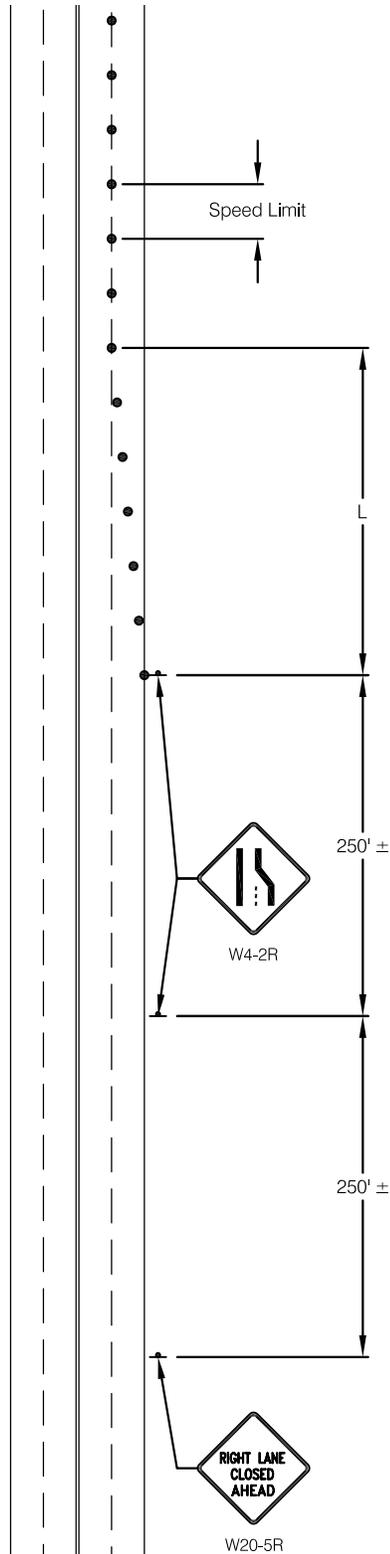
## 6.3 TYPICAL APPLICATION SKETCHES – RIGHT LANE CLOSURE

$L = \text{Length Of Taper} = S \times W$

$S = \text{Posted Speed Limit or 85 percentile Speed (Incident Speed)}$

$W = \text{Width of Closing Lane (Typ. = 12')}$

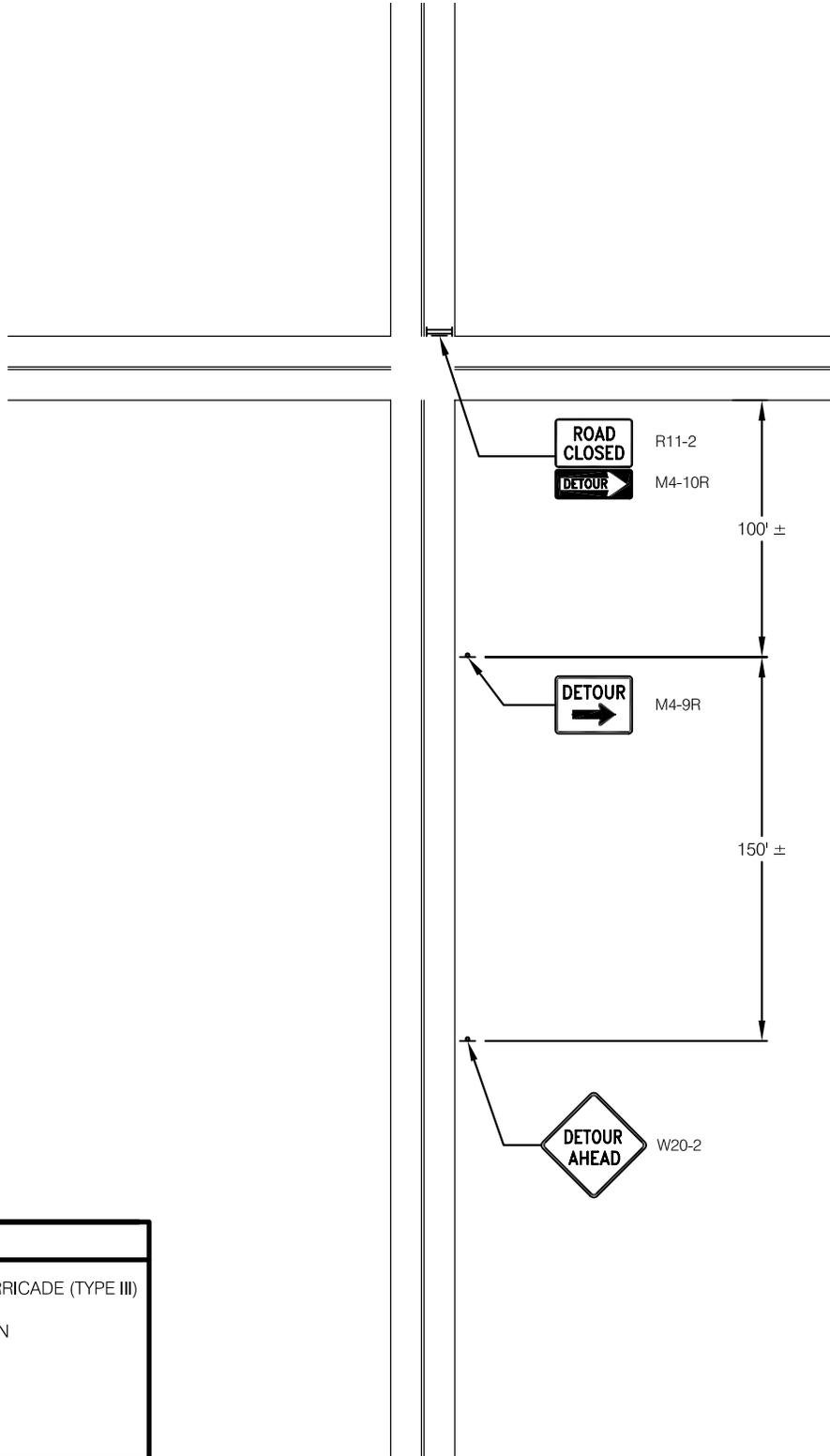
LEGEND:	
●	CONE
—●	SIGN



# 6. TYPICAL TRAFFIC CONTROL APPLICATIONS

06/30/06

## 6.4 TYPICAL APPLICATION SKETCHES – PARTIAL CLOSURE



# 7. MAPS

06/30/06

The following pages present recommended alternate route plans for the purpose of managing incidents on I-25 through El Paso County. The use of alternate routes should consider the weather and road conditions.

The detour routes shown on the maps provide options for re-routing traffic around the closure points on I-25. It is the desire of the program to maintain traffic on the Interstate and minimize the use of full closures and detour routes to reduce impacts on local communities. When a full closure is necessary to protect the safety of victims, responders and motorist, the detour routes should be implemented for the shortest reasonable distance possible, and allow traffic to return to the Interstate.

## 7.1 HOW TO USE THE ALTERNATE ROUTE MAPS

1. Locate the affected segment(s) on the “Corridor Segment Key Map”.
2. Refer to the “Corridor Segment Descriptions” to find the route numbers containing the respective route details
3. Implement route.

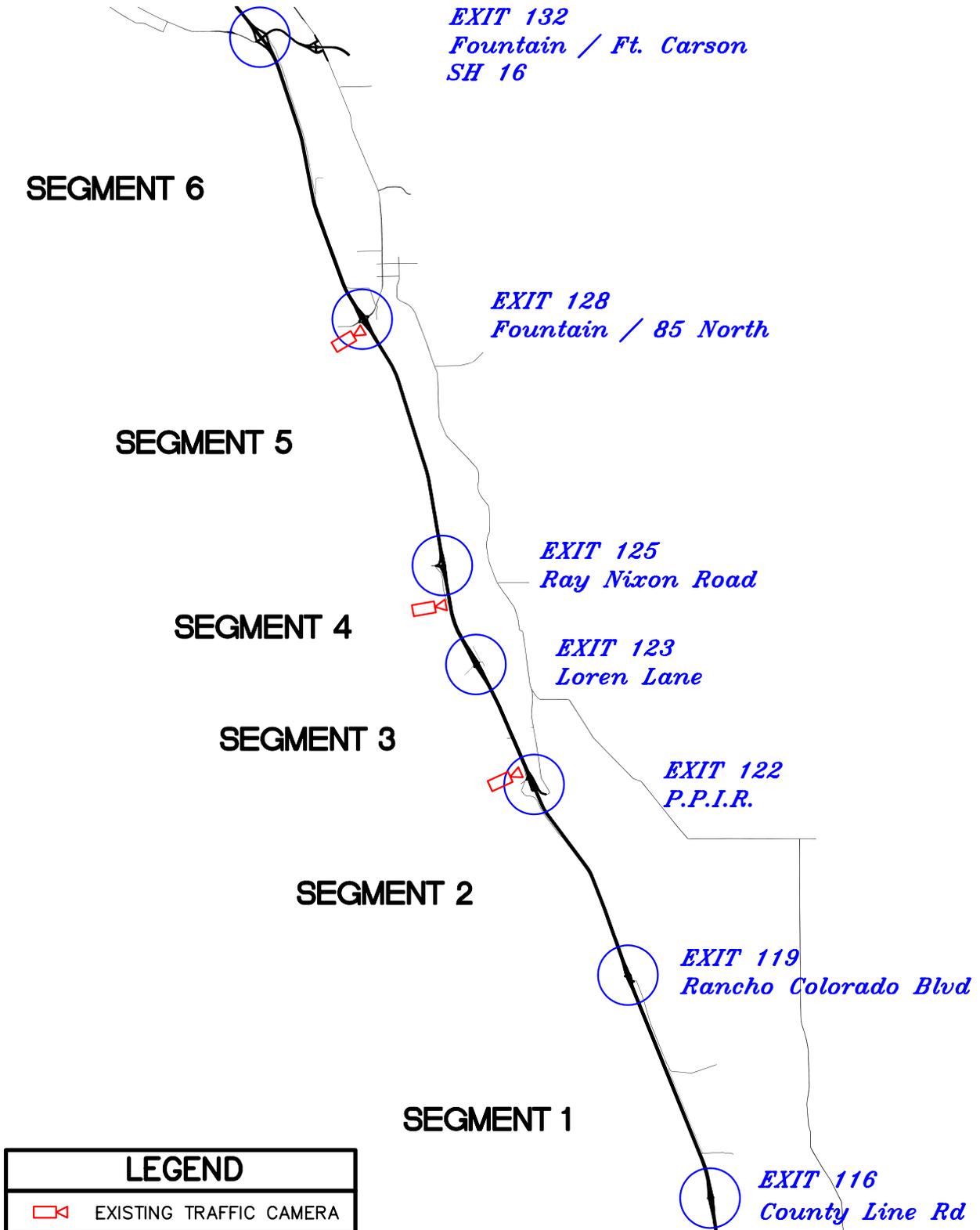
## 7.2 SIGN INDEX

SIGN	MUTCD CODE
	Special
	M4-9LM
	M4-9L
	M4-9RM
	M4-9R
	M4-9
	R11-2

# 7. MAPS

06/30/06

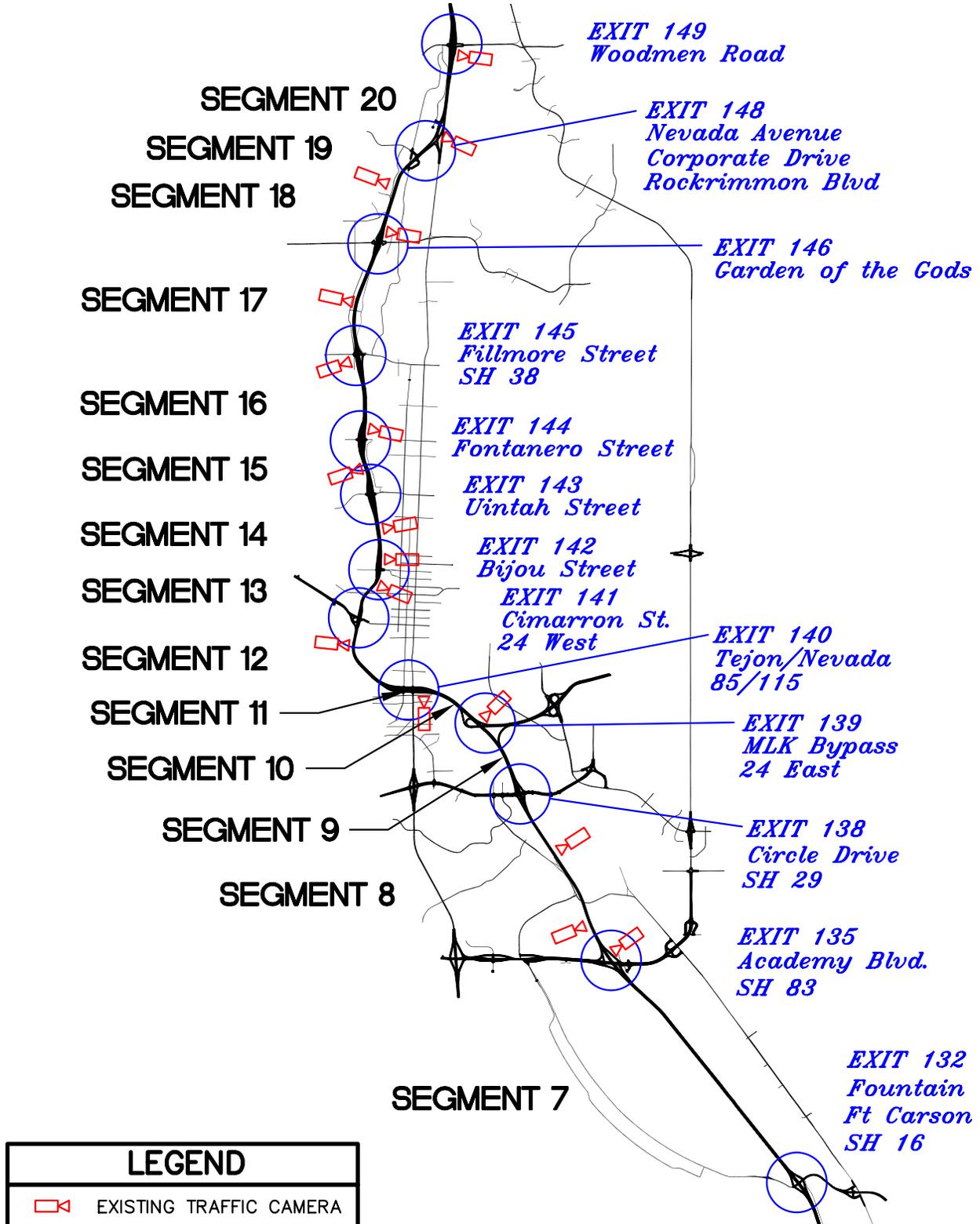
## 7.3 CORRIDOR SEGMENT KEY MAPS – (SOUTH)



# 7. MAPS

06/30/06

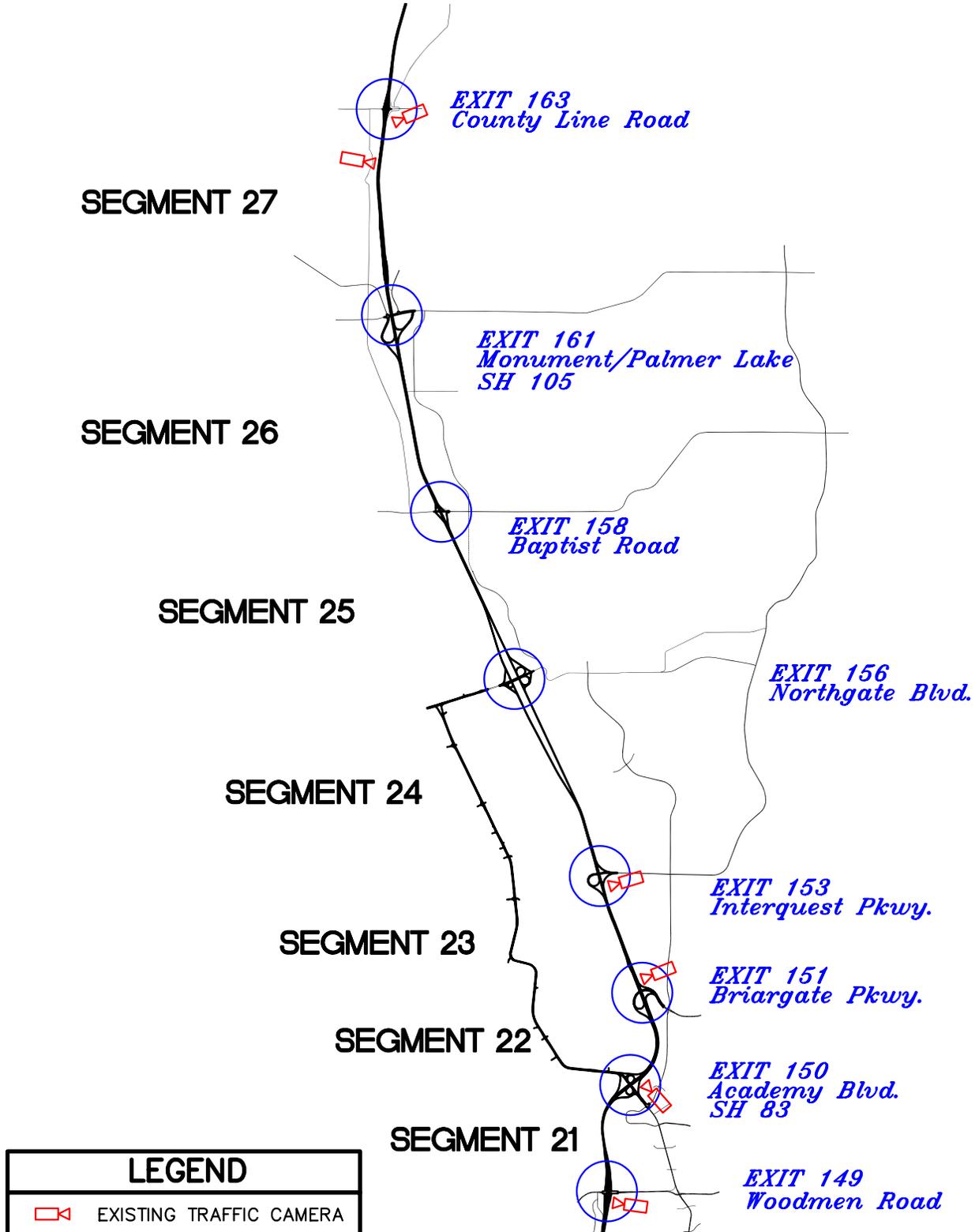
## 7.3 CORRIDOR SEGMENT KEY MAPS – (CENTRAL)



# 7. MAPS

06/30/06

## 7.3 CORRIDOR SEGMENT KEY MAPS – (NORTH)



# 7. MAPS

06/30/06

## 7.4 CORRIDOR SEGMENT DESCRIPTIONS – (SOUTH)

SEGMENT 1: (Exit 116) County Line Rd ----- (Exit 119) Rancho Colorado Blvd.

NB Closed ..... Route 1  
SB Closed ..... Route 2  
NB & SB Closed ..... Route 3

SEGMENT 2: (Exit 119) Rancho Colorado Blvd. ----- (Exit 122) P.P.I.R.

NB Closed ..... Route 4  
SB Closed ..... Route 5  
NB & SB Closed ..... Route 6

SEGMENT 3: (Exit 122) P.P.I.R. ----- (Exit 123) Loren Lane

NB Closed ..... Route 7  
SB Closed ..... Route 8  
NB & SB Closed ..... Route 9

SEGMENT 4: (Exit 123) Loren Lane ----- (Exit 125) Ray Nixon Road

NB Closed ..... Route 10  
SB Closed ..... Route 11  
NB & SB Closed ..... Route 12

SEGMENT 5: (Exit 125) Ray Nixon Road ----- (Exit 128) Fountain, Hwy 85/87

NB Closed ..... Route 13  
SB Closed ..... Route 14  
NB & SB Closed ..... Route 15

SEGMENT 6: (Exit 128) Fountain, Hwy 85/87 ----- (Exit 132) Ft Carson, Hwy 16

NB Closed ..... Route 16  
SB Closed ..... Route 17  
NB & SB Closed ..... Route 18

# 7. MAPS

06/30/06

## 7.4 CORRIDOR SEGMENT DESCRIPTIONS – (CENTRAL 1 OF 2)

SEGMENT 7: (Exit 132) Ft Carson, Hwy 16 ----- (Exit 135) S. Academy Blvd.

NB Closed ..... Route 19  
SB Closed ..... Route 20  
NB & SB Closed ..... Route 21

SEGMENT 8: (Exit 135) S. Academy Blvd. ----- (Exit 138) Lake Ave./Circle Dr.

NB Closed ..... Route 22  
SB Closed ..... Route 23  
NB & SB Closed ..... Route 24

SEGMENT 9: (Exit 138) Lake Ave./Circle Dr. ----- (Exit 139) MLK / Hwy 24 Bypass

NB Closed ..... Route 25  
SB Closed ..... Route 26  
NB & SB Closed ..... Route 27

SEGMENT 10: (Exit 139) MLK / Hwy 24 Bypass ----- (Exit 140) S. Nevada / Tejon Ave.

NB Closed ..... Route 28  
SB Closed ..... Route 29  
NB & SB Closed ..... Route 30

SEGMENT 11: (Exit 140) S. Nevada / Tejon Ave. ----- (Exit 140) S. Nevada / Tejon Ave.

NB Closed ..... Route 31  
SB Closed ..... Route 32  
NB & SB Closed ..... Route 33

SEGMENT 12: (Exit 140) S. Nevada / Tejon Ave. ----- (Exit 141) Cimarron St.

NB Closed ..... Route 34  
SB Closed ..... Route 35  
NB & SB Closed ..... Route 36

SEGMENT 13: (Exit 141) Cimarron St. ----- (Exit 142) Bijou St.

NB Closed ..... Route 37  
SB Closed ..... Route 38  
NB & SB Closed ..... Route 39

# 7. MAPS

06/30/06

## 7.4 CORRIDOR SEGMENT DESCRIPTIONS – (CENTRAL 2 OF 2)

- SEGMENT 14: (Exit 142) Bijou St. ----- (Exit 143) Unitah St.  
NB Closed ..... Route 40  
SB Closed ..... Route 41  
NB & SB Closed ..... Route 42
- SEGMENT 15: (Exit 143) Unitah St. ----- (Exit 144) Fontanero St.  
NB Closed ..... Route 43  
SB Closed ..... Route 44  
NB & SB Closed ..... Route 45
- SEGMENT 16: (Exit 144) Fontanero St. ----- (Exit 145) Fillmore St.  
NB Closed ..... Route 46  
SB Closed ..... Route 47  
NB & SB Closed ..... Route 48
- SEGMENT 17: (Exit 145) Fillmore St. ----- (Exit 146) Garden of the Gods Rd.  
NB Closed ..... Route 49  
SB Closed ..... Route 50  
NB & SB Closed ..... Route 51
- SEGMENT 18: (Exit 146) Garden of the Gods Rd. ----- (Exit 148) Rockrimmon Blvd.  
NB Closed ..... Route 52  
SB Closed ..... Route 53  
NB & SB Closed ..... Route 54
- SEGMENT 19: (Exit 148) Rockrimmon Blvd. ----- (Exit 148) N Nevada Ave.  
NB Closed ..... Route 55  
SB Closed ..... Route 56  
NB & SB Closed ..... Route 57
- SEGMENT 20: (Exit 148) N Nevada Ave. ----- (Exit 149) Woodmen Rd.  
NB Closed ..... Route 58  
SB Closed ..... Route 59  
NB & SB Closed ..... Route 60

# 7. MAPS

06/30/06

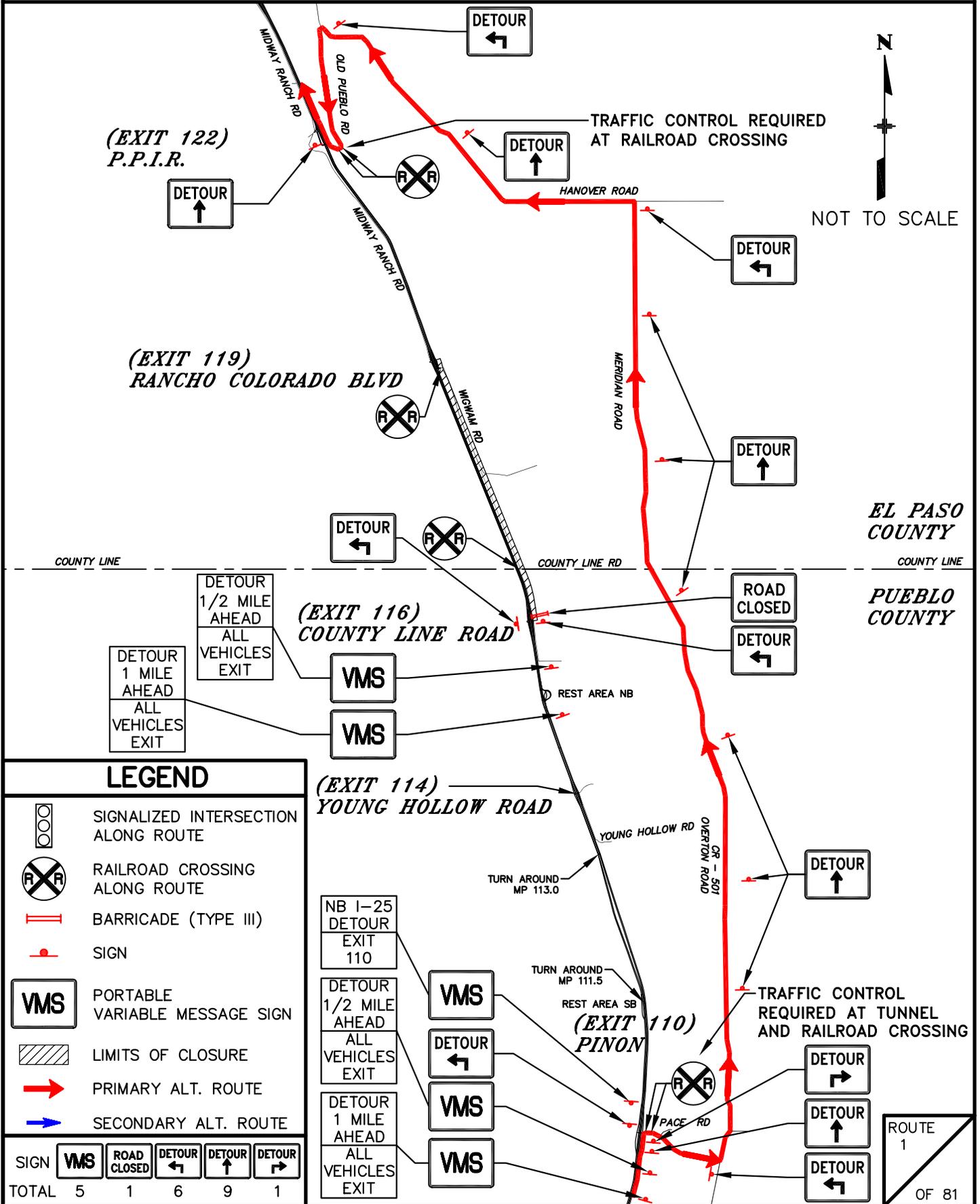
## 7.4 CORRIDOR SEGMENT DESCRIPTIONS – (NORTH)

- SEGMENT 21: (Exit 149) Woodmen Rd. ----- (Exit 150) N. Academy Blvd.  
NB Closed ..... Route 61  
SB Closed ..... Route 62  
NB & SB Closed ..... Route 63
- SEGMENT 22: (Exit 150) N. Academy Blvd. ----- (Exit 151) Briargate Pkwy.  
NB Closed ..... Route 64  
SB Closed ..... Route 65  
NB & SB Closed ..... Route 66
- SEGMENT 23: (Exit 151) Briargate Pkwy. ----- (Exit 153) Interquest Pkwy.  
NB Closed ..... Route 67  
SB Closed ..... Route 68  
NB & SB Closed ..... Route 69
- SEGMENT 24: (Exit 153) Interquest Pkwy. ----- (Exit 156) North Gate Blvd.  
NB Closed ..... Route 70  
SB Closed ..... Route 71  
NB & SB Closed ..... Route 72
- SEGMENT 25: (Exit 156) North Gate Blvd. ----- (Exit 158) Baptist Road  
NB Closed ..... Route 73  
SB Closed ..... Route 74  
NB & SB Closed ..... Route 75
- SEGMENT 26: (Exit 158) Baptist Road ----- (Exit 161) Monument, Hwy 105  
NB Closed ..... Route 76  
SB Closed ..... Route 77  
NB & SB Closed ..... Route 78
- SEGMENT 27: (Exit 161) Monument, Hwy 105 ----- (Exit 163) County Line Rd.  
NB Closed ..... Route 79  
SB Closed ..... Route 80  
NB & SB Closed ..... Route 81

# ROUTE 1

06/30/06

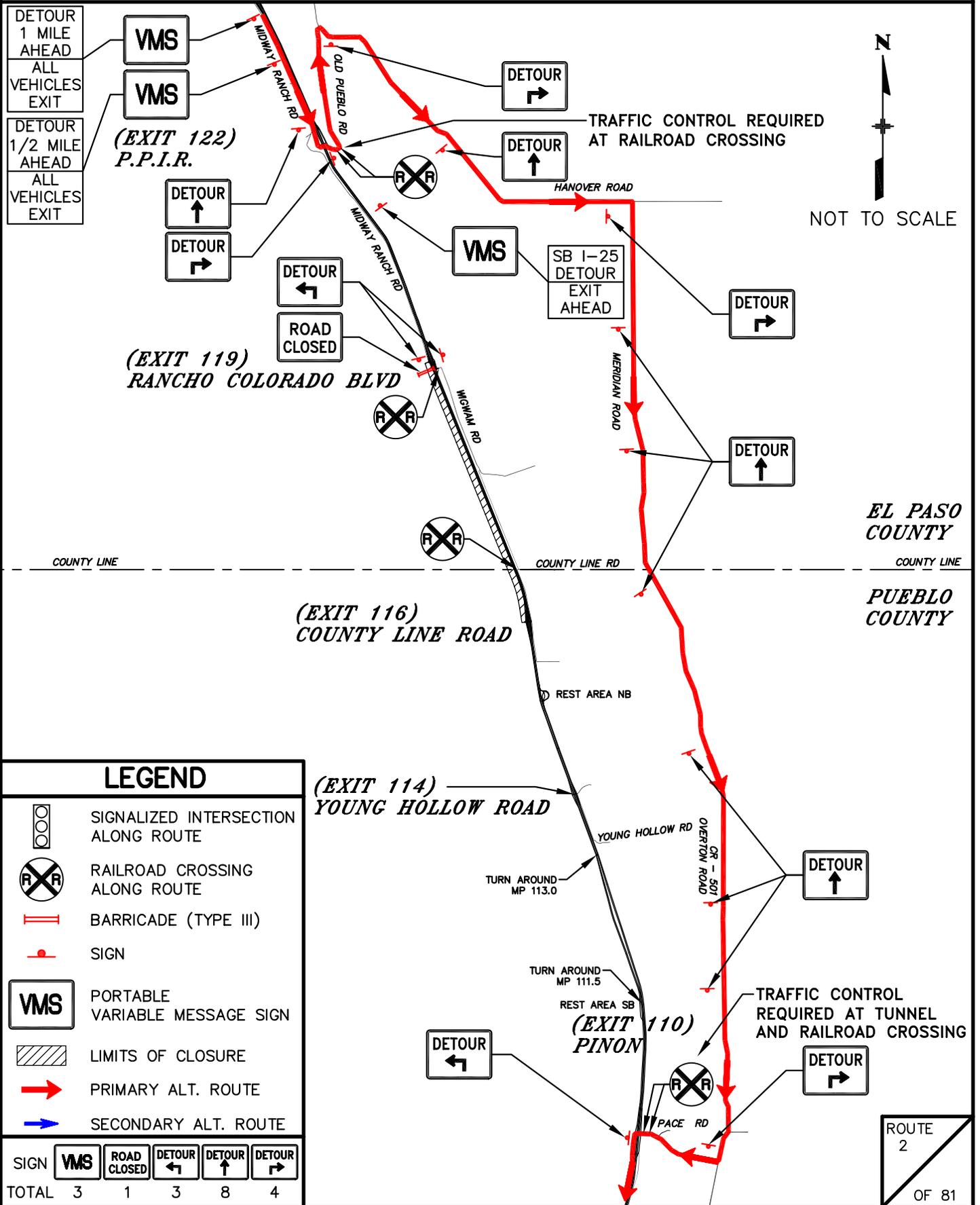
## SEGMENT 1 – NORTHBOUND CLOSED



# ROUTE 2

06/30/06

## SEGMENT 1 - SOUTHBOUND CLOSED



NOT TO SCALE

### LEGEND

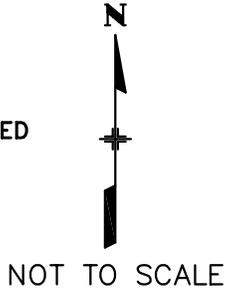
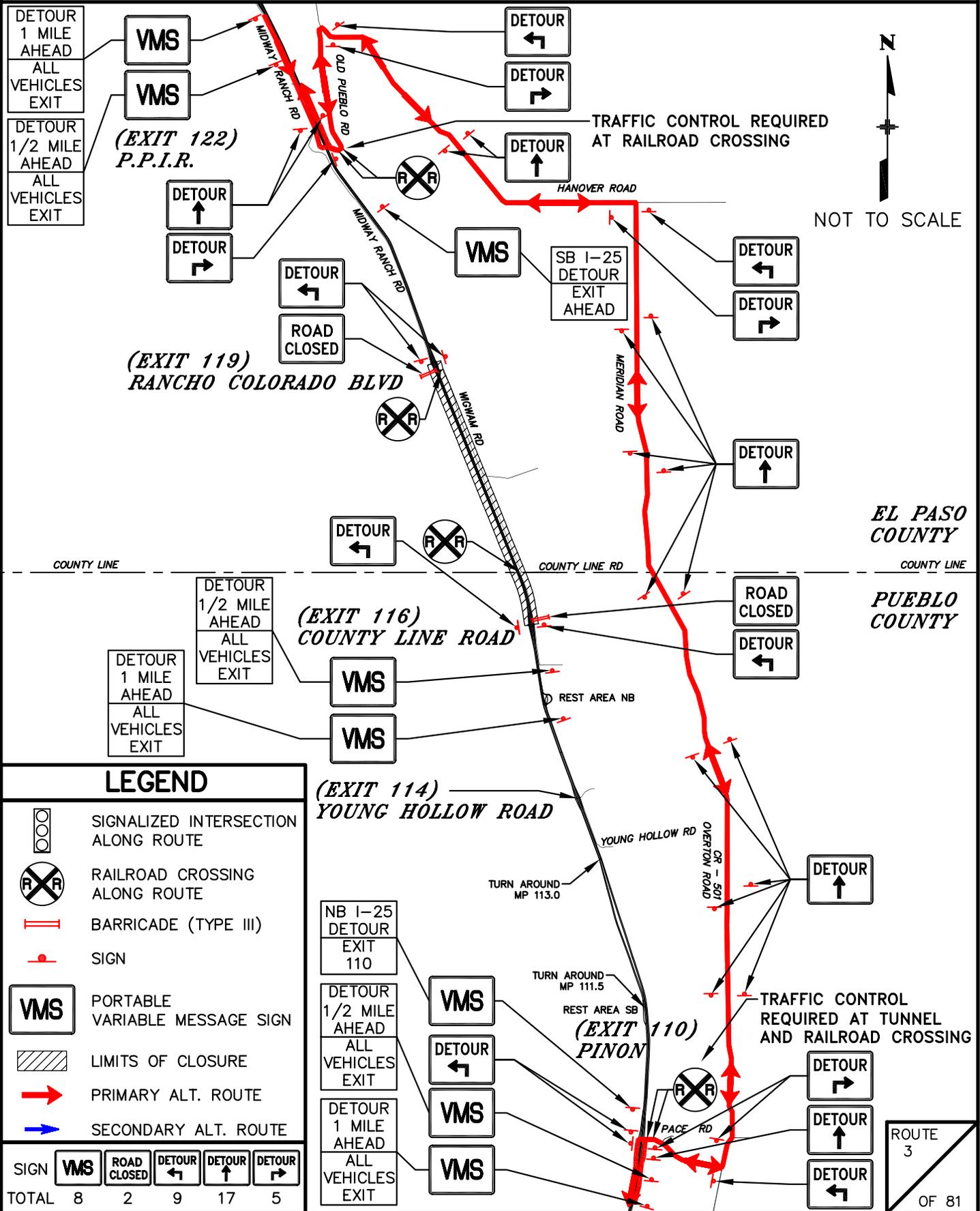
- SIGNALIZED INTERSECTION ALONG ROUTE
- RAILROAD CROSSING ALONG ROUTE
- BARRICADE (TYPE III)
- SIGN
- PORTABLE VARIABLE MESSAGE SIGN
- LIMITS OF CLOSURE
- PRIMARY ALT. ROUTE
- SECONDARY ALT. ROUTE

SIGN					
TOTAL	3	1	3	8	4

# ROUTE 3

06/30/06

## SEGMENT 1 – NORTHBOUND AND SOUTHBOUND CLOSED



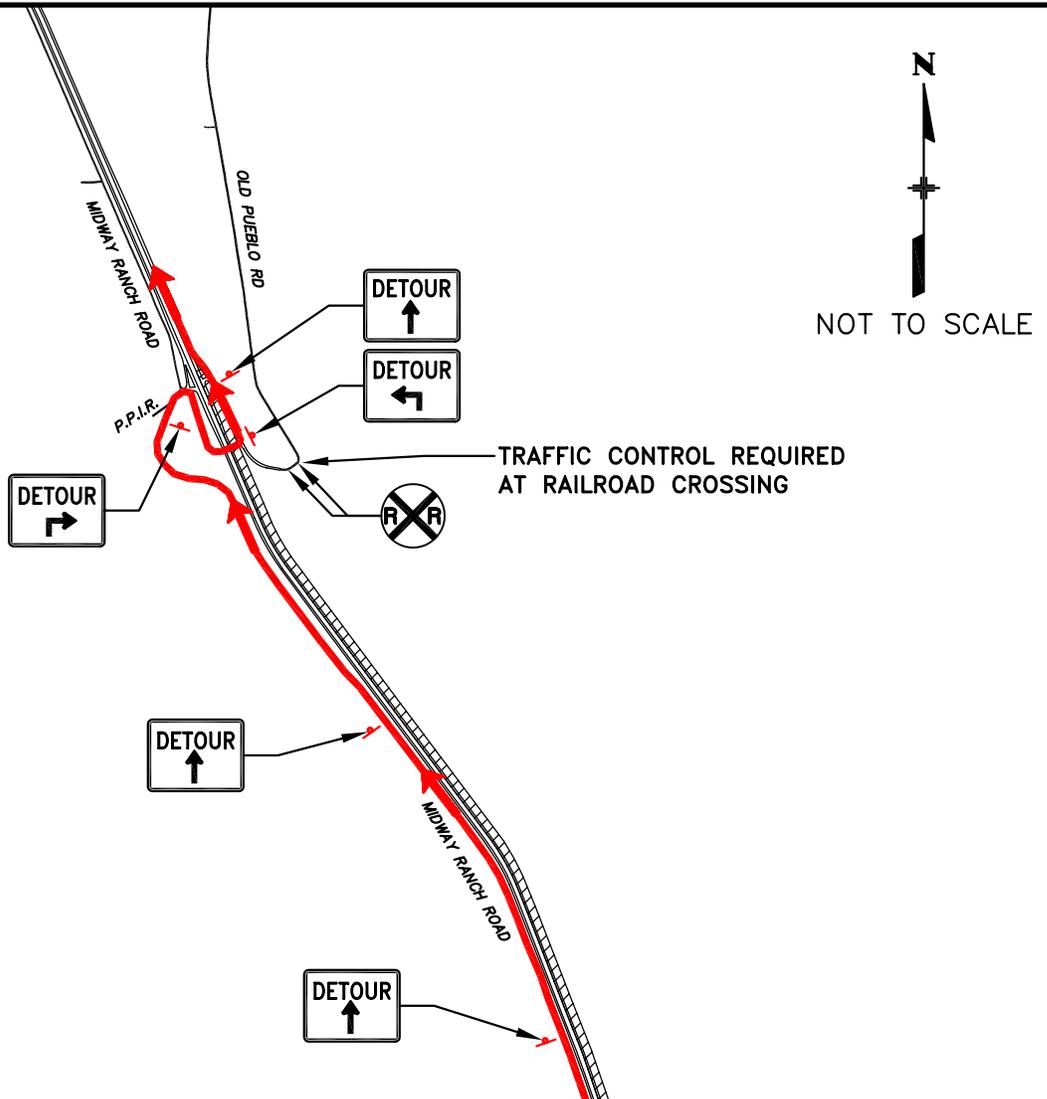
EL PASO COUNTY  
PUEBLO COUNTY

# ROUTE 4

06/30/06

## SEGMENT 2 – NORTHBOUND CLOSED

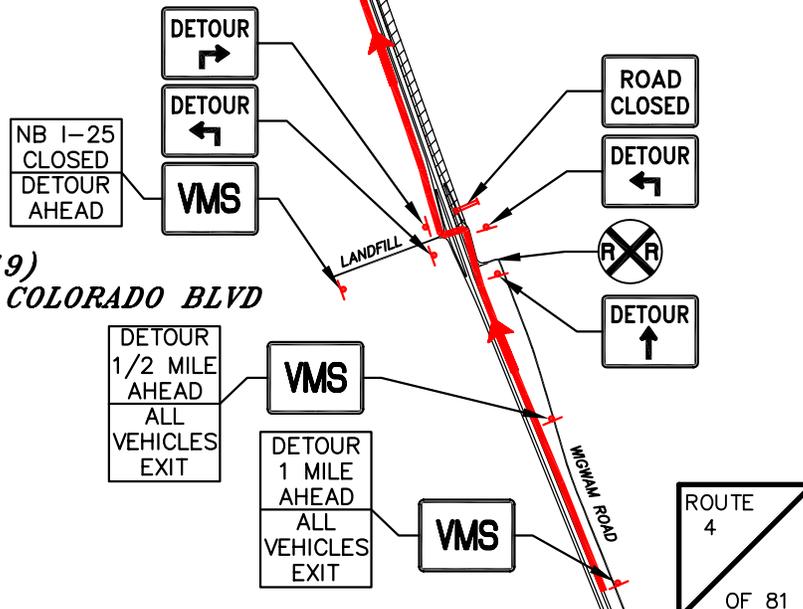
(EXIT 122)  
P.P.I.R.



### LEGEND

- SIGNALIZED INTERSECTION ALONG ROUTE
- RAILROAD CROSSING ALONG ROUTE
- BARRICADE (TYPE III)
- SIGN
- PORTABLE VARIABLE MESSAGE SIGN
- LIMITS OF CLOSURE
- PRIMARY ALT. ROUTE
- SECONDARY ALT. ROUTE

(EXIT 119)  
RANCHO COLORADO BLVD



SIGN	VMS	ROAD CLOSED	DETOUR (Left)	DETOUR (Up)	DETOUR (Right)
TOTAL	3	1	3	4	2

# ROUTE 5

06/30/06

## SEGMENT 2 – SOUTHBOUND CLOSED

DETOUR  
1 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

VMS

DETOUR  
1/2 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

VMS

DETOUR  
→

(EXIT 122)  
P.P.I.R.

P.P.I.R.

OLD PUEBLO RD

ROAD  
CLOSED



NOT TO SCALE

TRAFFIC CONTROL REQUIRED  
AT RAILROAD CROSSING



DETOUR  
↑

MIDWAY RANCH ROAD

DETOUR  
↑

DETOUR  
↑

LANDFILL



(EXIT 119)  
RANCHO COLORADO BLVD

WIGHAM ROAD

### LEGEND



SIGNALIZED INTERSECTION  
ALONG ROUTE



RAILROAD CROSSING  
ALONG ROUTE



BARRICADE (TYPE III)



SIGN



PORTABLE  
VARIABLE MESSAGE SIGN



LIMITS OF CLOSURE



PRIMARY ALT. ROUTE



SECONDARY ALT. ROUTE

SIGN	VMS	ROAD CLOSED	DETOUR ←	DETOUR ↑	DETOUR →
------	-----	----------------	-------------	-------------	-------------

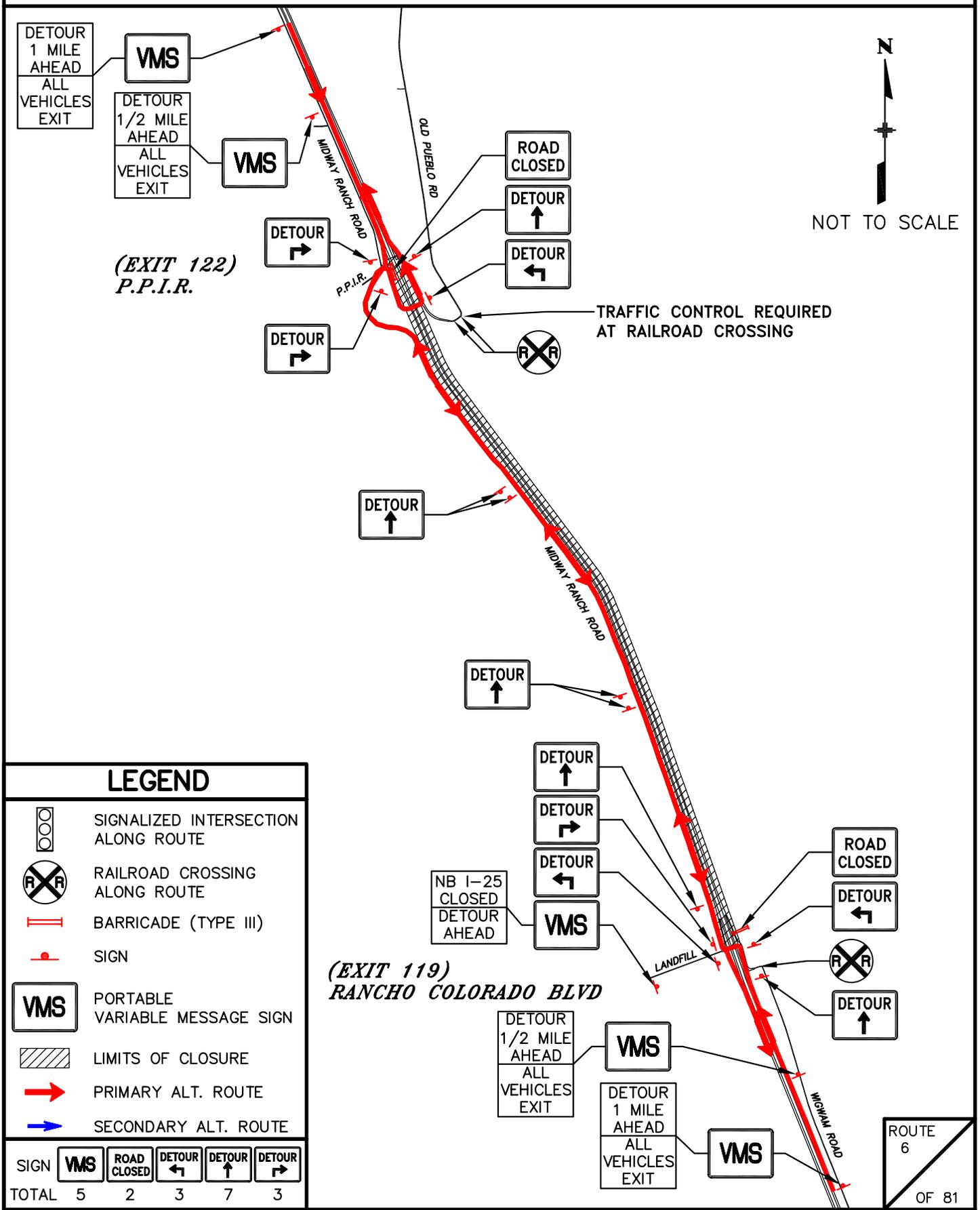
TOTAL	2	1	0	3	1
-------	---	---	---	---	---

ROUTE  
5  
OF 81

# ROUTE 6

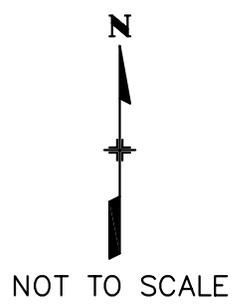
06/30/06

## SEGMENT 2 – NORTHBOUND AND SOUTHBOUND CLOSED



(EXIT 122)  
P.P.I.R.

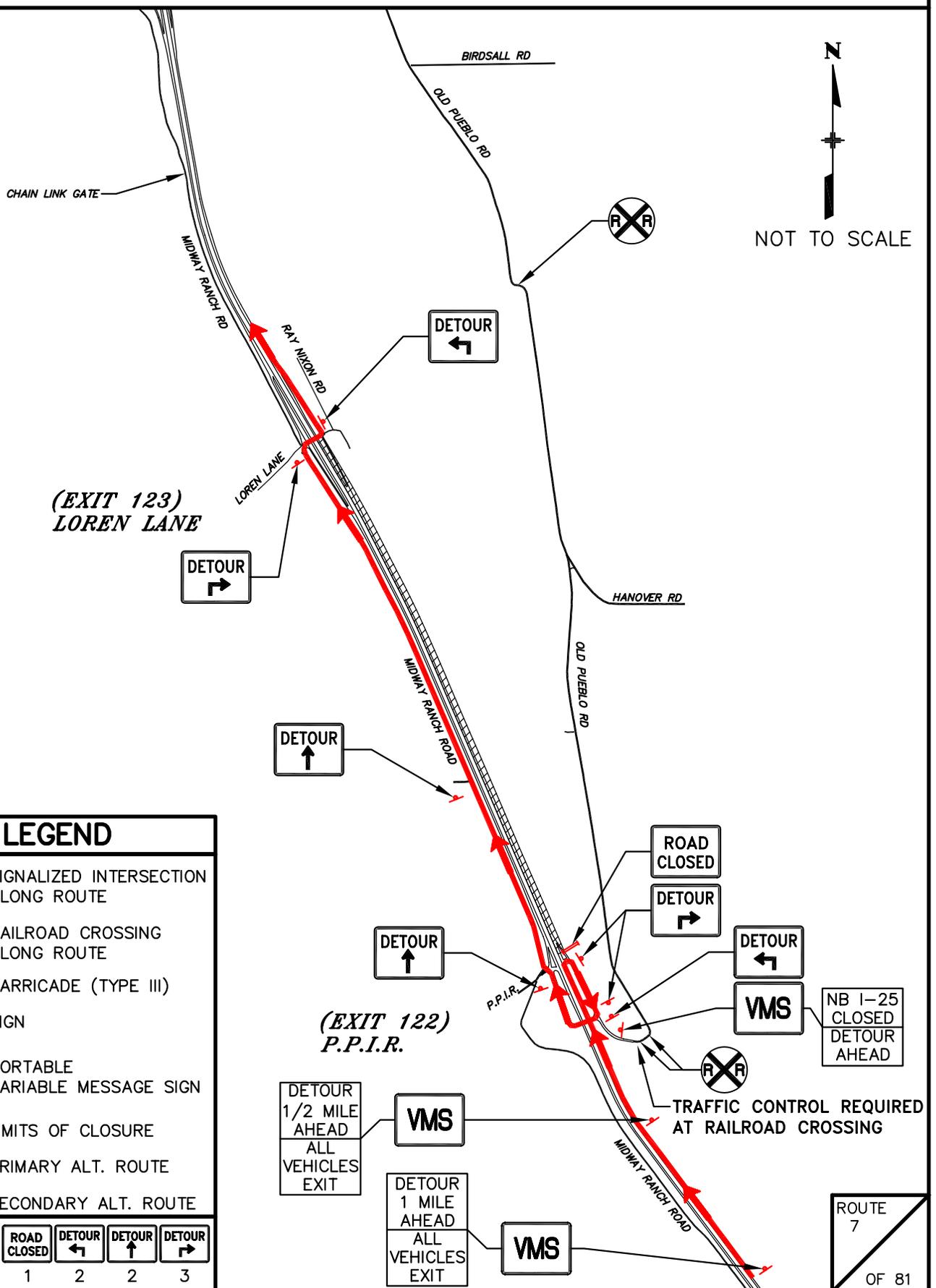
(EXIT 119)  
RANCHO COLORADO BLVD



# ROUTE 7

06/30/06

## SEGMENT 3 – NORTHBOUND CLOSED



### LEGEND

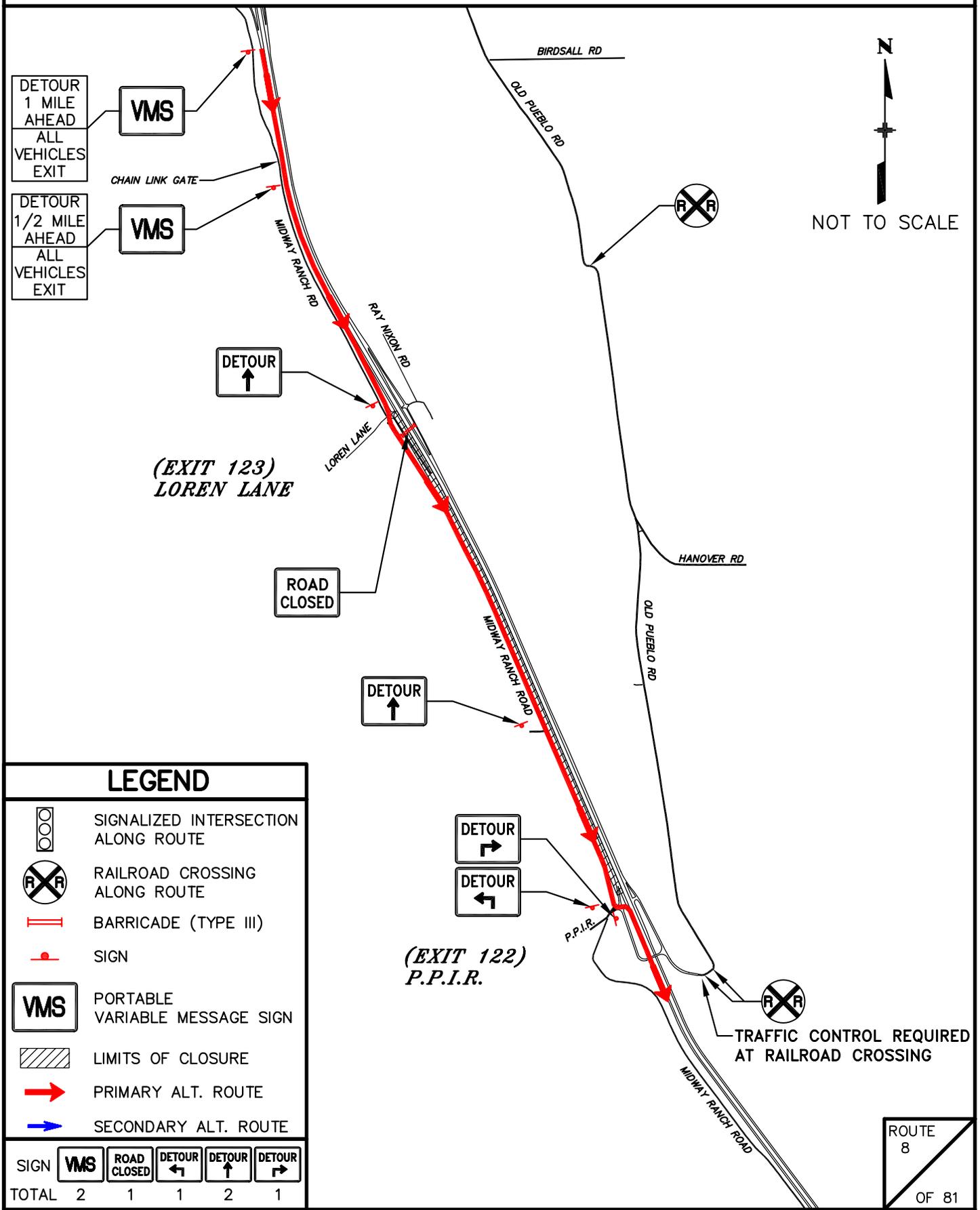
- SIGNALIZED INTERSECTION ALONG ROUTE
- RAILROAD CROSSING ALONG ROUTE
- BARRICADE (TYPE III)
- SIGN
- PORTABLE VARIABLE MESSAGE SIGN
- LIMITS OF CLOSURE
- PRIMARY ALT. ROUTE
- SECONDARY ALT. ROUTE

SIGN					
TOTAL	3	1	2	2	3

# ROUTE 8

06/30/06

## SEGMENT 3 – SOUTHBOUND CLOSED



### LEGEND

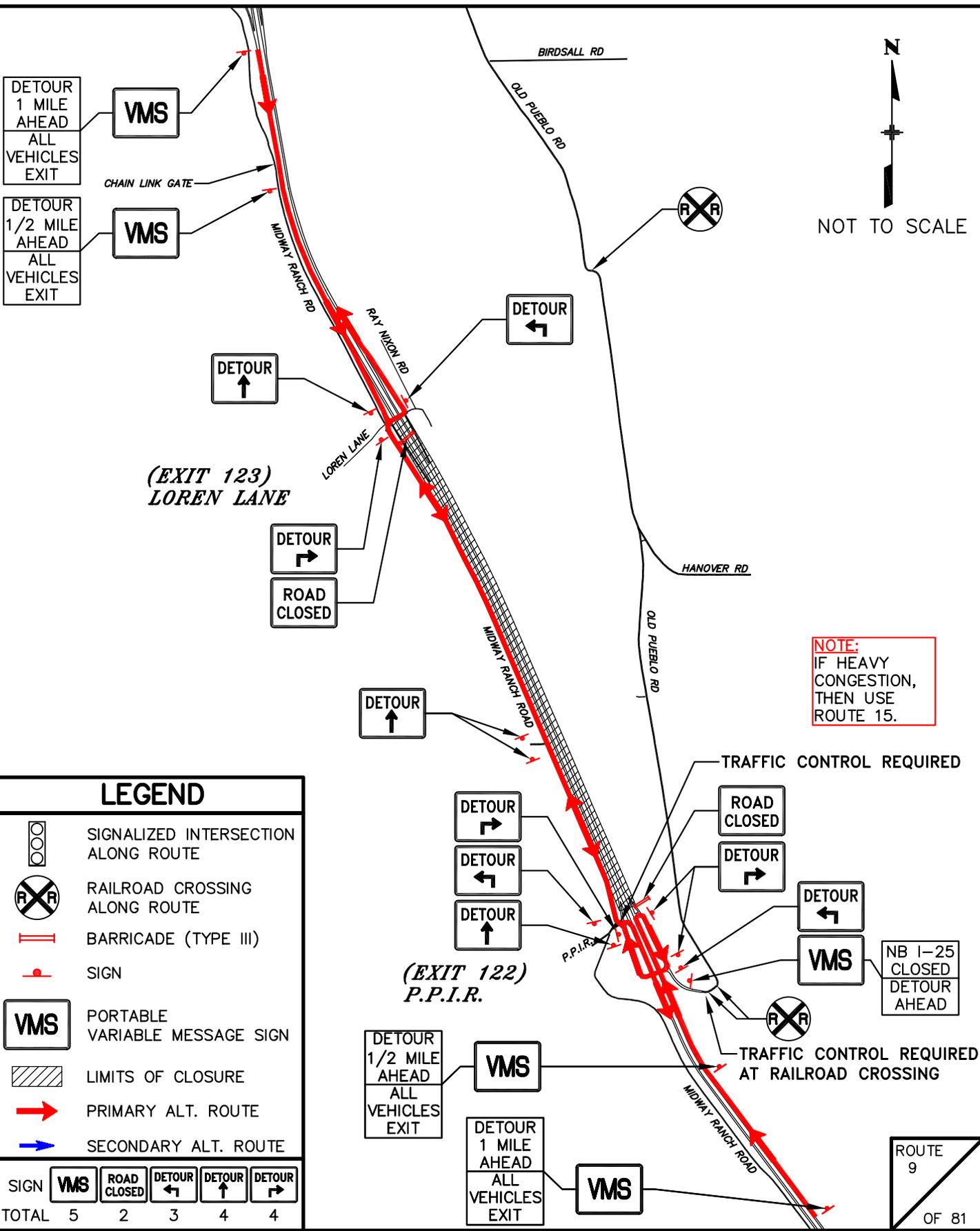
- SIGNALIZED INTERSECTION ALONG ROUTE
- RAILROAD CROSSING ALONG ROUTE
- BARRICADE (TYPE III)
- SIGN
- PORTABLE VARIABLE MESSAGE SIGN
- LIMITS OF CLOSURE
- PRIMARY ALT. ROUTE
- SECONDARY ALT. ROUTE

SIGN					
TOTAL	2	1	1	2	1

# ROUTE 9

06/30/06

## SEGMENT 3 – NORTHBOUND AND SOUTHBOUND CLOSED



DETOUR  
1 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

VMS

DETOUR  
1/2 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

VMS

(EXIT 123)  
LOREN LANE

DETOUR

ROAD  
CLOSED

DETOUR

**NOTE:**  
IF HEAVY  
CONGESTION,  
THEN USE  
ROUTE 15.

### LEGEND

- SIGNALIZED INTERSECTION ALONG ROUTE
- RAILROAD CROSSING ALONG ROUTE
- BARRICADE (TYPE III)
- SIGN
- PORTABLE VARIABLE MESSAGE SIGN
- LIMITS OF CLOSURE
- PRIMARY ALT. ROUTE
- SECONDARY ALT. ROUTE

SIGN					
TOTAL	5	2	3	4	4

(EXIT 122)  
P.P.I.R.

DETOUR  
1/2 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

VMS

DETOUR  
1 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

VMS

ROUTE  
9  
OF 81

# ROUTE 10

06/30/06

## SEGMENT 4 – NORTHBOUND CLOSED



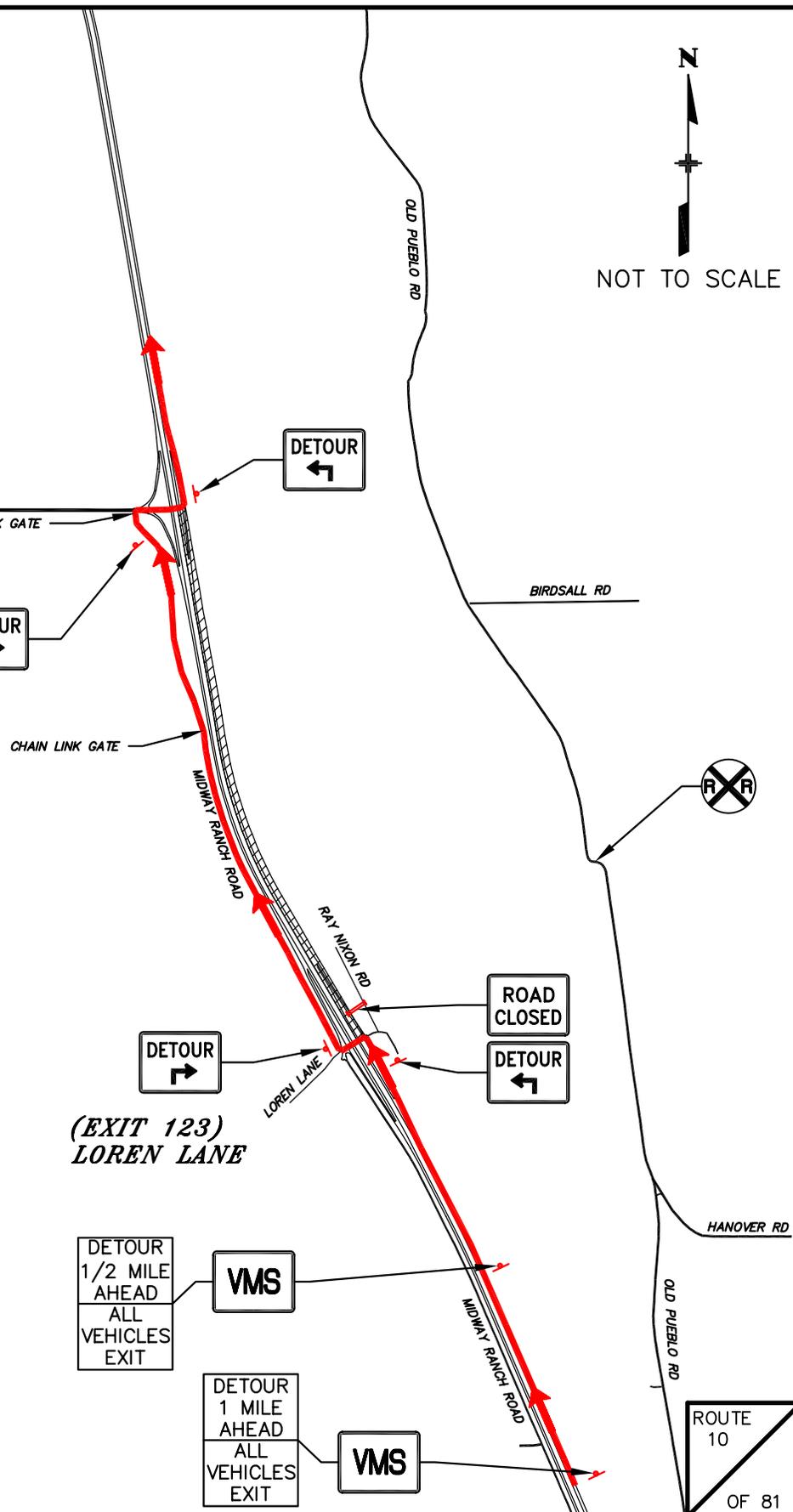
NOT TO SCALE

**(EXIT 125)**  
**RAY NIXON ROAD**

**NOTE:**  
IF GATES ARE  
CLOSED, USE  
ROUTE 13

**GATE CONTACT INFORMATION:**  
JOHN BENDER, PE  
MANAGING ENGINEER  
COLORADO SPRINGS UTILITIES  
RAY D. NIXON POWER PLANT  
6598 RAY NIXON ROAD  
FOUNTAIN, CO 80817-3800  
719-668-8944  
719-668-2944 (FAX)

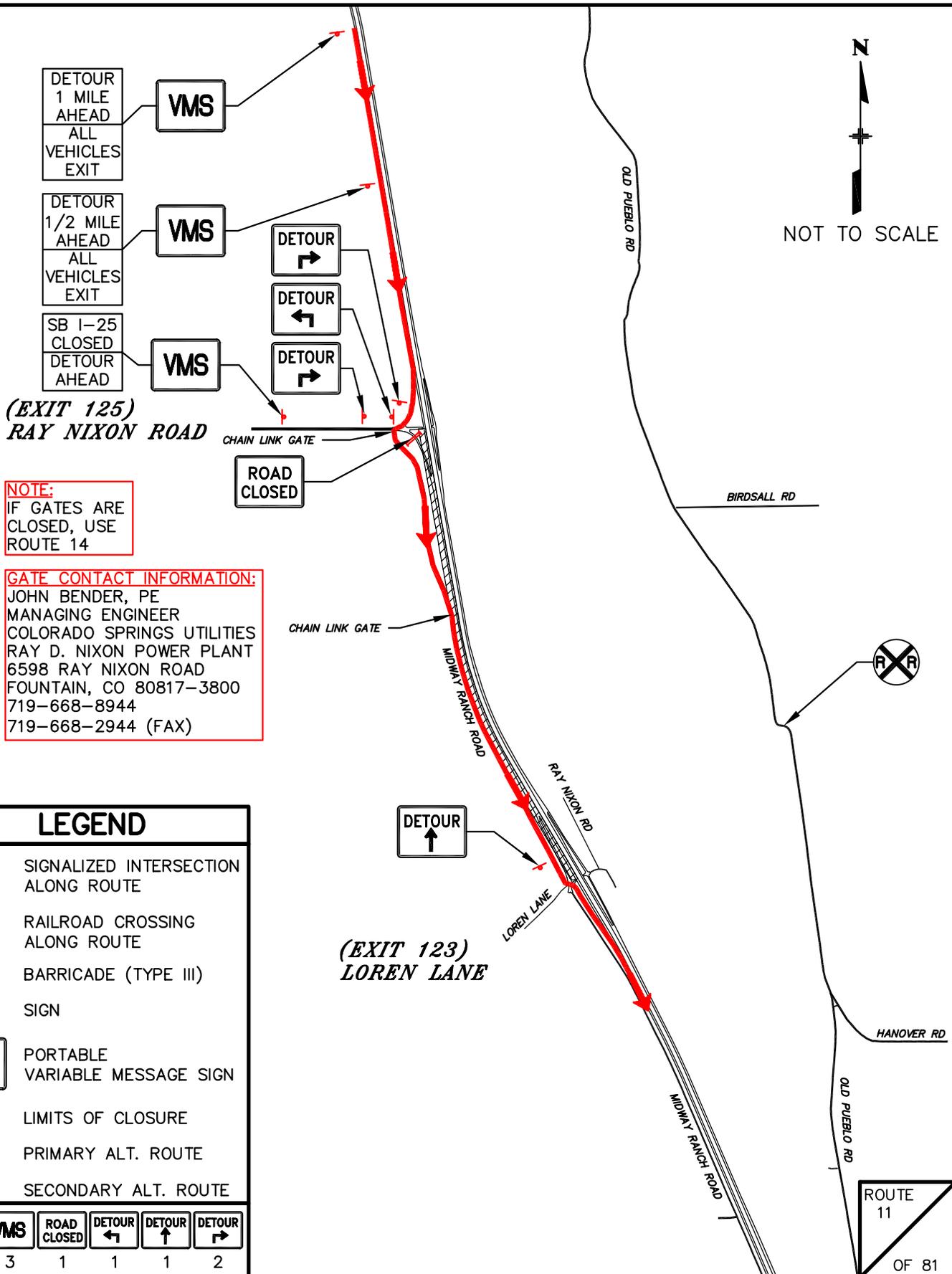
LEGEND	
	SIGNALIZED INTERSECTION ALONG ROUTE
	RAILROAD CROSSING ALONG ROUTE
	BARRICADE (TYPE III)
	SIGN
	PORTABLE VARIABLE MESSAGE SIGN
	LIMITS OF CLOSURE
	PRIMARY ALT. ROUTE
	SECONDARY ALT. ROUTE
SIGN	
TOTAL	2    1    2    0    2



# ROUTE 11

06/30/06

## SEGMENT 4 – SOUTHBOUND CLOSED



DETOUR  
1 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

VMS

DETOUR  
1/2 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

VMS

SB 1-25  
CLOSED  
DETOUR  
AHEAD

VMS

DETOUR  
→

DETOUR  
←

DETOUR  
→

**(EXIT 125)**  
**RAY NIXON ROAD**

CHAIN LINK GATE

ROAD  
CLOSED

**NOTE:**  
IF GATES ARE  
CLOSED, USE  
ROUTE 14

**GATE CONTACT INFORMATION:**  
JOHN BENDER, PE  
MANAGING ENGINEER  
COLORADO SPRINGS UTILITIES  
RAY D. NIXON POWER PLANT  
6598 RAY NIXON ROAD  
FOUNTAIN, CO 80817-3800  
719-668-8944  
719-668-2944 (FAX)

CHAIN LINK GATE

MIDWAY RANCH ROAD

RAY NIXON RD

DETOUR  
↑

**(EXIT 123)**  
**LOREN LANE**

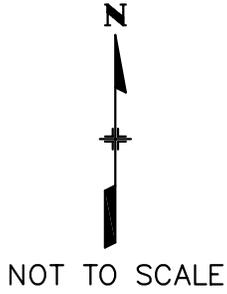
LOREN LANE

BIRDSALL RD

HANOVER RD

OLD PUEBLO RD

MIDWAY RANCH ROAD



### LEGEND

- SIGNALIZED INTERSECTION ALONG ROUTE
- RAILROAD CROSSING ALONG ROUTE
- BARRICADE (TYPE III)
- SIGN
- PORTABLE VARIABLE MESSAGE SIGN
- LIMITS OF CLOSURE
- PRIMARY ALT. ROUTE
- SECONDARY ALT. ROUTE

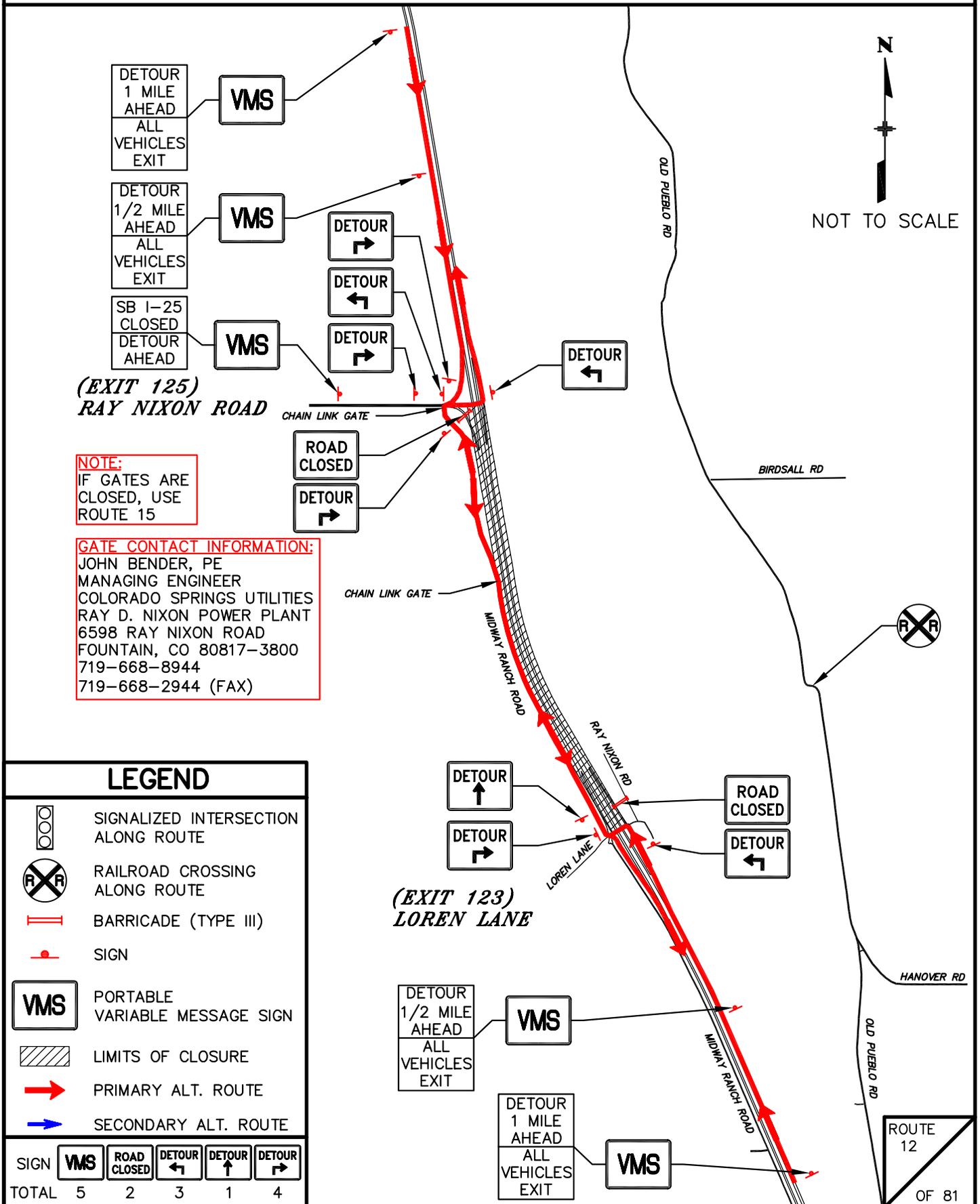
SIGN					
TOTAL	3	1	1	1	2

ROUTE  
11  
OF 81

# ROUTE 12

06/30/06

## SEGMENT 4 – NORTHBOUND AND SOUTHBOUND CLOSED



NOT TO SCALE



HANOVER RD

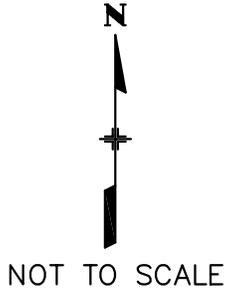
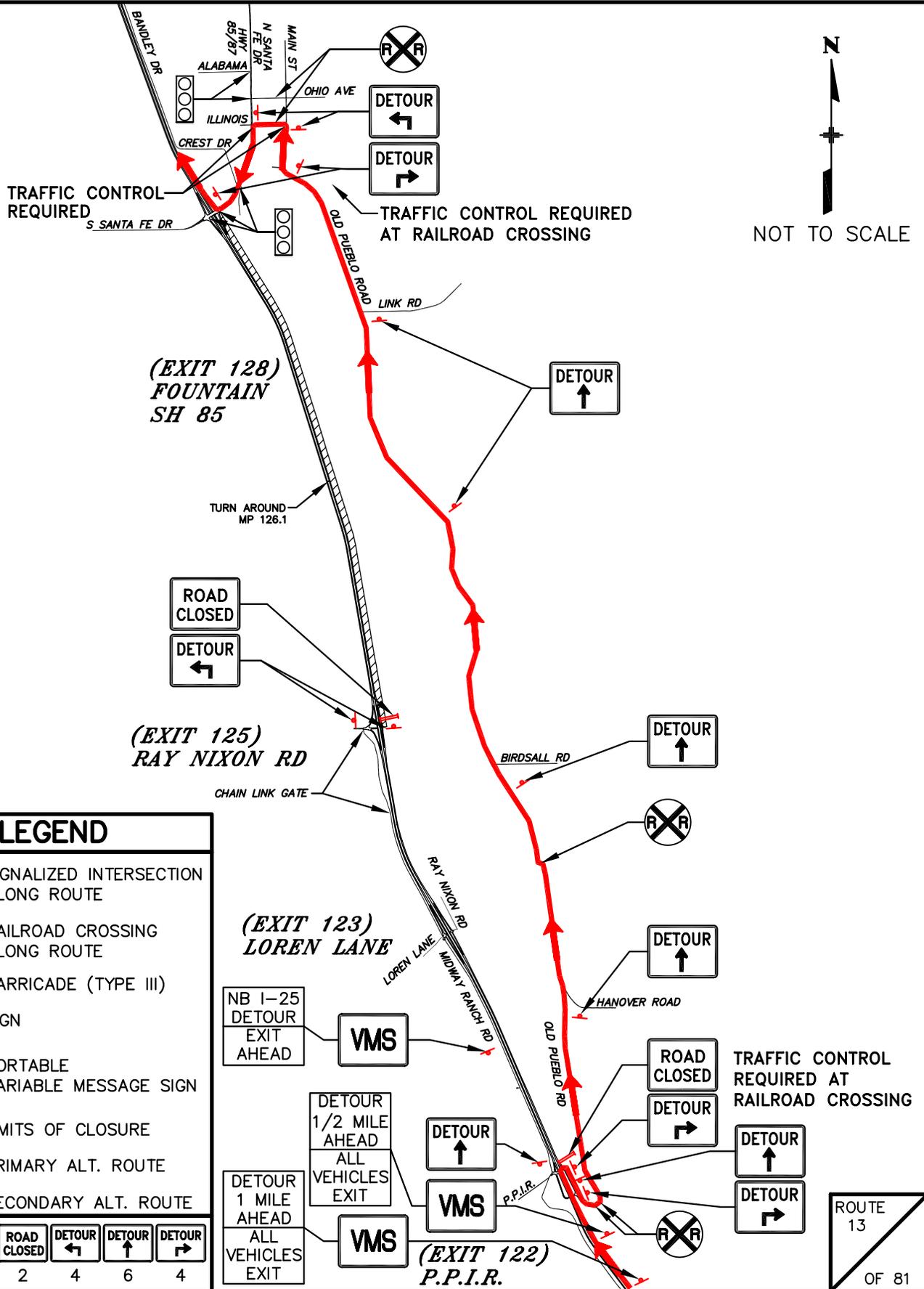
OLD PUEBLO RD

ROUTE 12  
OF 81

# ROUTE 13

06/30/06

## SEGMENT 5 – NORTHBOUND CLOSED



### LEGEND

	SIGNALIZED INTERSECTION ALONG ROUTE
	RAILROAD CROSSING ALONG ROUTE
	BARRICADE (TYPE III)
	SIGN
	PORTABLE VARIABLE MESSAGE SIGN
	LIMITS OF CLOSURE
	PRIMARY ALT. ROUTE
	SECONDARY ALT. ROUTE
SIGN	
TOTAL	3    2    4    6    4

NB 1-25  
DETOUR  
EXIT  
AHEAD

VMS

DETOUR  
1/2 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

VMS

DETOUR  
1 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

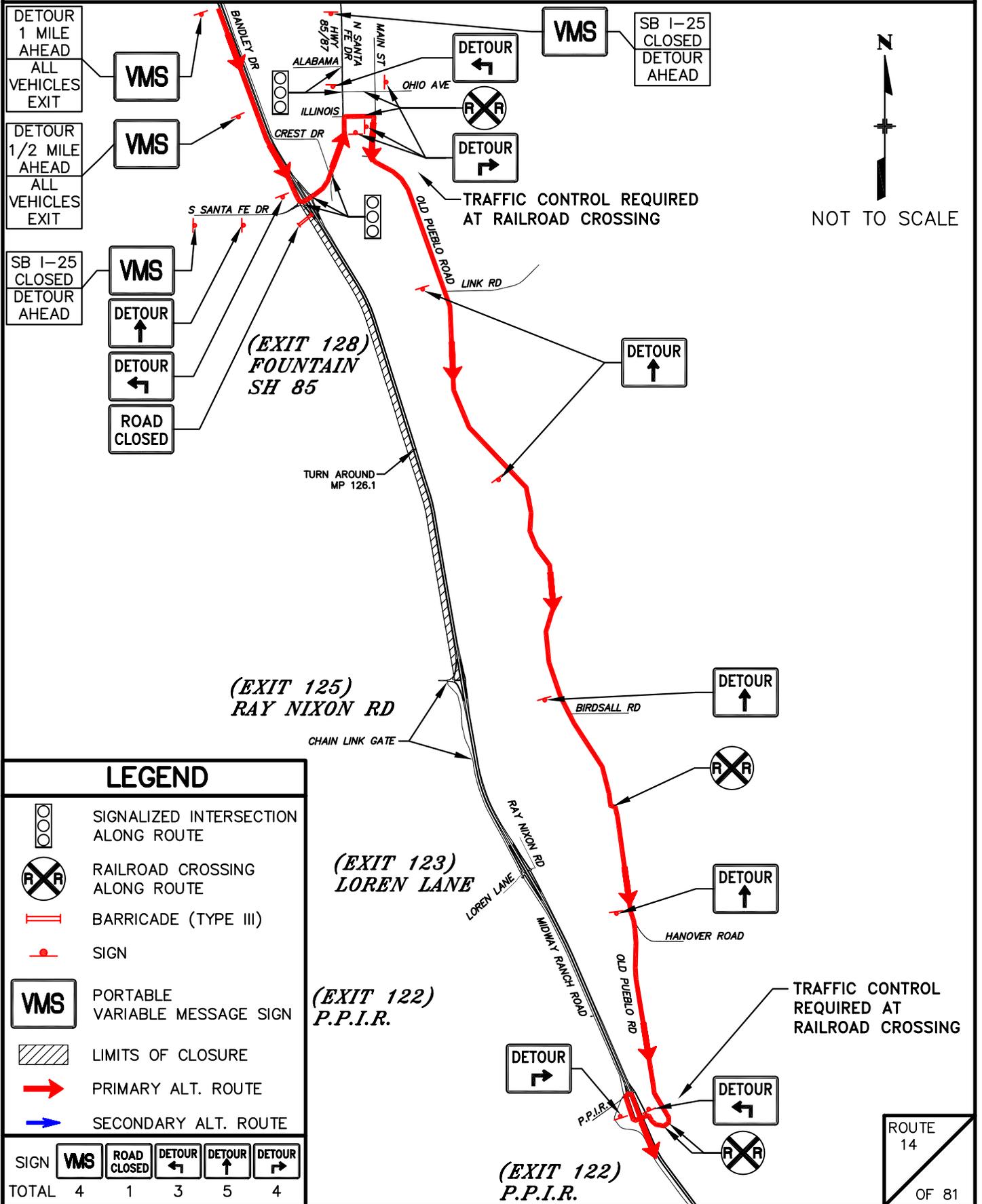
VMS

ROUTE  
13  
OF 81

# ROUTE 14

06/30/06

## SEGMENT 5 - SOUTHBOUND CLOSED



DETOUR  
1 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT



DETOUR  
1/2 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT



SB 1-25  
CLOSED  
DETOUR  
AHEAD



### LEGEND



SIGNALIZED INTERSECTION  
ALONG ROUTE



RAILROAD CROSSING  
ALONG ROUTE

BARRICADE (TYPE III)

SIGN



PORTABLE  
VARIABLE MESSAGE SIGN



LIMITS OF CLOSURE

PRIMARY ALT. ROUTE

SECONDARY ALT. ROUTE

SIGN					
TOTAL	4	1	3	5	4



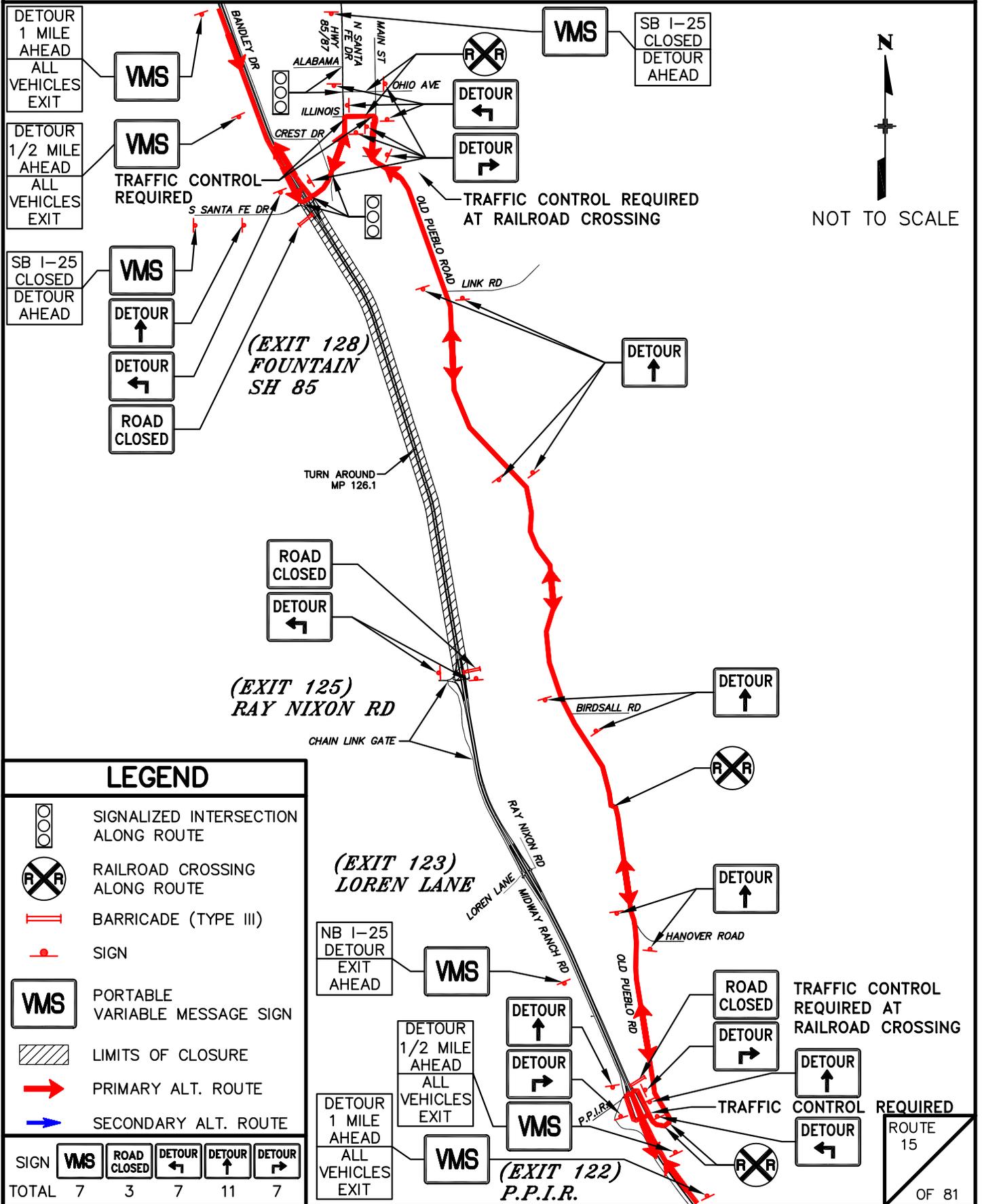
NOT TO SCALE

ROUTE  
14  
OF 81

# ROUTE 15

06/30/06

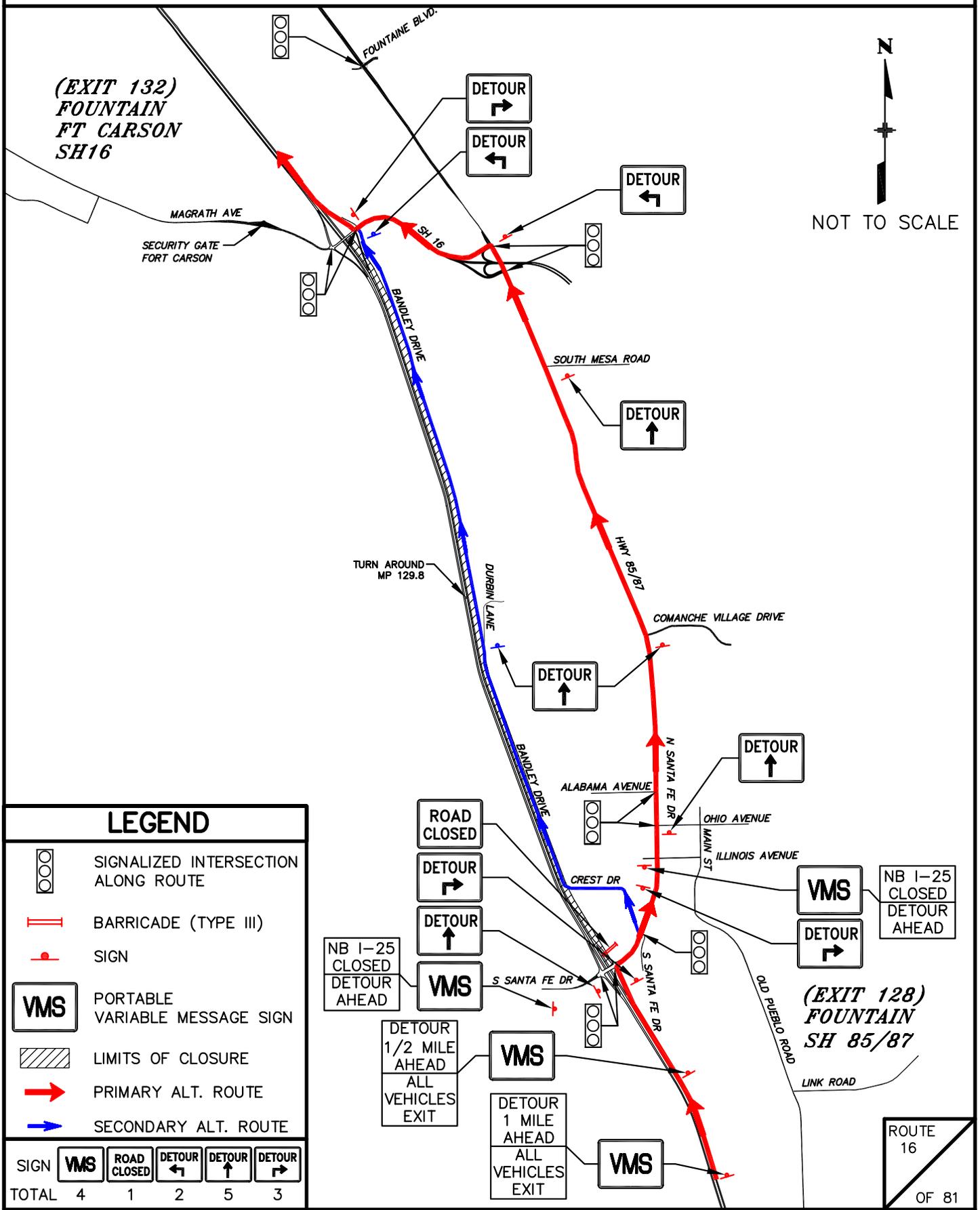
## SEGMENT 5 – NORTHBOUND AND SOUTHBOUND CLOSED



# ROUTE 16

06/30/06

## SEGMENT 6 – NORTHBOUND CLOSED



NOT TO SCALE

### LEGEND

- SIGNALIZED INTERSECTION ALONG ROUTE
- BARRICADE (TYPE III)
- SIGN
- PORTABLE VARIABLE MESSAGE SIGN
- LIMITS OF CLOSURE
- PRIMARY ALT. ROUTE
- SECONDARY ALT. ROUTE

SIGN					
TOTAL	4	1	2	5	3

**ROAD CLOSED**

**DETOUR** (Right, Left, Up, Down)

**VMS** (Variable Message Signs):

- NB I-25 CLOSED DETOUR AHEAD
- DETOUR 1/2 MILE AHEAD ALL VEHICLES EXIT
- DETOUR 1 MILE AHEAD ALL VEHICLES EXIT
- NB I-25 CLOSED DETOUR AHEAD

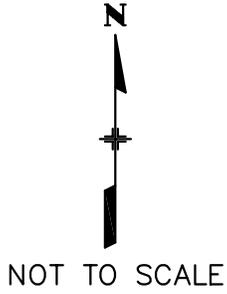
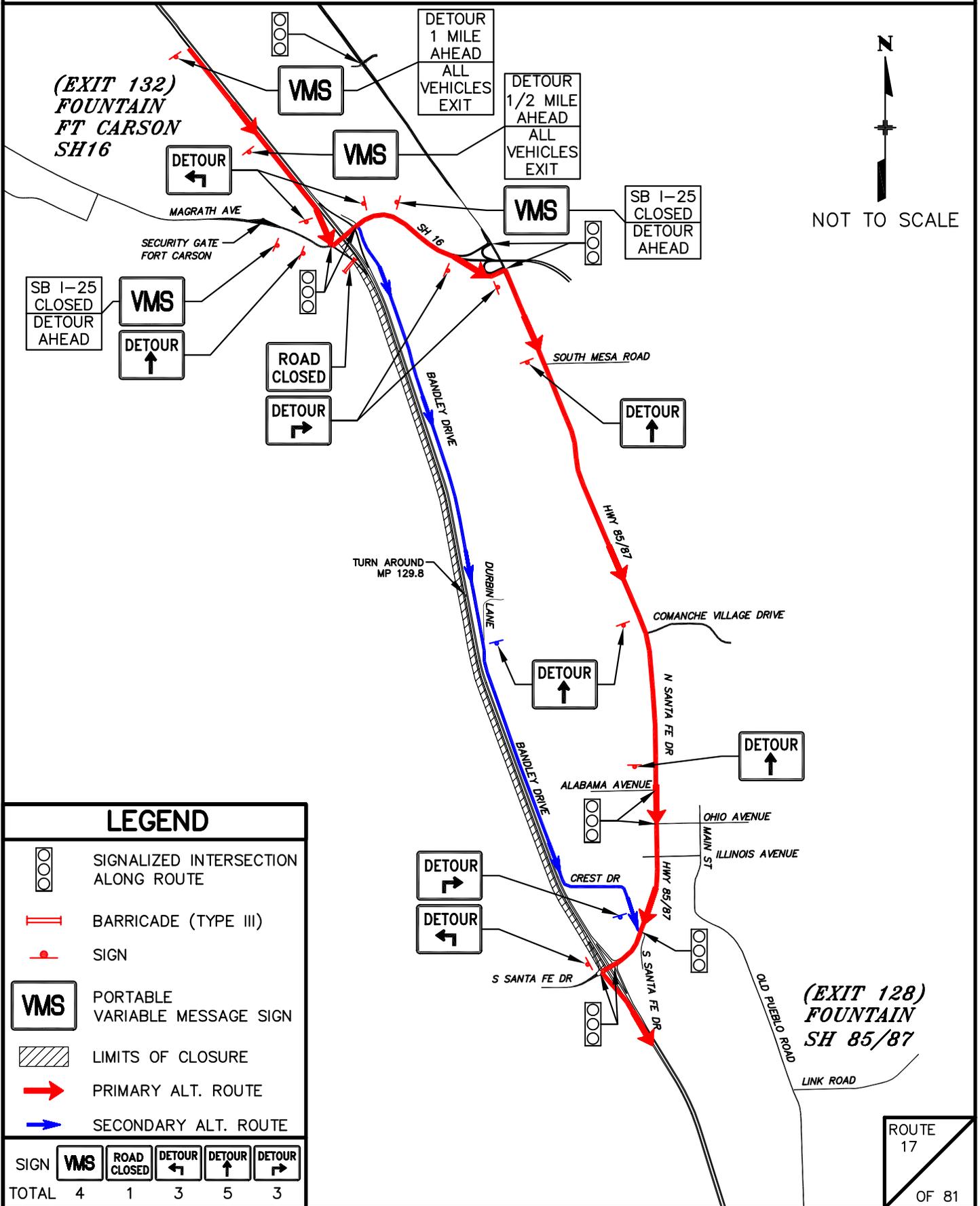
**LEGEND** (Repeating from main legend):

- SIGNALIZED INTERSECTION ALONG ROUTE
- BARRICADE (TYPE III)
- SIGN
- PORTABLE VARIABLE MESSAGE SIGN
- LIMITS OF CLOSURE
- PRIMARY ALT. ROUTE
- SECONDARY ALT. ROUTE

# ROUTE 17

06/30/06

## SEGMENT 6 – SOUTHBOUND CLOSED

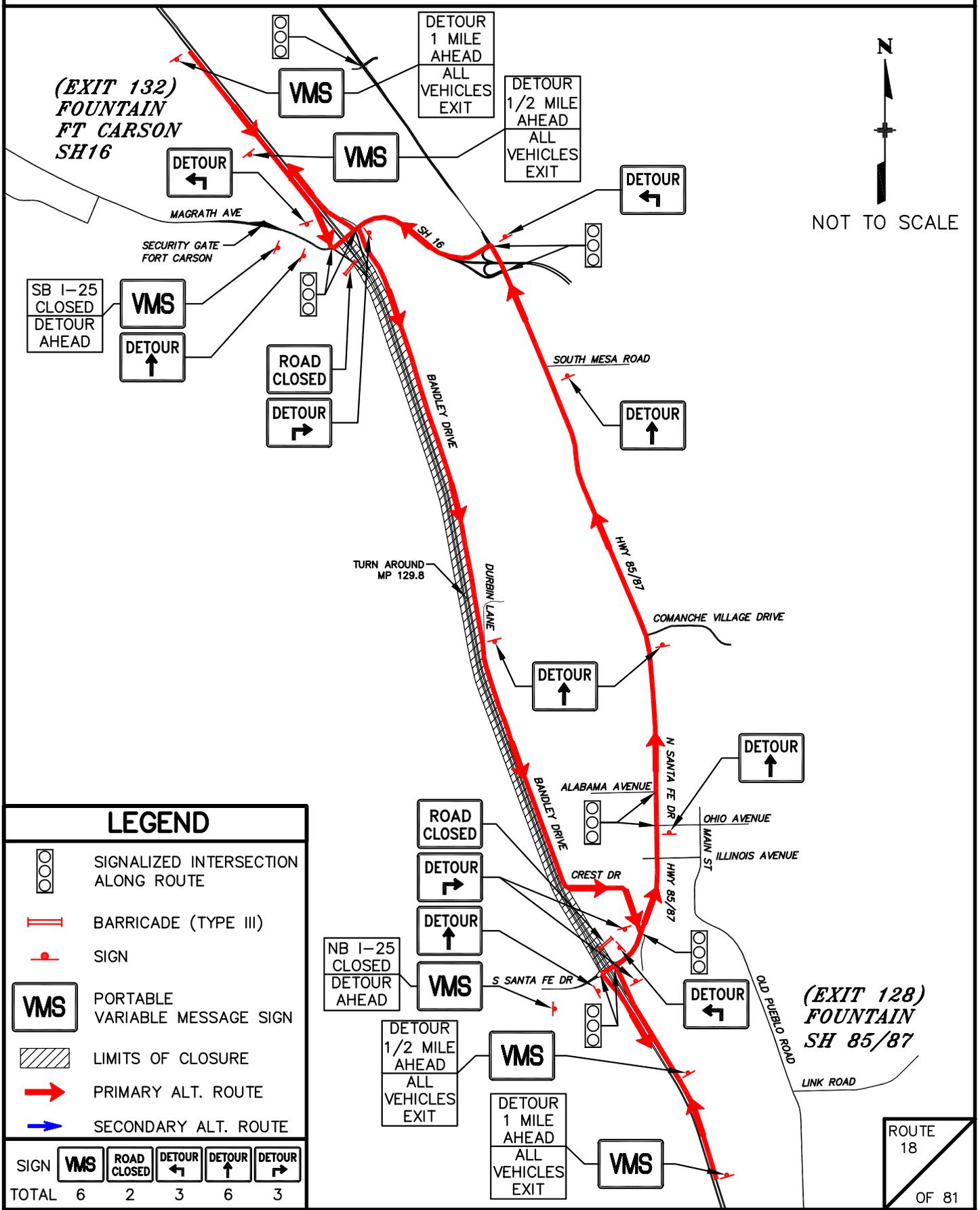


LEGEND					
	SIGNALIZED INTERSECTION ALONG ROUTE				
	BARRICADE (TYPE III)				
	SIGN				
	PORTABLE VARIABLE MESSAGE SIGN				
	LIMITS OF CLOSURE				
	PRIMARY ALT. ROUTE				
	SECONDARY ALT. ROUTE				
SIGN					
TOTAL	4	1	3	5	3

# ROUTE 18

06/30/06

## SEGMENT 6 – NORTHBOUND AND SOUTHBOUND CLOSED



### LEGEND

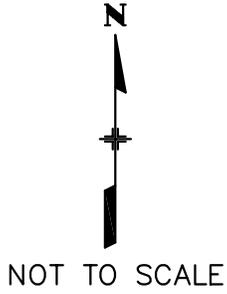
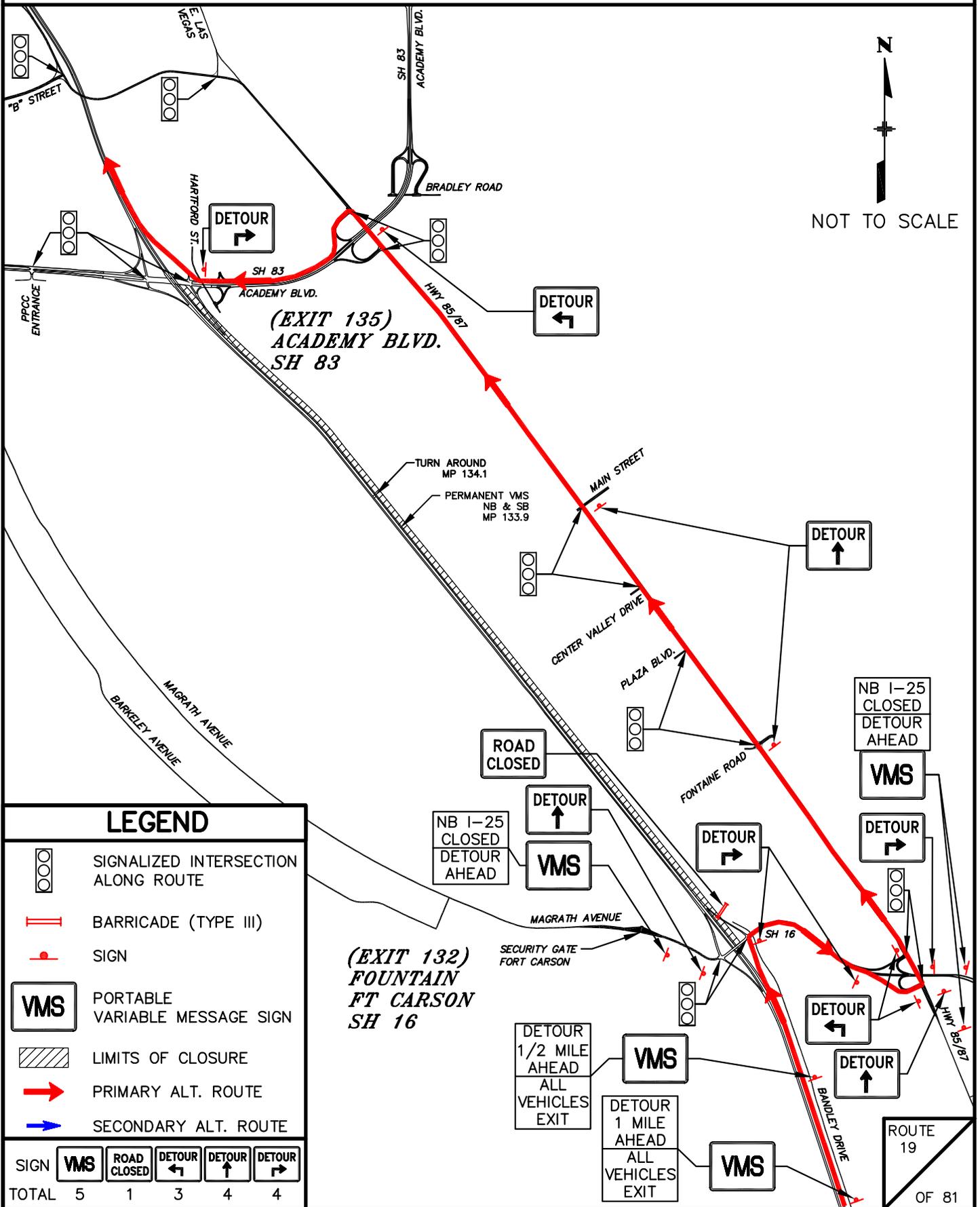
- SIGNALIZED INTERSECTION ALONG ROUTE
- BARRICADE (TYPE III)
- SIGN
- PORTABLE VARIABLE MESSAGE SIGN
- LIMITS OF CLOSURE
- PRIMARY ALT. ROUTE
- SECONDARY ALT. ROUTE

SIGN					
TOTAL	6	2	3	6	3

# ROUTE 19

06/30/06

## SEGMENT 7 – NORTHBOUND CLOSED



### LEGEND

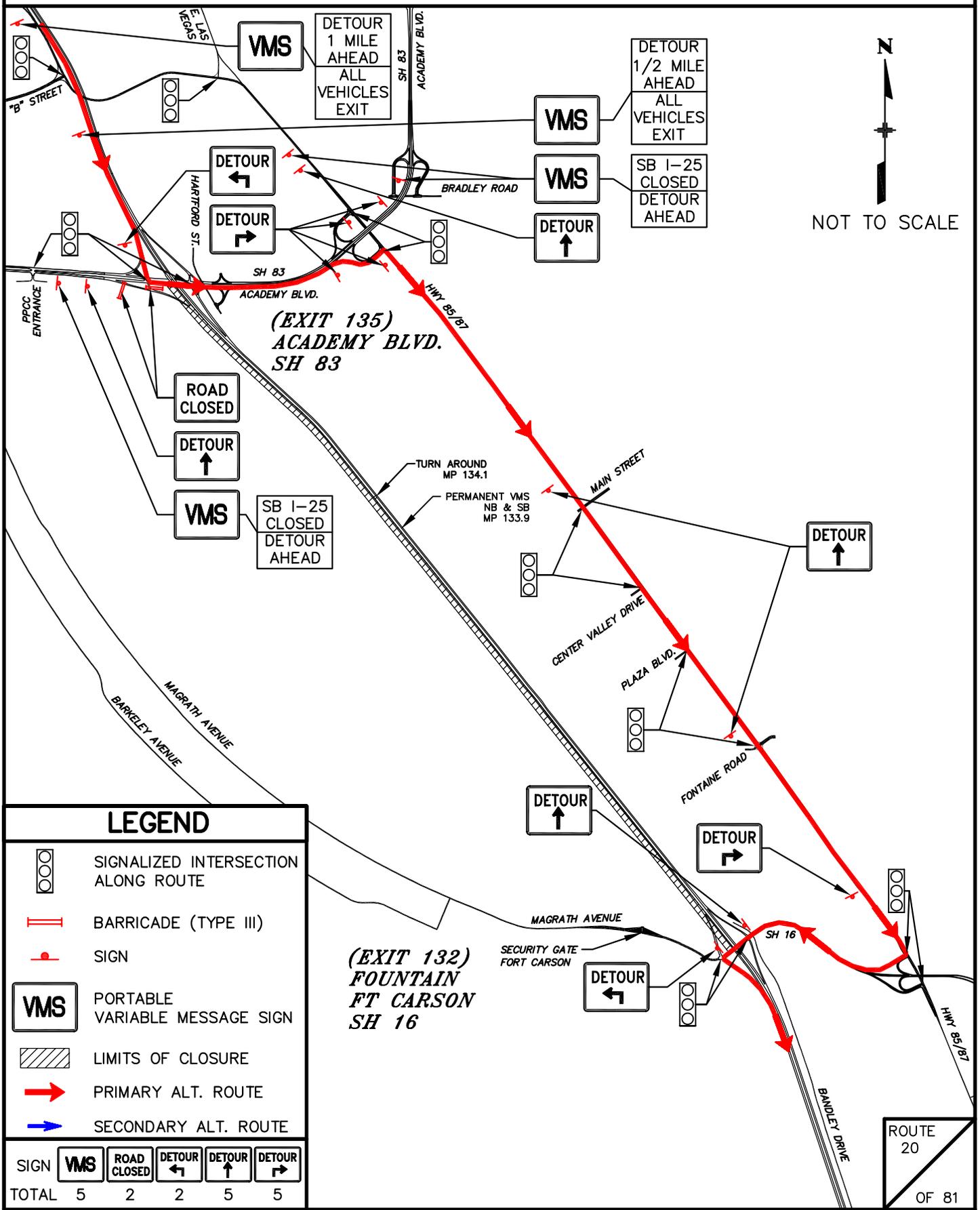
- SIGNALIZED INTERSECTION ALONG ROUTE
- BARRICADE (TYPE III)
- SIGN
- PORTABLE VARIABLE MESSAGE SIGN
- LIMITS OF CLOSURE
- PRIMARY ALT. ROUTE
- SECONDARY ALT. ROUTE

SIGN	VMS	ROAD CLOSED	DETOUR	DETOUR	DETOUR
TOTAL	5	1	3	4	4

# ROUTE 20

06/30/06

## SEGMENT 7 – SOUTHBOUND CLOSED



### LEGEND

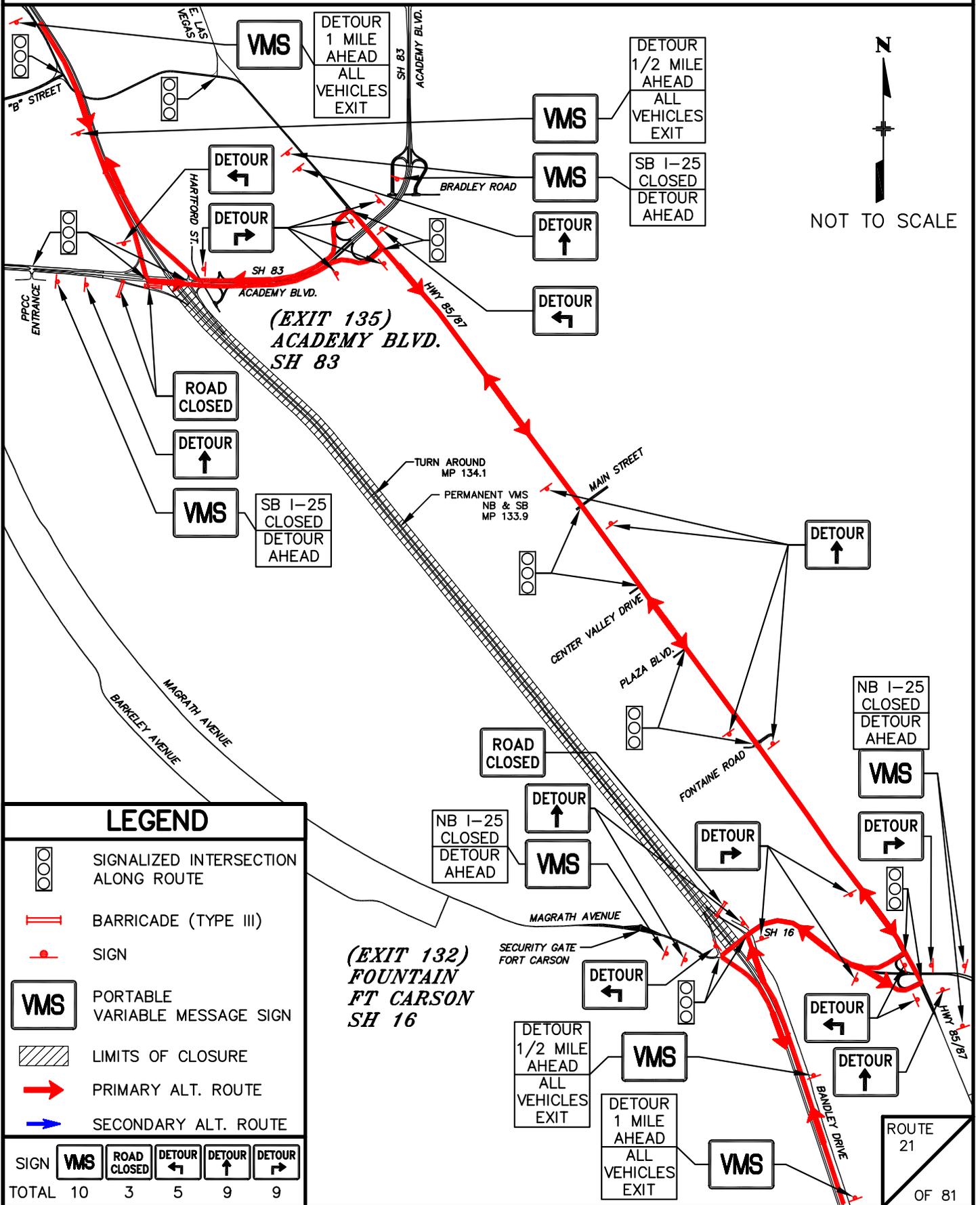
- SIGNALIZED INTERSECTION ALONG ROUTE
- BARRICADE (TYPE III)
- SIGN
- PORTABLE VARIABLE MESSAGE SIGN
- LIMITS OF CLOSURE
- PRIMARY ALT. ROUTE
- SECONDARY ALT. ROUTE

SIGN					
TOTAL	5	2	2	5	5

# ROUTE 21

06/30/06

## SEGMENT 7 – NORTHBOUND AND SOUTHBOUND CLOSED



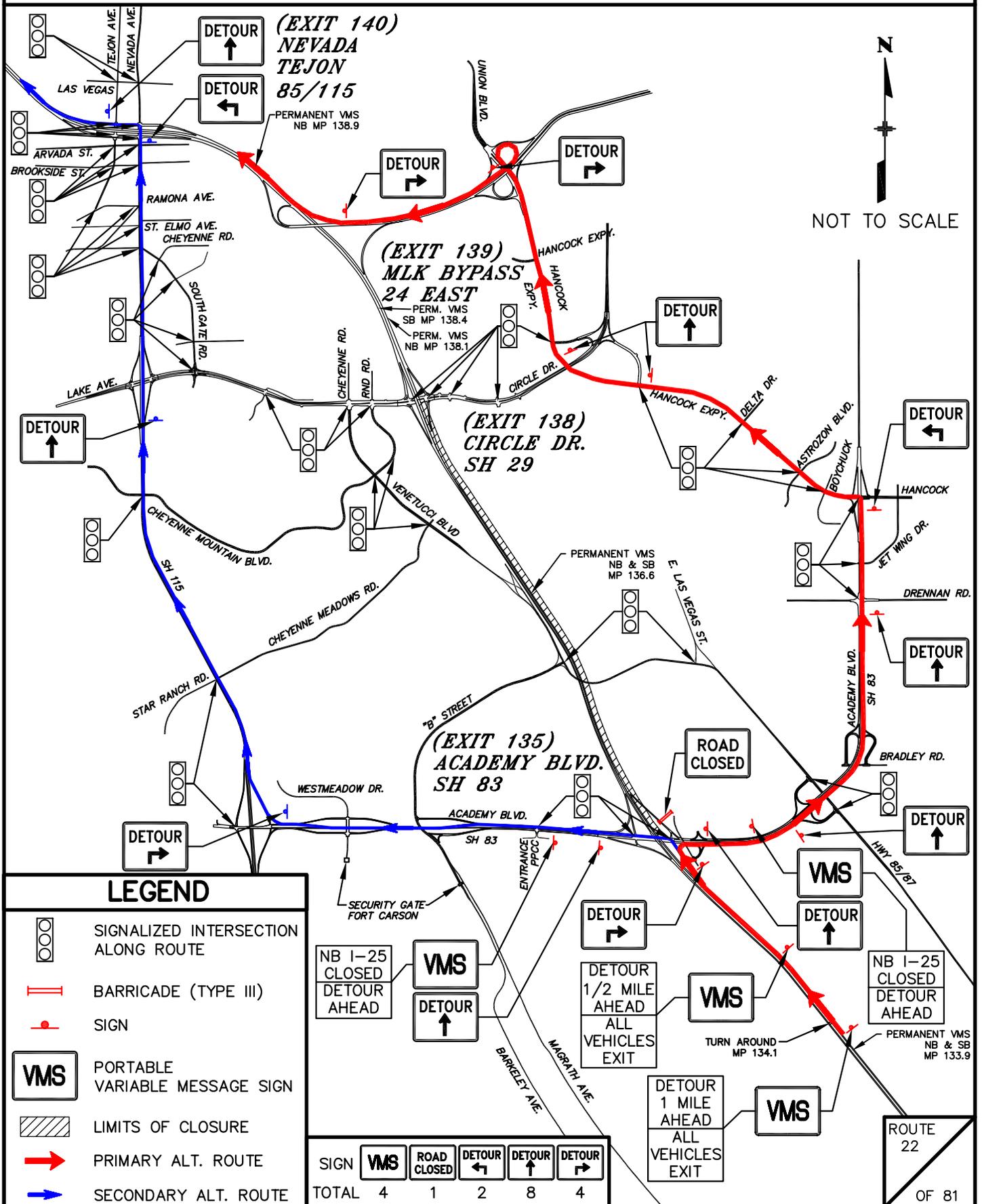
NOT TO SCALE



# ROUTE 22

06/30/06

## SEGMENT 8 – NORTHBOUND CLOSED

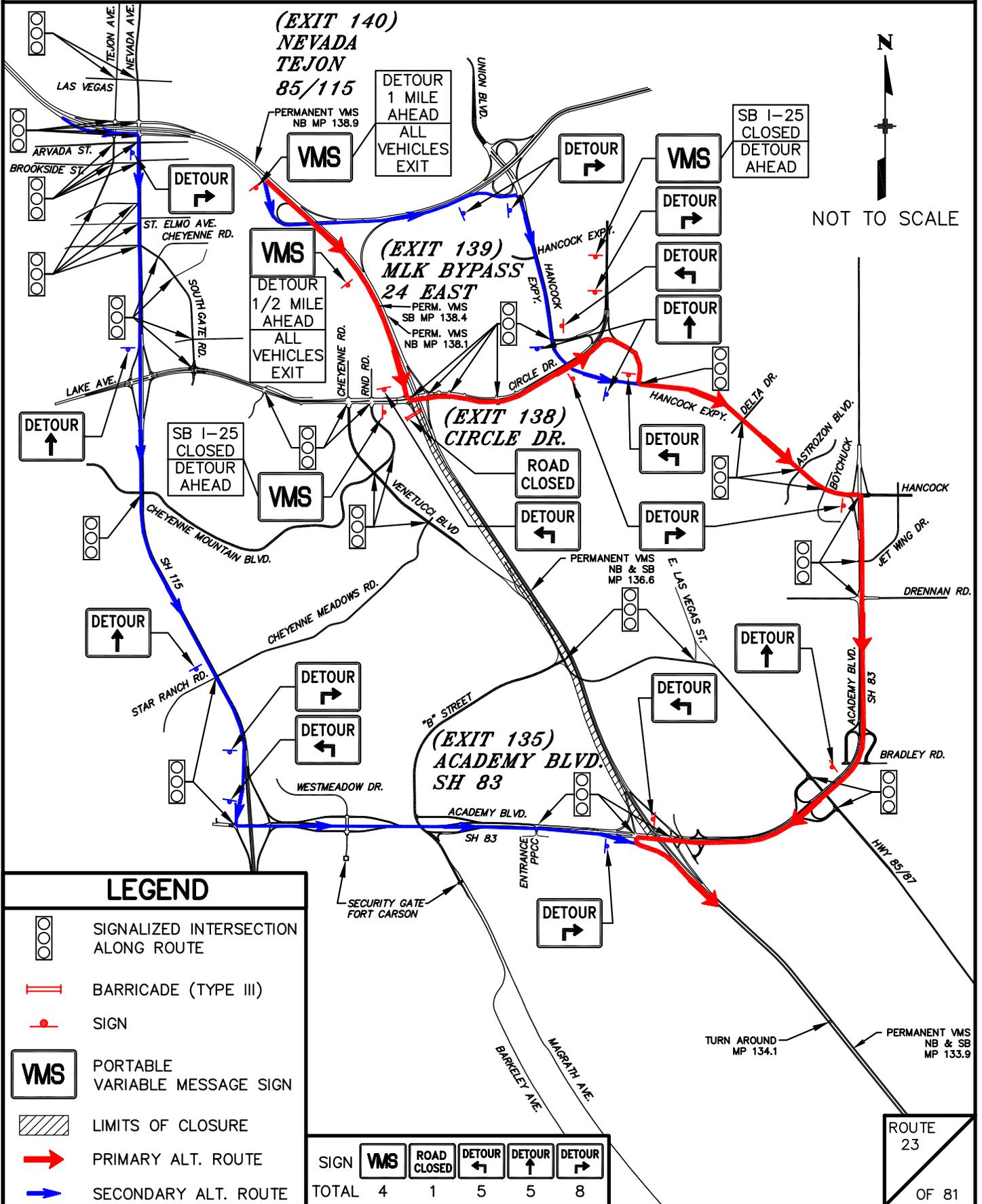


NOT TO SCALE

# ROUTE 23

06/30/06

## SEGMENT 8 – SOUTHBOUND CLOSED



(EXIT 140)  
NEVADA  
TEJON  
85/115

DETOUR  
1 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

SB I-25  
CLOSED  
DETOUR  
AHEAD

(EXIT 139)  
MLK BYPASS  
24 EAST

DETOUR  
1/2 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

(EXIT 138)  
CIRCLE DR.

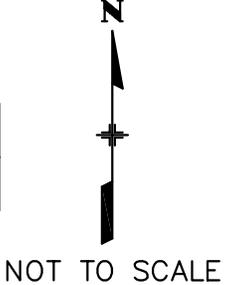
ROAD CLOSED

(EXIT 135)  
ACADEMY BLVD.  
SH 83

DETOUR

TURN AROUND  
MP 134.1

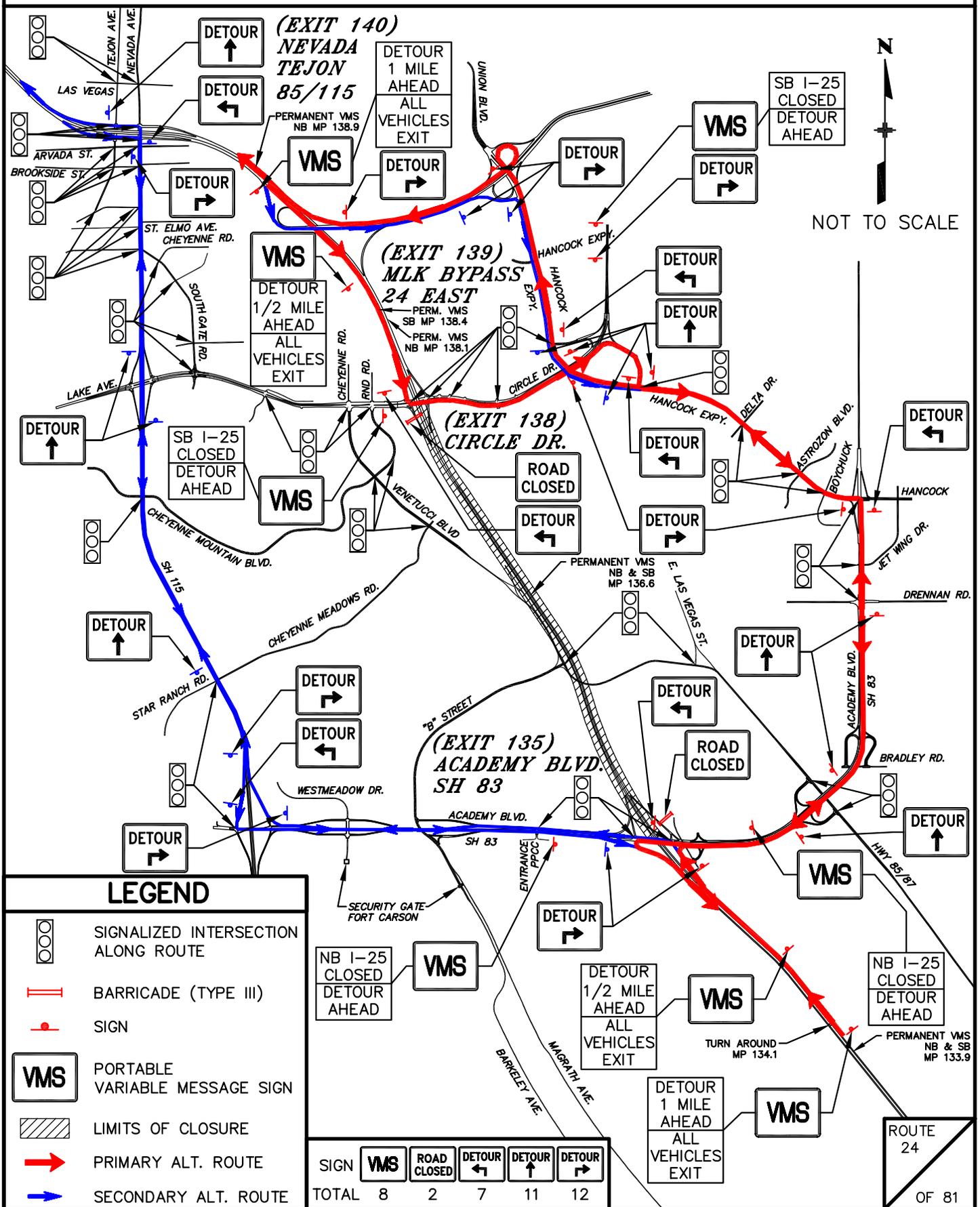
PERMANENT VMS  
NB & SB  
MP 133.9



# ROUTE 24

06/30/06

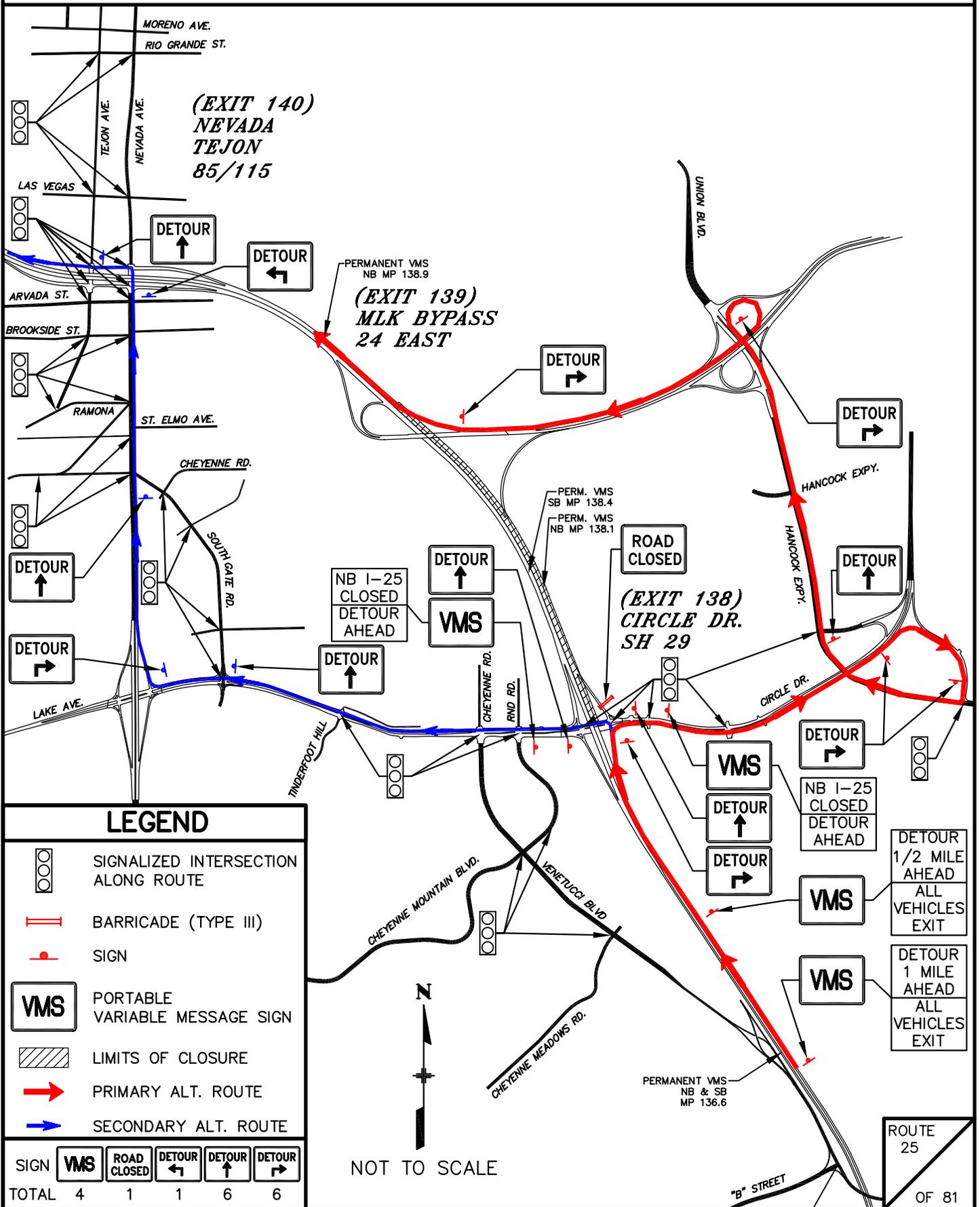
## SEGMENT 8 – NORTHBOUND AND SOUTHBOUND CLOSED



# ROUTE 25

06/30/06

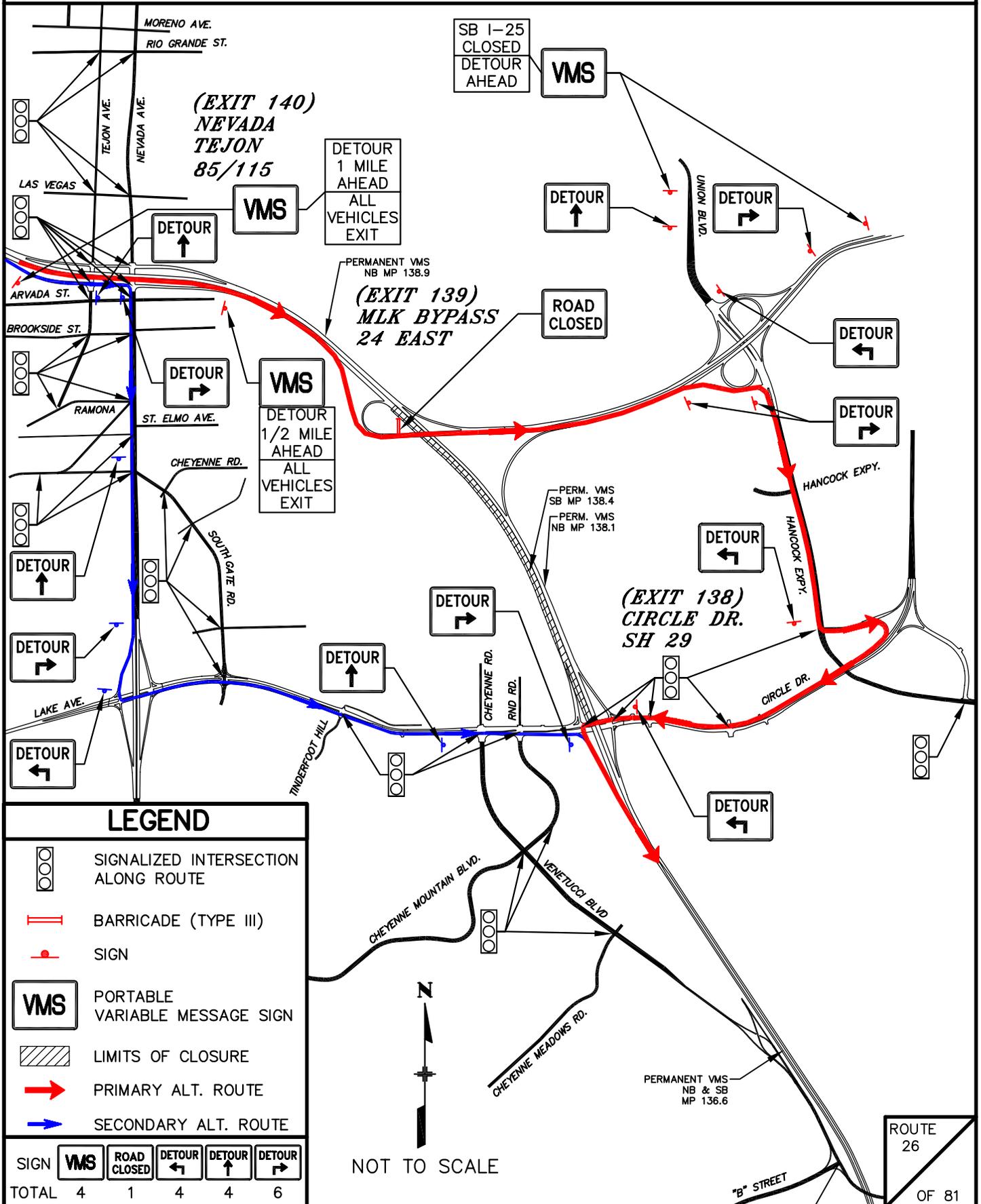
## SEGMENT 9 – NORTHBOUND CLOSED



# ROUTE 26

06/30/06

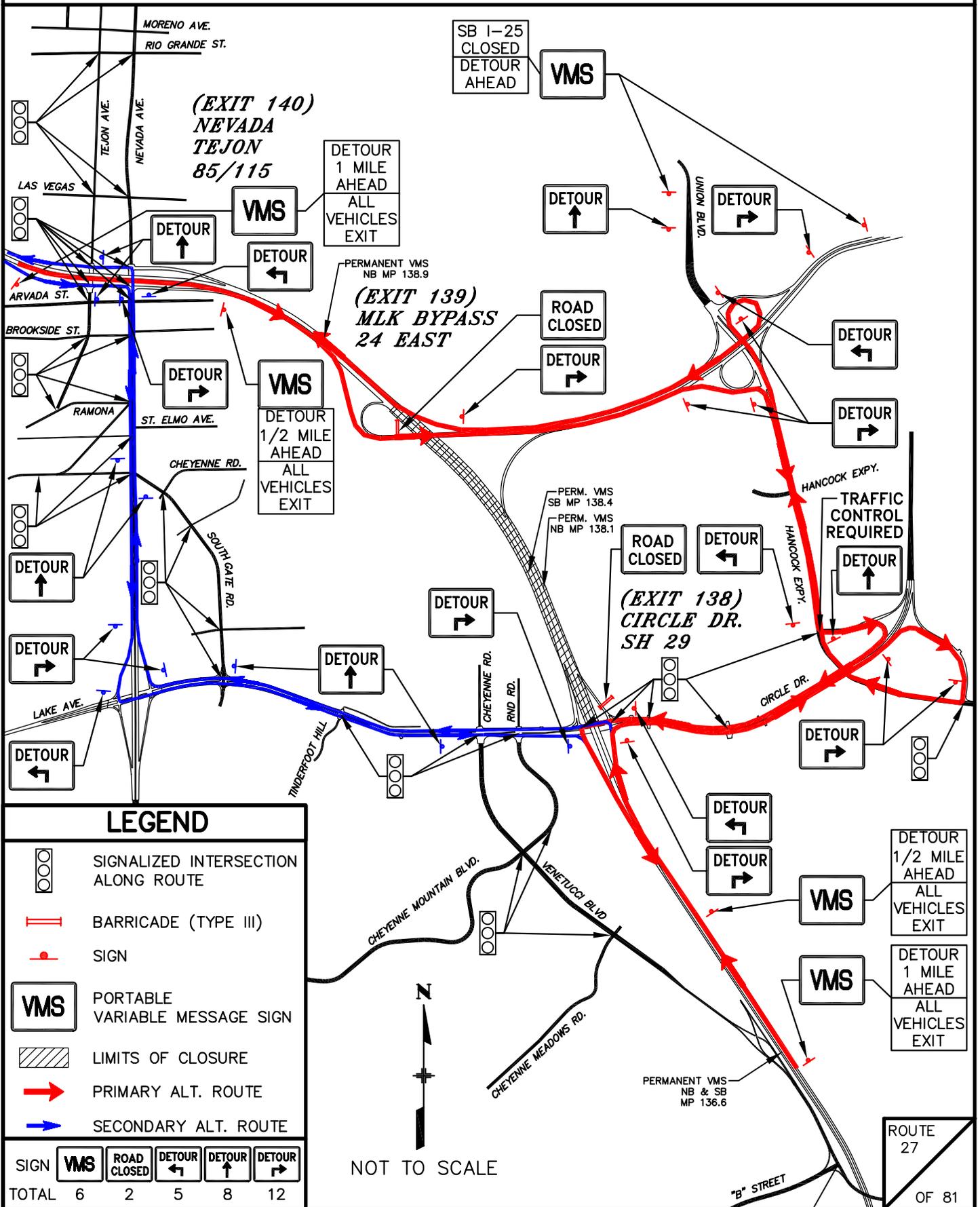
## SEGMENT 9 – SOUTHBOUND CLOSED



# ROUTE 27

06/30/06

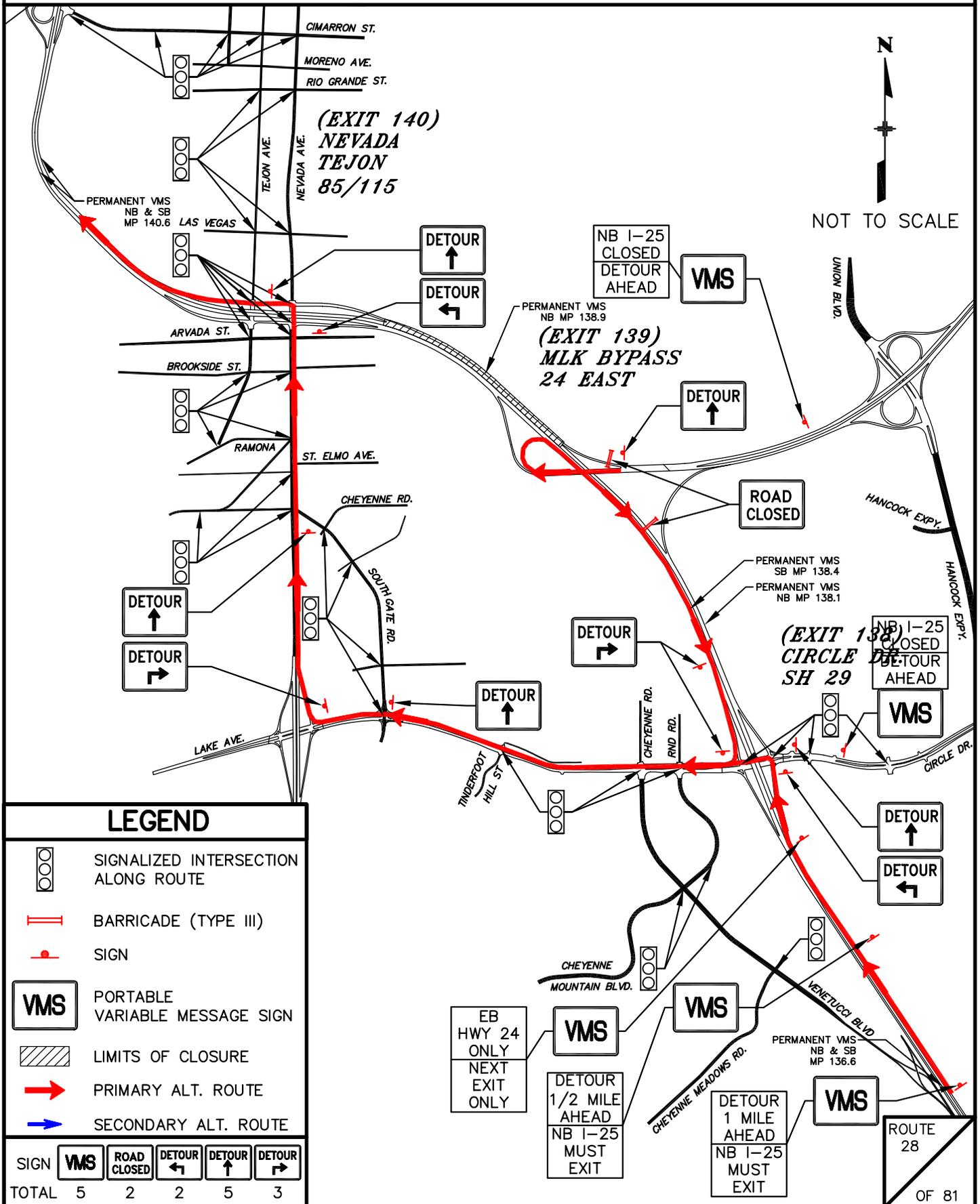
## SEGMENT 9 – NORTHBOUND AND SOUTHBOUND CLOSED



# ROUTE 28

06/30/06

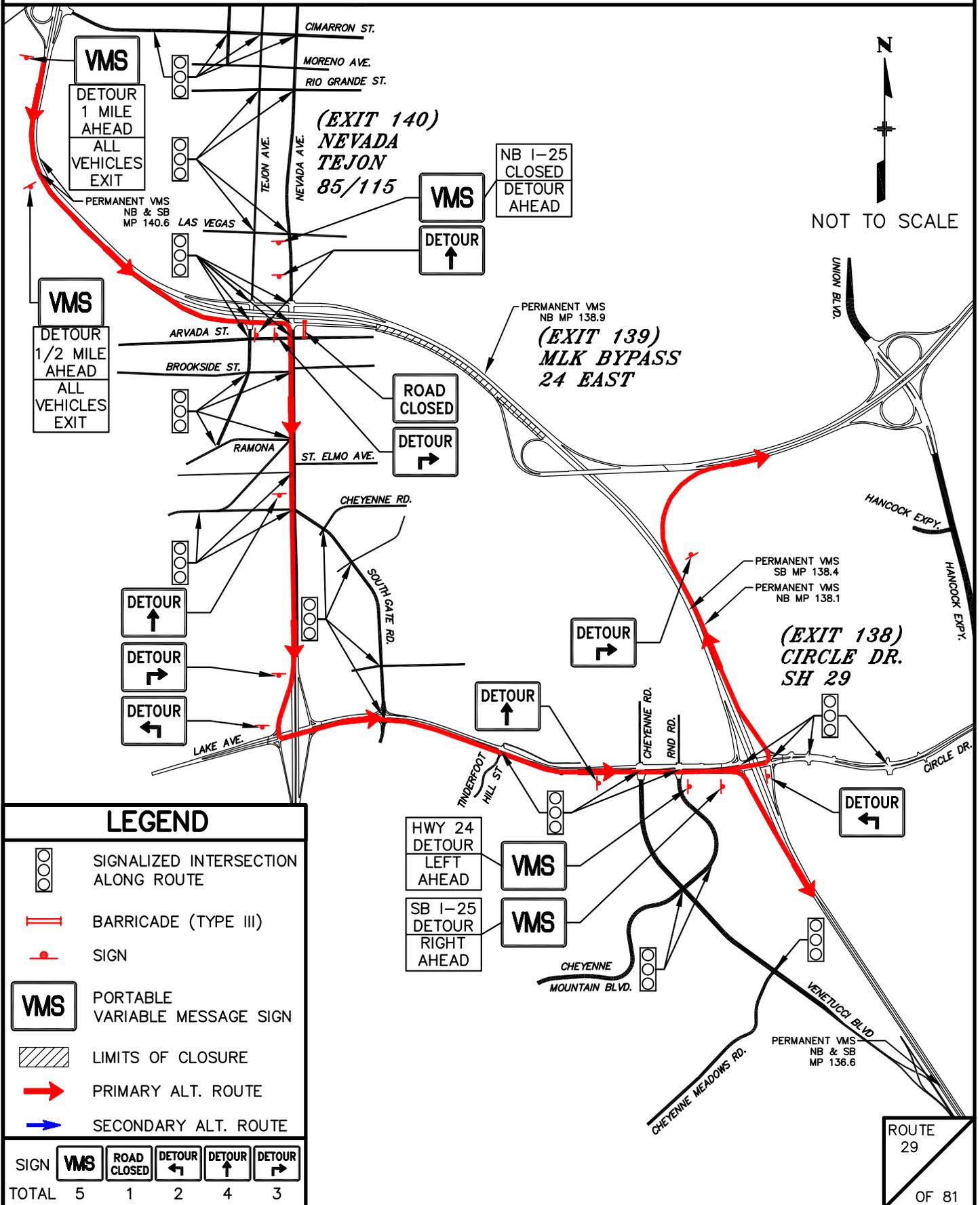
## SEGMENT 10 – NORTHBOUND CLOSED



# ROUTE 29

06/30/06

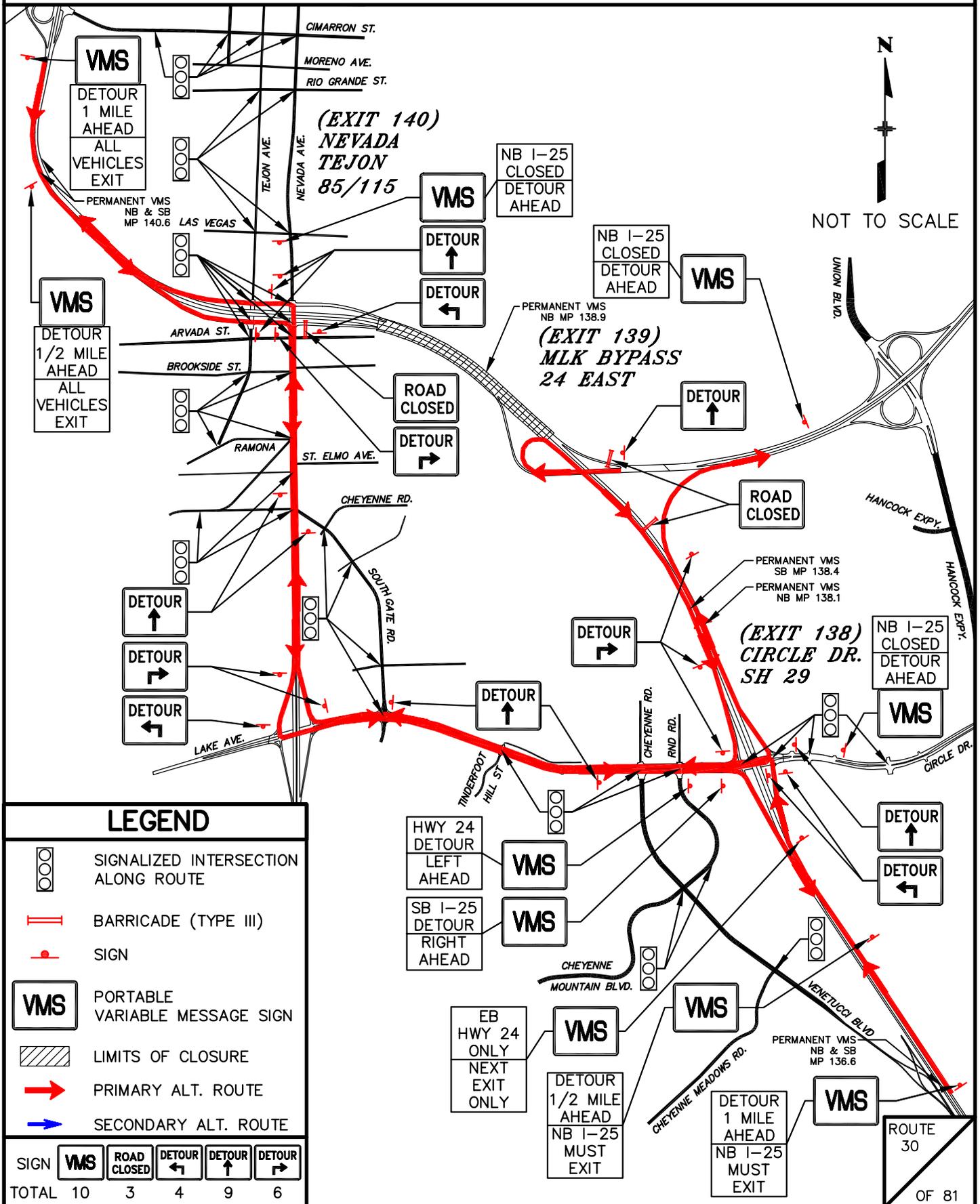
## SEGMENT 10 – SOUTHBOUND CLOSED



# ROUTE 30

06/30/06

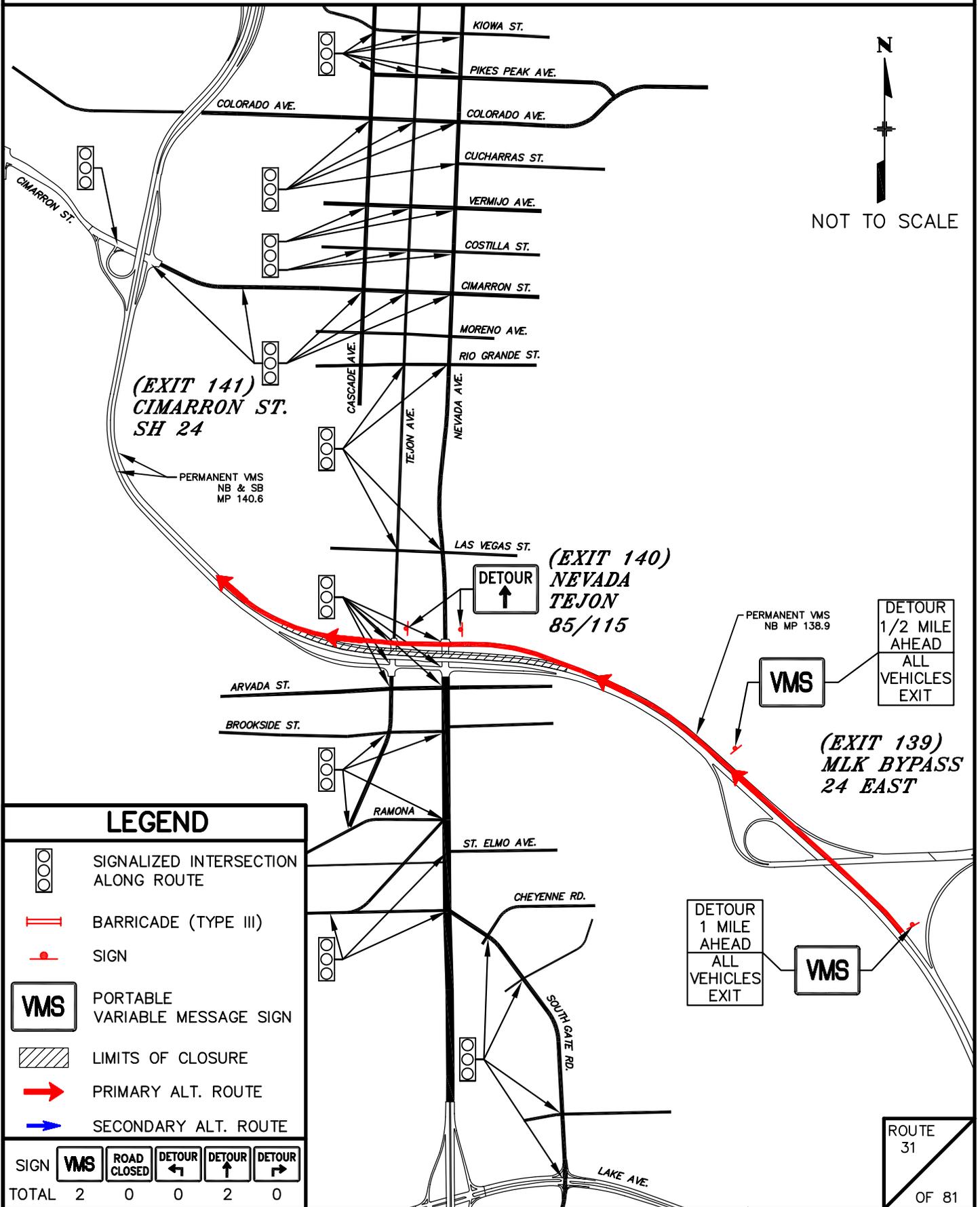
## SEGMENT 10 – NORTHBOUND AND SOUTHBOUND CLOSED



# ROUTE 31

06/30/06

## SEGMENT 11 – NORTHBOUND CLOSED

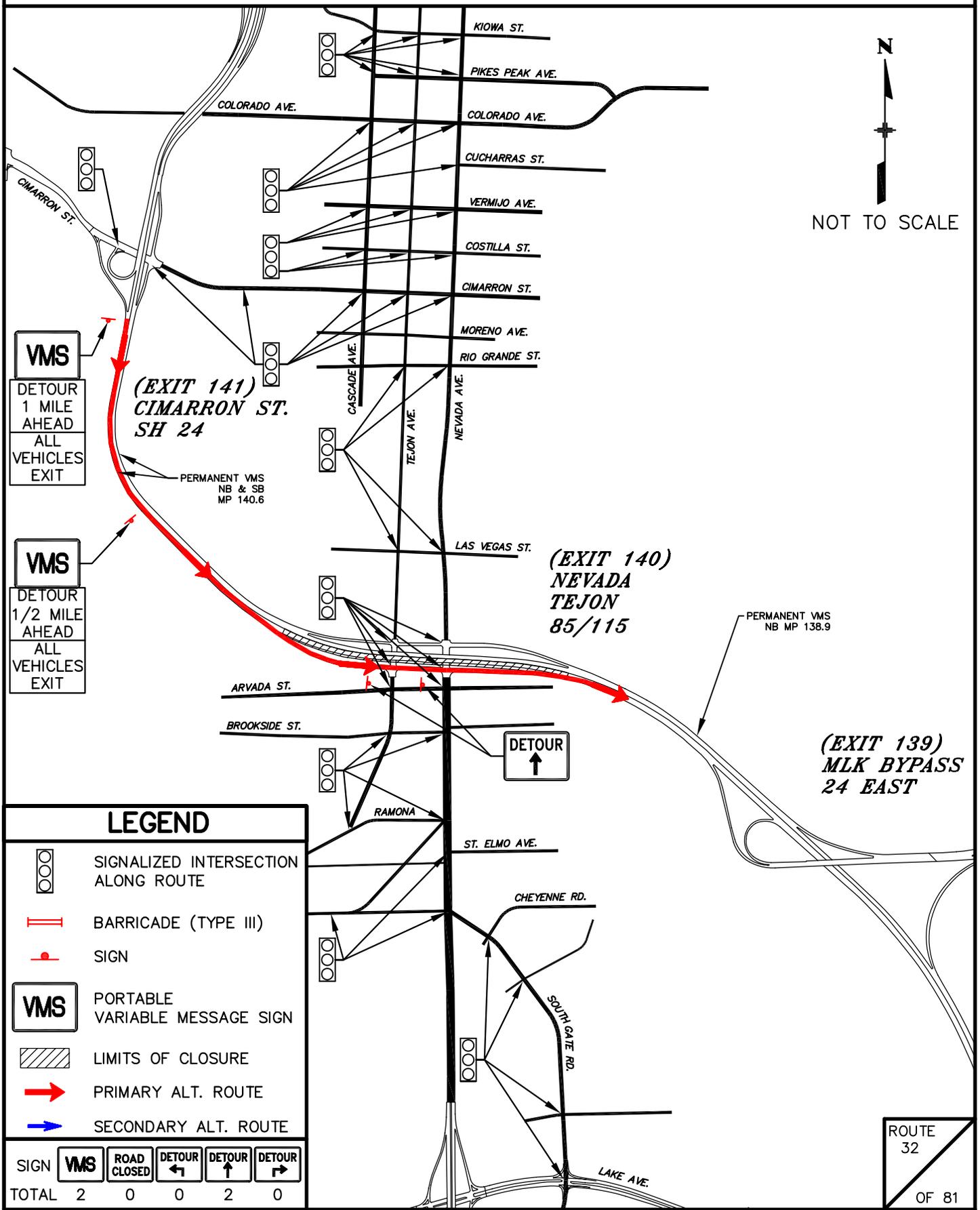


N  
NOT TO SCALE

# ROUTE 32

06/30/06

## SEGMENT 11 – SOUTHBOUND CLOSED



### LEGEND

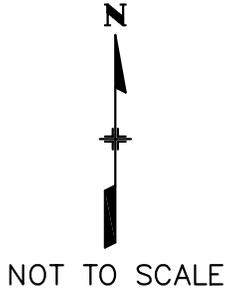
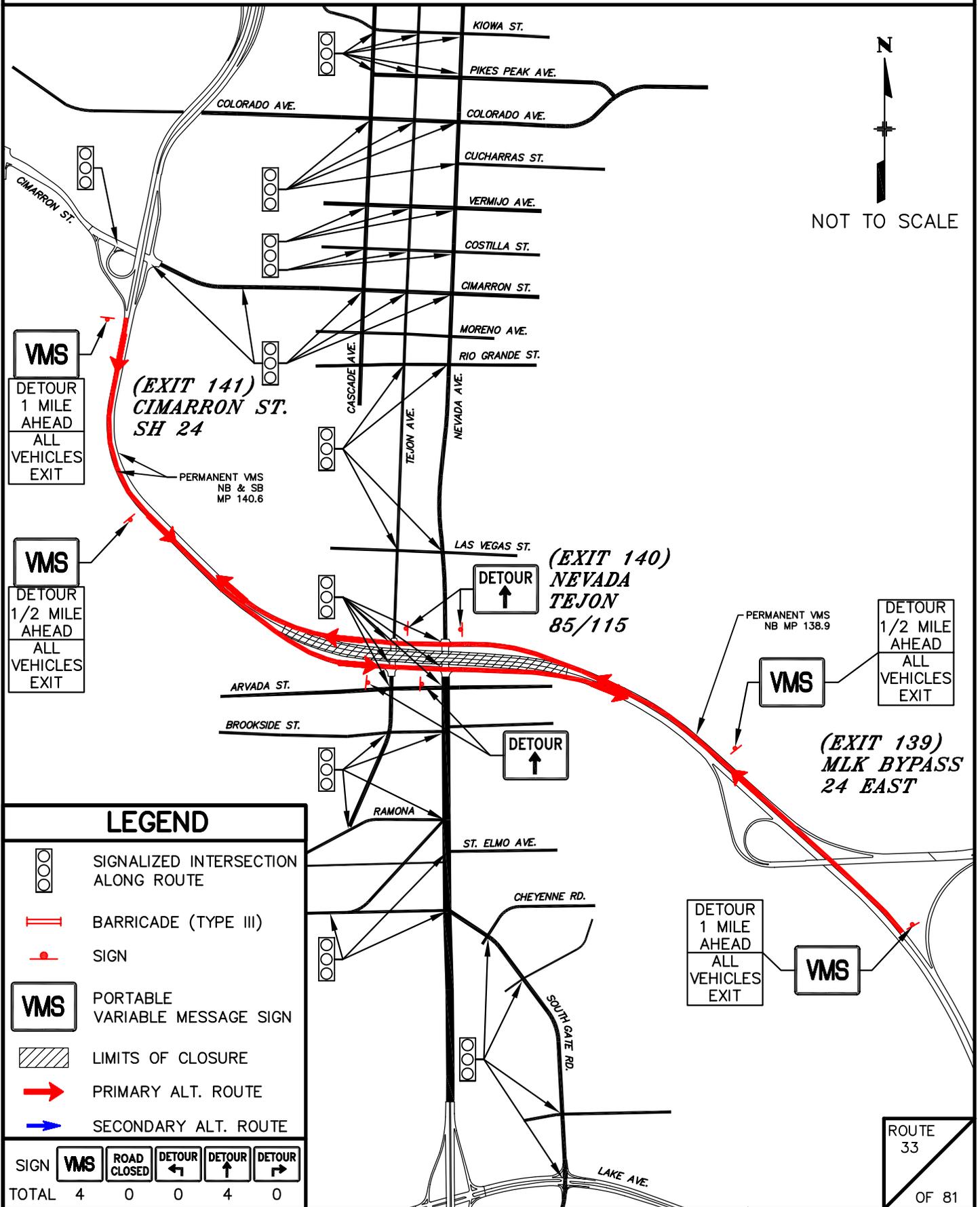
- SIGNALIZED INTERSECTION ALONG ROUTE
- BARRICADE (TYPE III)
- SIGN
- PORTABLE VARIABLE MESSAGE SIGN
- LIMITS OF CLOSURE
- PRIMARY ALT. ROUTE
- SECONDARY ALT. ROUTE

SIGN					
TOTAL	2	0	0	2	0

# ROUTE 33

06/30/06

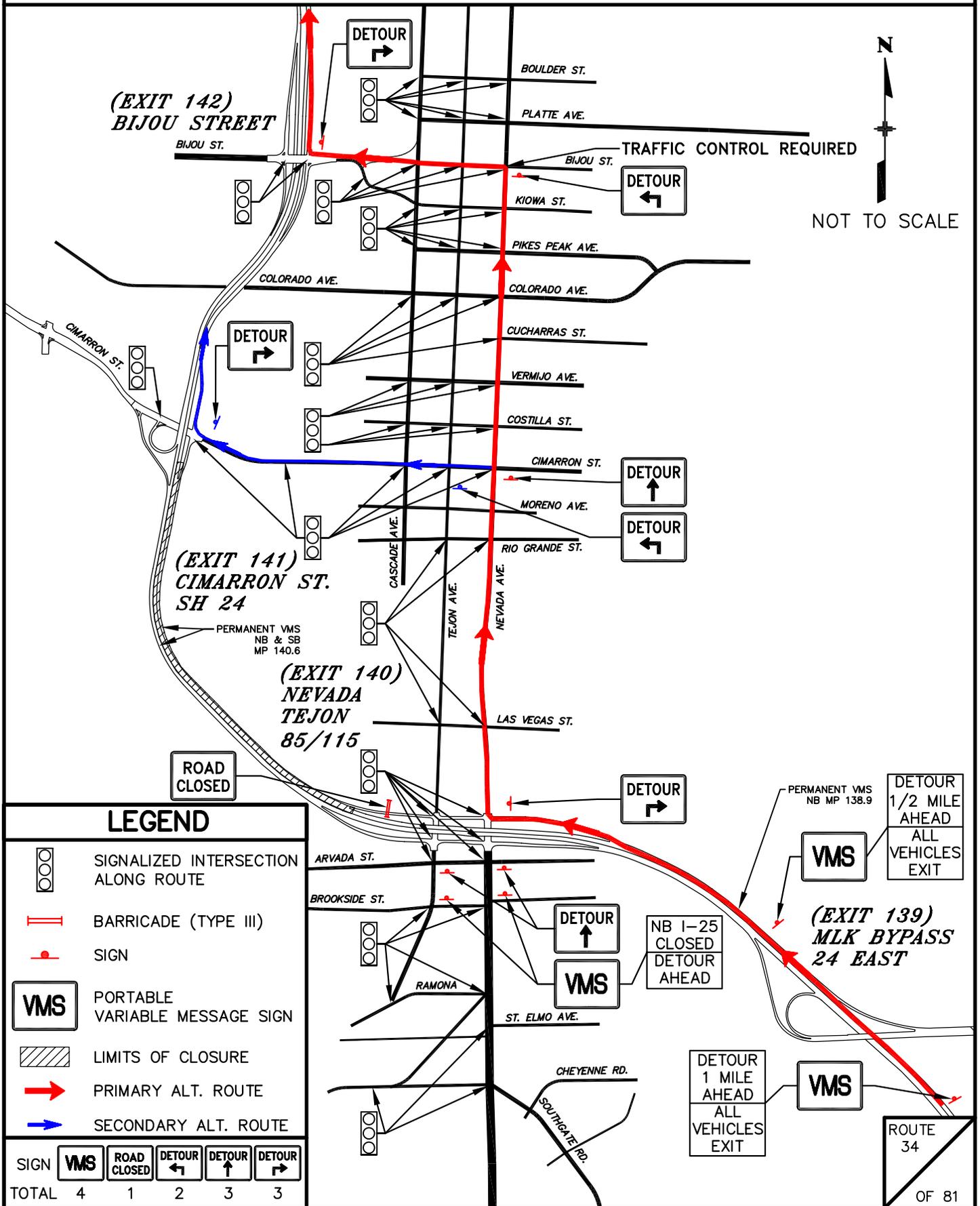
## SEGMENT 11 – NORTHBOUND AND SOUTHBOUND CLOSED



# ROUTE 34

06/30/06

## SEGMENT 12 – NORTHBOUND CLOSED

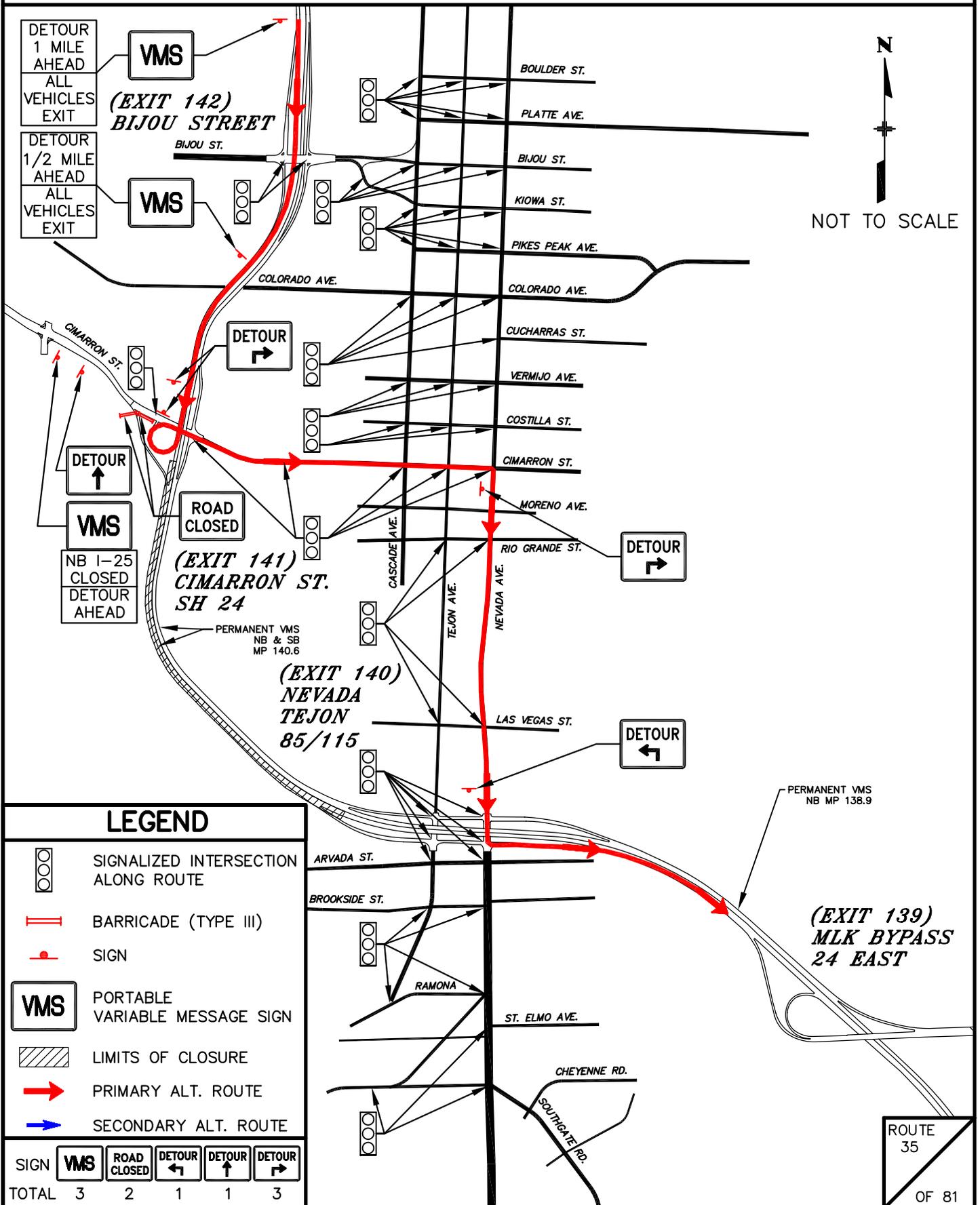


NOT TO SCALE

# ROUTE 35

06/30/06

## SEGMENT 12 – SOUTHBOUND CLOSED



N  
NOT TO SCALE

### LEGEND

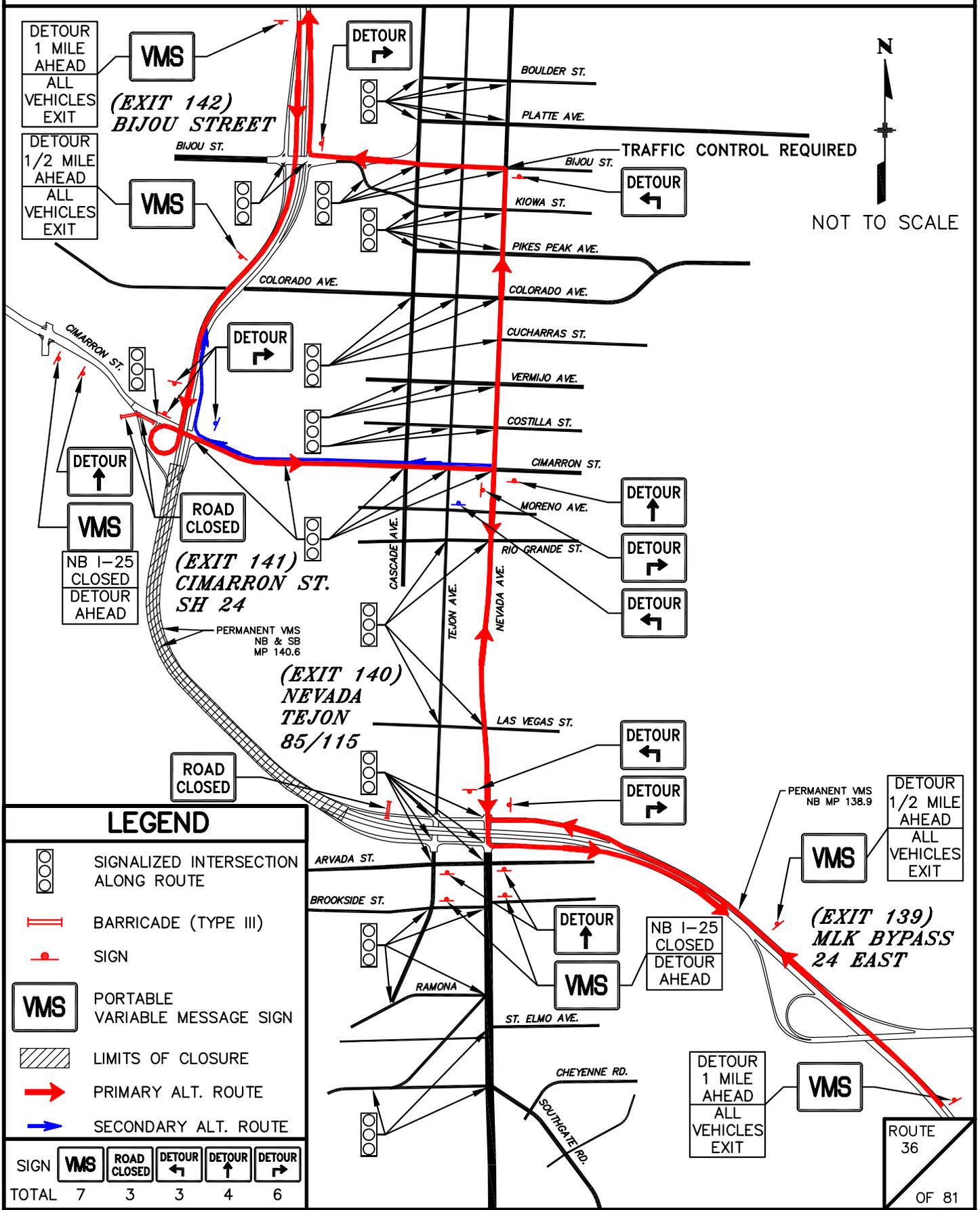
- SIGNALIZED INTERSECTION ALONG ROUTE
- BARRICADE (TYPE III)
- SIGN
- PORTABLE VARIABLE MESSAGE SIGN
- LIMITS OF CLOSURE
- PRIMARY ALT. ROUTE
- SECONDARY ALT. ROUTE

SIGN					
TOTAL	3	2	1	1	3

# ROUTE 36

06/30/06

## SEGMENT 12 – NORTHBOUND AND SOUTHBOUND CLOSED



# ROUTE 37

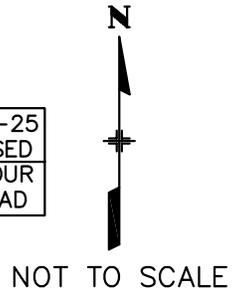
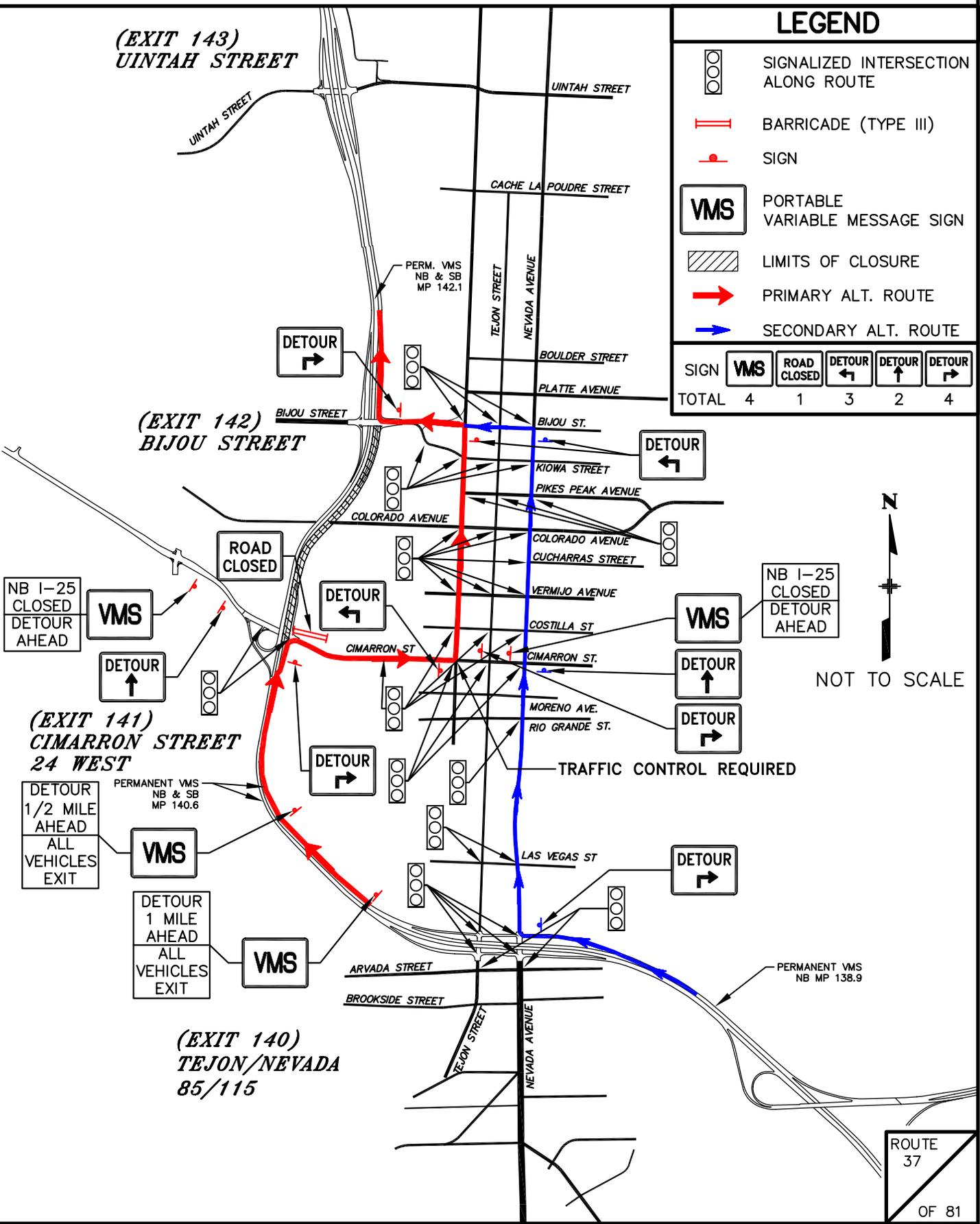
06/30/06

## SEGMENT 13 – NORTHBOUND CLOSED

### LEGEND

- SIGNALIZED INTERSECTION ALONG ROUTE
- BARRICADE (TYPE III)
- SIGN
- PORTABLE VARIABLE MESSAGE SIGN
- LIMITS OF CLOSURE
- PRIMARY ALT. ROUTE
- SECONDARY ALT. ROUTE

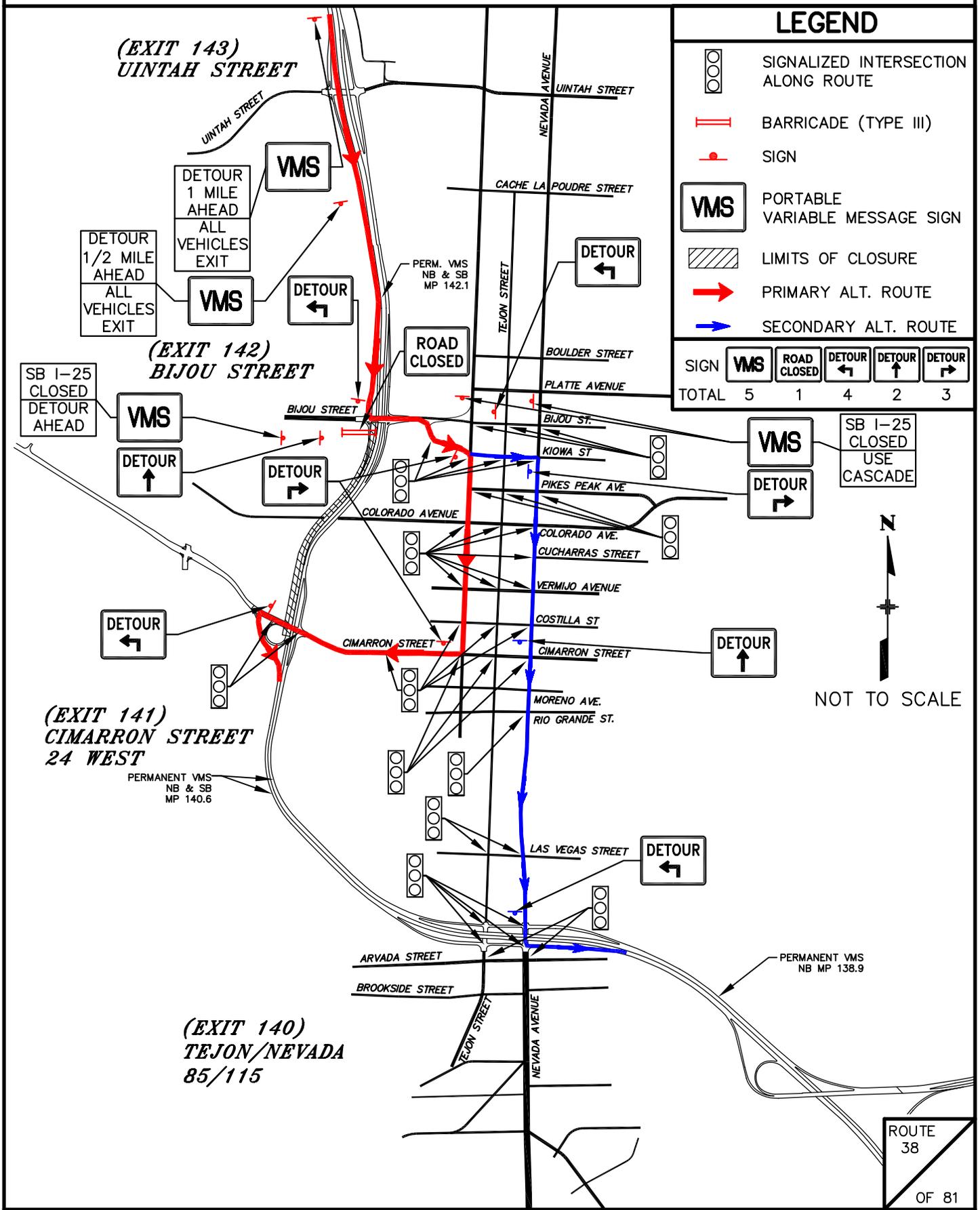
SIGN	VMS	ROAD CLOSED	DETOUR	DETOUR	DETOUR
TOTAL	4	1	3	2	4



# ROUTE 38

06/30/06

## SEGMENT 13 – SOUTHBOUND CLOSED



# ROUTE 39

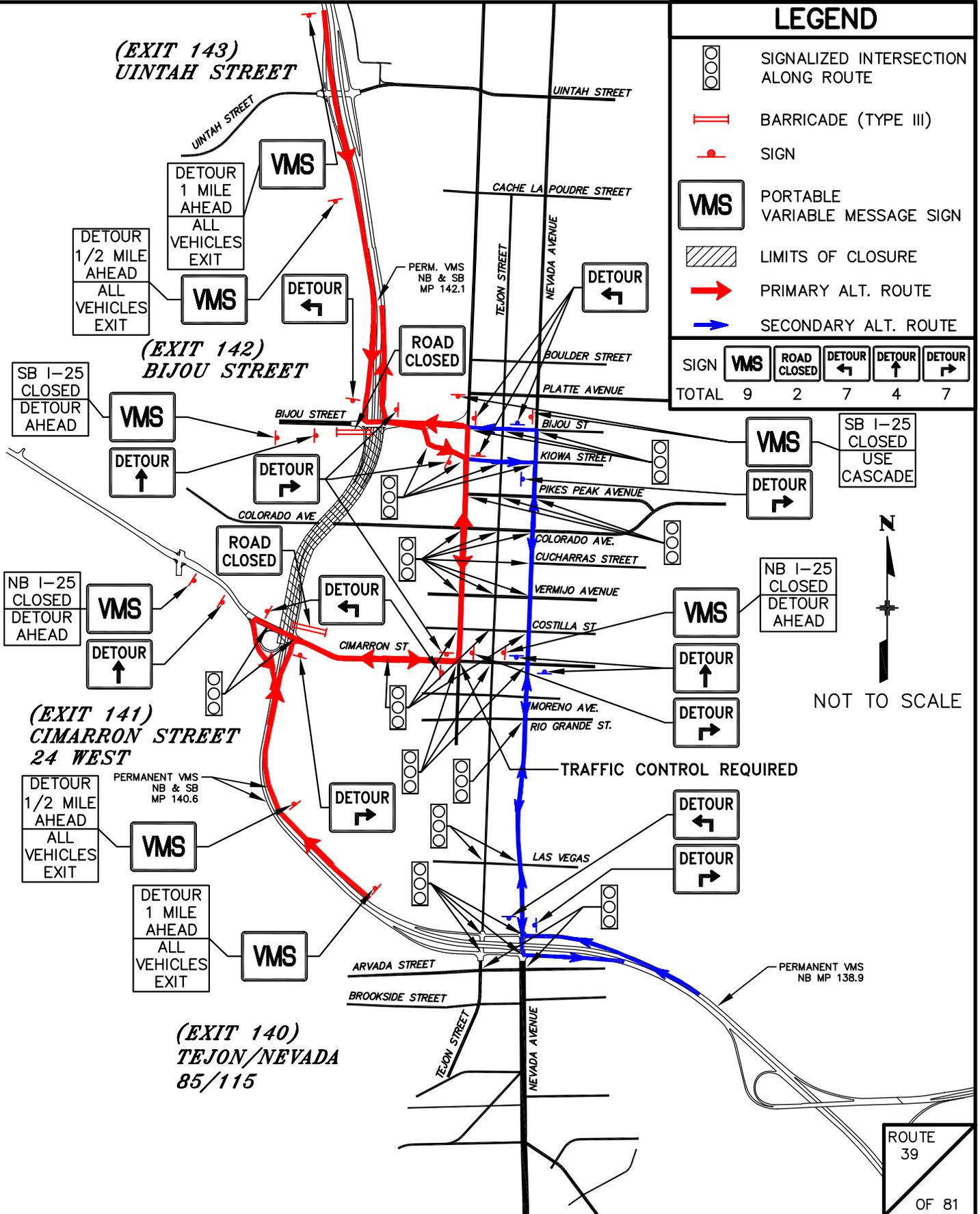
06/30/06

## SEGMENT 13 – NORTHBOUND AND SOUTHBOUND CLOSED

### LEGEND

- SIGNALIZED INTERSECTION ALONG ROUTE
- BARRICADE (TYPE III)
- SIGN
- PORTABLE VARIABLE MESSAGE SIGN
- LIMITS OF CLOSURE
- PRIMARY ALT. ROUTE
- SECONDARY ALT. ROUTE

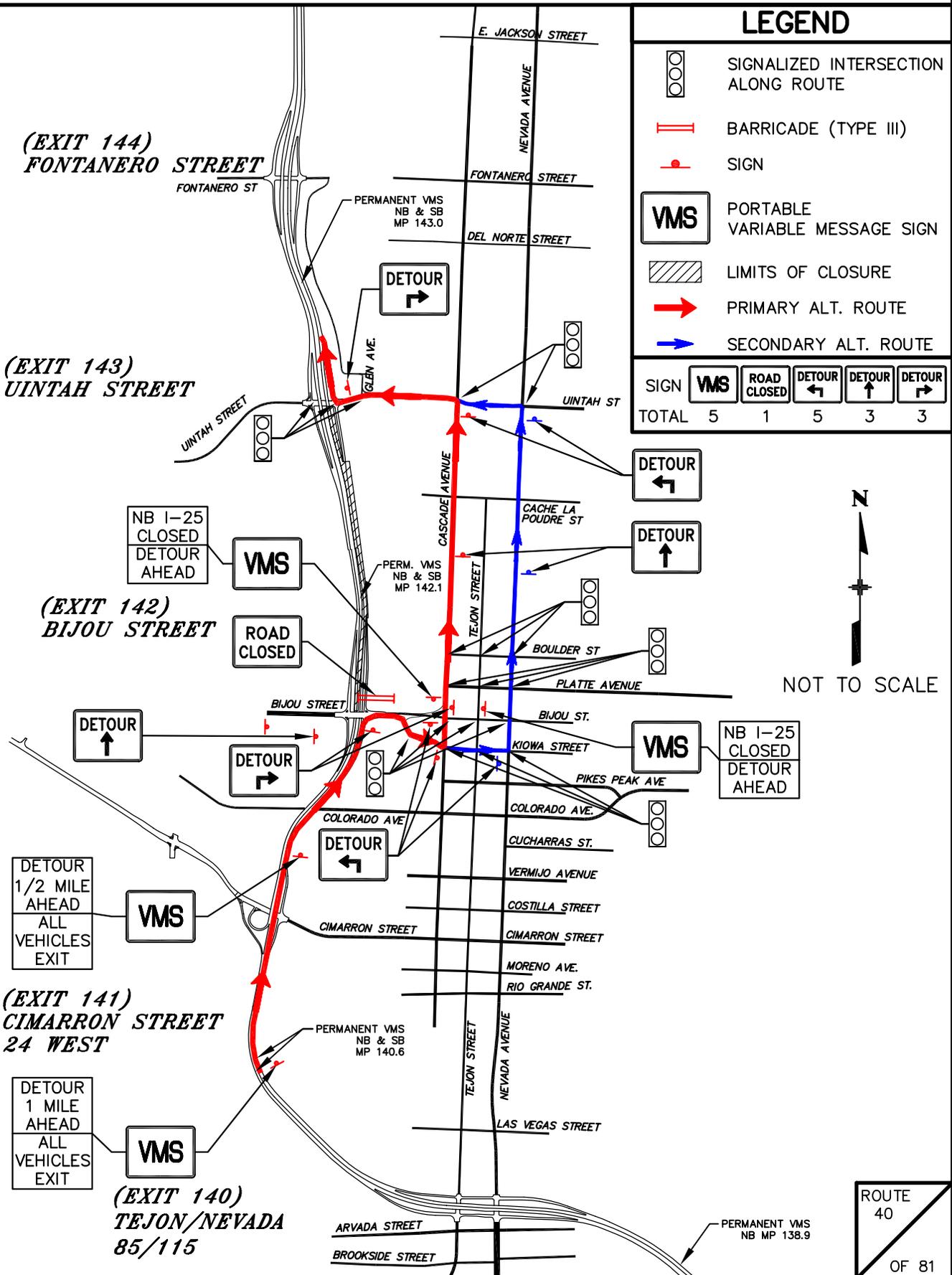
SIGN	VMS	ROAD CLOSED	DETOUR	DETOUR	DETOUR
TOTAL	9	2	7	4	7



# ROUTE 40

06/30/06

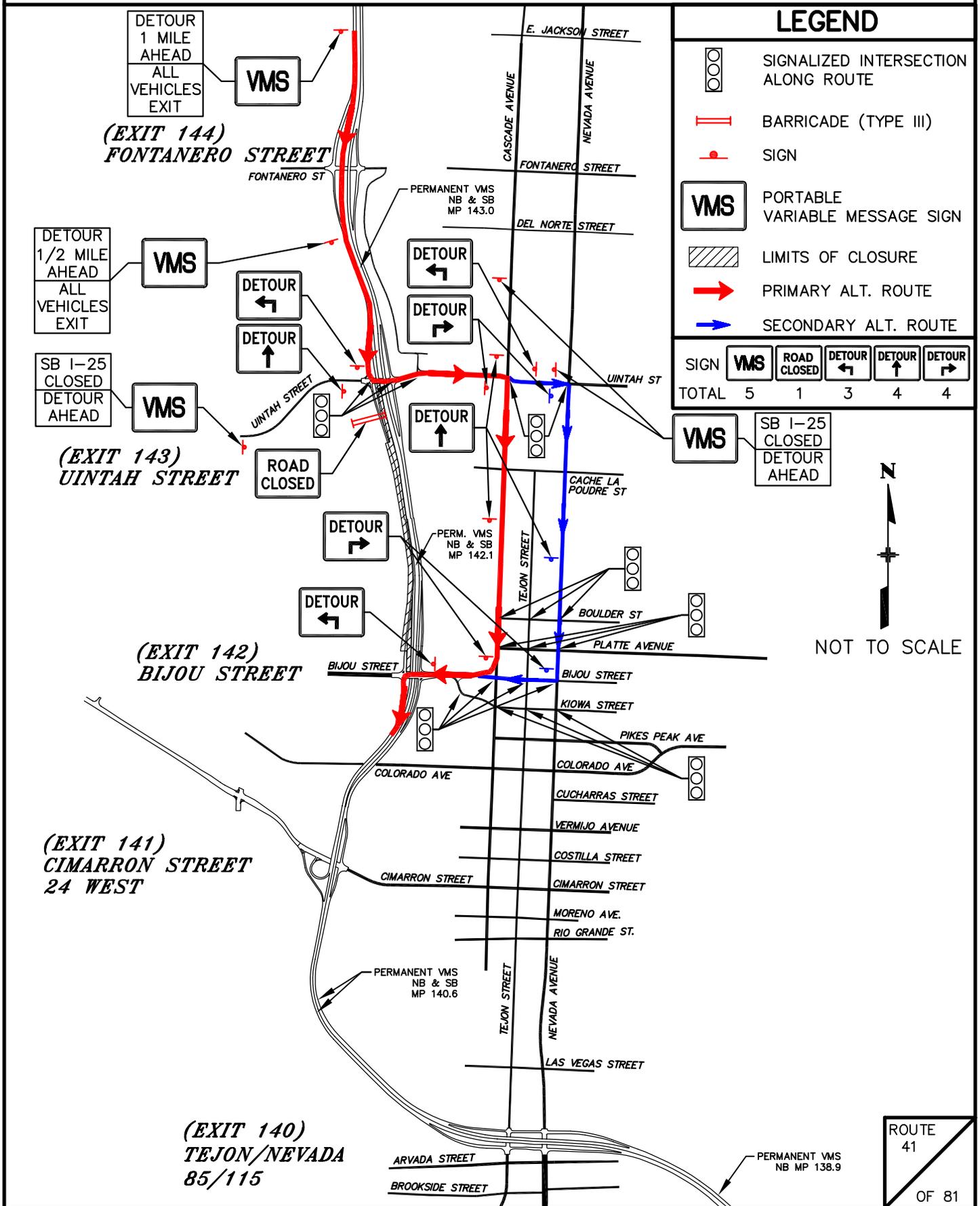
## SEGMENT 14 – NORTHBOUND CLOSED



# ROUTE 41

06/30/06

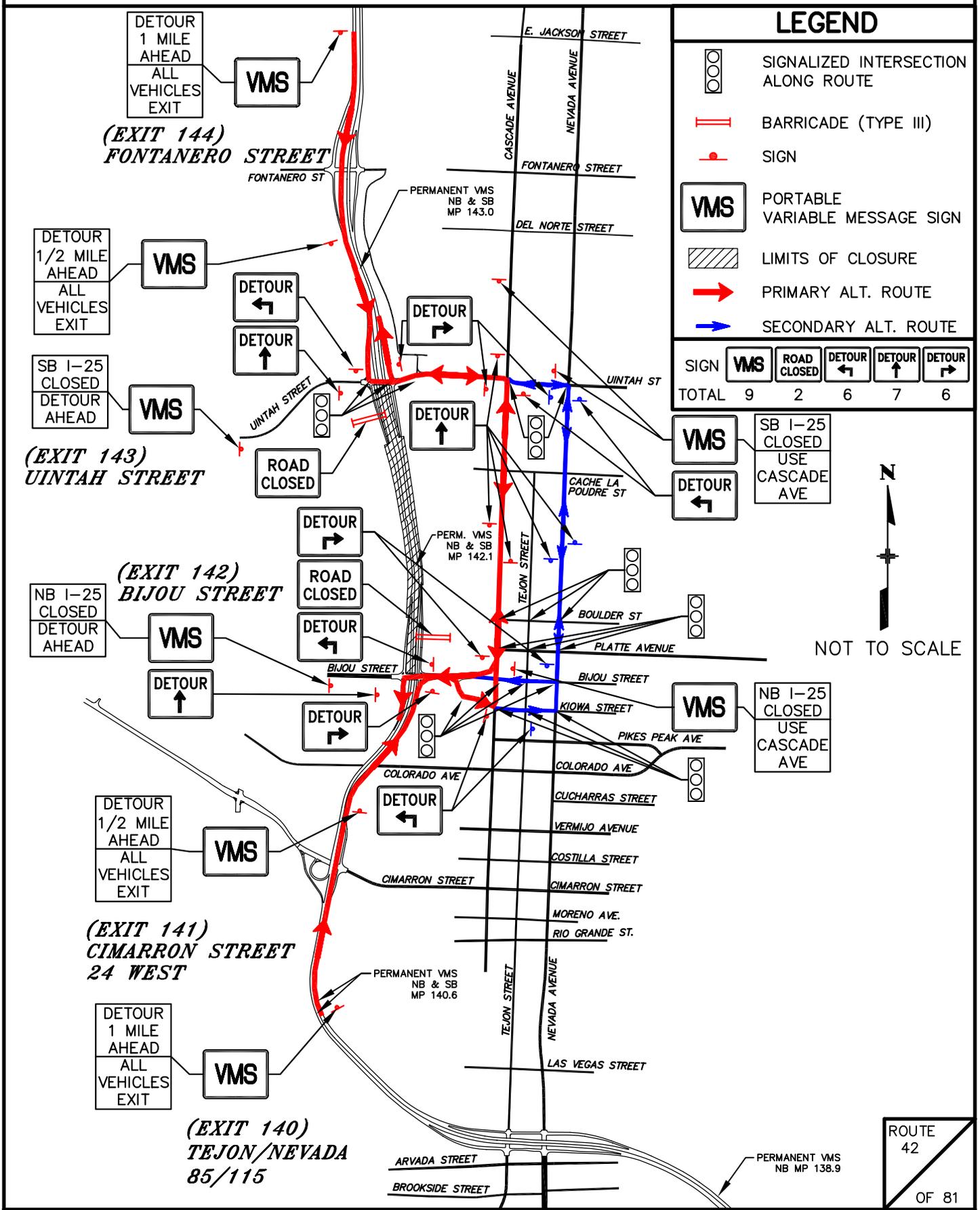
## SEGMENT 14 – SOUTHBOUND CLOSED



# ROUTE 42

06/30/06

## SEGMENT 14 – NORTHBOUND AND SOUTHBOUND CLOSED



### LEGEND

- SIGNALIZED INTERSECTION ALONG ROUTE
- BARRICADE (TYPE III)
- SIGN
- PORTABLE VARIABLE MESSAGE SIGN
- LIMITS OF CLOSURE
- PRIMARY ALT. ROUTE
- SECONDARY ALT. ROUTE

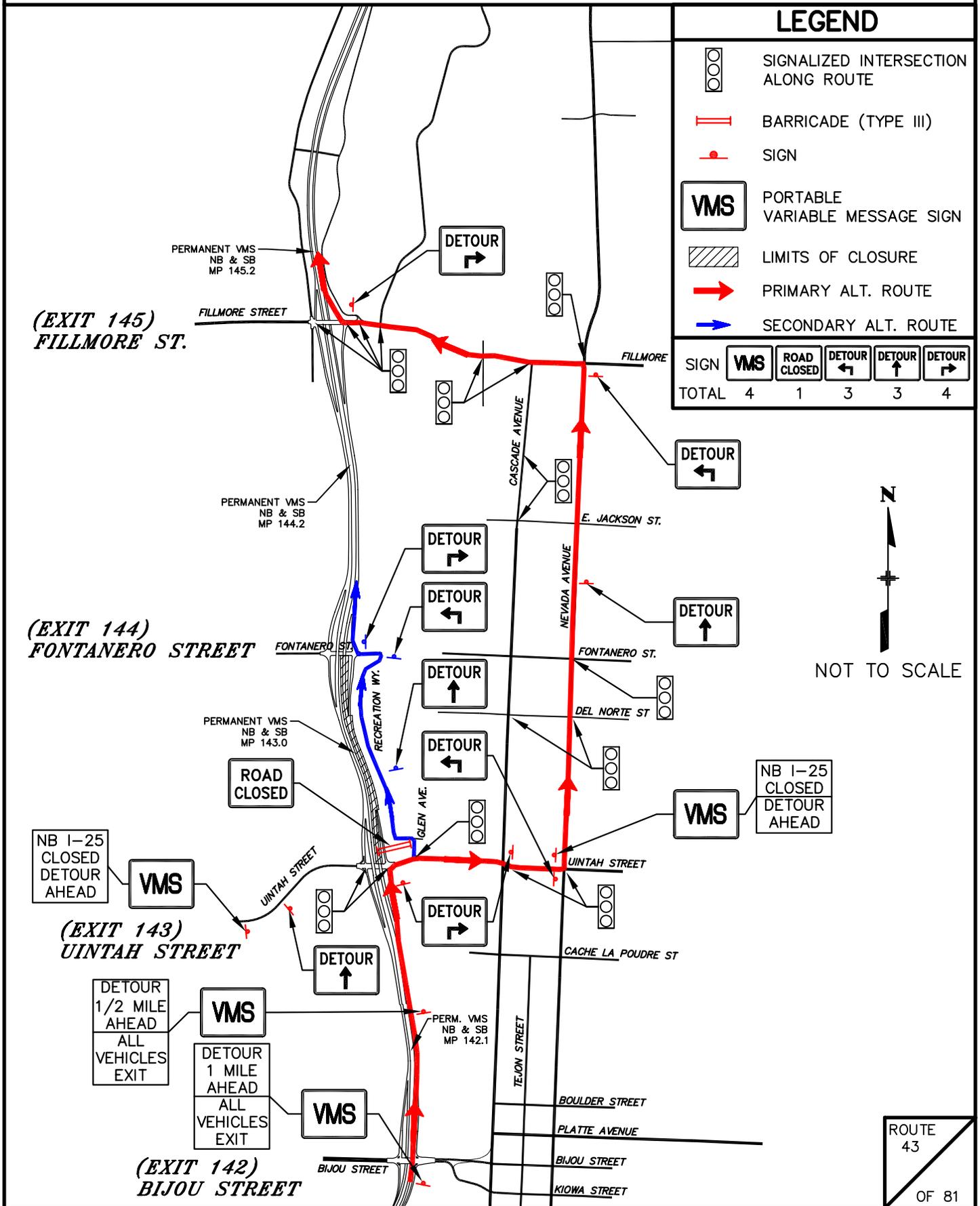
SIGN					
TOTAL	9	2	6	7	6

N  
↑  
↓  
NOT TO SCALE

# ROUTE 43

06/30/06

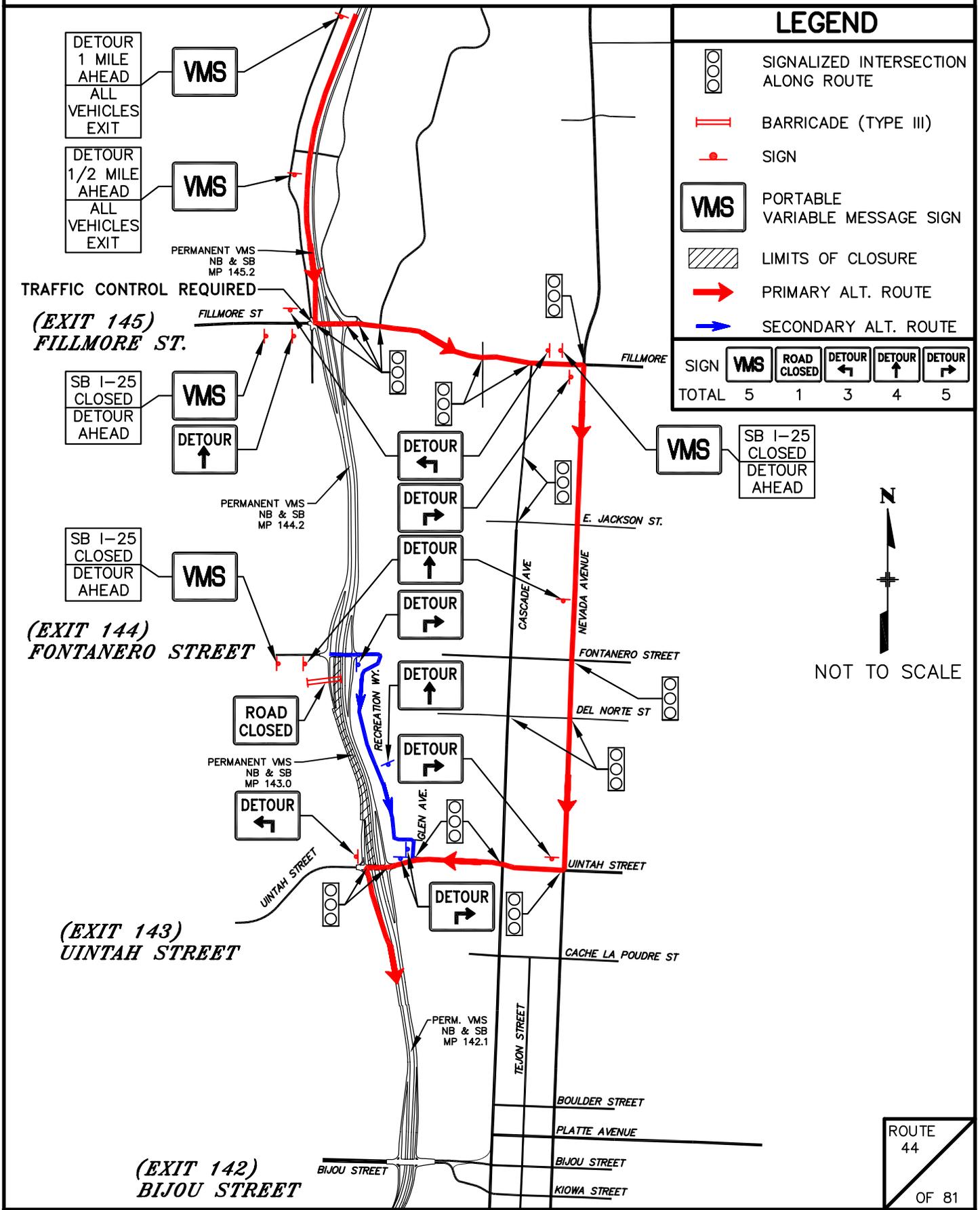
## SEGMENT 15 – NORTHBOUND CLOSED



# ROUTE 44

06/30/06

## SEGMENT 15 – SOUTHBOUND CLOSED



### LEGEND

- SIGNALIZED INTERSECTION ALONG ROUTE
- BARRICADE (TYPE III)
- SIGN
- PORTABLE VARIABLE MESSAGE SIGN
- LIMITS OF CLOSURE
- PRIMARY ALT. ROUTE
- SECONDARY ALT. ROUTE

SIGN	VMS	ROAD CLOSED	DETOUR	DETOUR	DETOUR
TOTAL	5	1	3	4	5

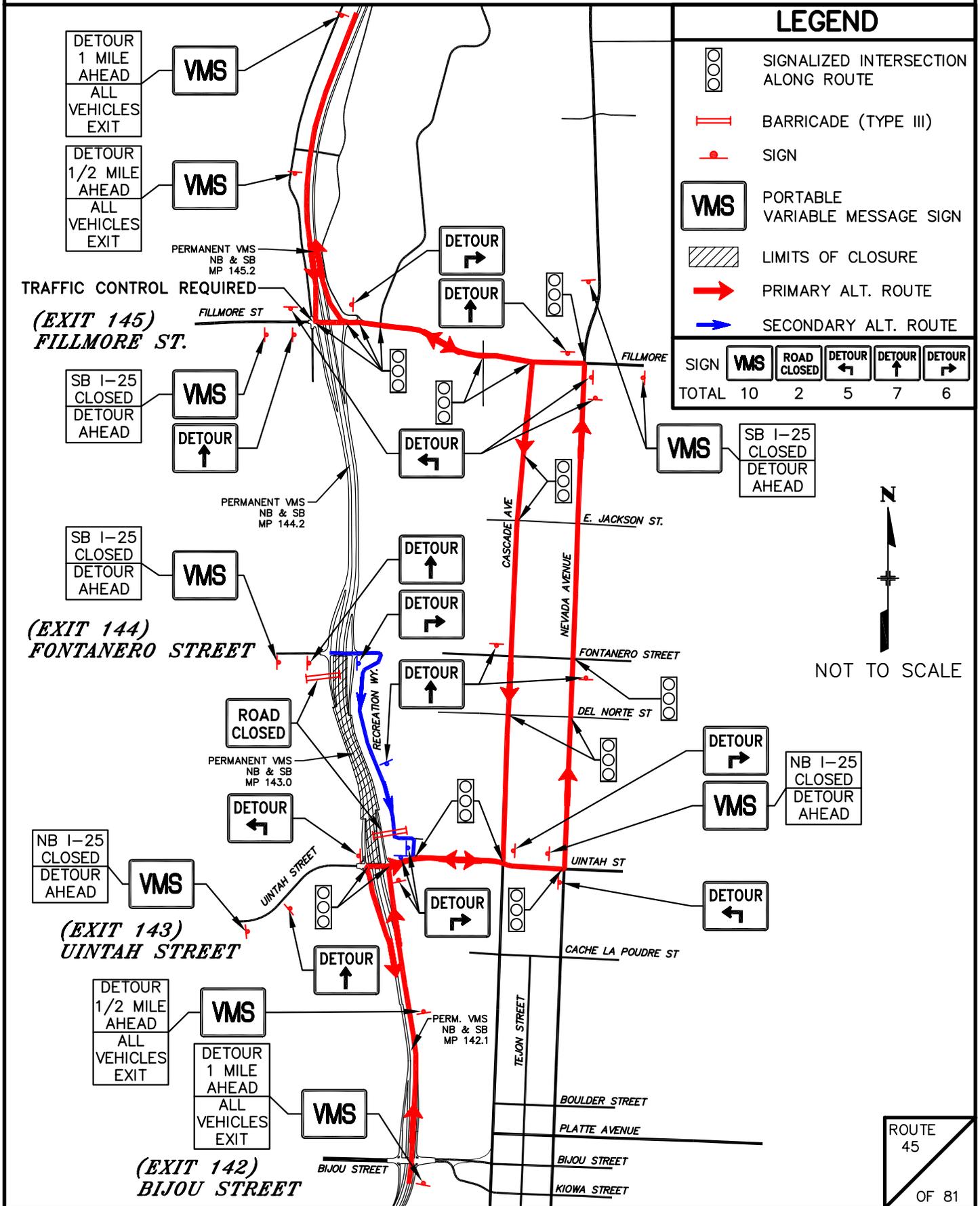


NOT TO SCALE

# ROUTE 45

06/30/06

## SEGMENT 15 – NORTHBOUND AND SOUTHBOUND CLOSED



# ROUTE 46

06/30/06

## SEGMENT 16 – NORTHBOUND CLOSED



NOT TO SCALE

### LEGEND



SIGNALIZED INTERSECTION  
ALONG ROUTE



BARRICADE (TYPE III)



SIGN



PORTABLE  
VARIABLE MESSAGE SIGN



LIMITS OF CLOSURE

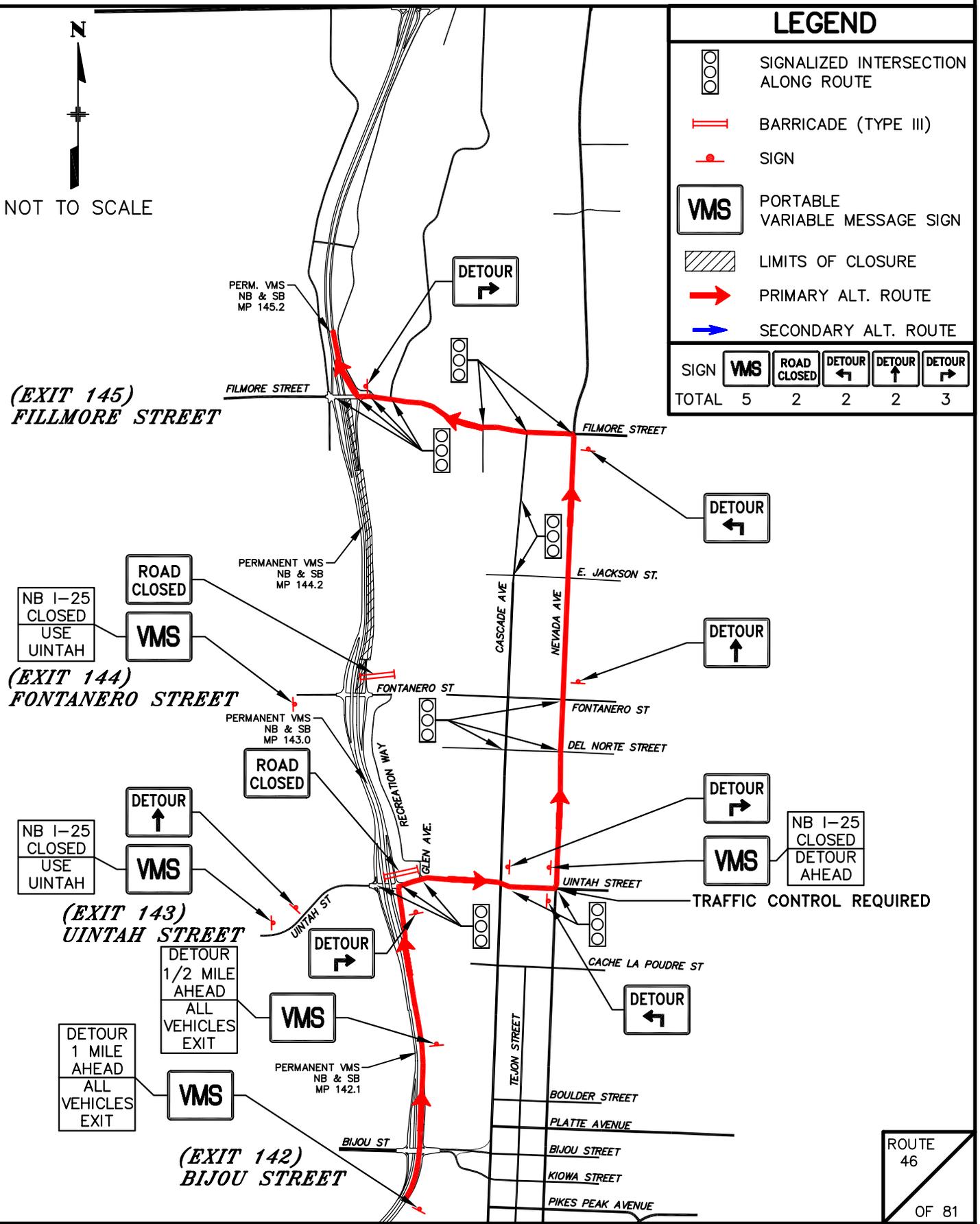


PRIMARY ALT. ROUTE



SECONDARY ALT. ROUTE

SIGN	VMS	ROAD CLOSED	DETOUR	DETOUR	DETOUR
TOTAL	5	2	2	2	3



# ROUTE 47

06/30/06

## SEGMENT 16 – SOUTHBOUND CLOSED

### LEGEND



SIGNALIZED INTERSECTION ALONG ROUTE



BARRICADE (TYPE III)



SIGN



PORTABLE VARIABLE MESSAGE SIGN



LIMITS OF CLOSURE



PRIMARY ALT. ROUTE

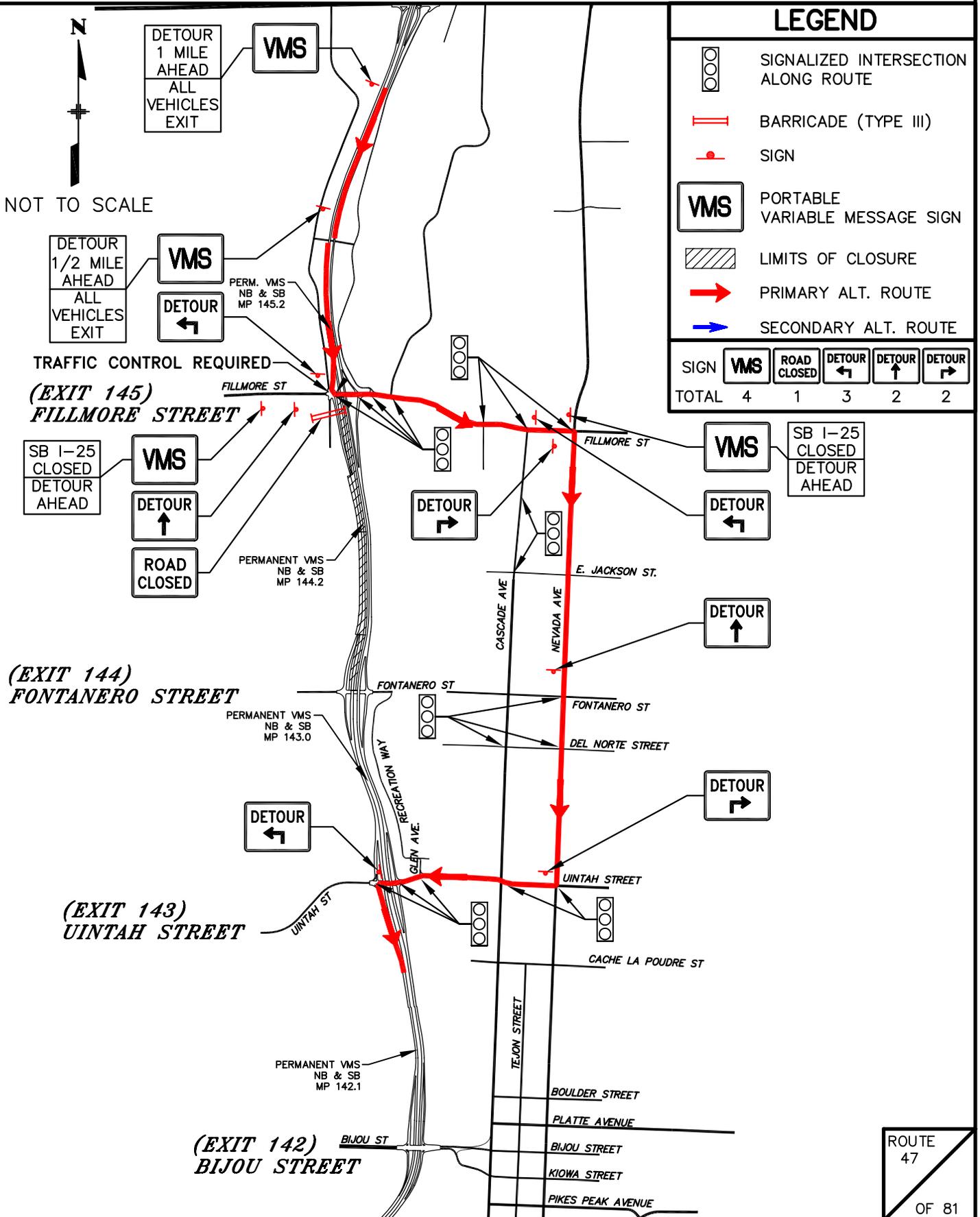


SECONDARY ALT. ROUTE

SIGN	VMS	ROAD CLOSED	DETOUR	DETOUR	DETOUR
TOTAL	4	1	3	2	2



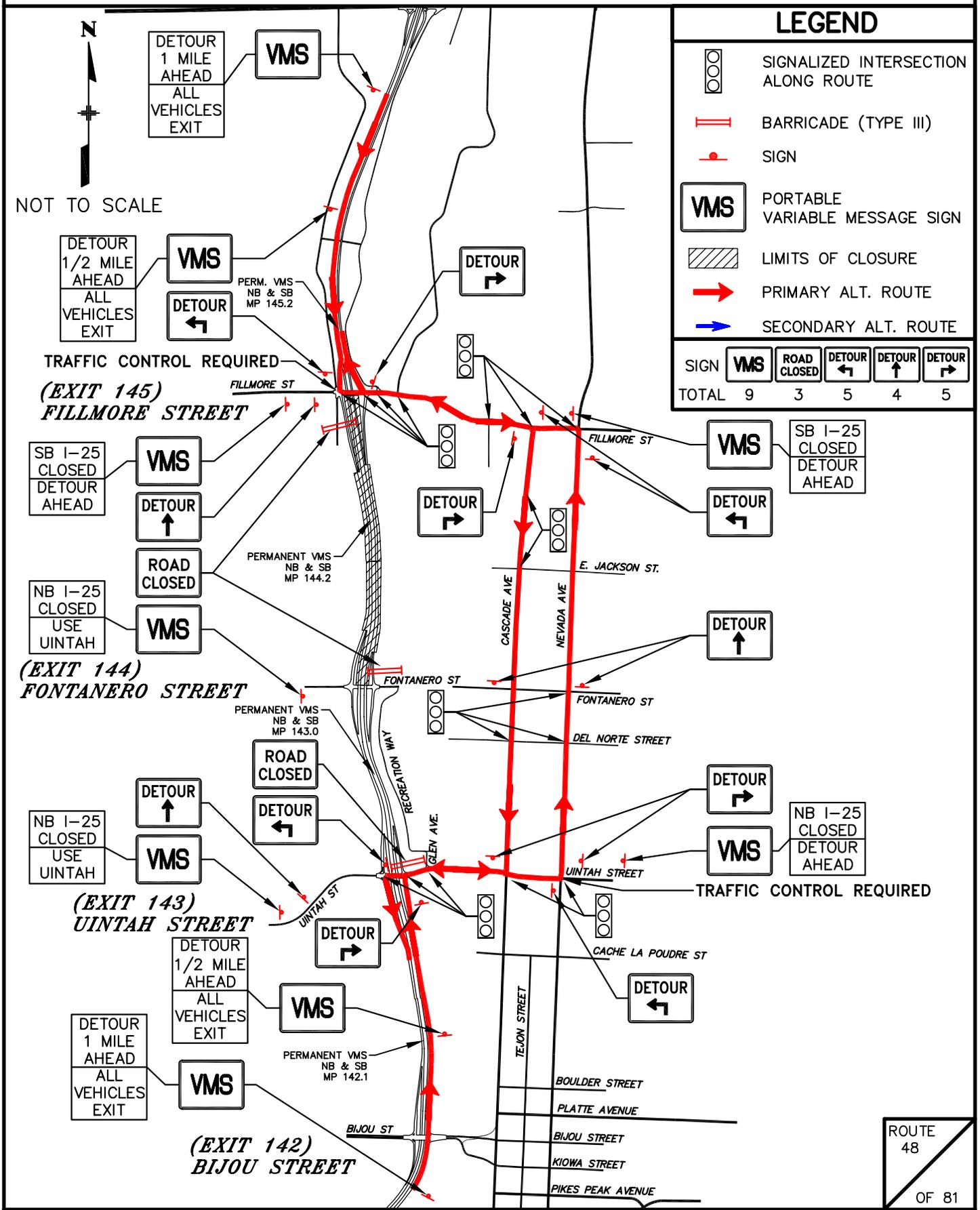
NOT TO SCALE



# ROUTE 48

06/30/06

## SEGMENT 16 – NORTHBOUND AND SOUTHBOUND CLOSED









# ROUTE 52

06/30/06

## SEGMENT 18 – NORTHBOUND CLOSED

### LEGEND



SIGNALIZED INTERSECTION  
ALONG ROUTE

BARRICADE (TYPE III)

SIGN

PORTABLE  
VARIABLE MESSAGE SIGN

LIMITS OF CLOSURE

PRIMARY ALT. ROUTE

SECONDARY ALT. ROUTE

SIGN					
TOTAL	3	1	2	1	3



NOT TO SCALE

(EXIT 149)  
WOODMEN ROAD

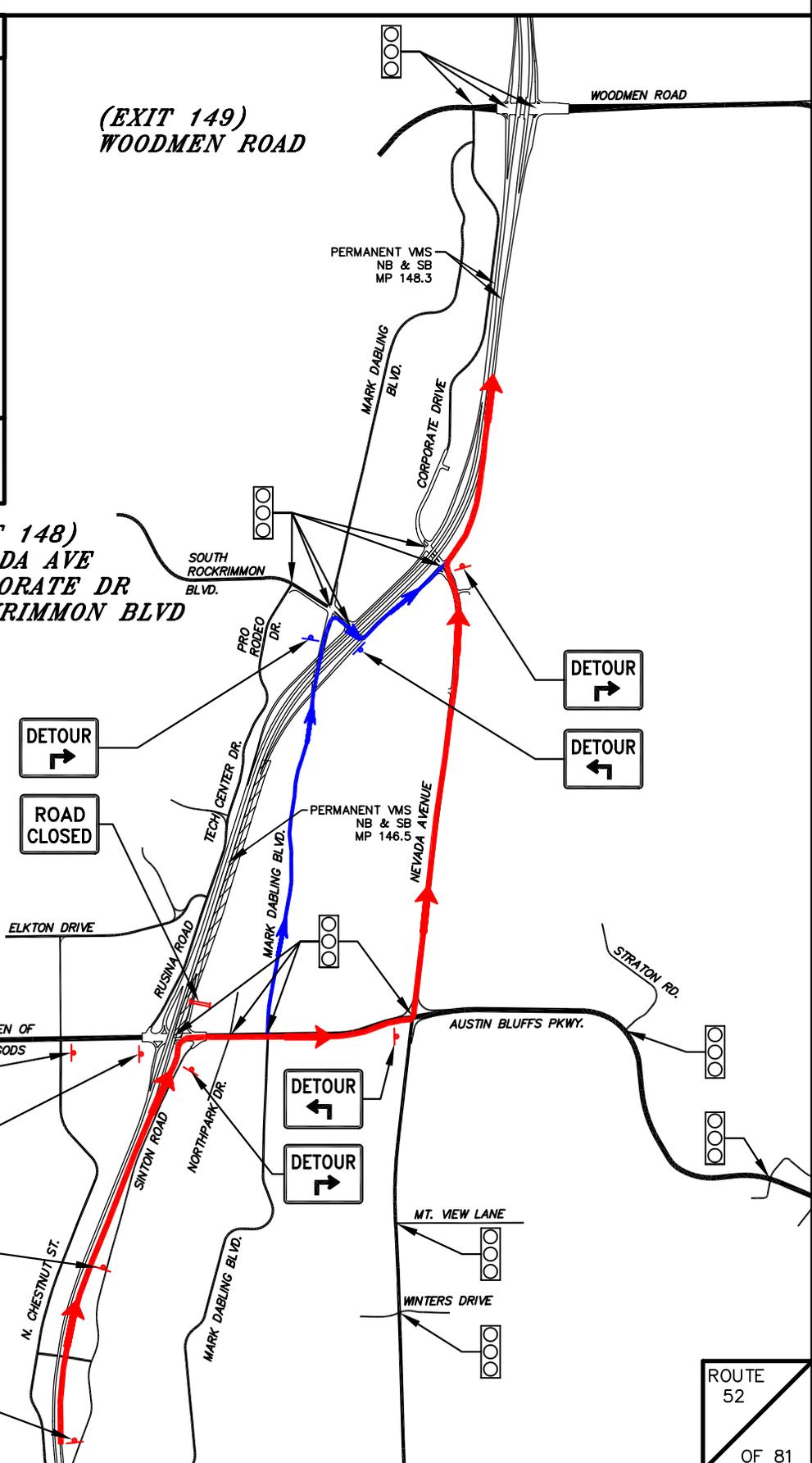
(EXIT 148)  
NEVADA AVE  
CORPORATE DR  
ROCKRIMMON BLVD

(EXIT 146)  
GARDON OF  
THE GODS

NB I-25  
CLOSED  
DETOUR  
AHEAD

DETOUR  
1/2 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

DETOUR  
1 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT



# ROUTE 53

06/30/06

## SEGMENT 18 – SOUTHBOUND CLOSED

### LEGEND



SIGNALIZED INTERSECTION ALONG ROUTE



BARRICADE (TYPE III)



SIGN



PORTABLE VARIABLE MESSAGE SIGN



LIMITS OF CLOSURE



PRIMARY ALT. ROUTE



SECONDARY ALT. ROUTE

SIGN	VMS	ROAD CLOSED	DETOUR	DETOUR	DETOUR
TOTAL	5	1	3	2	4

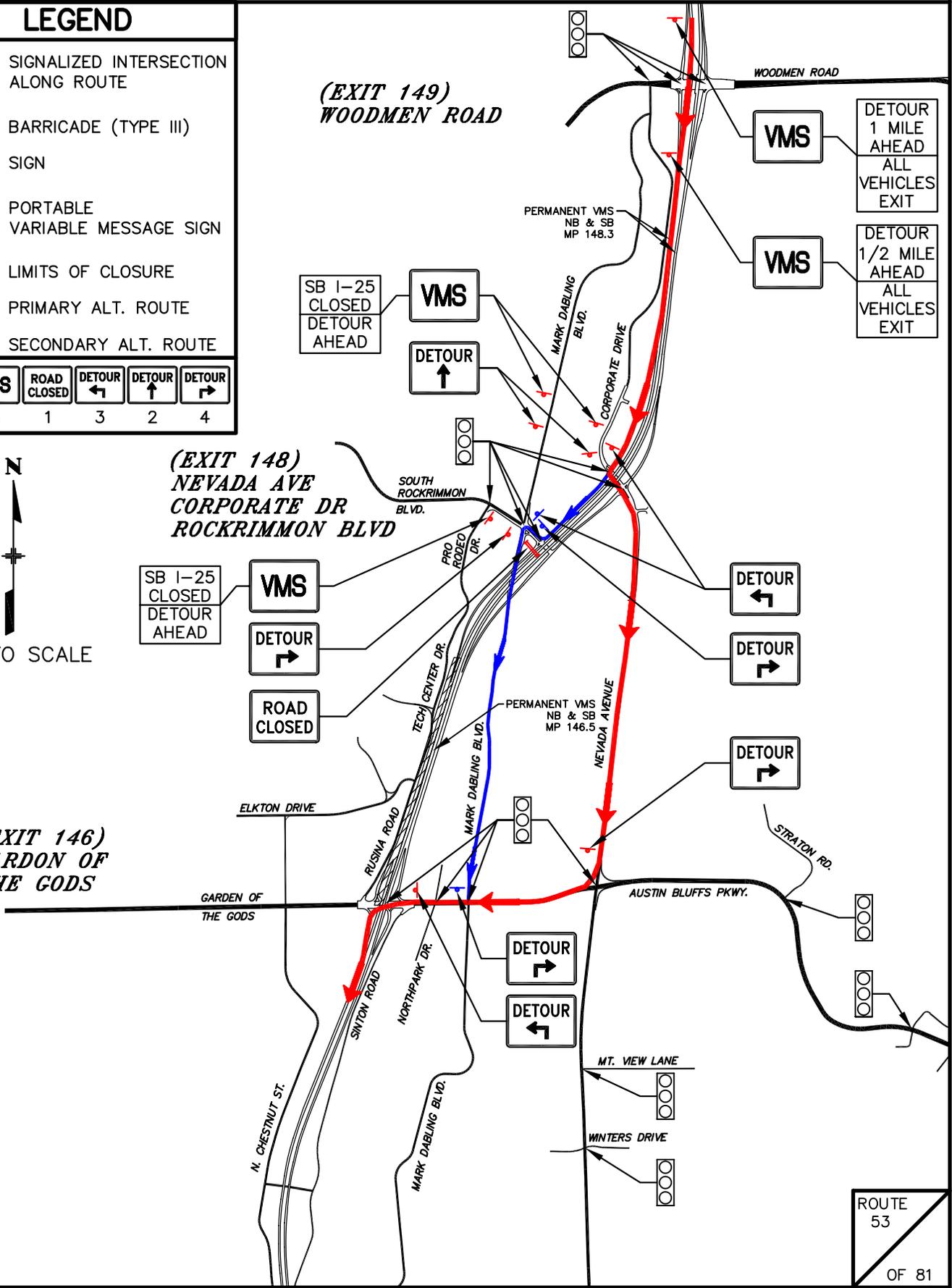


NOT TO SCALE

(EXIT 146)  
GARDON OF THE GODS

(EXIT 148)  
NEVADA AVE  
CORPORATE DR  
ROCKRIMMON BLVD

(EXIT 149)  
WOODMEN ROAD



# ROUTE 54

06/30/06

## SEGMENT 18 – NORTHBOUND AND SOUTHBOUND CLOSED

### LEGEND

-  SIGNALIZED INTERSECTION ALONG ROUTE
-  BARRICADE (TYPE III)
-  SIGN
-  PORTABLE VARIABLE MESSAGE SIGN
-  LIMITS OF CLOSURE
-  PRIMARY ALT. ROUTE
-  SECONDARY ALT. ROUTE

SIGN					
TOTAL	8	2	5	3	7



NOT TO SCALE

**(EXIT 149)**  
**WOODMEN ROAD**

**(EXIT 148)**  
**NEVADA AVE**  
**CORPORATE DR**  
**ROCKRIMMON BLVD**

**(EXIT 146)**  
**GARDON OF**  
**THE GODS**

NB I-25  
CLOSED  
DETOUR  
AHEAD

DETOUR  
1/2 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

DETOUR  
1 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

**VMS**

**DETOUR**  
↑

**VMS**

**VMS**

SB I-25  
CLOSED  
DETOUR  
AHEAD

**VMS**

**DETOUR**  
↑

SB I-25  
CLOSED  
DETOUR  
AHEAD

**VMS**

**DETOUR**  
→

**ROAD  
CLOSED**

PERMANENT VMS  
NB & SB  
MP 148.3

**VMS**

DETOUR  
1 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

**VMS**

DETOUR  
1/2 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

**DETOUR**  
←

**DETOUR**  
→

**DETOUR**  
←

**DETOUR**  
→

PERMANENT VMS  
NB & SB  
MP 146.5

**DETOUR**  
→

**DETOUR**  
→

**DETOUR**  
←

**DETOUR**  
→

AUSTIN BLUFFS PKWY.

MT. VIEW LANE

WINTERS DRIVE

ROUTE  
54

OF 81

# ROUTE 55

06/30/06

## SEGMENT 19 – NORTHBOUND CLOSED

### LEGEND



SIGNALIZED INTERSECTION  
ALONG ROUTE



BARRICADE (TYPE III)



SIGN

**VMS**

PORTABLE  
VARIABLE MESSAGE SIGN



LIMITS OF CLOSURE



PRIMARY ALT. ROUTE



SECONDARY ALT. ROUTE

SIGN	VMS	ROAD CLOSED	DETOUR ←	DETOUR ↑	DETOUR →
TOTAL	2	0	0	2	0



NOT TO SCALE

*(EXIT 149)*  
**WOODMEN ROAD**

WOODMEN ROAD

CORPORATE DRIVE

PERMANENT VMS  
NB & SB  
MP 148.3

MARK DABLING BLVD.

SOUTH  
ROCKRIMMON  
BLVD.

DETOUR  
↑

*(EXIT 148)*  
**NEVADA AVE  
CORPORATE DR  
ROCKRIMMON BLVD**

PRO. ROZED  
DRIVE

PERMANENT VMS  
NB & SB  
MP 146.5

DETOUR  
↑

DETOUR  
1/2 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

**VMS**

DETOUR  
1 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

**VMS**

NEVADA AVENUE

RUSINA ROAD

MARK DABLING BLVD.

AUSTIN BLUFFS PKWY.

GARDEN OF  
THE GODS

*(EXIT 146)*  
**GARDON OF  
THE GODS**

ROUTE  
55

OF 81

# ROUTE 56

06/30/06

## SEGMENT 19 – SOUTHBOUND CLOSED

### LEGEND



SIGNALIZED INTERSECTION  
ALONG ROUTE



BARRICADE (TYPE III)



SIGN



PORTABLE  
VARIABLE MESSAGE SIGN



LIMITS OF CLOSURE



PRIMARY ALT. ROUTE



SECONDARY ALT. ROUTE

SIGN	VMS	ROAD CLOSED	DETOUR	DETOUR	DETOUR
TOTAL	2	0	0	2	0



NOT TO SCALE

(EXIT 149)  
WOODMEN ROAD

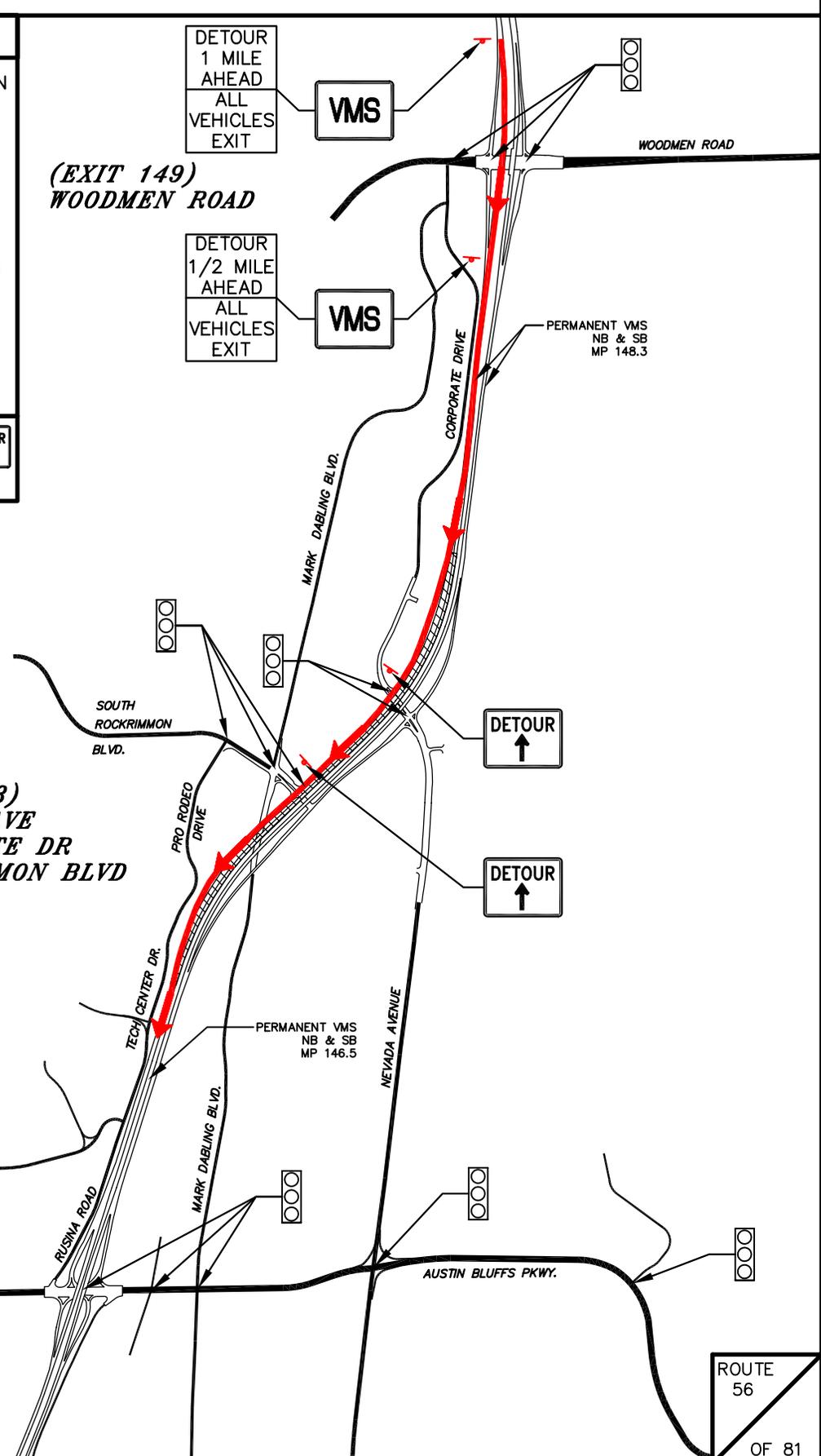
DETOUR  
1 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

VMS

DETOUR  
1/2 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

VMS

PERMANENT VMS  
NB & SB  
MP 148.3



(EXIT 148)  
NEVADA AVE  
CORPORATE DR  
ROCKRIMMON BLVD

PERMANENT VMS  
NB & SB  
MP 146.5

(EXIT 146)  
GARDON OF  
THE GODS

GARDEN OF  
THE GODS

ROUTE  
56

OF 81

# ROUTE 57

06/30/06

## SEGMENT 19 – NORTHBOUND AND SOUTHBOUND CLOSED

### LEGEND



SIGNALIZED INTERSECTION  
ALONG ROUTE



BARRICADE (TYPE III)



SIGN

**VMS**

PORTABLE  
VARIABLE MESSAGE SIGN



LIMITS OF CLOSURE



PRIMARY ALT. ROUTE



SECONDARY ALT. ROUTE

SIGN	VMS	ROAD CLOSED	DETOUR	DETOUR	DETOUR
TOTAL	4	0	0	4	0



NOT TO SCALE

**(EXIT 149)**  
**WOODMEN ROAD**

DETOUR  
1/2 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

**VMS**

WOODMEN ROAD

CORPORATE DRIVE

PERMANENT VMS  
NB & SB  
MP 148.3

MARK DABLING BLVD.

SOUTH  
ROCKRIMMON  
BLVD.

DETOUR  
↑

**(EXIT 148)**  
**NEVADA AVE**  
**CORPORATE DR**  
**ROCKRIMMON BLVD**

PRO ROZED  
DRIVE

DETOUR  
↑

PERMANENT VMS  
NB & SB  
MP 146.5

TECH CENTER DR.

NEVADA AVENUE

DETOUR  
1/2 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

**VMS**

DETOUR  
1 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

**VMS**

RUSINA ROAD

MARK DABLING BLVD.

GARDON OF  
THE GODS

AUSTIN BLUFFS PKWY.

**(EXIT 146)**  
**GARDON OF  
THE GODS**

ROUTE  
57

# ROUTE 58

06/30/06

## SEGMENT 20 – NORTHBOUND CLOSED

### LEGEND

SIGNALIZED INTERSECTION ALONG ROUTE

BARRICADE (TYPE III)

SIGN

PORTABLE VARIABLE MESSAGE SIGN

LIMITS OF CLOSURE

PRIMARY ALT. ROUTE

SECONDARY ALT. ROUTE

SIGN

TOTAL 4 1 5 3 1



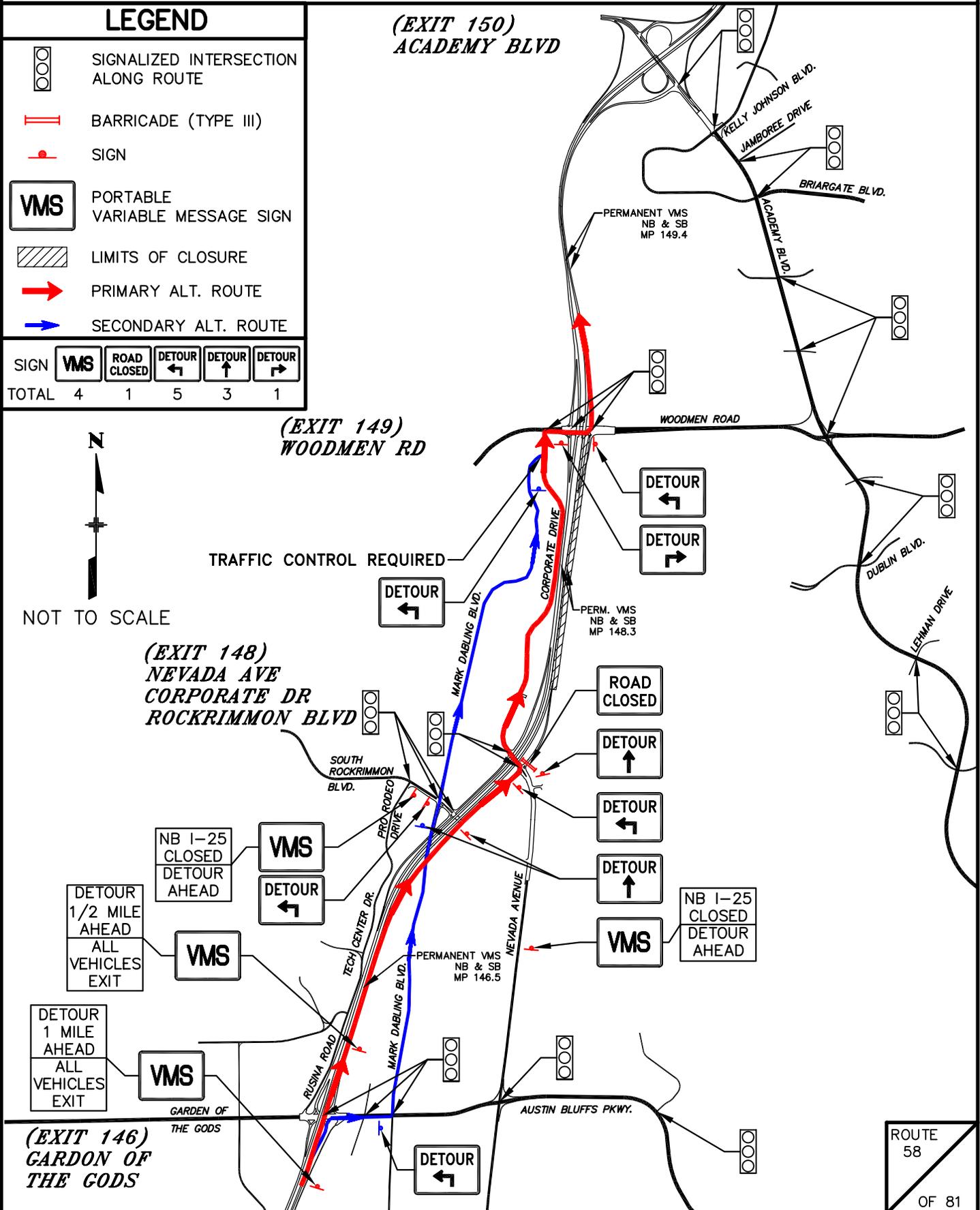
NOT TO SCALE

(EXIT 150)  
ACADEMY BLVD

(EXIT 149)  
WOODMEN RD

(EXIT 148)  
NEVADA AVE  
CORPORATE DR  
ROCKRIMMON BLVD

(EXIT 146)  
GARDON OF  
THE GODS



ROUTE  
58  
OF 81

# ROUTE 59

06/30/06

## SEGMENT 20 – SOUTHBOUND CLOSED

### LEGEND

-  SIGNALIZED INTERSECTION ALONG ROUTE
-  BARRICADE (TYPE III)
-  SIGN
-  PORTABLE VARIABLE MESSAGE SIGN
-  LIMITS OF CLOSURE
-  PRIMARY ALT. ROUTE
-  SECONDARY ALT. ROUTE

SIGN	VMS	ROAD CLOSED	DETOUR	DETOUR	DETOUR
TOTAL	4	1	2	2	4



NOT TO SCALE

(EXIT 150)  
ACADEMY BLVD

DETOUR  
1 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

VMS

DETOUR  
1/2 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

VMS

DETOUR

DETOUR

DETOUR

(EXIT 149)  
WOODMEN RD

SB I-25  
CLOSED  
DETOUR  
AHEAD

VMS

DETOUR

TRAFFIC CONTROL REQUIRED

VMS

SB I-25  
CLOSED  
DETOUR  
AHEAD

ROAD  
CLOSED

(EXIT 148)  
NEVADA AVE  
CORPORATE DR  
ROCKRIMMON BLVD

DETOUR

VMS

SOUTH  
ROCKRIMMON  
BLVD.

PRO RODEO  
DRIVE

TECH CENTER DR.

PERMANENT VMS  
NB & SB  
MP 146.5

DETOUR

DETOUR

DETOUR

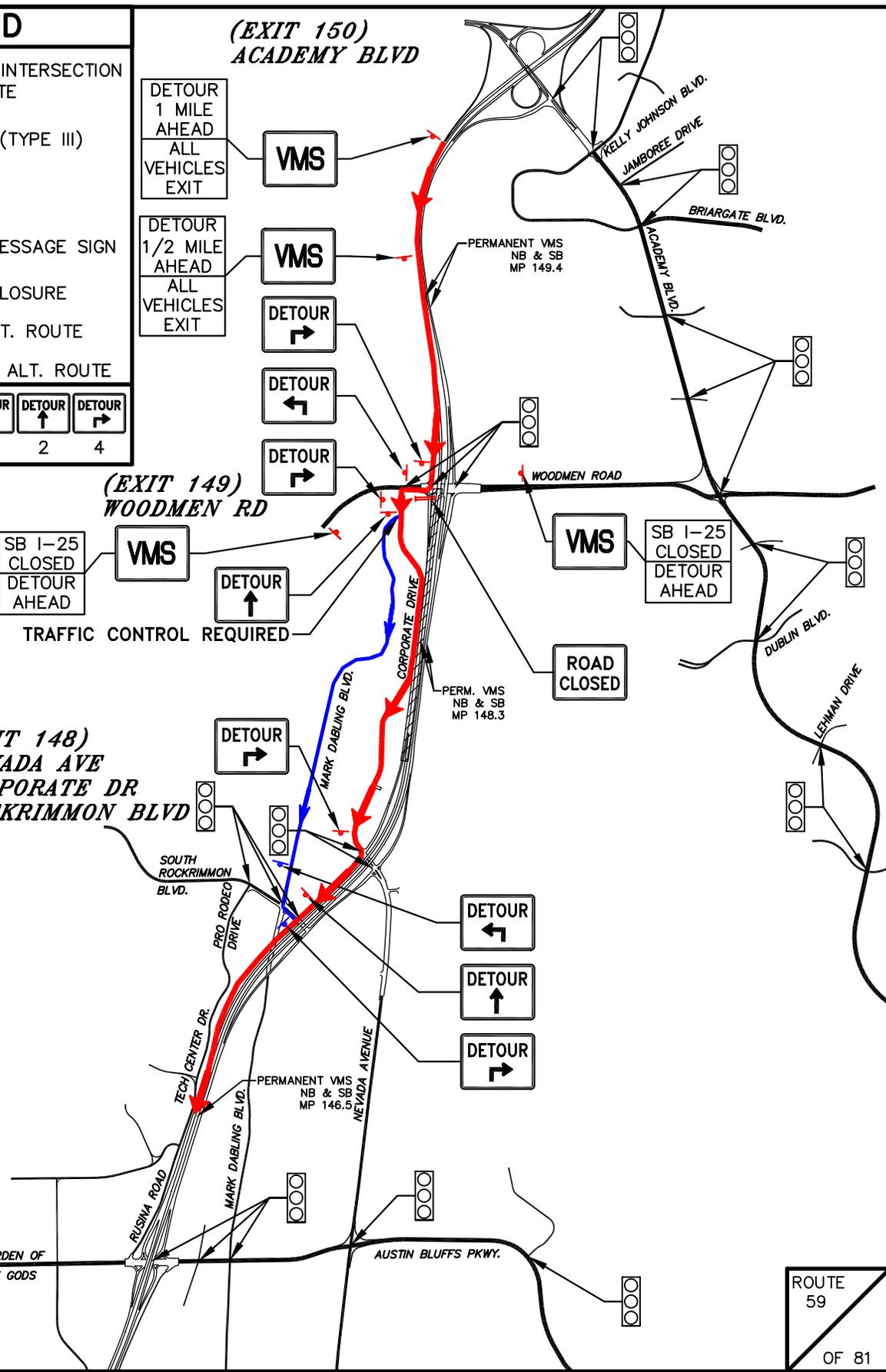
(EXIT 146)  
GARDON OF  
THE GODS

(EXIT 146)  
GARDON OF  
THE GODS

AUSTIN BLUFFS PKWY.

ROUTE  
59

OF 81



# ROUTE 60

06/30/06

## SEGMENT 20 – NORTHBOUND AND SOUTHBOUND CLOSED

### LEGEND

-  SIGNALIZED INTERSECTION ALONG ROUTE
-  BARRICADE (TYPE III)
-  SIGN
-  PORTABLE VARIABLE MESSAGE SIGN
-  LIMITS OF CLOSURE
-  PRIMARY ALT. ROUTE
-  SECONDARY ALT. ROUTE

SIGN					
TOTAL	8	2	7	5	5

(EXIT 150)  
ACADEMY BLVD

DETOUR 1 MILE AHEAD  
ALL VEHICLES EXIT

DETOUR 1/2 MILE AHEAD  
ALL VEHICLES EXIT

PERMANENT VMS  
NB & SB  
MP 149.4

(EXIT 149)  
WOODMEN RD

SB 1-25 CLOSED  
DETOUR AHEAD

TRAFFIC CONTROL REQUIRED

PERM. VMS  
NB & SB  
MP 148.3

(EXIT 148)  
NEVADA AVE  
CORPORATE DR  
ROCKRIMMON BLVD

NB 1-25 CLOSED  
DETOUR AHEAD

DETOUR 1/2 MILE AHEAD  
ALL VEHICLES EXIT

PERMANENT VMS  
NB & SB  
MP 146.5

DETOUR 1 MILE AHEAD  
ALL VEHICLES EXIT

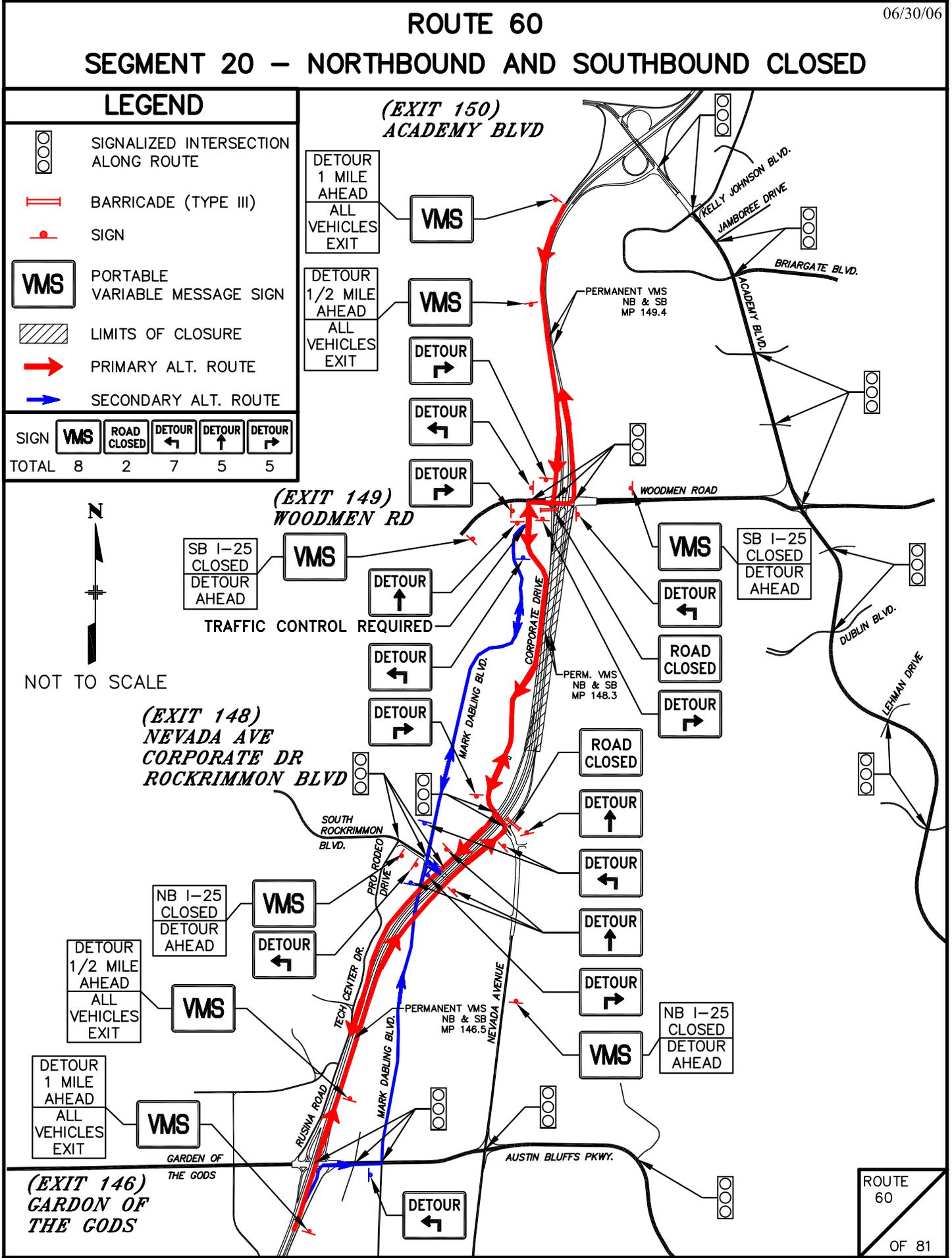
GARDEN OF THE GODS

(EXIT 146)  
GARDON OF THE GODS

ROUTE 60  
OF 81



NOT TO SCALE

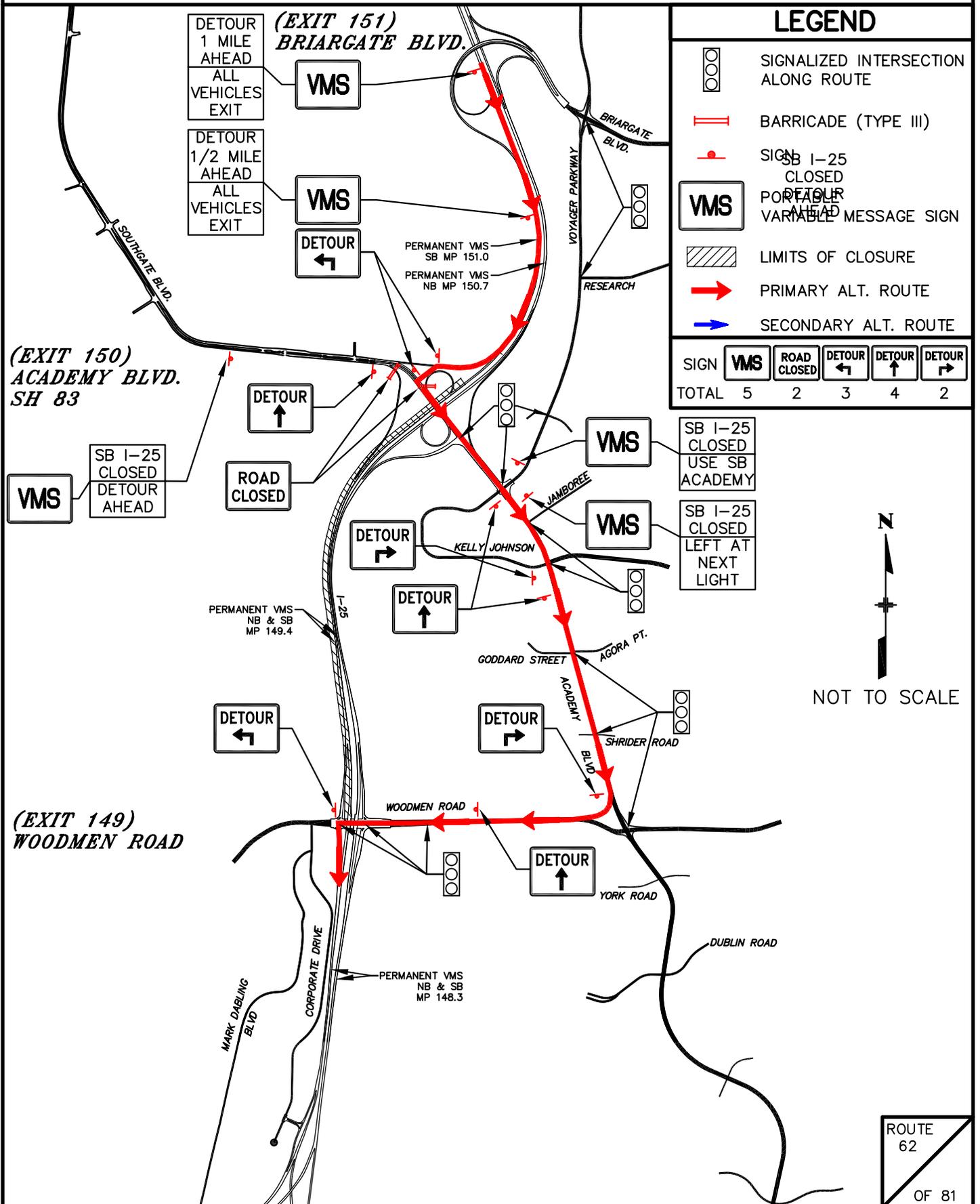




# ROUTE 62

06/30/06

## SEGMENT 21 – SOUTHBOUND CLOSED



(EXIT 151)  
**BRIARGATE BLVD.**

DETOUR  
1 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

VMS

DETOUR  
1/2 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

VMS

DETOUR

PERMANENT VMS  
SB MP 151.0

PERMANENT VMS  
NB MP 150.7

(EXIT 150)  
**ACADEMY BLVD.  
SH 83**

DETOUR

ROAD  
CLOSED

VMS

SB 1-25  
CLOSED  
DETOUR  
AHEAD

DETOUR

DETOUR

PERMANENT VMS  
NB & SB  
MP 149.4

DETOUR

GODDARD STREET

AGORA PT.

DETOUR

DETOUR

(EXIT 149)  
**WOODMEN ROAD**

WOODMEN ROAD

DETOUR

YORK ROAD

MARK DABLING  
BLVD

CORPORATE DRIVE

PERMANENT VMS  
NB & SB  
MP 148.3

DUBLIN ROAD

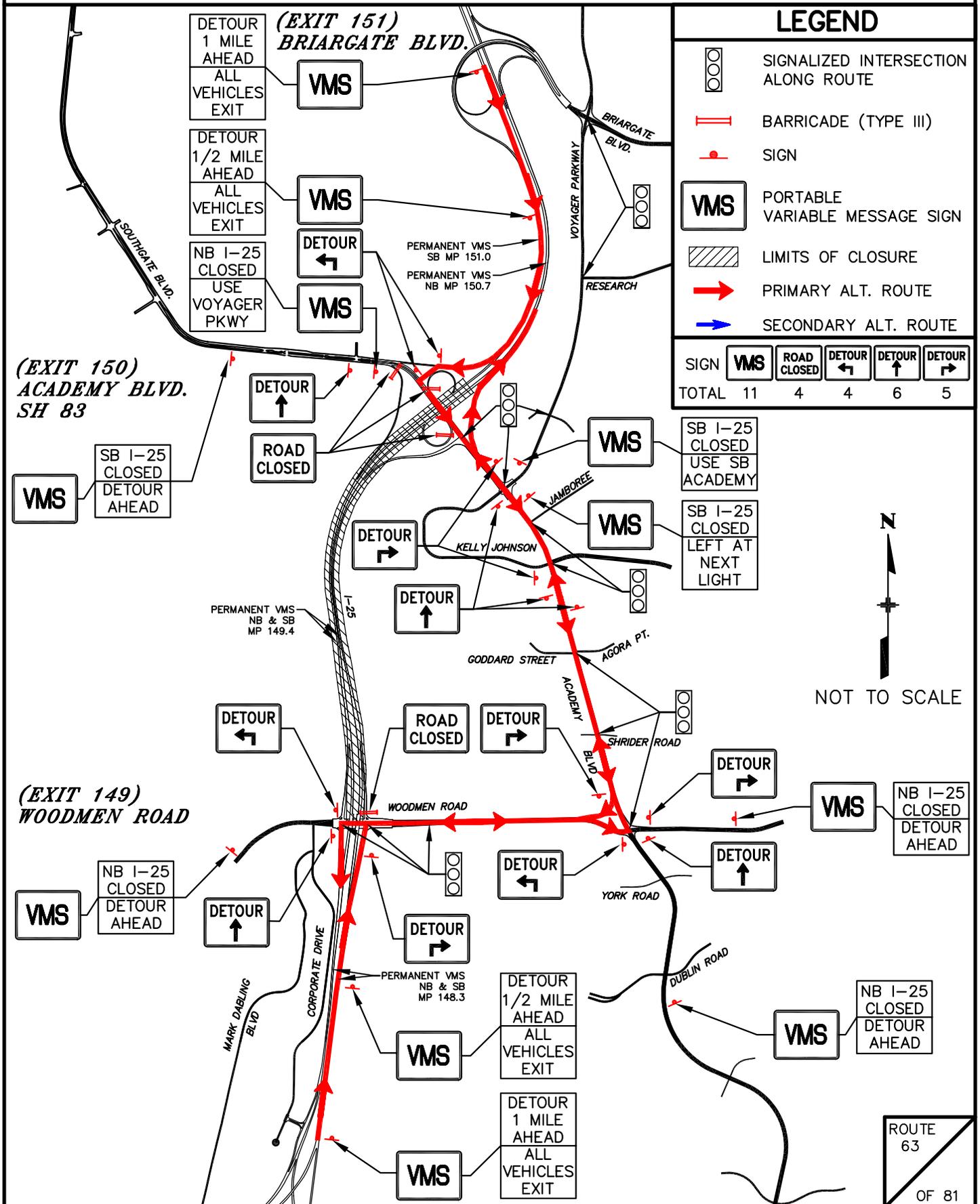


NOT TO SCALE

# ROUTE 63

06/30/06

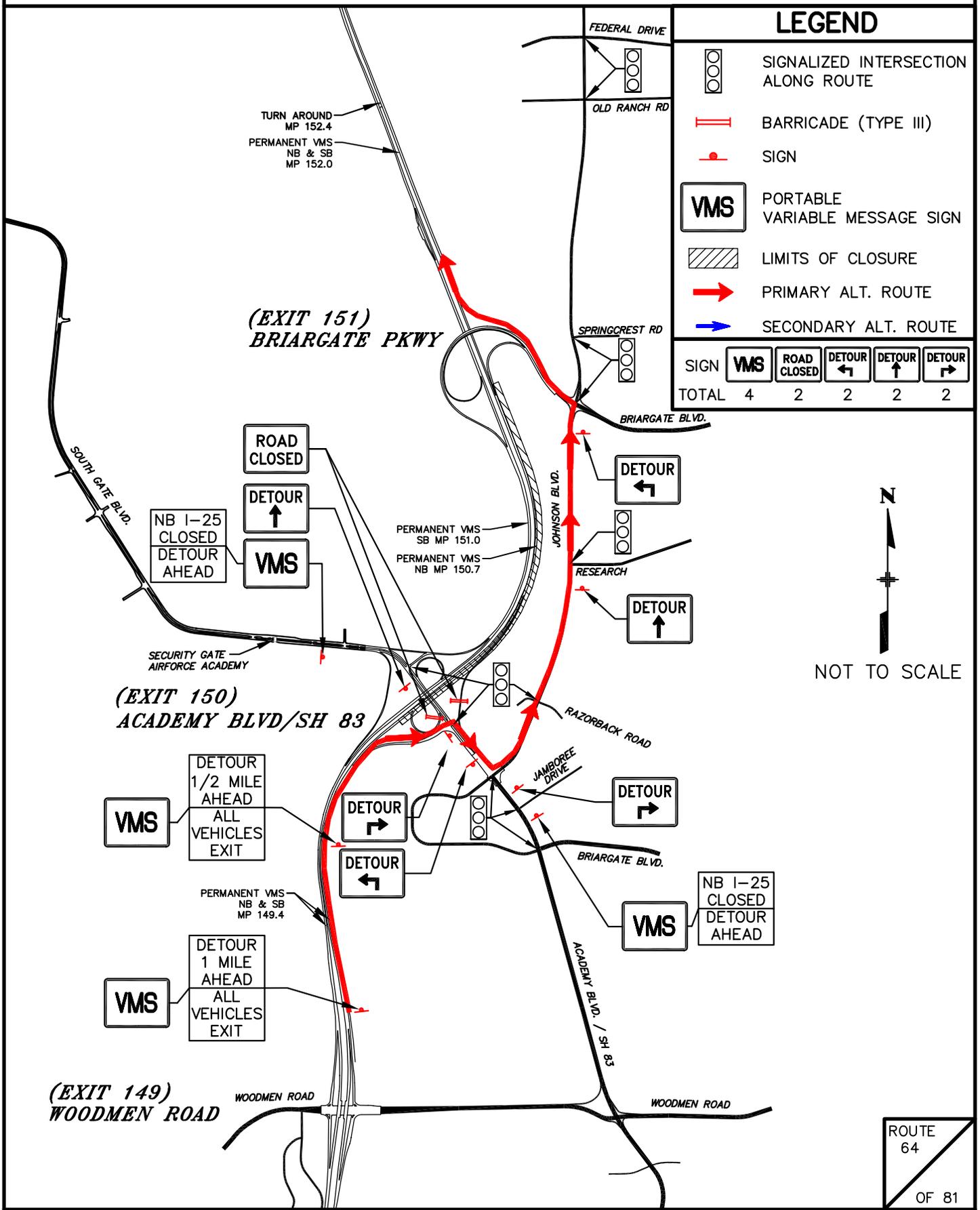
## SEGMENT 21 – NORTHBOUND AND SOUTHBOUND CLOSED



# ROUTE 64

06/30/06

## SEGMENT 22 – NORTHBOUND CLOSED



### LEGEND

	SIGNALIZED INTERSECTION ALONG ROUTE			
	BARRICADE (TYPE III)			
	SIGN			
	PORTABLE VARIABLE MESSAGE SIGN			
	LIMITS OF CLOSURE			
	PRIMARY ALT. ROUTE			
	SECONDARY ALT. ROUTE			
SIGN				
TOTAL	4	2	2	2



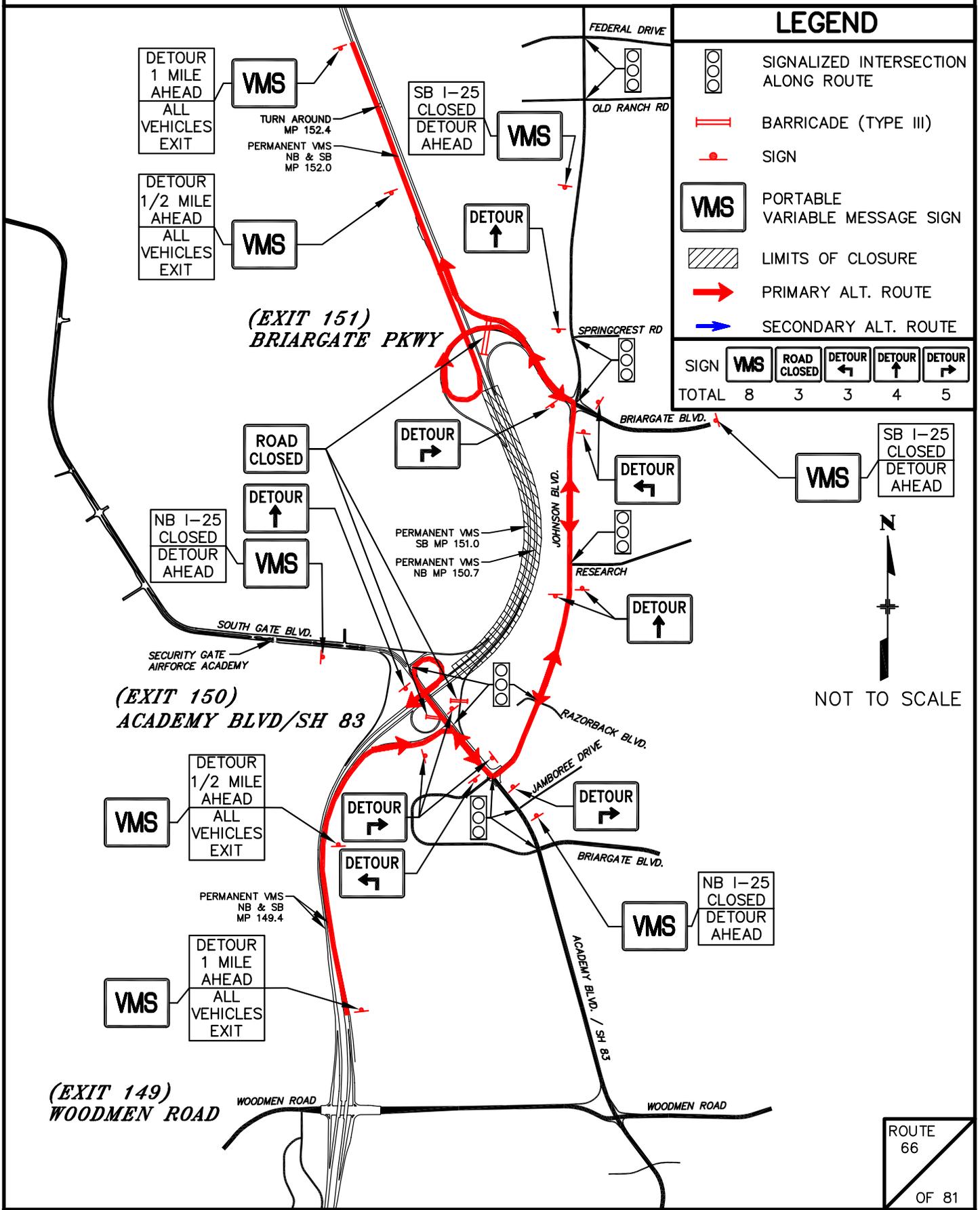
NOT TO SCALE



# ROUTE 66

06/30/06

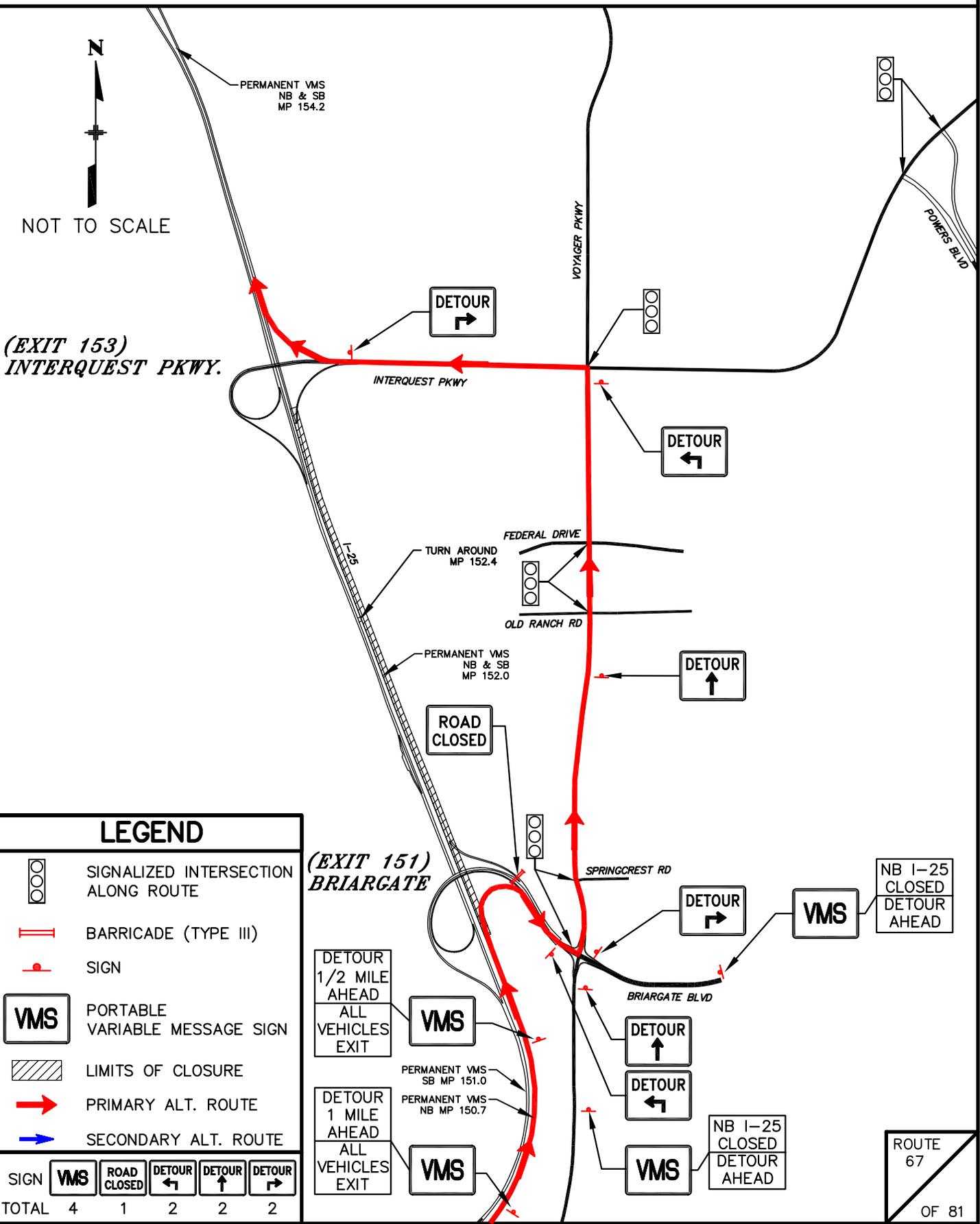
## SEGMENT 22 – NORTHBOUND AND SOUTHBOUND CLOSED



# ROUTE 67

06/30/06

## SEGMENT 23 – NORTHBOUND CLOSED



### LEGEND

- SIGNALIZED INTERSECTION ALONG ROUTE
- BARRICADE (TYPE III)
- SIGN
- PORTABLE VARIABLE MESSAGE SIGN
- LIMITS OF CLOSURE
- PRIMARY ALT. ROUTE
- SECONDARY ALT. ROUTE

SIGN					
TOTAL	4	1	2	2	2

DETOUR  
1/2 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

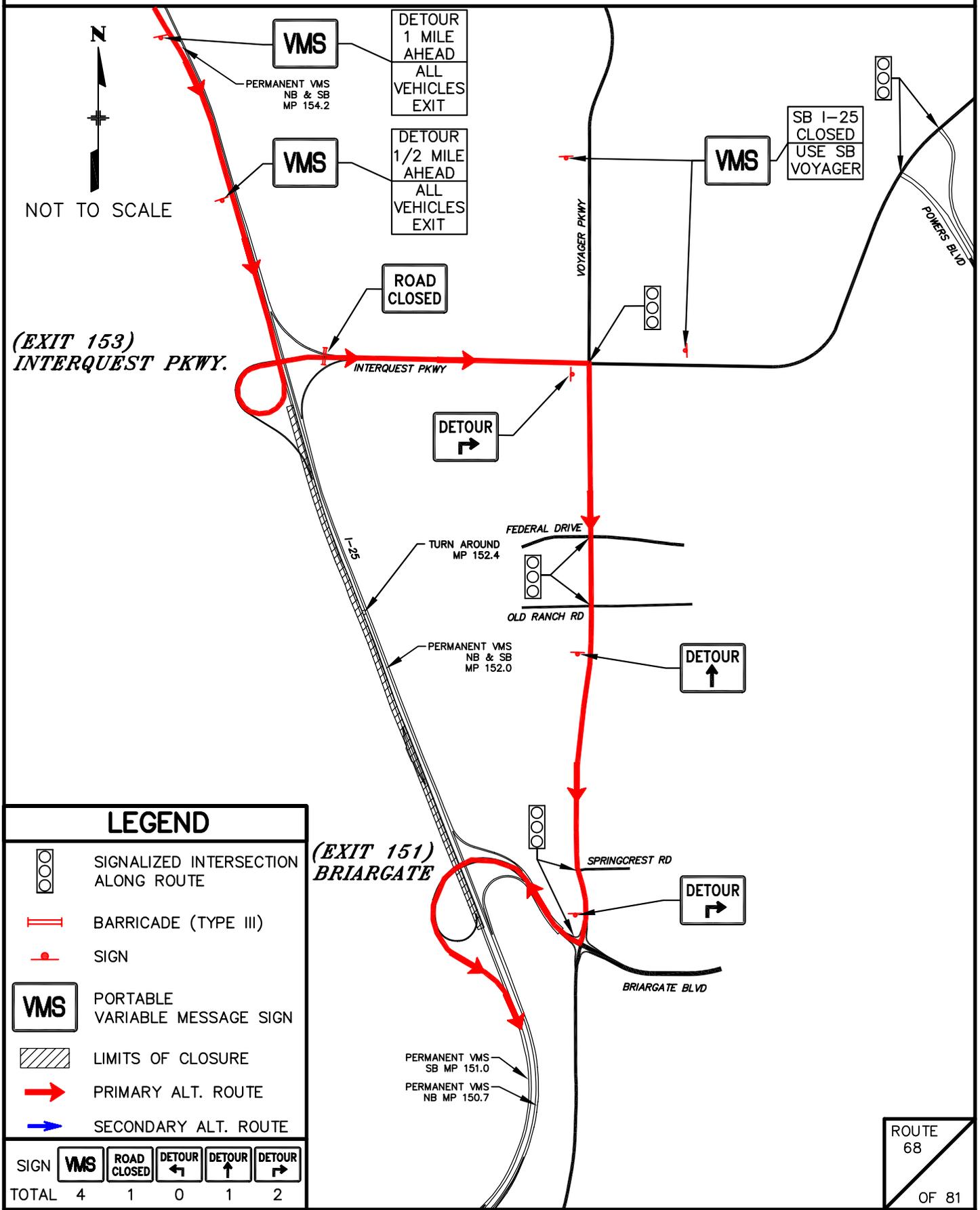
DETOUR  
1 MILE  
AHEAD  
ALL  
VEHICLES  
EXIT

ROUTE  
67  
OF 81

# ROUTE 68

06/30/06

## SEGMENT 23 – SOUTHBOUND CLOSED



### LEGEND

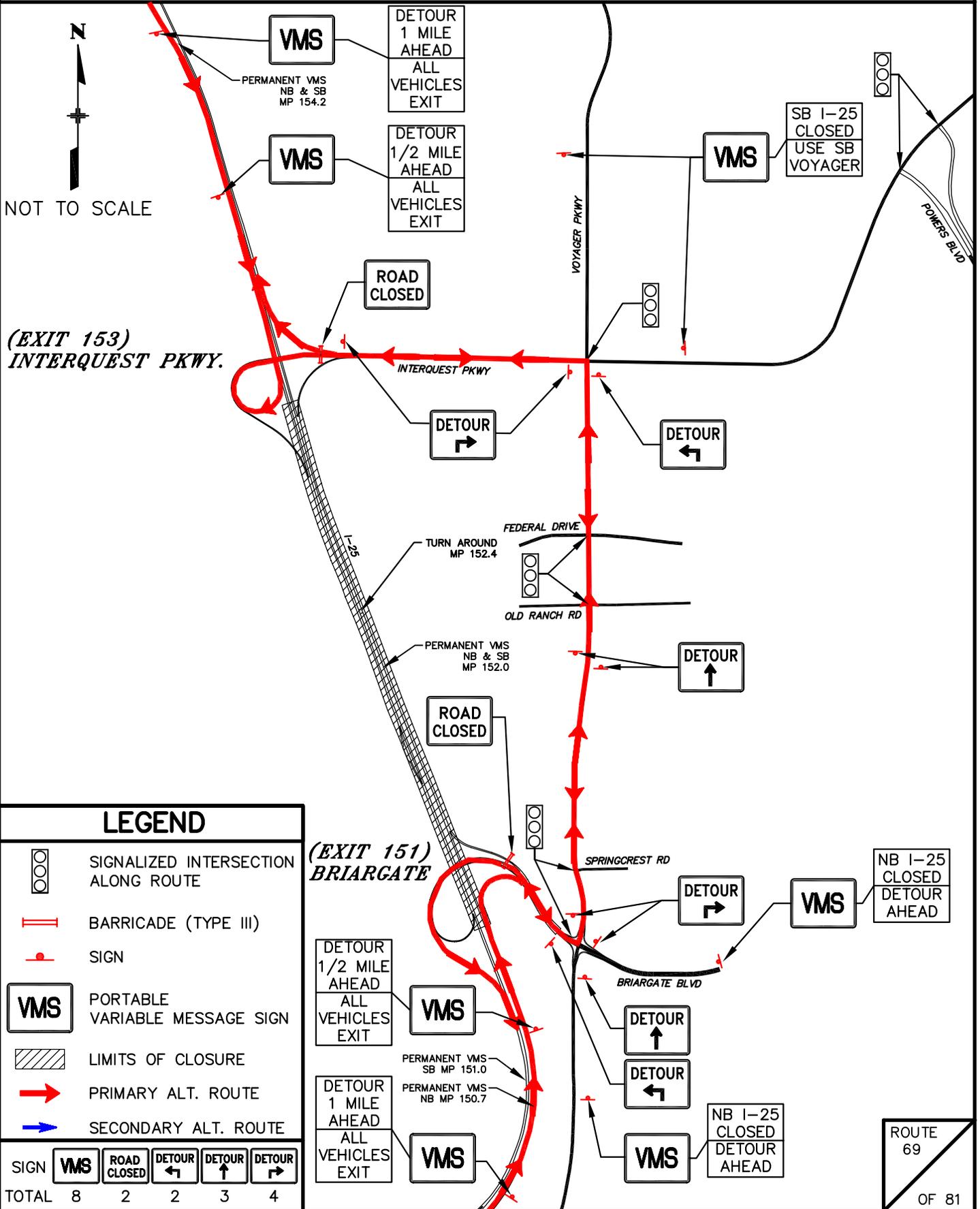
- SIGNALIZED INTERSECTION ALONG ROUTE
- BARRICADE (TYPE III)
- SIGN
- PORTABLE VARIABLE MESSAGE SIGN
- LIMITS OF CLOSURE
- PRIMARY ALT. ROUTE
- SECONDARY ALT. ROUTE

SIGN					
TOTAL	4	1	0	1	2

# ROUTE 69

06/30/06

## SEGMENT 23 – NORTHBOUND AND SOUTHBOUND CLOSED



# ROUTE 70

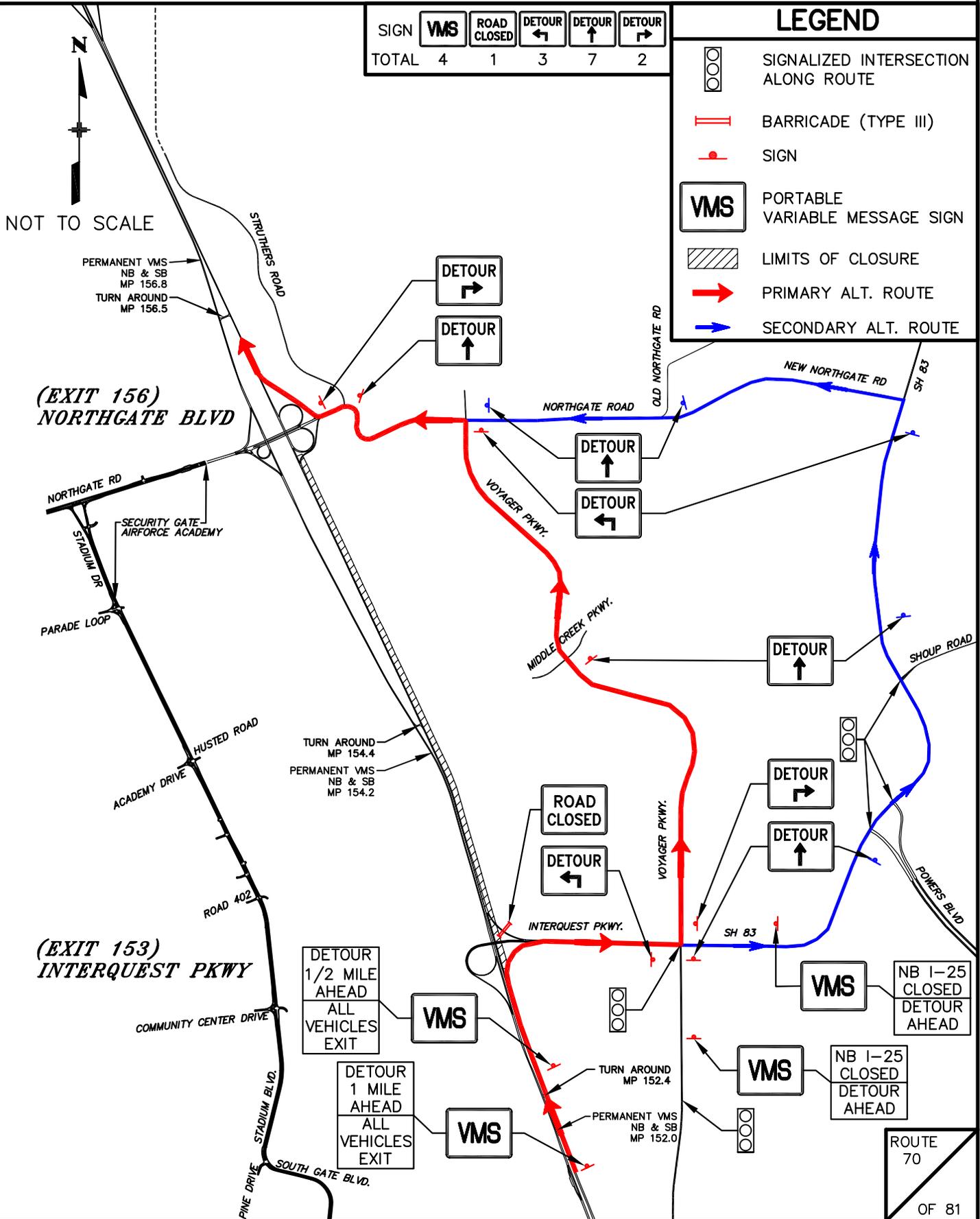
06/30/06

## SEGMENT 24 – NORTHBOUND CLOSED

SIGN	VMS	ROAD CLOSED	DETOUR	DETOUR	DETOUR
TOTAL	4	1	3	7	2

### LEGEND

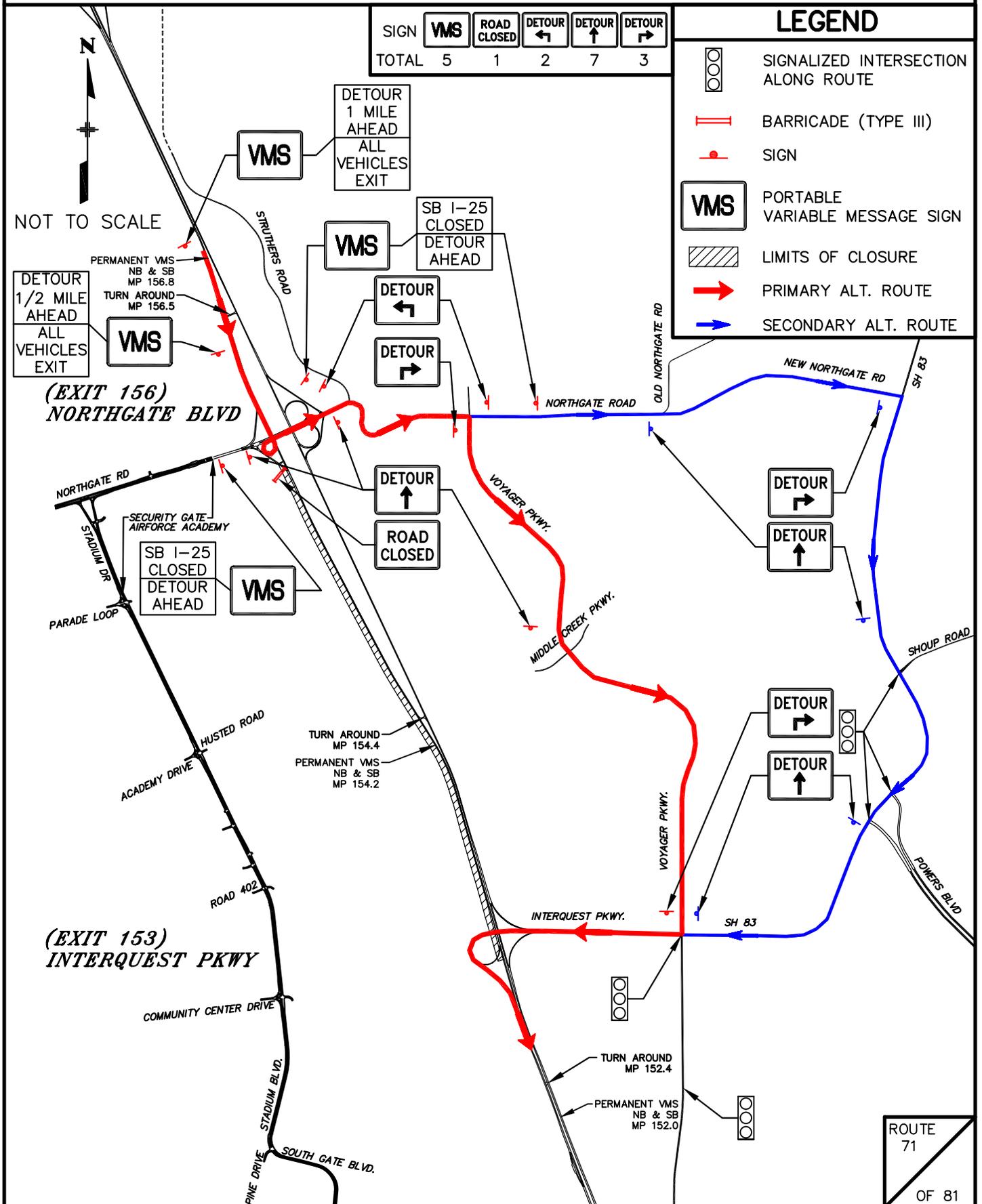
- SIGNALIZED INTERSECTION ALONG ROUTE
- BARRICADE (TYPE III)
- SIGN
- PORTABLE VARIABLE MESSAGE SIGN
- LIMITS OF CLOSURE
- PRIMARY ALT. ROUTE
- SECONDARY ALT. ROUTE



# ROUTE 71

06/30/06

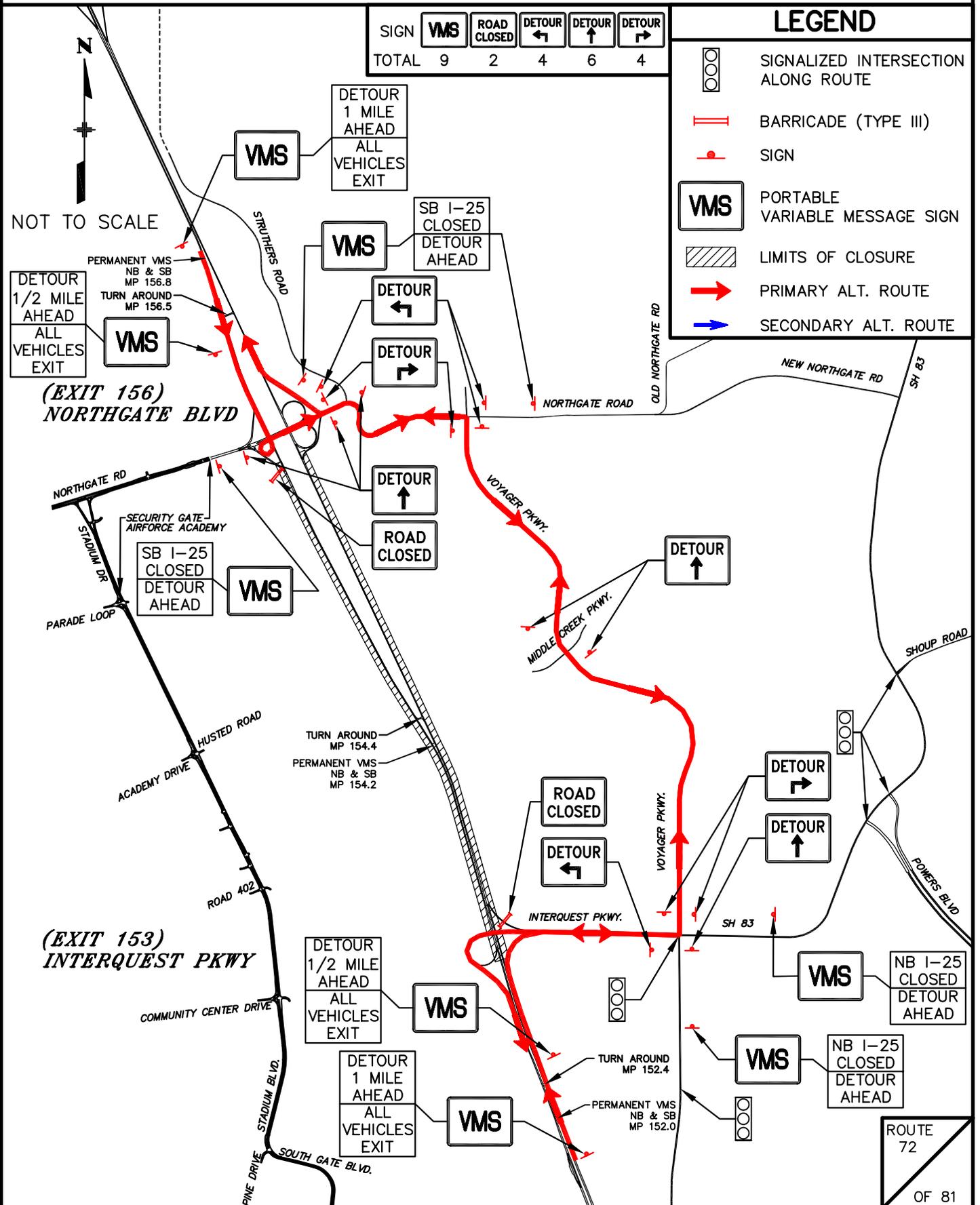
## SEGMENT 24 – SOUTHBOUND CLOSED



# ROUTE 72

06/30/06

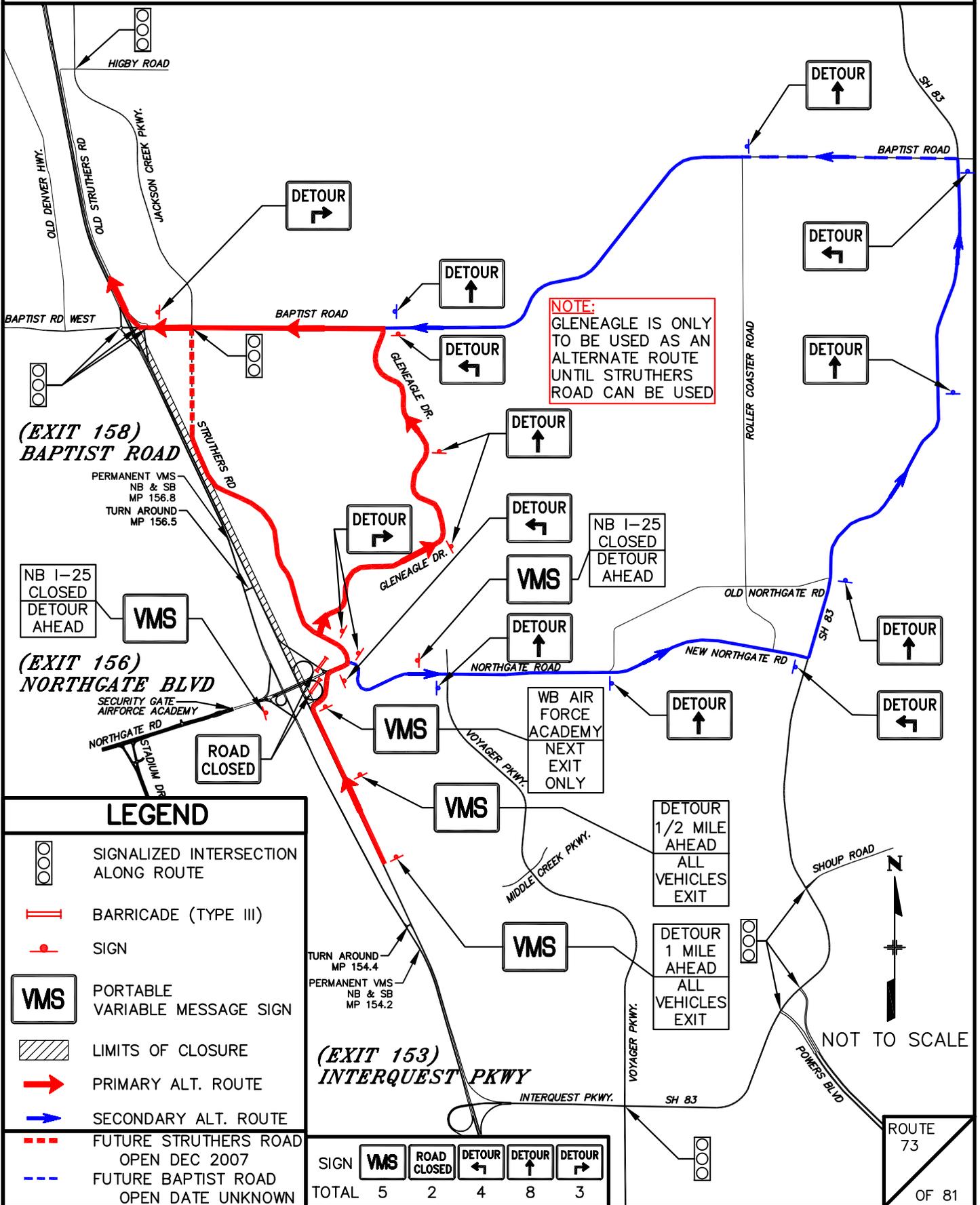
## SEGMENT 24 – NORTHBOUND AND SOUTHBOUND CLOSED



# ROUTE 73

06/30/06

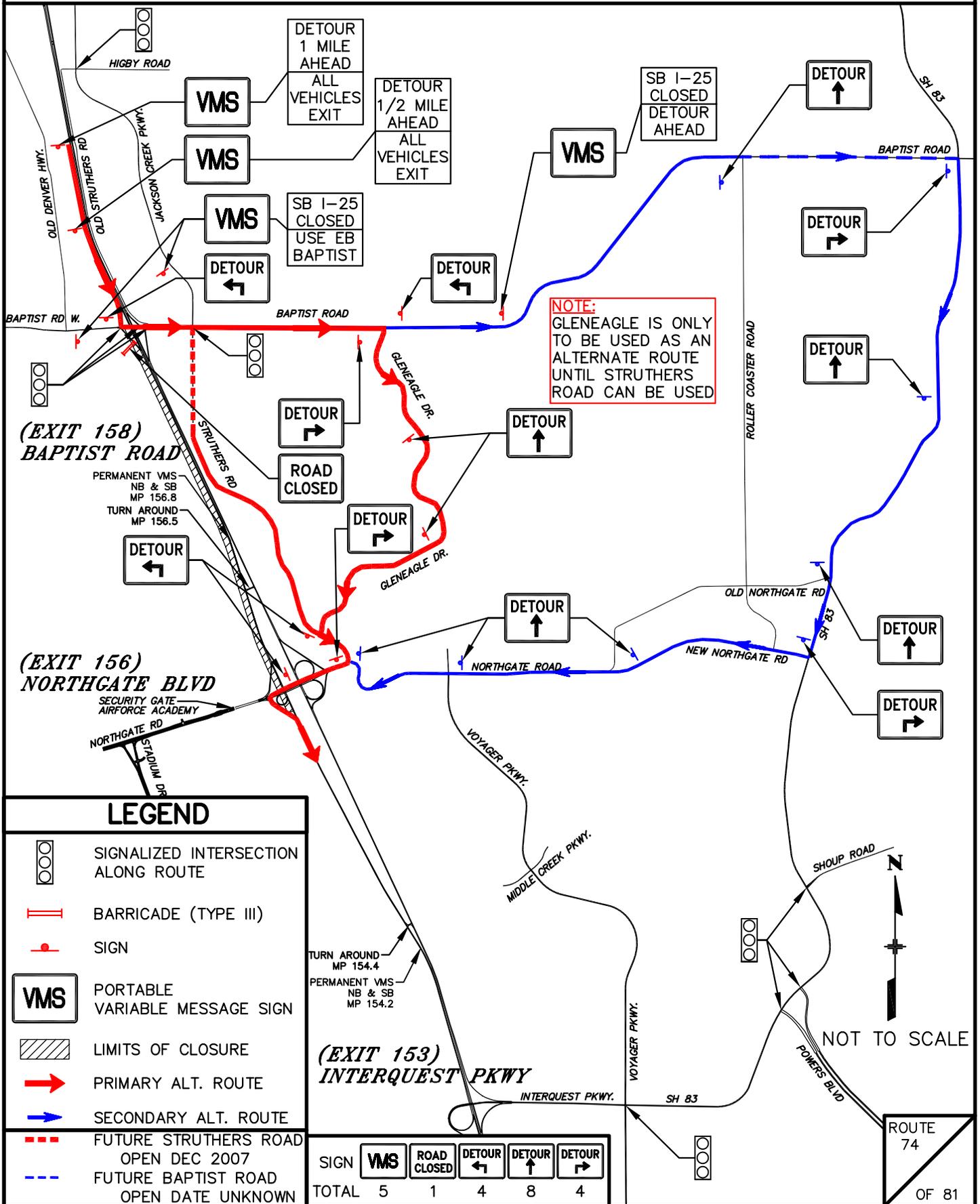
## SEGMENT 25 – NORTHBOUND CLOSED



# ROUTE 74

06/30/06

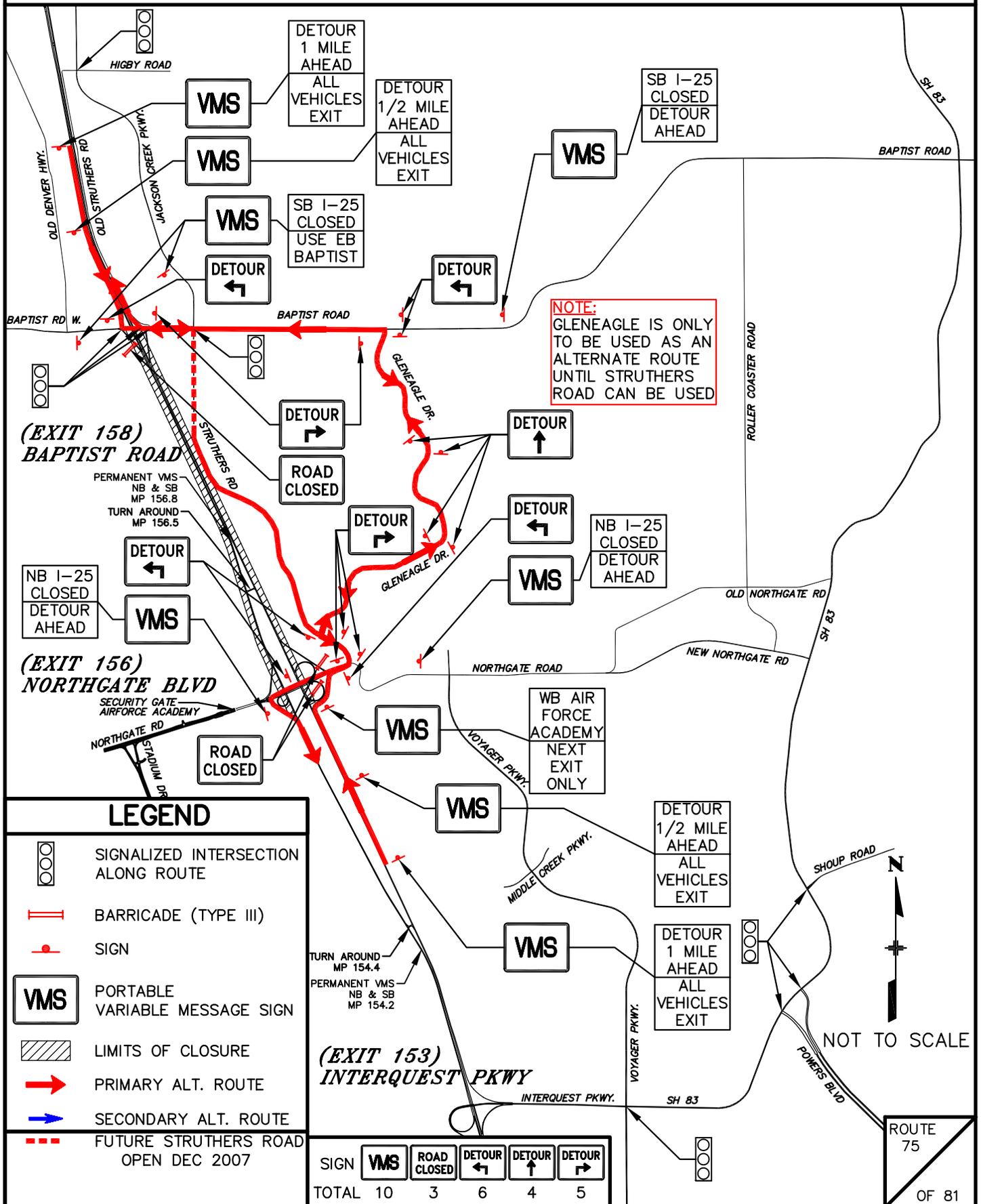
## SEGMENT 25 – SOUTHBOUND CLOSED



# ROUTE 75

06/30/06

## SEGMENT 25 – NORTHBOUND AND SOUTHBOUND CLOSED



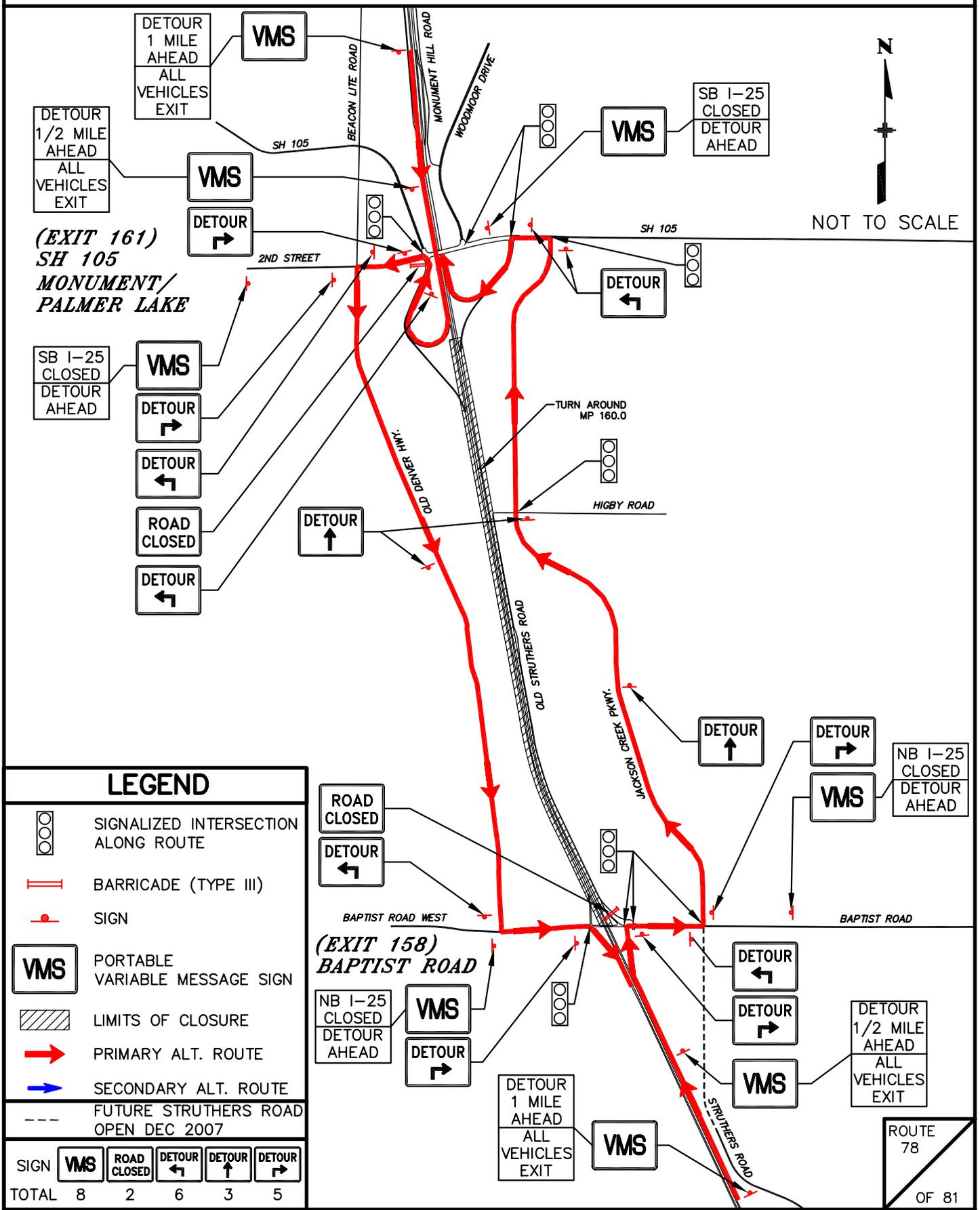




# ROUTE 78

06/30/06

## SEGMENT 26 – NORTHBOUND AND SOUTHBOUND CLOSED



# ROUTE 79

06/30/06

## SEGMENT 27 – NORTHBOUND CLOSED

DOUGLAS COUNTY

(EXIT 163)  
COUNTY LINE ROAD

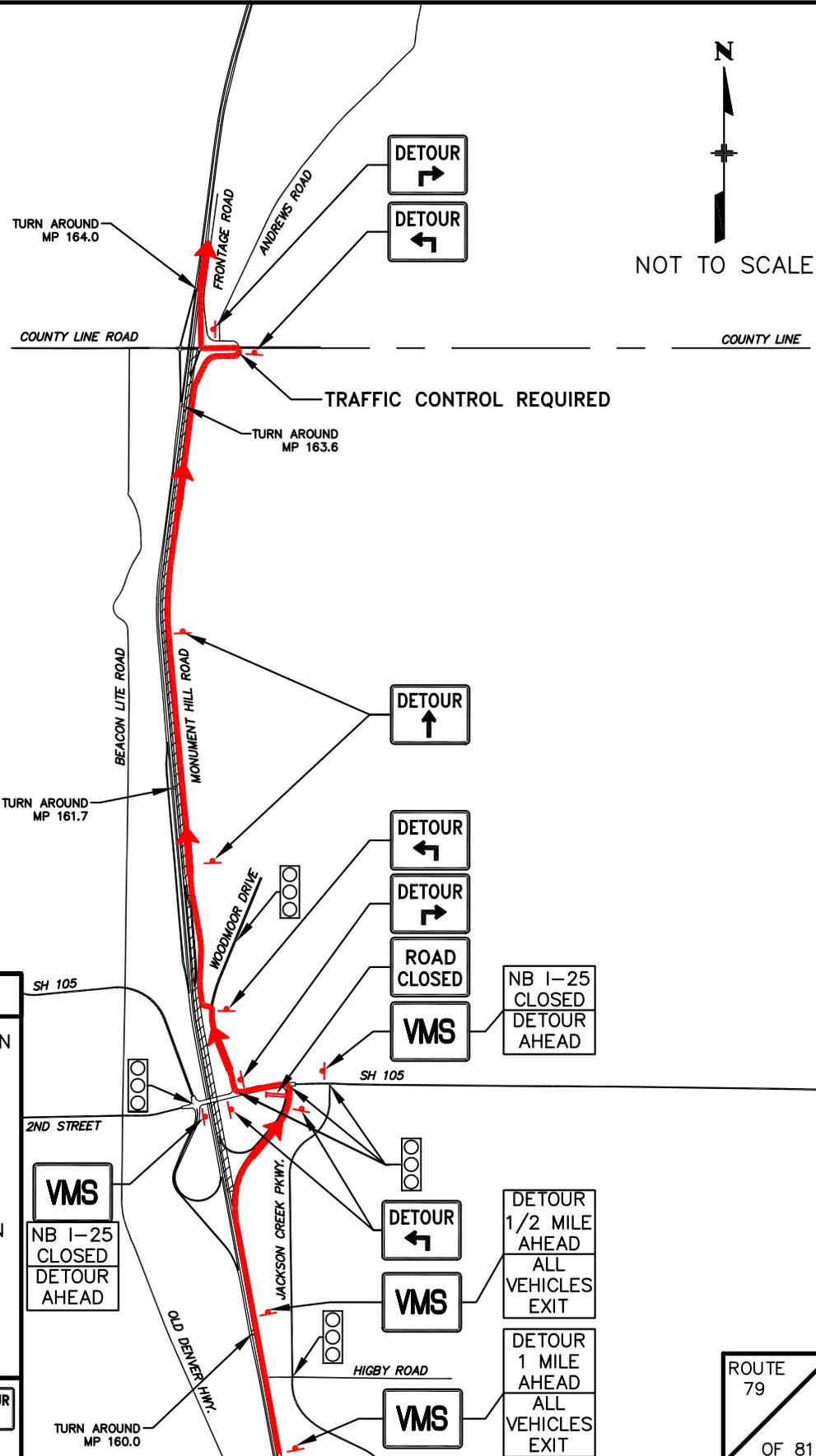
EL PASO COUNTY

(EXIT 161)  
SH 105  
MONUMENT  
PALMER LAKE

### LEGEND

- SIGNALIZED INTERSECTION ALONG ROUTE
- BARRIAGE (TYPE III)
- SIGN
- PORTABLE VARIABLE MESSAGE SIGN
- LIMITS OF CLOSURE
- PRIMARY ALT. ROUTE
- SECONDARY ALT. ROUTE

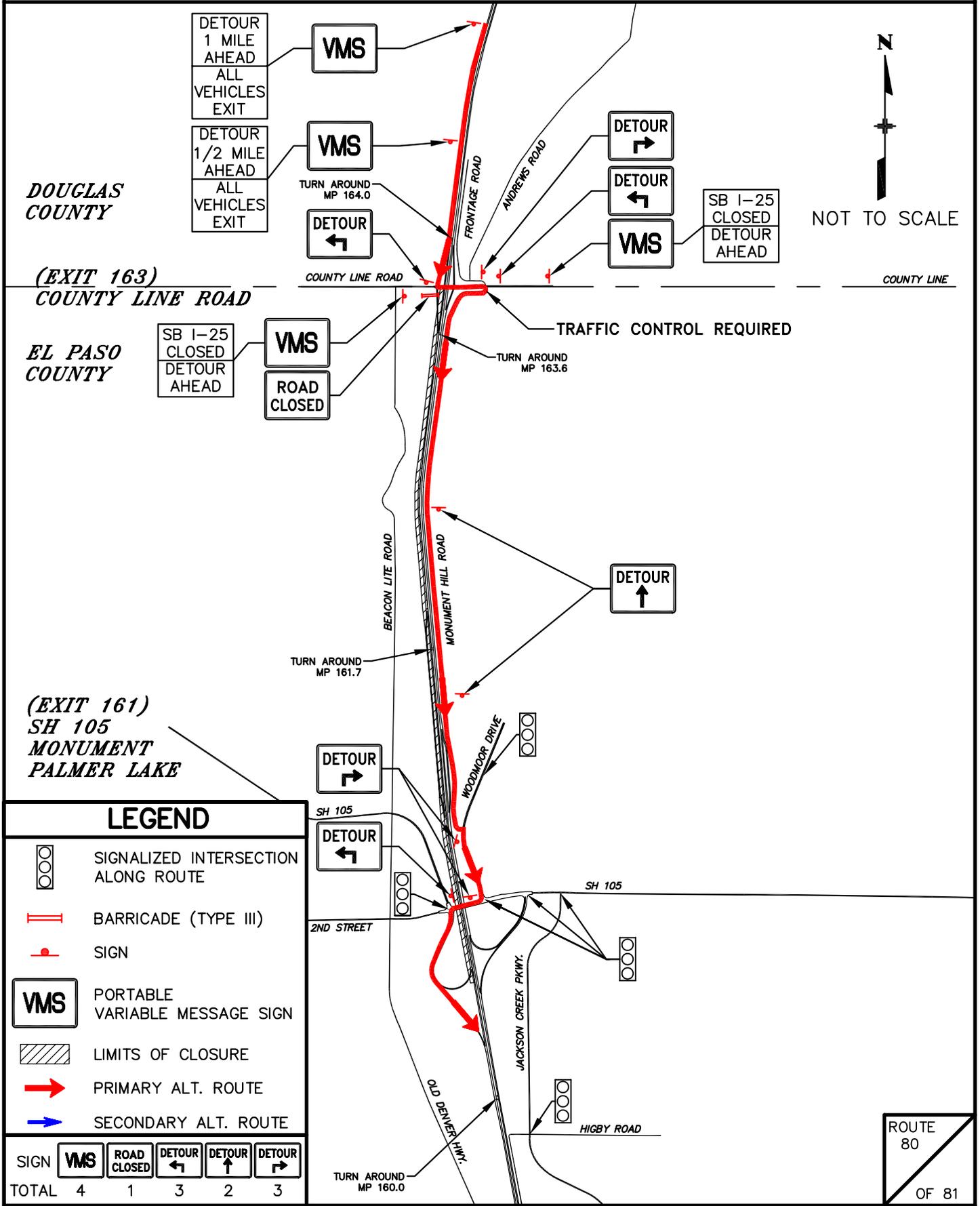
SIGN	VMS	ROAD CLOSED	DETOUR	DETOUR	DETOUR
TOTAL	4	1	4	2	2



# ROUTE 80

06/30/06

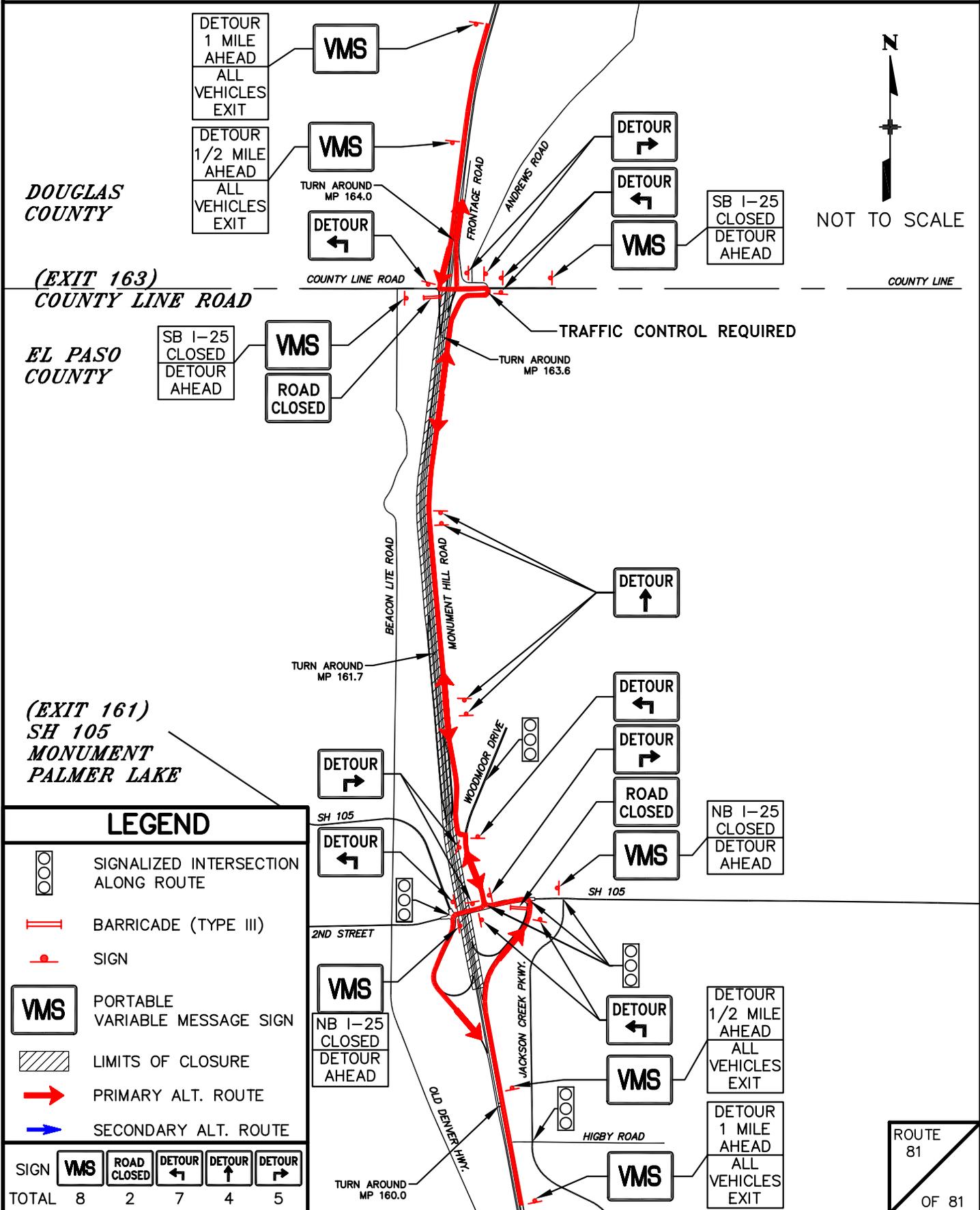
## SEGMENT 27 – SOUTHBOUND CLOSED



# ROUTE 81

06/30/06

## SEGMENT 27 – NORTHBOUND AND SOUTHBOUND CLOSED



# I-25 INCIDENT MANAGEMENT PROGRAM

## RESPONSE MANUAL THROUGH EL PASO COUNTY

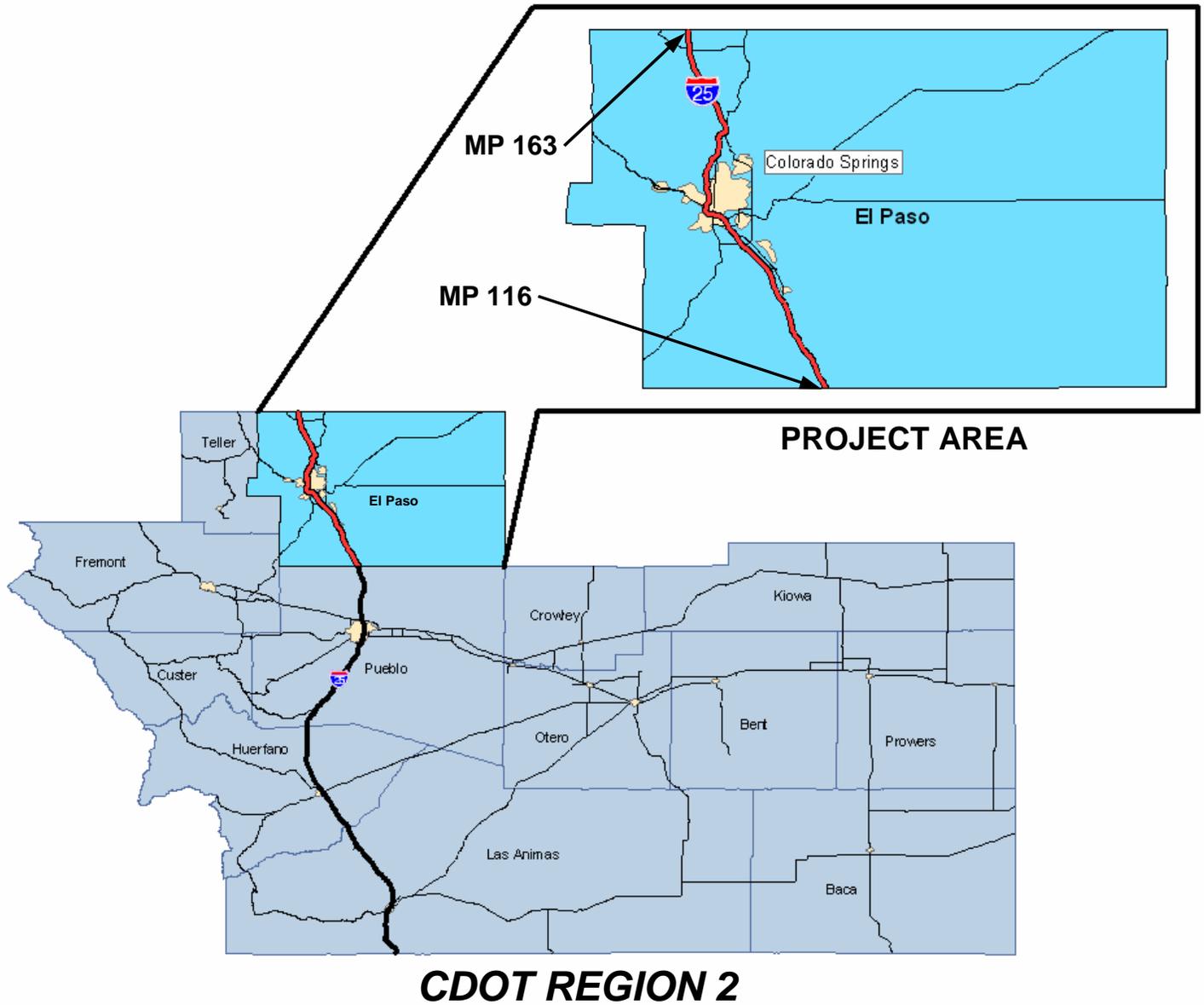


Table Of Contents Update Pages	1 Using The Manual 2 Incident Levels	3 Scene Management Guidelines	4 Contacts
5 Implementation Of Routes	6 Typical Traffic Control Applications	7 Maps	8 Routes
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