

# Colorado Department of Transportation Region 2

## Lane Closure Strategy

### Technical Report



May 2008

**COLORADO DEPARTMENT  
OF TRANSPORTATION  
REGION 2  
LANE CLOSURE STRATEGY**

***Jointly prepared by:***

Felsburg Holt & Ullevig  
Colorado Department of Transportation, Region 2 - Traffic Section

Project Manager  
Terry Shippy  
Jimmy Biren

**Felsburg Holt & Ullevig**  
Todd Frisbie, PE, PTOE  
Lyle DeVries, PE  
Colleen Henderson, EI

**Colorado Department of Transportation**

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## I. INTRODUCTION

### A. *Purpose and Use*

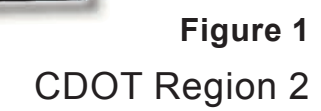
The intent of this Strategy is to establish uniform criteria and authoritative guidance for scheduling lane closures in Region 2, which includes the area shown in **Figure 1**. The Strategy was formulated in order to strike an appropriate balance between delays to the traveling public in the work zone and the cost of construction and maintenance. It is applicable to single lane closures (and multi-lane closures on six-lane roadways) related to construction and maintenance activities on roads controlled by the Colorado Department of Transportation. It is based on extensive data analysis and estimates of delays expected during lane closures. The Strategy addresses weekday traffic demand and considers temporal variations in traffic volume occurring over a typical 24-hour period. The Strategy also accounts for seasonal variations in traffic volumes.

In the past, lane closure decisions were made primarily on the basis of field observations, previous experience, and engineering judgment. Use of the information presented in this Strategy is expected to improve the quality of lane closure decisions, simplify the decision process for the end user, and reduce the amount of uncertainty associated with handling traffic during construction. This is the first edition of the Strategy, and it is expected that during its initial use some site-specific questions will arise. The Region 2 Traffic Section is seeking comments and field observations from the users of the Strategy and will consider them on a case-by-case basis.

This Strategy is not meant to be a stand-alone document but is intended to be used in concert with all of the relevant information available to the decision maker. For instance, a highway segment may be within the recommended delay threshold to allow a lane closure, but the fact that the route is used for a special event or holiday traffic may influence the final selection of a lane closure schedule. At some locations a noise ordinance in effect may be in conflict with lane closure schedules recommended in this Strategy. If a potential to generate noise levels in excess of the limit allowed by the ordinance exists, the decision maker can reschedule noise generating activities to ensure compliance with the ordinance.

The general lane closure information is shown graphically on color-coded maps with detailed schedules tabulated in the lane closure tables in **Appendices C, D, E, F, and G** to this document. **Appendix A** provides a summary of the use of this strategy and **Appendix B** includes a decision tree and examples on determining lane closure schedules. The appendices should be used in determining lane closure schedules. The Region 2 Traffic Section plans to recalibrate the lane closure schedules presented herein regularly to reflect changes in traffic volumes and available capacity.





## **B. Strategy Parameters**

The following parameters are guidelines for the scope and application of this Strategy. The Strategy specifications are detailed in **Appendix A**.

- This Strategy is to be used in conjunction with State of Colorado statutes 42-04-106 and 24-33.5-226 in the implementation of lane closures.
- The lane closure schedules outlined in this Strategy are intended for application during typical “non-event” traffic conditions. Closures during special events will be governed by the specification outlined in **Appendix A**.
- Closure notification procedures are outlined in **Appendix A**, and the process for determining a lane closure schedule is provided in **Appendix B**.
- Lane closures should not be scheduled for holidays without prior approval from the Traffic Operations Engineer, as specified in Section 104.04 of the CDOT Standard Specifications for Road and Bridge Construction (2005). Temporary lane closures necessitated by public safety emergencies supersede the schedules outlined in this Strategy.
- Freeway lane closure schedules are to be applied to mainline freeway segments only. The freeway schedules are not applicable to interchange ramps or frontage roads.
- The lane closure schedules were developed to account for the presence of trucks in the traffic flow.
- State highway segments with grades in excess of 3 percent for a distance of at least ½ mile were specifically accounted for in the Strategy schedules.
- The Strategy covers weekday and weekend traffic conditions and accounts for the temporal variations in traffic volumes that occur during a typical 24-hour time period.
- Seasonal lane closure schedules were developed separately for highways that experience high seasonal variations. These lane closure schedules should be followed for the summer months of June – September.

## **C. Technical Report**

This report summarizes the underlying methodology and assumptions used to develop the Region 2 Lane Closure Strategy. It also establishes guidelines for application of the Strategy to situations across the Region. Lane closure schedules for every state highway facility in the Region are included in the report.



#### *D. Basic Analysis Approach*

##### *Traffic Information*

Through CDOT's CORIS database, daily traffic volume data are available for all state highway segments in the Region. In addition, hourly traffic volume information is available for at least one location on all state highways in Region 2. CDOT also maintains a system of 17 Automatic Traffic Recorders (ATR) throughout the Region to monitor traffic continuously. Hourly volumes are available by direction for every day of the year. Region 2 currently maintains ATR's along State Highways 10, 24, 25, 50, 67, 96, 115, and 287. Data covering the calendar year 2006 were gathered from the ATR's for the purposes of this Strategy.

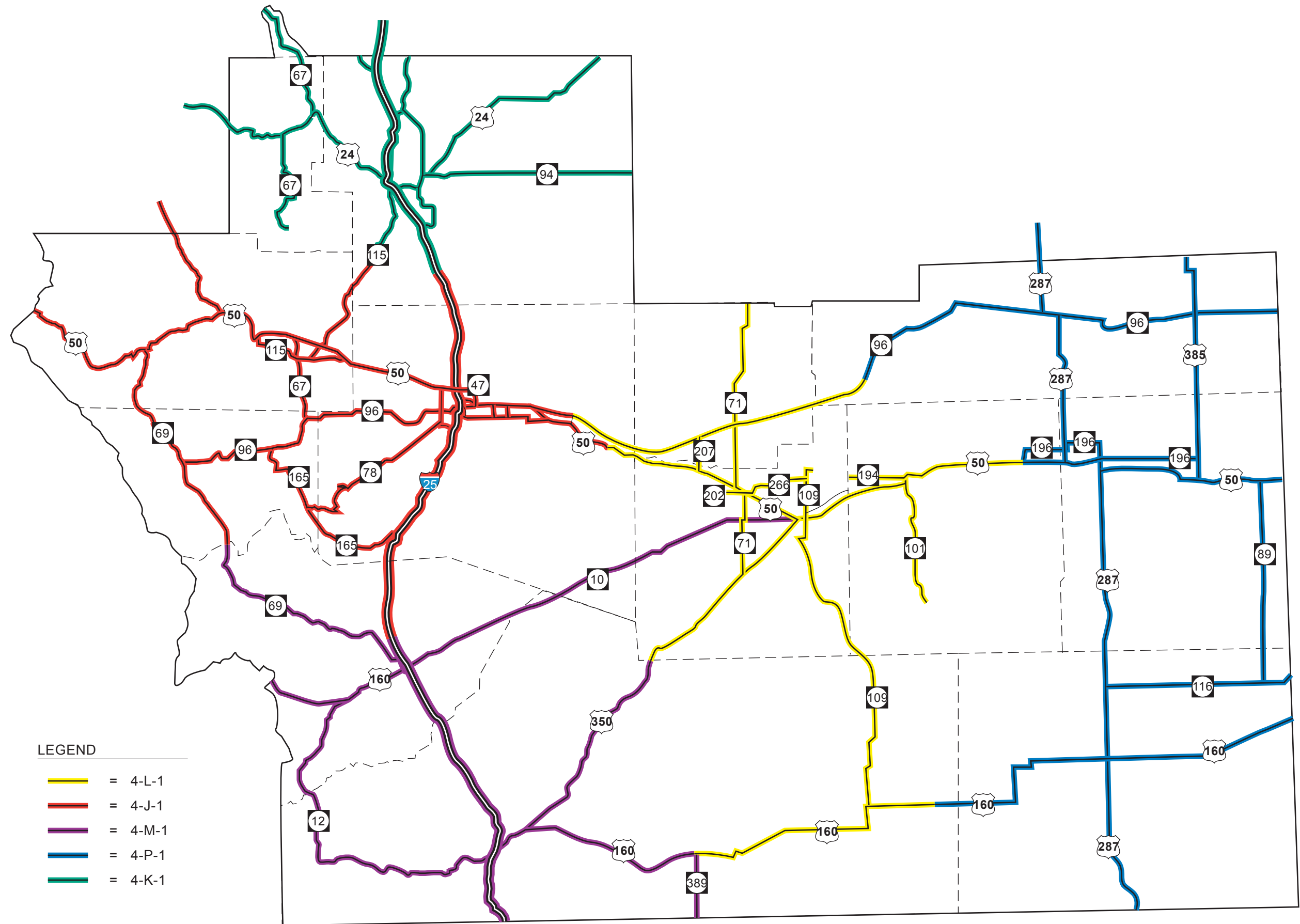
Region 2 is very geographically diverse and covers state highways in the mountainous areas west of the I-25 corridor, the cities of Colorado Springs and Pueblo, and the plains to east. Region 2 has been divided into five maintenance sections as shown in **Figure 2**. There are three along the I-25 corridor and two to the east. Comparisons of traffic patterns for the three geographic areas reveal that they each have unique weekday and seasonal characteristics that have a direct bearing on the Strategy.

##### *Analytical Procedure*

Two analytical procedures were developed to evaluate traffic characteristics throughout the system and develop appropriate lane closure schedules. Freeways and multi-lane arterials have one set of capacity and operational characteristics since both directions can operate simultaneously with one lane closed. Work zones on two-lane roads must have alternating traffic through the one-lane section that remains open.

Closures are not allowed on multi-lane arterials when the average delay exceeds 15 minutes and they are not allowed on freeways when the average delay exceeds 10 minutes. The delay calculations were performed using a spreadsheet implementation of arrival / departure curves.

The two-lane methodology compares traffic volumes to capacity with a lane closed. The analysis is based on the length of the closure as well as a probabilistic determination of the expected capacity of the single lane that is open to traffic. Closures are not allowed when and where volumes exceed capacity.



**Figure 2**  
CDOT Region 2  
Maintenance Sections



### *Closure Schedules*

The schedules have been developed for each section of state highway. Sections are designated between intersecting State highway facilities. Sections were also divided at locations where the roadway narrows or widens, the surrounding geography or land use changes, the grade of the roadway changes, or traffic volumes change appreciably.

In order to depict closure schedules graphically in this report, the lane closure schedules resulting from the methodology described above present the following 3 general options for weekday lane closures during the majority of the year:

1. Anytime Closure
2. Nighttime Only Closure
3. Partial Daytime and Nighttime Closure

The specific closure times for summer at locations with high seasonal variations are summarized in a spreadsheet in the appendices. The normal, weekday lane closure schedules are tabulated in **Appendix C** and the seasonal closure schedules are in **Appendix D**.

**Appendix E** presents schedules for closures of two lanes on six-lane roadway sections.

**Appendix F** presents the normal weekend lane closure schedules and **Appendix G** provides the summer weekend lane closure schedules.

### *Seasonal Variations*

Analysis of traffic data included an accounting of seasonal variations depending upon the level of data available. For locations without yearlong ATR data, generalized factors and distributions were utilized to determine seasonal schedules.

As mentioned, ATR data covering all of the year 2006 were available for 17 locations. Therefore, a detailed analysis was performed to account for seasonal variations for the highest month along the state highways. **Table 1** provides the locations that were determined to have seasonal variations from June to September as well as the associated ADT factors. Although some locations show a high seasonal factor, the lane closure schedule may not be affected if the roadways are still below capacity. For example, Interstate 25 from the New Mexico / Colorado border to the Pueblo city limits has a seasonal factor of 1.39. Most of this segment of roadway continues to have anytime closures in the seasonal lane closure schedule because the volume of traffic is still below capacity, even with a lane closed. The lane closure graphics notate locations where there is a seasonal lane closure schedule.

**Appendix D** provides the summer lane closure schedule.

**Table 1. Seasonal Factors**

SH	Begin Location	End Location	ADT Factor
24	Park / Teller County Line	I-25	1.29
24E	24	24	1.29
25 *	New Mexico / Colorado Border	Pueblo, City Limit	1.39
25	Pueblo, City Limit	Colorado Springs, City Limit	1.10 – 1.15
50	Canon City	I-25	1.30
67	Mueller State Park	US 24	1.30
115	SH 50	Colorado Springs, City Limit	1.24
160	SH 12	I-25	1.30

*Weekend variations*

Weekend traffic was analyzed using ATR data by average Saturday and Sunday traffic for each location. Weekends have a single midday peak with restrictions instead of an AM and PM peak. In locations with high seasonal variation there were higher traffic volumes on the weekends, but in locations with little or no seasonal variations there were lower traffic volumes on the weekends. As a result, locations with weekend traffic volumes that are higher than the weekday traffic volumes have more restrictions on the weekends, while locations with weekend traffic volumes lower than weekday traffic volumes have fewer restrictions on the weekend.

The analysis was run for weekend traffic volumes using the weekend hourly distribution calculated from the available ATR data. The lane closure graphics notate locations that have a different weekend lane closure schedule. **Appendix F** provides the weekend lane closure schedules, while **Appendix G** provides the summer weekend closure schedules.

## II. TWO-LANE ANALYSIS

### A. Data Collection

CDOT gathers daily and hourly traffic count data on state highways on an annual basis. CDOT uses this information and continuous traffic counts to calculate annual average daily traffic (AADT) for all state highways. Each state highway is divided into segments, and daily volumes are provided for each section for 2006 on the CDOT website. In addition, the hourly traffic volumes that were counted in the field are also available for download from the CDOT website. Most of these counts were taken during summer months (May through September) of 2004 and 2005. In this manner, daily and hourly traffic data were available for the weekday analyses on all state highways in Region 2.

### B. Capacity Analysis

#### *Patterns of Operations*

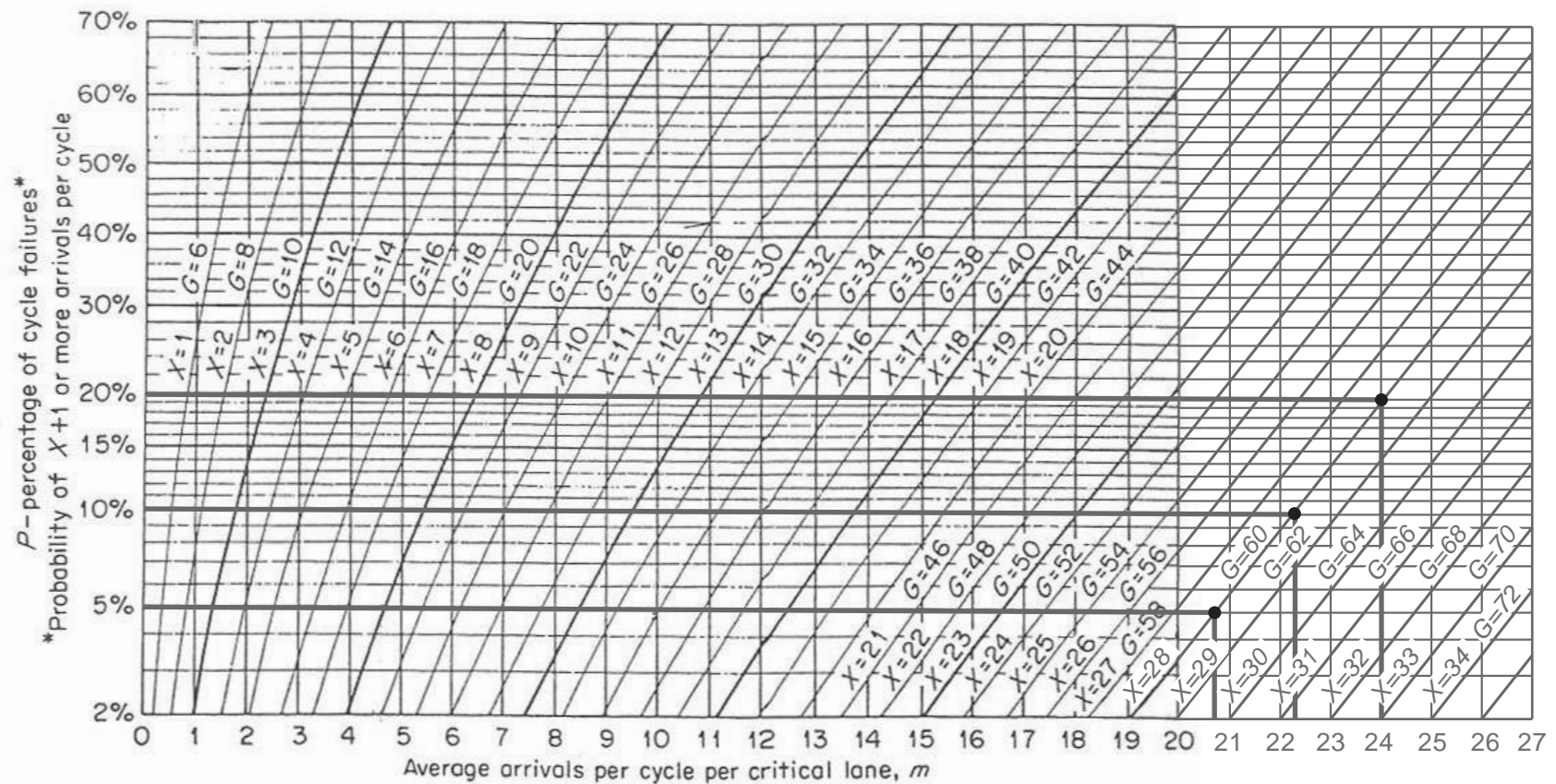
Two-lane roadways are roadways with a single lane of travel in each direction. Lane closures on two-lane facilities are unique in that only one lane is available to handle traffic. This generally means flaggers must be utilized at each end of the closure to alternate the direction of traffic. The capacity of the detour is related to the length of the closure. A longer detour will have less capacity since traffic in each direction takes longer to clear the work zone. Based on discussions with Region 2 Traffic staff, it was agreed that two typical work zone lengths would be analyzed: 0.25 mile and 1.0 mile. These lengths typically would reflect spot construction such as bridge and culvert construction, and paving operations.

#### *Capacity Values*

The manner that traffic must alternate by direction on a two-lane closure is very similar to allocating green time at a signalized intersection. The arrival of vehicles at the beginning of the work zone is random; that is, the number of vehicles arriving at the work zone in any interval of time can vary appreciably from the mean. The Poisson distribution is well established in predicting vehicle arrivals at intersections. The Poisson equation expresses the probability of a given number of vehicle arrivals per cycle based on the average number of arrivals per cycle. Since some cycle failures (inability to serve all vehicles) must be expected for any reasonable cycle length, the probability of failure may be used as a criterion for determining the cycle length.

For this analysis, it was determined that 60 seconds was an appropriate “green time” for each direction and that a probability of failure (not all the waiting vehicles would be able to start through the work zone) of 20% was reasonable. **Figure 3** shows a graph of the Poisson distribution that was adapted from a typical signal situation (see Traffic Flow Theory & Control, Donald R. Drew, McGraw-Hill, 1968 – Figure 7.3 on page 140). By way of explanation, a higher probability of failure (30% for example) would increase the theoretical capacity per cycle, but there would be more times when this capacity was not reached. Likewise, a lower failure rate (10%) would mean less capacity, as shown in **Figure 3**.

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#### LEGEND

- X** = Maximum Number of Vehicles per Cycle
- G** = Cycle Length (Seconds)

Figure 3  
Green Requirements for Traffic Movements

The capacity determined from **Figure 3** for 20% failure results in an average of 24 vehicles through the work zone in each direction per cycle. The hourly capacities on flat and rolling terrain for both lengths of closure were calculated based on several assumptions. The speed limit through the work zone was assumed to be 30 miles per hour. The transit time through the work zone was calculated based on a loaded semi-truck accelerating to 30 miles per hour. This results in 34 one-way cycles per hour for the 0.25 mile closure and 18 cycles for the 1.0 mile closure. With this information, the hourly capacity can thus be calculated (see **Table 2**). Where grades are steeper than 3 percent, it was assumed that loaded trucks would travel at 15 mph, both uphill and downhill. This reduces the expected capacity as there would only be 29 one-way cycles per hour for the shorter closure and 12 for the longer closure.

**Table 2. Capacity of Closure on Two-Lane Highways**

<b>Flat and Rolling Terrain</b>	<b>0.25 Mile Closure</b>	<b>1.0 Mile Closure</b>
Volume per cycle @ 20% failure	24 vehicles	24 vehicles
Cycle per hour	34	18
Total vehicles per hour	815 vph	430 vph
Daily Capacity (Design Hour Percentage)		
9%	9,065 vpd	4,800 vpd
10%	8,160 vpd	4,320 vpd
11%	7,420 vpd	3,925 vpd
12%	6,800 vpd	3,600 vpd
13%	6,275 vpd	3,325 vpd
14%	5,830 vpd	3,085 vpd
15%	5,440 vpd	2,880 vpd
16%	5,100 vpd	2,700 vpd
<b>Mountainous Terrain (Greater than 3 percent grade)</b>	<b>0.25 Mile Closure</b>	<b>1.0 Mile Closure</b>
Volume per cycle @ 10% failure	24 vehicles	24 vehicles
Cycle per hour	29	12
Total vehicles per hour	695 vph	290 vpd
Daily Capacity (Design Hour Percentage)		
9%	7,735 vpd	3,200 vpd
10%	6,960 vpd	2,880 vpd
11%	6,325 vpd	2,620 vpd
12%	5,800 vpd	2,400 vpd
13%	5,335 vpd	2,215 vpd
14%	4,970 vpd	2,055 vpd
15%	4,640 vpd	1,920 vpd
16%	4,350 vpd	1,800 vpd

CDOT's website also provides design hour percentages for each segment of state highway. Dividing this into the hourly capacity provides an approximation of the daily volume that the closure can handle.



### *C. Analysis Approach*

A two-step process was utilized in the determination of allowable closure periods for two-lane roads. If the 2006 AADT volume on a highway segment was equal to or less than the daily capacity for the appropriate design hour percentage, the determination can be made (by inspection) that a lane closure would be appropriate at any time. If the daily volume exceeds the appropriate capacity, then a calculation was made based on the hourly distribution of traffic. A spreadsheet implementation of 0.25 and 1.0 mile closure capacities was formulated to automate the calculation of hourly capacities. The spreadsheet enables the user to input an hourly distribution of traffic and compare the resulting hourly volumes to the allowable capacity. Each hour is then evaluated (yes or no) whether it is appropriate for closure. The result of the calculations can also be that a closure is appropriate at any time.

Adjustments were made to the lane closure schedule based upon comments from CDOT as well as locations of the closure. Highways that are located in a downtown area were shown as having an anytime closure schedule for closures of 1.0 mile in length regardless of the traffic volume. This is based upon comments from CDOT that is unlikely that a closure of 1.0 mile in length will occur in a downtown area and that many detour options will be available to traffic in the event of a closure.

### *D. Results of Two-Lane Analyses*

The two-lane closure schedules resulting from the methodology just outlined are depicted graphically in **Figures C-1 through C-4** and **Figure C-7**.

- **Figure C-1** shows weekday closures for a 0.25 mile work zone length for all of rural Region 2,
- **Figure C-2** shows weekday closures for a 1.0 mile work zone length for all of rural Region 2,
- **Figure C-3** shows weekday closures for a 0.25 mile work zone length for the Colorado Springs area,
- **Figure C-4** shows weekday closures for a 1.0 mile work zone length for the Colorado Springs area,
- **Figure C-7** shows weekday closures for a .25 mile and 1.0 mile work zone length for the Pueblo area.

Differing lane closure schedules are depicted in varying colors. For the weekday analyses, there are three possible general lane closure schedule options and three colors are shown.

The general scheduling information shown graphically in **Figures C-1 through C-4** and **Figure C-7** is presented in greater detail in the lane closure schedule tables in **Appendix C**. The tables provide specific times at which closures will be allowed for each highway section. For example, the section of SH 83 from SH 105 to the El Paso / Douglas County Line could be closed anytime for a 0.25-mile work zone and anytime except between 4 PM and 6 PM for a 1-mile work zone. Sections were divided where lane geometry changes or daily traffic volumes change

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significantly. The lane closure schedule tables are provided in **Appendix C** and Seasonal tables in **Appendix D**. Weekend lane closure schedules are presented in **Appendices F and G**.

Additional guidance specifically related to potential weekend closures is provided in **Appendix A**. Appendix A also has information about special events and emergency situations. **Appendix B** provides a decision tree and examples in determining lane closure schedules.

### III. MULTI-LANE ANALYSIS

The multi-lane analysis methodology was developed to create lane closure schedules for state highway segments within the region that consist of 3 or more lanes. Roads maintained by CDOT Region 2 include approximately 415 miles of multi-lane segments. Significant portions of Interstate 25 form multi-lane freeway segments within Region 2. State Highways 16, 21, 24, 45, 47, 50, 67, 78, 83, 85, 94, 96, 105, 115, 160, 227, and 287 include multi-lane sections.

#### A. *Data Collection and Synthesis*

##### *Data sources*

Traffic data for multi-lane facilities throughout the region were gathered from a variety of sources. CDOT maintains several automatic traffic recording (ATR) stations in the Region. Traffic volumes from the ATR locations are available online at [www.dot.state.co.us/App\\_DTD\\_DataAccess](http://www.dot.state.co.us/App_DTD_DataAccess). The CORIS database maintained by CDOT contains annual average daily traffic (AADT) count information for every state highway facility in Region 2.

Hourly traffic count information was available for most multi-lane segments within the region. Hourly distributions from adjacent segments were used for locations where hourly information was lacking. Hourly traffic volumes were then calculated by multiplying the assumed hourly distribution by the daily traffic volume data from the CORIS database.

#### B. *Analysis Approach*

The approach used to determine appropriate lane closure schedules for multi-lane segments consisted of a comparison of traffic demand with roadway capacity. Multi-lane segments within the Region were categorized as freeways and arterials based upon CDOT's classification of the roadways. Segments of Interstate 25 as well as segments of state highways 24, 45, 50, and 83 comprised the Freeway portion of the Region, while the remainder of state highway segments were categorized as arterials. Segments of Highways 24 and 83 were analyzed as arterials despite CDOT's classification of freeway. These segments of roadway were believed to have capacities closer to that of arterials due to the presence of multiple signalized intersections.

The closure of a lane along a multi-lane segment causes a reduction in roadway capacity. In order to determine when a lane closure along a multi-lane segment would be appropriate, it is necessary to determine times of day during which a lane closure would reduce the roadway capacity to a point where demand exceeds capacity. A lane closure would not be allowed during such times that delay exceeds a set delay threshold. When adequate capacity to accommodate demand exists without exceeding the delay threshold with the closure of a lane, a lane closure is allowed.

A spreadsheet implementation of arrival / departure curves was formulated to automate the calculation of an average delay induced by a lane closure along each multi-lane segment. The spreadsheet enables the user to input a "test" schedule and estimate the delay caused by the

schedule. An iterative process of testing various schedules is used to arrive at a schedule that maintains an average delay below the delay threshold.

The use of arrival and departure curves to calculate vehicle delays and queues is well-documented in Transportation Engineering literature. The methodology is outlined in the book Fundamentals of Traffic Engineering (May, 1990, pp. 346-349). The approach utilizes a plot depicting cumulative vehicle arrivals at and departures from a given location over the course of a 24-hour period. For this analysis, the 24-hour traffic count information was utilized to plot cumulative arrivals and the roadway vehicle capacities discussed earlier were used to formulate cumulative departure curves.

A sample plot of arrivals and departures is shown in **Figure 4**. This plot depicts a sample roadway between the hours of 7:00 pm and 10:00 pm. The curves become separated when demand (orange curve) exceeds capacity (over-saturated conditions). The capacity, represented by the green curve, is reduced with the closure at 7:00 PM. The curves reconnect when capacity is sufficient to meet the demand and service the vehicle queue upstream of the lane closure location. This occurs at 10:00 PM according to the plot shown in **Figure 4**.

At any point, the delay of an individual vehicle can be identified graphically as the horizontal distance between the arrival (orange) and departure (green) curves. As shown in **Figure 4**, the number of vehicles in queue is represented by the vertical distance between the curves. The shaded area between the curves is the total delay in vehicle-hours and the average delay can be calculated by dividing this area by the number of vehicles serviced during the period of over-saturation. The delay is averaged for the total time during which over-saturated conditions persist as a result of the lane closure. An average delay is calculated for each over-saturated period. As long as this average delay remains below the delay threshold, a closure is allowed. As shown in **Figure 4**, the calculated delay resulting from the sample case is 3 minutes per vehicle.

The arrival and departure curves do not account for the existing cycle-to-cycle delay at signalized intersections along the arterial facility. A baseline “No-delay” condition is set in order to emphasize the delay related to the closure of a lane. The delay calculated using the spreadsheet program is intended to represent closure-induced delay only.

Due to the unique characteristics of the mountainous portion of Region 2, Highway Capacity Manual methodology was applied to account for surface grades and their impact on roadway capacity. The HCM methodology accounts for grades by increasing traffic demand where vehicles will be slowed while traversing the grade. An increased presence of heavy vehicles in the traffic stream further exacerbates the effect of grades on roadway capacity. Roadway grades within the region exceeding 3 percent and spanning more than ½ mile were considered in the analysis.

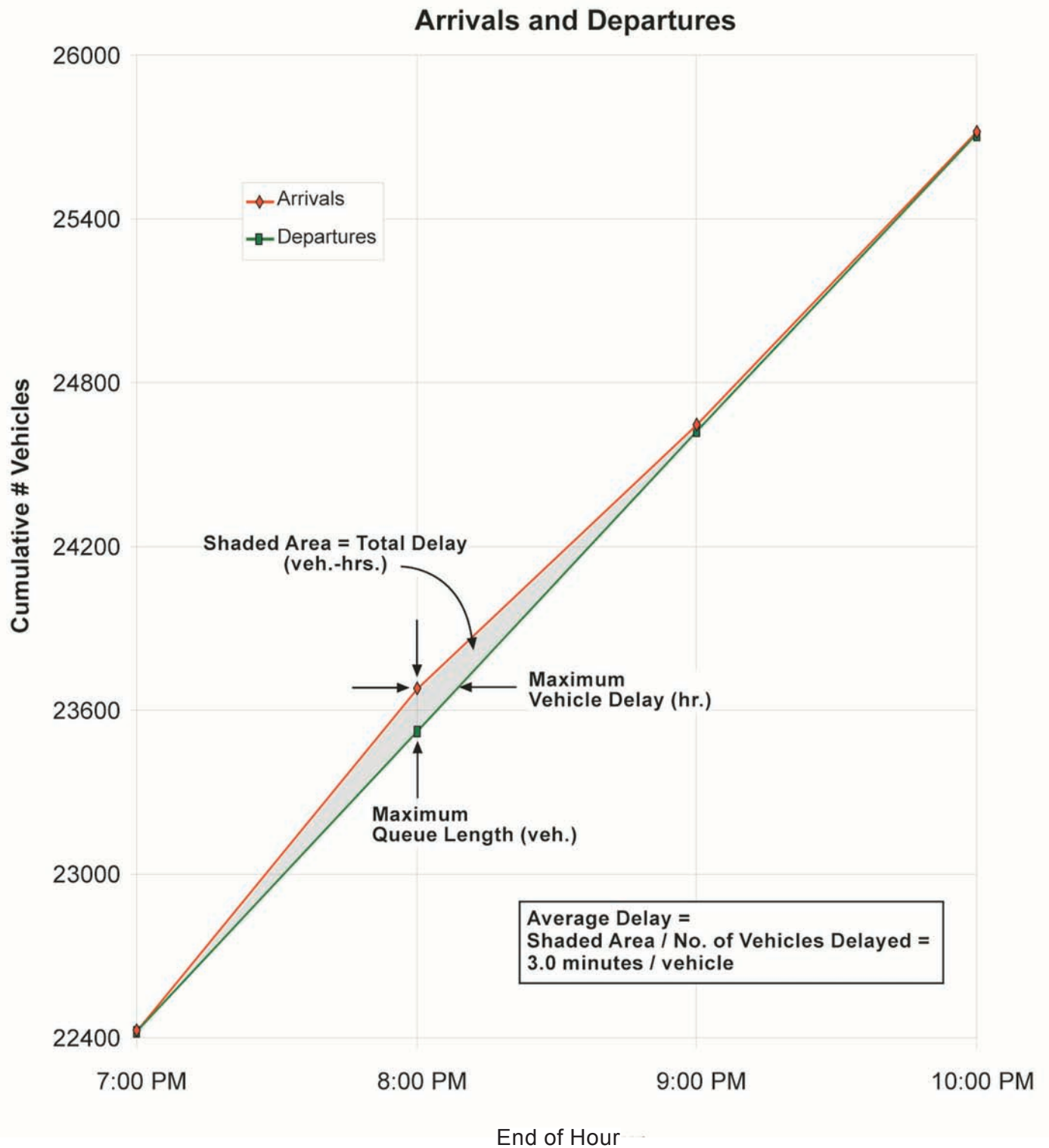


Figure 4  
Sample Arterial  
Arrival / Departure Curves

### *C. Freeway Segments*

Typical freeway lane capacity varies between approximately 1800 vehicles per hour per lane (vphpl) and 2300 vphpl. Mainline freeway traffic volumes recorded in the Denver area have indicated that lane capacity can be as high as 2500 vphpl. The introduction of a lane closure to a mainline freeway segment would be expected to reduce this typical capacity by distracting drivers and shifting lane alignments, among other factors. Research conducted by Krammes and Lopez (Transportation Research Record 1442, 1994 pp. 49-56) cited in the Highway Capacity Manual (HCM) (2000 Edition, Transportation Research Board, p. 22-7) indicates that the per-lane capacity of a freeway facility is reduced when a lane closure is initiated. In the research, several freeway lane closure locations were studied to evaluate the capacity under closed conditions. It was found that, on average, the capacity of a mainline freeway segment with a lane closed is 1600 vphpl. Studies by CalTrans and CDOT Region 2 indicate that capacity during a lane closure depends upon the type of work being completed. Paving and milling operations have a much lower capacity than other types of construction activities. For this Strategy, two lane closure scenarios were analyzed for freeways. The lane closure capacity of a mainline freeway facility is 1100 vphpl when performing paving or milling operations and 1500 vphpl for all other construction activities. Maintenance crack sealing would use the 1500 vphpl capacity, while maintenance machine patch would use the 1100 vphpl capacity.

A delay threshold of 10 minutes was used for freeway segments. If the average delay with a lane closure exceeded this threshold a lane closure would not be allowed during that time period. The average delay of 10 minutes per vehicle was selected as a suitable delay threshold based on internal discussions within CDOT. The threshold was considered to provide an appropriate balance between delays to the traveling public and the cost of construction and maintenance.

Accounting for grades and heavy vehicles, the hourly traffic volumes along each section of mainline freeway were compared by direction with the estimated lane-closed capacity to determine an appropriate schedule for lane closures.

### *D. Arterial Segments*

According to the Highway Capacity Manual (HCM), the “ideal saturation flow rate” for an arterial facility is 1900 passenger cars per hour per lane (pcphpl). Research conducted by the DRCOG on saturation flow rates throughout the Denver metropolitan area concludes that 1900 pcphpl is an appropriate value for Denver arterials under typical operating conditions. This ideal flow rate is reduced to account for factors such as the presence of heavy vehicles in the traffic stream and signalized intersections. Accounting for these factors, the HCM estimates that the capacity of a typical arterial facility is 850 vphpl (vehicles per hour per lane). The CORIS database also estimates a per lane capacity of 850 vphpl for the majority of arterial facilities listed in the database. For the reasons cited above, an estimated capacity of 850 vphpl was used as a baseline capacity assumption for the development of this Strategy.

Upon adjusting the per-lane capacity from 1600 vphpl to 850 vphpl, the freeway segment methodology described above was applied directly to the multi-lane arterial analyses. The capacity of 850 vphpl applies most directly to urban arterials. Arterials within Region 2 are a mix

of urban and rural types. To provide conservative results, the capacity of 850 vphpl was applied to all arterial segments within the region.

In locations with a grade of greater than 3 percent over a half mile, grades were accounted for in the analysis.

An average delay threshold of 15 minutes was used for all arterial segments. If the average delay with a lane closure exceeded this threshold a lane closure would not be allowed during that time period.

### *E. Results of the Multi-lane Analysis*

The multi-lane closure schedules resulting from the methodology outlined above are depicted graphically in **Figures C-1 through C-7**. **Figures C-1 and C-2** depict the lane closure schedules the rural areas of Region 2 for .25 mile and 1.0 mile lane closures, respectively. **Figures C-3 and C-4** show the arterial and two-lane roadway lane closure schedules for the Colorado Springs area. **Figures C-5 and C-6** provide the freeway lane closure schedule for the Colorado Springs Area. **Figure C-7** depicts the lane closure schedule for the Pueblo area. Differing lane closure schedules are depicted in varying colors. For the analysis, there are three possible general lane closure schedule options.

The general scheduling information shown graphically in the figures is presented in greater detail in the lane closure schedule tables in **Appendices C through G**. The lane closure schedule is tabulated in **Appendix C** and seasonal lane closure schedule is in **Appendix D**. **Appendices F and G** present the weekend lane closure schedules. The tables provide specific times at which closures will be allowed for each multi-lane section.

In addition, directional multi-lane roadways including 3 travel lanes were further evaluated to determine when a second lane could be closed. Within Region 2, portions of Interstate 25 and State Highways 24 and 83 include 3 travel lanes in either direction. The results of this analysis are presented in **Appendix E**.



**APPENDIX A      STRATEGY USE SPECIFICATIONS CDOT REGION 2  
LANE CLOSURE STRATEGY**

## **CLOSURE IMPLEMENTATION PROCESS**

The following steps should be followed in order to analyze, communicate, and document a proposed lane closure:

**Step 1** – Review closure tabulation (**Appendices C thru G** depending on the state facility, season, days of week and nature of closure) to determine basic lane closure restrictions.

**Step 2** – Analyze specific closure that is necessary to determine if there are any unique circumstances that will warrant modification(s) to the basic closure schedule. These unique circumstances might include, but are not limited to, the following:

- Closure lengths exceeding 1 mile on a 2-lane roadway.
- Night time temperatures, noise restrictions (based on adjacent land use or town ordinances), materials supply limitations, etc.
- Nature of construction required. For example, blasting may only be done during daylight hours.
- Special events (see following discussion)
- Seasonal events (such as harvests)
- Potential restrictions for oversize vehicles.

Any variances from the basic closure schedule will require approval from the Traffic Operations Engineer. Closures over multiple sections within a single project should be reviewed and a uniform closure time should be determined. All modifications to the basic closure schedule must be documented.

Contact the Traffic Operations Engineer, with any questions.

**Step 3** – Notify the Traffic Operation Engineer of the closure and request a variance if necessary.

Based on the extent and duration of the proposed closure, additional notifications should be considered. Information might be distributed to:

- CDOT Public Relations office
- Statewide Traffic Operations Center (TOC), for possible display on permanent Variable Message Sign (VMS) located upstream from the closure.
- Local Newspapers, radio stations, etc.
- Emergency Response Agencies (State Patrol, Sheriff's Office, Fire, Ambulance)

**Step 4** – Place closure documentation in the project file.

## **SPECIAL EVENTS**

The occurrence of special events will affect traffic conditions along state highway facilities. The lane closure schedules outlined in this Strategy are intended for application during typical “non-event” traffic conditions. When the schedule for a special event is known, lane closures for the specified locations should not be scheduled from two hours before the event to one hour after the event.

Lane closures should not be scheduled on Interstate 25 around the Pueblo area during the State Fair that occurs at the end of August.

## **EMERGENCY SITUATIONS**

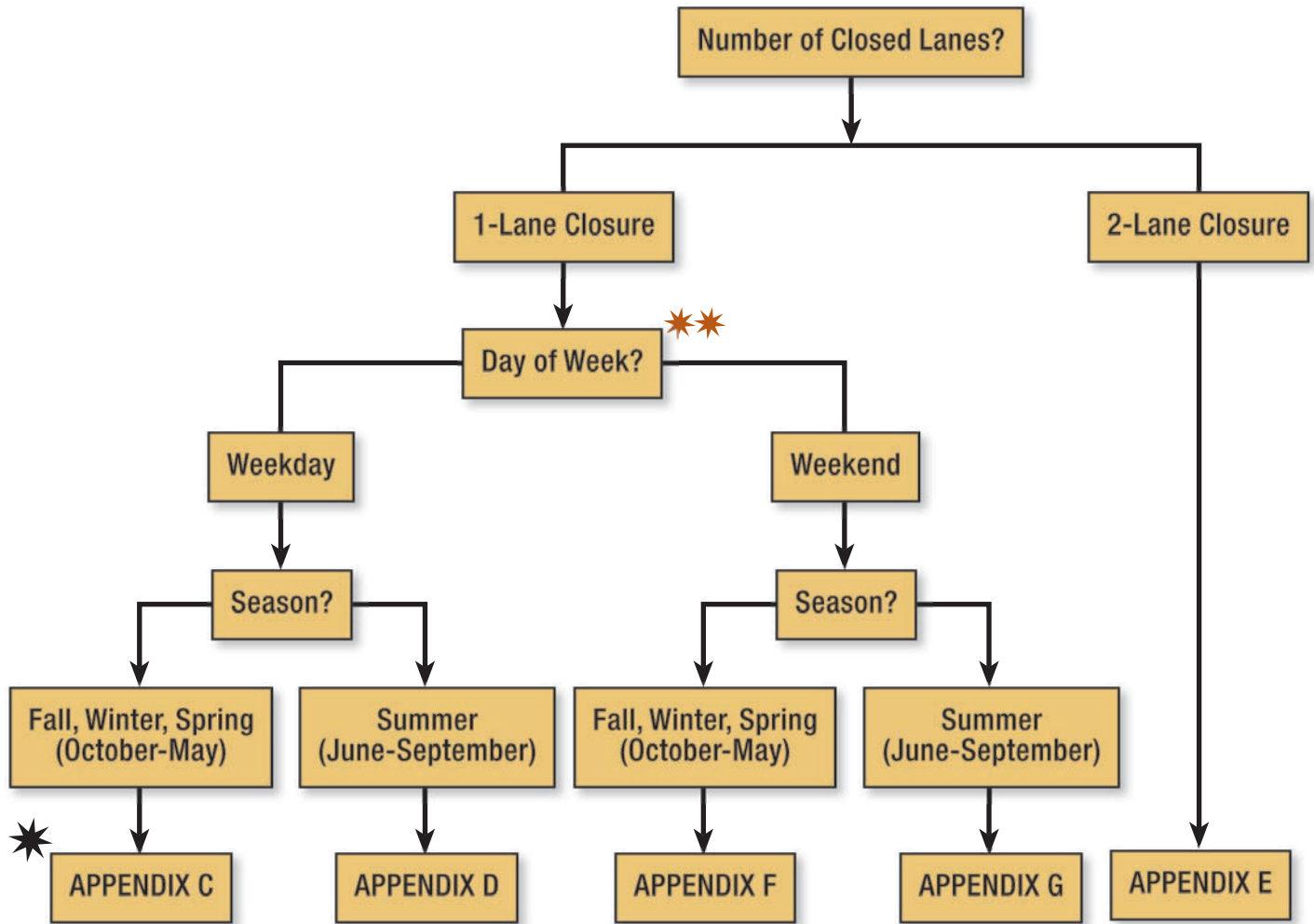
This Strategy is intended for application to planned lane closures rather than public safety emergencies. Temporary lane closures necessitated by emergency situations are acceptable at all times.

## **UPDATES TO THE STRATEGY**

To account for future changes in traffic volumes and patterns, the Strategy will be updated every five years. The current Strategy is based on 2006 traffic volumes. Therefore, the next update will occur in 2012 or before.

## **APPENDIX B      DECISION TREE AND LANE CLOSURE EXAMPLES**

# Lane Closure Scheduling Decision Tree for Quick Reference



**\*** Within the proper appendix, locate the State Highway number, direction and milepoint of the closure. The lane closure schedule will be shown in the corresponding row.

**\*\*** Weekday is typically considered from 9pm Sunday to Friday at noon.

**Figure B-1**  
Decision Tree

**LANE CLOSURE SCHEDULING PROCESS - EXAMPLE SCENARIOS**

**Scenario:** Interstate 25, Northbound Direction, Milepoint 145.0, weekday, two lane closure, paving operations. Other operations?

**Solution:** Referring to the Decision Tree, it is a two lane closure. Following the right side of the chart, the appropriate schedule may be found in **Appendix E**. In **Appendix E**, look up SH 25 in the left-most column and locate Milepoint 145.0 between Bijou Street and Woodmen Road. The schedule indicates that a two lanes may not occur between 5:00am and 10:00pm. Therefore two lanes may be closed at night between 10:00pm and 5:00am for paving operations.

If operations other than paving are planned, then the two lanes may be closed between 8:00pm and 6:00am.

**Scenario:** Interstate 25, Southbound direction, Milepoint 70.0, weekday, June, single lane closure, paving operations.

**Solution:** Referring to the Decision Tree, it is a single lane closure. It is a weekday, so follow the tree to the Season? box and locate Summer (June-September), which shows the information may be found in Appendix D. A lane may be closed anytime between 5:00pm to Midnight and Midnight to Noon.

**Scenario:** State Highway 50, Eastbound direction, Milepoint 390.0, weekend, April, 0.25 mile closure. 1.0 mile closure? 3.0 mile closure?

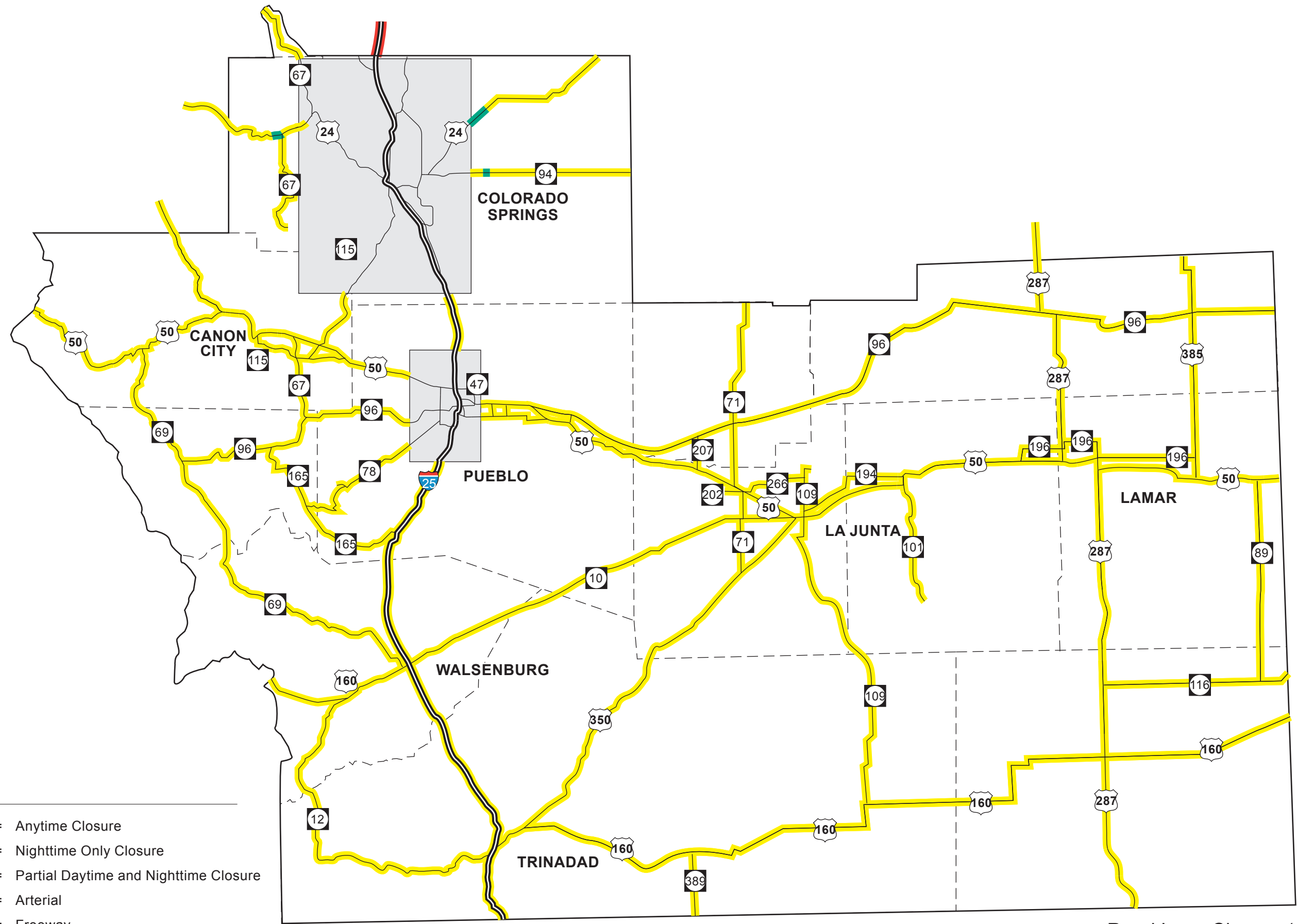
**Solution:** Referring to the Decision Tree, it is a single lane closure. It is a weekend in April. Following the tree shows the information may be found in Appendix F. For a 0.25 mile closure a lane may be closed anytime.

For a 1.0 mile closure a lane may be closed anytime.

For a closure longer than 1.0 mile a variance must be approved by the Traffic Operations Engineer who will determine an appropriate lane closure schedule.

**APPENDIX C      WEEKDAY LANE CLOSURE SCHEDULES  
(OCTOBER-MAY)**





Note: Freeways and expressways show lane closure restrictions for non-paving operations of any length.

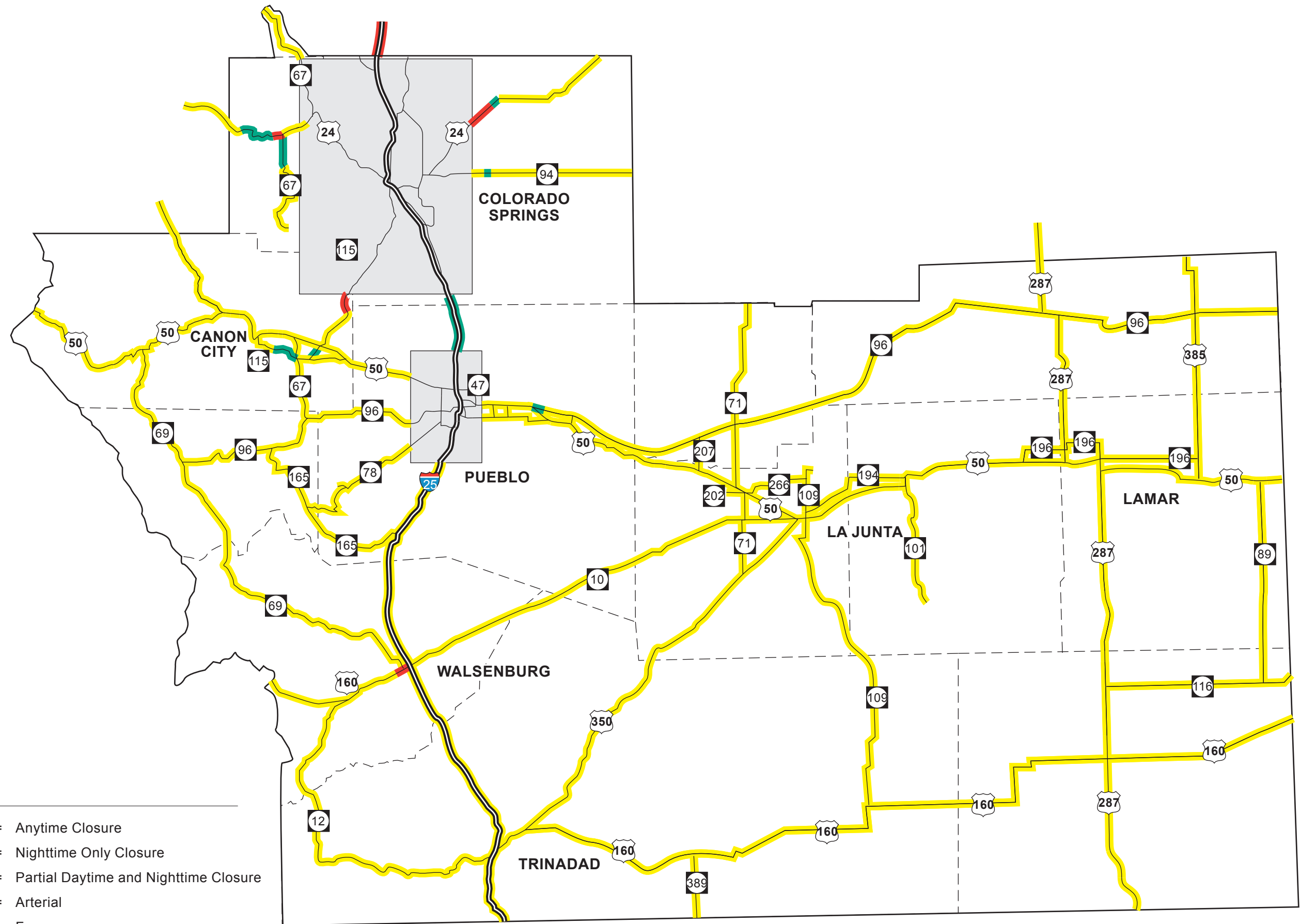


LEGEND

- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = Arterial
- = = Freeway



North



Note: Freeways and expressways show lane closure restrictions for paving operations of any length.

Figure C-2

Region 2

Rural Lane Closure (October-May)

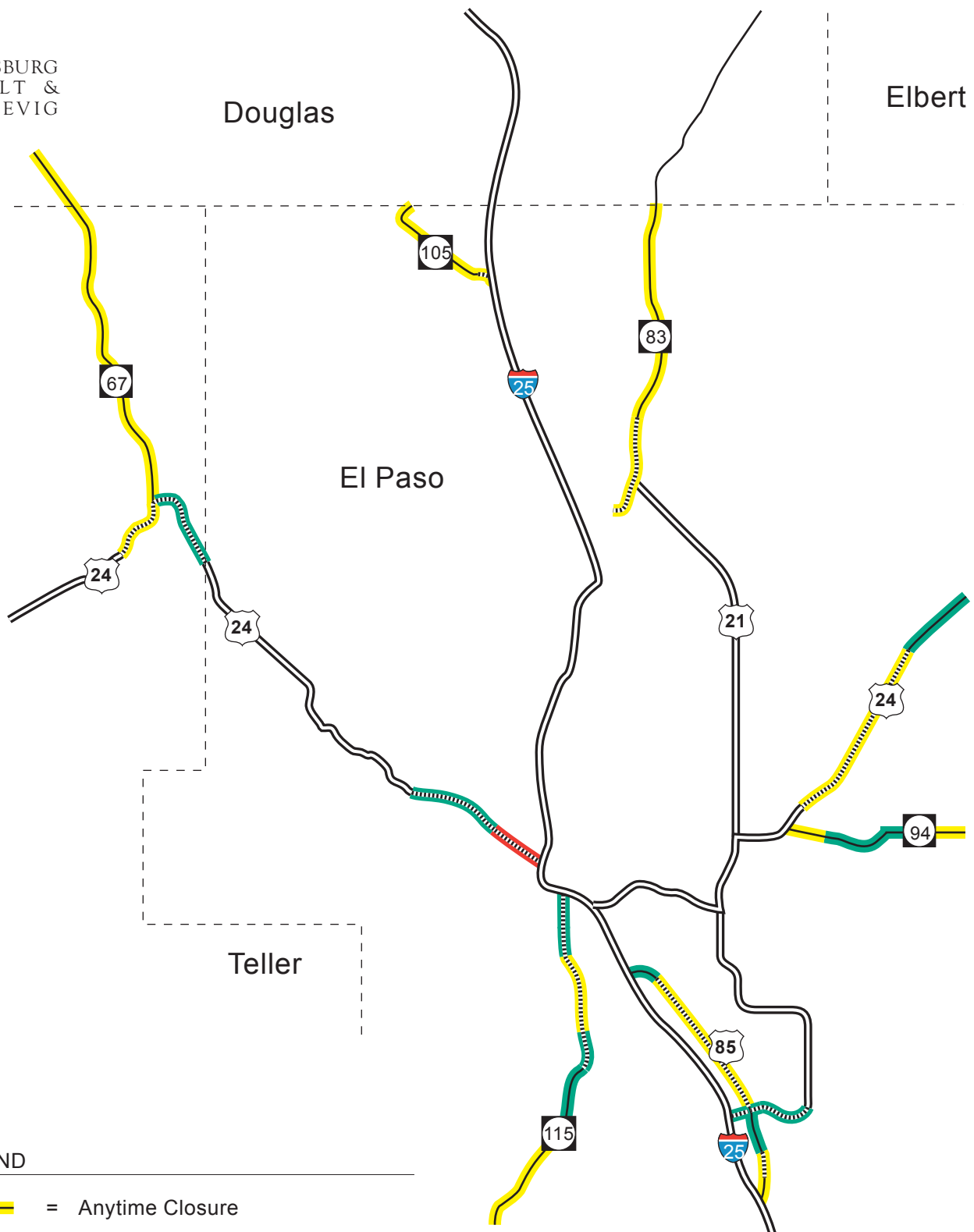
(.25-1.0 Mile Length)

**LEGEND**

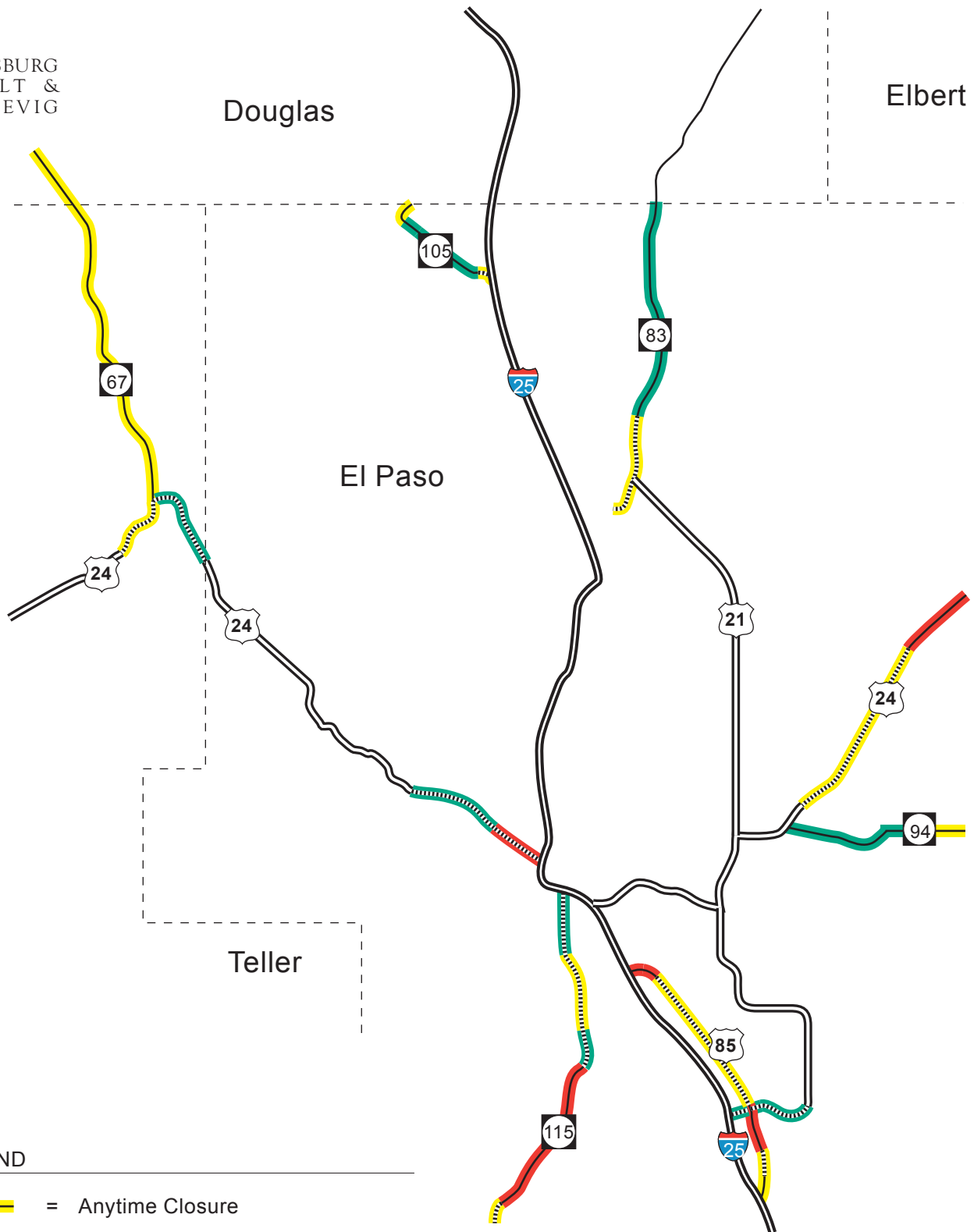
- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = 2 Lane Roadway
- = 3+ Lane Arterial
- = Freeway



\* Arterial lane closure length can vary depending on conditions



**Figure C-3**  
Colorado Springs Area  
Arterial and 2-Lane Roadways  
Lane Closure (<.25 Mile Length) (October-May)



#### LEGEND

- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = 2 Lane Roadway
- ..... = 3+ Lane Arterial
- == = Freeway

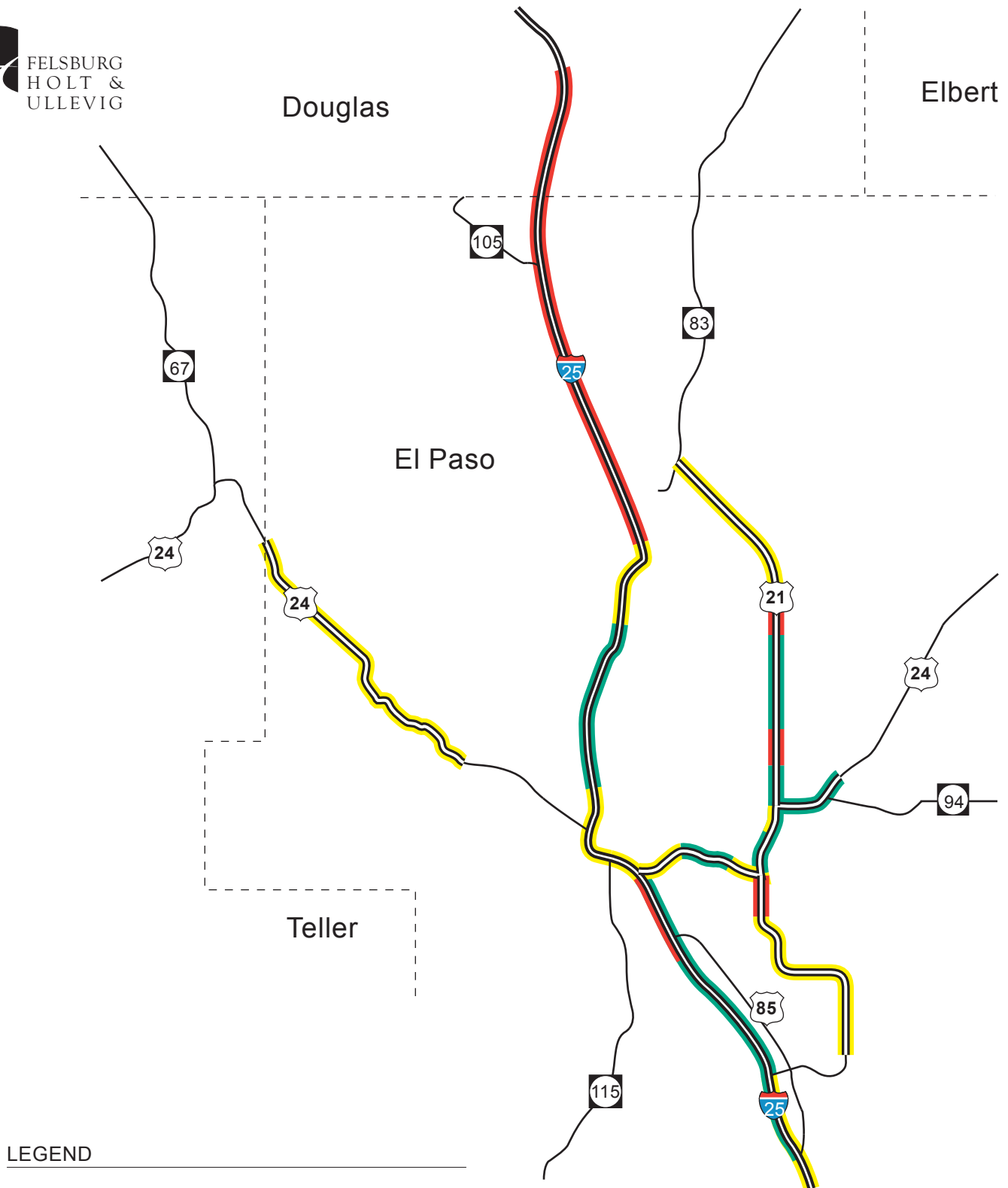
**Figure C-4**

Colorado Springs Area  
Arterial and 2-Lane Roadway

Lane Closure (.25-1.0 Mile Length) (October-May)



\*Arterial lane closure length can vary depending on conditions



**LEGEND**

- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = Arterial
- = Freeway

**Figure C-5**

**Colorado Springs Area  
Freeways and Expressways (Non-Paving Operations)  
Lane Closure (October-May)**



\* Arterial lane closure length can vary depending on conditions

**LEGEND**

- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = Arterial
- = Freeway

\* Arterial lane closure length can vary depending on conditions



Douglas

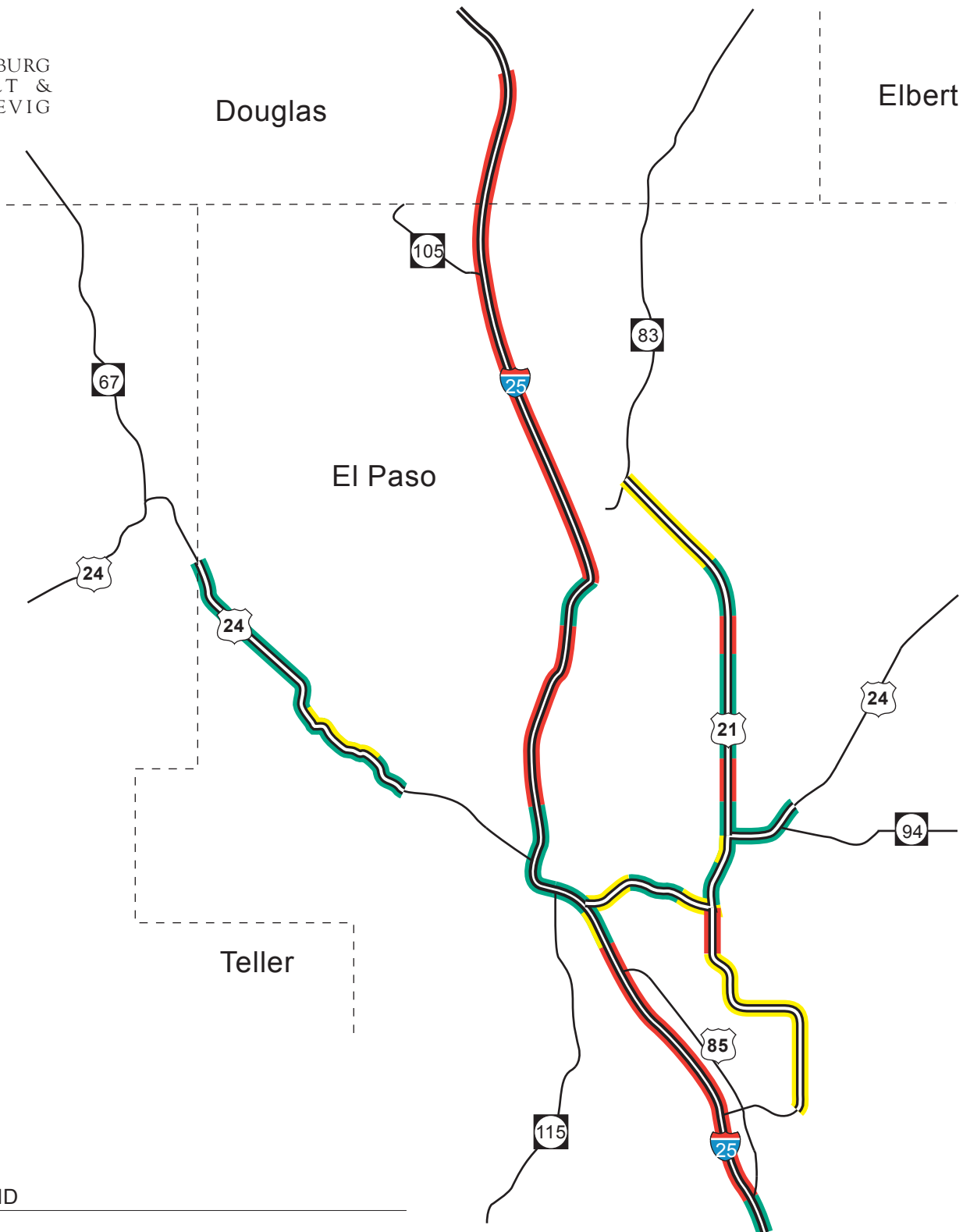
Elbert

El Paso

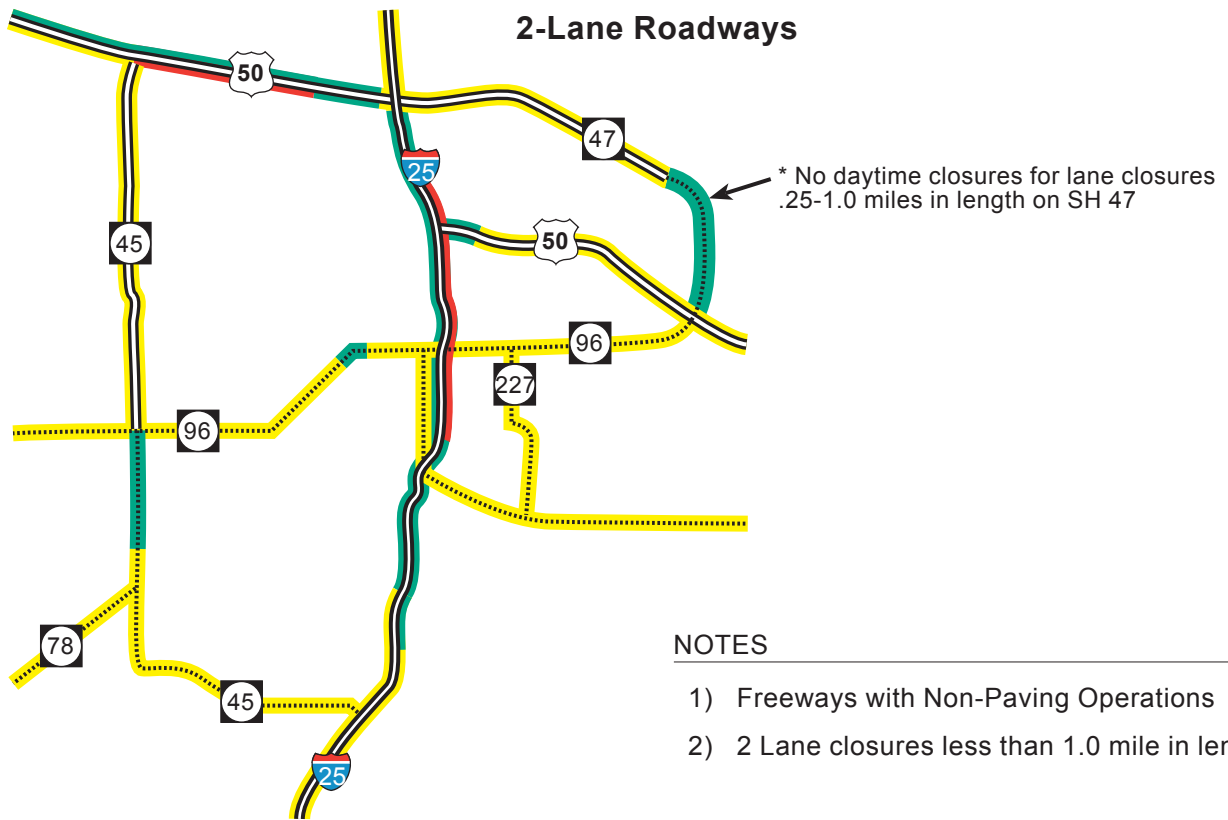
Teller

**Figure C-6**

Colorado Springs Area  
Freeways and Expressways (Paving Operations)  
Lane Closure (October-May)



## A. Freeways, Arterials and 2-Lane Roadways



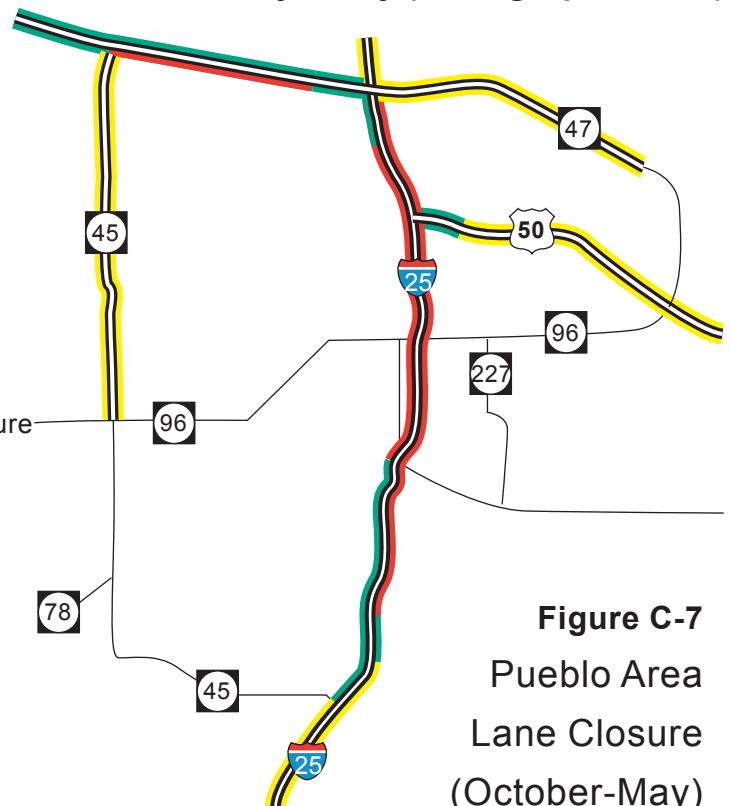
### NOTES

- 1) Freeways with Non-Paving Operations
- 2) 2 Lane closures less than 1.0 mile in length

## B. Freeways Only (Paving Operations)

### LEGEND

- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = Arterial
- = = Freeway



**Figure C-7**  
Pueblo Area  
Lane Closure  
(October-May)





## Appendix C Weekday Lane Closure Restrictions (October - May)

State Highway Number	From	To	Beginning of Section MP	End of Section MP	Lanes	Facility Type	Direction	2 Lane < .25 mile closure	2 Lane .25 - 1 mile Closure	Signalized Multilane Arterial	Freeway Paving Operations	Freeway Other Operations
009A	US 50	Maintenance Boundary	0.000	27.340	2	Arterial	Both	---	---			
010A	I-25	US 50	0.000	71.968	2	Arterial	Both	---	---			
012A	US 160	County Road 22.9	0.000	69.064	2	Collector	Both	---	---			
012A	County Road 22.9	I-25	69.046	70.386	2	Arterial	Both	---	---			
016A	I-25	US 85	0.000	0.860	3	Arterial	Both			7 AM - 9 AM 4 PM - 5 PM		
016A	US 85	Syracuse Street	0.860	1.317	2	Arterial	Both	6 AM - 9 AM 11 AM - 7 PM	5 AM - 9 PM			
016A	Syracuse Street	SH 21	1.317	2.117	4	Arterial	Both			7 AM - 9 AM 4 PM - 5 PM		
021A	SH 16	Hancock Expressway	131.813	138.366	4	Freeway	Both			---		
021A	Hancock Expressway	Fountain Boulevard	138.366	139.582	4	Freeway	Both			8 AM - 8 PM		
021B	Platte Avenue	Omaha Boulevard	141.738	142.734	6	Expressway	Both			Noon - 6 PM		
021B	Omaha Boulevard	Constitution Avenue	142.734	144.000	6	Expressway	NB			8 AM - 8 PM		
021B	Constitution Avenue	Omaha Boulevard	144.000	142.734	6	Expressway	SB			8 AM - 8 PM		
021B	Constitution Avenue	Barnes Road	144.000	145.495	6	Expressway	Both			Noon - 6 PM		
021B	Barnes Road	Dublin Boulevard	145.495	147.741	6	Expressway	Both			4 PM - 6 PM		
021B	Dublin Boulevard	Woodmen Road	147.741	148.707	4	Expressway	NB			7 AM - 7 PM		
021B	Woodmen Road	Dublin Boulevard	148.707	147.741	4	Expressway	SB			9 AM - 9 PM		
021B	Woodmen Road	Research Parkway	148.707	150.024	4	Expressway	NB				1 PM - 6 PM	---
021B	Research Parkway	Woodmen Road	150.024	148.707	4	Expressway	SB				3 PM - 6 PM	---
021B	Research Parkway	SH 83	150.024	154.112	4	Expressway	Both				---	---
024A	Maintenance Boundary	County Road 1	253.730	269.837	2	Arterial	Both	---	---			
024A	County Road 1	County Road 42	269.837	276.492	2	Arterial	Both	---	3 PM - 6 PM			
024A	County Road 42	Ute Pass	276.492	277.980	2	Arterial	Both	4 PM - 6 PM	6 AM - 7 PM			
024A	Ute Pass	Milepost 279	277.980	279.000	4	Arterial	Both			---		
024A	Milepost 279	Piney Point Lane	279.000	283.169	4	Freeway	Both				---	---
024A	Piney Point Lane	SH 67D	283.169	284.822	4	Arterial	Both					
024A	SH 67D	Sundial Drive	284.822	287.184	4	Arterial	EB			1 PM - 5 PM		
024A	Sundial Drive	Maple Street	287.184	285.010	4	Arterial	WB			4 PM - 6 PM		
024A	Sundial Drive	Topeka Avenue	287.184	293.645	4	Freeway	EB				7 AM - 9 AM	---
024A	Topeka Avenue	Sundial Drive	293.645	287.184	4	Freeway	WB				4 PM - 6 PM	---
024A	Topeka Avenue	US 24 Business Loop	293.645	297.080	4	Freeway	EB				4 PM - 6 PM	---
024A	US 24 Business Loop	Topeka Avenue	297.080	293.645	4	Freeway	WB				---	---
024A	US 24 Business Loop	US 24 Business Loop	297.080	299.063	4	Freeway	EB				4 PM - 6 PM	---
024A	US 24 Business Loop	US 24 Business Loop	299.063	297.080	4	Freeway	WB				7 AM - 9 AM	---
024A	US 24 Business Loop	31st Street	299.063	300.437	4	Freeway	Both				4 PM - 6 PM	---
024A	31st Street	21st Street	300.437	302.070	4	Arterial	Both			7 AM - 9 AM Noon - 6 PM		
024A	21st Street	8th Street	302.070	303.433	4	Arterial	Both			7 AM - 6 PM		
024A	8th Street	I-25	303.433	303.816	4	Arterial	EB			6 AM - 9 PM		
024A	I-25	8th Street	303.433	303.816	4	Arterial	WB			8 AM - 9 PM		
024E	US 24	US 24	0.000	4.323	3 / 4	Arterial	Both			---		
024G	Las Vegas Street	Union Boulevard	304.456	305.065	4	Freeway	EB				4 PM - 6 PM	---
024G	Union Boulevard	Las Vegas Street	305.065	304.456	4	Freeway	WB				7 AM - 9 AM 4 PM - 6 PM	---
024G	Union Boulevard	Shasta Drive	305.065	306.299	4	Freeway	Both				---	---
024G	Shasta Drive	Academy Boulevard	306.299	306.976	4	Arterial	Both			7 AM - 9 AM 1 PM - 7 PM		
024G	Academy Boulevard	Jetwing Drive	306.976	307.949	4	Arterial	Both			4 PM - 6 PM		
024G	Jetwing Drive	Powers Boulevard	307.949	308.578	4	Arterial	Both			---		
024G	Powers Boulevard	Stewart Avenue	308.578	310.184	4	Arterial	Both			7 AM - 9 AM 2 PM - 7 PM		
024G	Stewart Avenue	Platte Avenue	310.184	310.878	6	Arterial	EB			4 PM - 6 PM		
024G	Platte Avenue	Stewart Avenue	310.878	310.184	6	Arterial	WB			---		
024G	Platte Avenue	Peterson Field	310.878	311.746	4	Arterial	Both			7 AM - 10 AM 3 PM - 7 PM		
024G	Peterson Field	Marksheffel Road	311.746	313.178	4	Arterial	EB			4 PM - 6 PM		
024G	Marksheffel Road	Peterson Field	313.178	311.746	4	Arterial	WB			6 AM - 9 AM		

--- No closure restrictions

## Appendix C Weekday Lane Closure Restrictions (October - May)

State Highway Number	From	To	Beginning of Section MP	End of Section MP	Lanes	Facility Type	Direction	2 Lane < .25 mile closure	2 Lane .25 - 1 mile Closure	Signalized Multilane Arterial	Freeway Paving Operations	Freeway Other Operations
024G	Marksheffel Road	Garrett Road	313.178	318.000	4	Arterial	Both			---		
024G	Garrett Road	Elbert Road	318.000	325.867	2	Arterial	Both	3 PM - 6 PM	6 AM - 8 PM			
024G	Elbert Road	Peyton Highway	325.867	329.546	2	Arterial	Both	---	4 PM - 6 PM			
024G	Peyton Highway	End 2 Lane Section	329.546	337.855	2	Arterial	Both	---	---			
024G	End 2 Lane Section	8th Street	337.855	339.127	3	Arterial	Both			---		
024G	8th Street	El Paso / Elbert County Line	339.127	350.580	2	Arterial	Both	---	---			
025A	New Mexico / Colorado State Line	SH 45	0.000	94.769	4	Interstate	Both				---	---
025A	SH 45	Indiana Avenue	94.769	95.901	4	Interstate	NB				---	---
025A	Indiana Avenue	SH 45	95.901	94.769	4	Interstate	SB				4 PM - 6 PM	---
025A	Indiana Avenue	Central Avenue	95.901	96.673	4	Interstate	NB				7 AM - 9 AM 11 AM - 7 PM	3 PM - 6 PM
025A	Central Avenue	Indiana Avenue	96.673	95.901	4	Interstate	SB				1 PM - 6 PM	4 PM - 6 PM
025A	Central Avenue	Abriendo Avenue	96.673	97.447	4	Interstate	NB				7 AM - 7 PM	1 PM - 6 PM
025A	Abriendo Avenue	Central Avenue	97.447	96.673	4	Interstate	SB				7 AM - 9 AM 11 AM - 6 PM	2 PM - 6 PM
025A	Abriendo Avenue	Ilex Street	97.447	97.909	4	Interstate	NB				7 AM - 9 PM	7 AM - 9 AM 11 AM - 6 PM
025A	Ilex Street	Abriendo Avenue	97.909	97.447	4	Interstate	SB				7 AM - 9 PM	7 AM - 9 AM Noon - 6 PM
025A	Ilex Street	13th Street	97.909	99.334	4	Interstate	NB				8 AM - 7 PM	11 AM - 6 PM
025A	13th Street	Ilex Street	99.334	97.909	4	Interstate	SB				7 AM - 8 PM	7 AM - 9 AM 1 PM - 6 PM
025A	13th Street	29th Street	99.334	100.681	4	Interstate	NB				8 AM - 10 PM	10 AM - 6 PM
025A	29th Street	13th Street	100.681	99.334	4	Interstate	SB				7 AM - 10 PM	7 AM - 9 AM 11 AM - 7 PM
025A	29th Street	SH 47	100.681	101.389	4	Interstate	NB				11 AM - 6 PM	4 PM - 6 PM
025A	SH 47	29th Street	101.389	100.681	4	Interstate	SB				7 AM - 9 AM Noon - 6 PM	4 PM - 6 PM
025A	SH 47	Purcell Boulevard	101.389	108.102	4	Interstate	Both				---	---
025A	Purcell Boulevard	SH 85	108.102	127.860	4	Interstate	NB				7 AM - 9 AM	---
025A	SH 85	Purcell Boulevard	127.860	108.102	4	Interstate	SB				4 PM - 6 PM	---
025A	SH 85	SH 16	127.860	131.653	4	Interstate	NB				7 AM - 6 PM	---
025A	SH 16	SH 85	131.653	127.860	4	Interstate	SB				11 AM - 7 PM	4 PM - 6 PM
025A	SH 16	SH 83	131.653	135.262	4	Interstate	NB				6 AM - 6 PM	7 AM - 9 AM 4 PM - 6 PM
025A	SH 83	SH 16	135.262	131.653	4	Interstate	SB				9 AM - 7 PM	4 PM - 6 PM
025A	SH 83	Circle Drive	135.262	137.898	4	Interstate	NB				6 AM - 7 PM	6 AM - 9 AM 11 AM - 6 PM
025A	Circle Drive	SH 83	137.898	135.262	4	Interstate	SB				6 AM - 8 PM	7 AM - 6 PM
025A	Circle Drive	US 24E	137.898	138.742	6	Interstate	NB				7 AM - 9 AM	---
025A	US 24E	Circle Drive	138.742	137.898	6	Interstate	SB				---	---
025A	US 24E	Bijou Street	138.742	141.849	6	Interstate	Both				6 AM - 10 AM 2 PM - 6 PM	---
025A	Bijou Street	Woodmen Road	141.849	148.830	6	Interstate	Both				6 AM - 7 PM	7 AM - 9 AM 4 PM - 6 PM
025A	Woodmen Road	Academy Boulevard	148.830	150.303	6	Interstate	Both				6 AM - 9 AM 2 PM - 6 PM	---
025A	Academy Boulevard	North Gate Road	150.303	155.930	4	Interstate	NB				5 AM - 8 PM	6 AM - 6 PM
025A	North Gate Road	SH 83	155.930	150.303	4	Interstate	SB				6 AM - 9 PM	6 AM - 6 PM
025A	North Gate Road	SH 105	155.930	160.763	4	Interstate	NB				6 AM - 6 PM	7 AM - 6 PM
025A	SH 105	North Gate Road	160.763	155.930	4	Interstate	SB				7 AM - 8 PM	10 AM - 6 PM
025A	SH 105	Maintenance Boundary	160.763	167.450	4	Interstate	NB				6 AM - 9 PM	7 AM - 7 PM
025A	Maintenance Boundary	SH 105	167.450	160.763	4	Interstate	SB				6 AM - 9 PM	8 AM - 7 PM
025B	I-25	Main Street	0.000	1.948	2	Collector	Both	---	---			
025C	I-25	Maple Street	0.000	2.380	2	Arterial	Both	---	---			
025C	Maple Street	SH 69	2.380	3.643	2	Arterial	Both	---	8 AM - 6 PM			
025C	SH 69	I-25	3.643	3.947	2	Arterial	Both	---	---			
045A	I-25	Lehigh Street	0.000	3.520	4	Arterial	Both			---		

--- No closure restrictions

## Appendix C Weekday Lane Closure Restrictions (October - May)

State Highway Number	From	To	Beginning of Section MP	End of Section MP	Lanes	Facility Type	Direction	2 Lane < .25 mile closure	2 Lane .25 - 1 mile Closure	Signalized Multilane Arterial	Freeway Paving Operations	Freeway Other Operations
045A	Lehigh Street	SH 96	3.520	4.734	4	Arterial	Both			7 AM - 9 AM Noon - 7 PM		
045A	SH 96	US 50	4.734	8.734	4	Freeway	Both				---	---
047A	I-25	Jerry Murphy Road	0.000	0.842	6	Arterial	Both			---		
047A	Jerry Murphy Road	Milepost 3	0.842	3.000	4	Freeway	Both				---	---
047A	Milepost 3	US 50	3.000	4.635	2	Arterial	Both	7 AM - 9 AM 3 PM - 6 PM	6 AM - 8 PM			
050A	Chaffee / Fremont County Line	MacKenzie Avenue	225.578	281.898	2 / 3 / 4	Arterial	Both	---	---	---		
050A	MacKenzie Avenue	McCulloch Boulevard	281.898	305.811	4	Freeway	Both				---	---
050A	McCulloch Boulevard	Purcell Boulevard	305.811	309.780	4	Freeway	EB				7 AM - 9 AM	---
050A	Purcell Boulevard	McCulloch Boulevard	309.780	305.811	4	Freeway	WB				4 PM - 6 PM	---
050A	Purcell Boulevard	Pueblo Boulevard / SH 45	309.780	312.088	4	Freeway	EB				7 AM - 10 AM Noon - 6 PM	---
050A	Pueblo Boulevard / SH 45	Purcell Boulevard	312.088	309.780	4	Freeway	WB				2 PM - 6 PM	4 PM - 6 PM
050A	Pueblo Boulevard / SH 45	Morris Avenue	312.088	313.788	4	Freeway	EB			7 AM - 7 PM		
050A	Morris Avenue	Pueblo Boulevard / SH 45	313.788	312.088	4	Freeway	WB			11 AM - 8 PM		
050A	Morris Avenue	I-25	313.788	314.523	6	Freeway	Both			4 PM - 6 PM		
050B	I-25	Bonforte Boulevard	316.001	316.551	4	Freeway	EB			2 PM - 6 PM		
050B	Bonforte Boulevard	I-25	316.551	316.001	4	Freeway	WB			7 AM - 9 AM Noon - 6 PM		
050B	Bonforte Boulevard	Change Classification	316.551	324.872	4	Freeway	Both				---	---
050B	Change Classification	Colorado / Kansas State Line	324.229	467.583	2 / 4	Arterial	Both	---	---	---		
050C	SH 96	Northern Avenue	0.000	2.092	4	Arterial	Both					
050C	Northern Avenue	Aspen Street	2.092	2.862	4	Arterial	EB			4 PM - 6 PM		
050C	Aspen Street	Northern Avenue	2.862	2.092	4	Arterial	WB					
050C	Aspen Street	SH 231	2.862	9.449	4	Arterial	Both					
050C	SH 231	US 50	9.449	16.948	2	Arterial	Both	---	---			
067A	SH 96	SH 115	0.000	10.999	2	Collector	Both	---	---			
067B	SH 115	US 50	11.562	14.999	2	Collector	Both	---	---			
067C	4th Street	Midland Avenue (CR 62)	45.560	65.805	2	Arterial	Both	---	---			
067C	Midland Avenue (CR 62)	US 24	65.805	69.999	2	Arterial	Both	---	3 PM - 6 PM			
067D	US 24	Midland Avenue	77.001	77.102	4	Arterial	Both					
067D	Midland Avenue	Deckers	77.102	87.581	2	Arterial	Both	---	---			
069A	I-25 Business Loop	US 50	0.000	82.877	2	Arterial	Both	---	---			
071A	SH 350	SH 10	0.000	9.102	2	Collector	Both	---	---			
071B	SH 10	US 50	9.596	14.535	2	Collector	Both	---	---			
071C	US 50	Crowley / Lincoln County Line	16.157	48.650	2	Arterial	Both	---	---			
078A	SH 165	Encino Drive	0.000	32.265	2	Collector	Both	---	---			
078A	Encino Drive	SH 45	32.265	33.272	3 / 4	Arterial	Both			---		
078B	SH 78	Pennsylvania Avenue	0.000	1.493	2	Collector	Both	---	---			
083A	Interquest Parkway	North Gate Road	19.204	23.127	4	Arterial	Both					
083A	North Gate Road	Hodgen Road	23.127	25.870	2	Arterial	Both	---	7 AM - 9 AM 3 PM - 6 PM			
083A	Hodgen Road	Walker Road	25.870	28.132	2	Arterial	Both	---	6 AM - 10 AM 2 PM - 7 PM			
083A	Walker Road	El Paso / Douglas County Line	28.132	30.237	2	Arterial	Both	---	4 PM - 6 PM			
083B	SH 83	I-25	0.000	0.316	6	Arterial	Both			---		
085A	I-25	Ohio Avenue	128.001	128.564	2	Arterial	Both	---	7 AM - 8 PM			
085A	Ohio Avenue	Comanche Village Drive	128.564	130.000	4	Arterial	Both			---		
085A	Comanche Village Drive	Willow Springs Road	130.000	131.259	2	Arterial	Both	Noon - 1 PM 3 PM - 6 PM	6 AM - 9 PM			
085A	Willow Springs Road	Southmoor Lane	131.259	131.799	4	Arterial	Both			---		
085A	Southmoor Lane	Alegre Street	131.799	131.999	2	Arterial	Both	10 AM - 7 PM	10 AM - 7 PM			
085A	Alegre Street	Glenarm Road	131.999	135.895	4 / 3	Arterial	Both			---		
085A	Glenarm Road	Las Vegas Street	135.895	136.720	2	Arterial	Both	7 AM - 8 AM 11 AM - 7 PM	6 AM - 9 PM			
085A	Las Vegas Street	Ventucci Boulevard	136.720	137.040	2	Arterial	Both	3 PM - 6 PM	6 AM - 8 PM			
089A	SH 116	US 50	0.000	34.340	2	Collector	Both	---	---			

--- No closure restrictions

## Appendix C Weekday Lane Closure Restrictions (October - May)

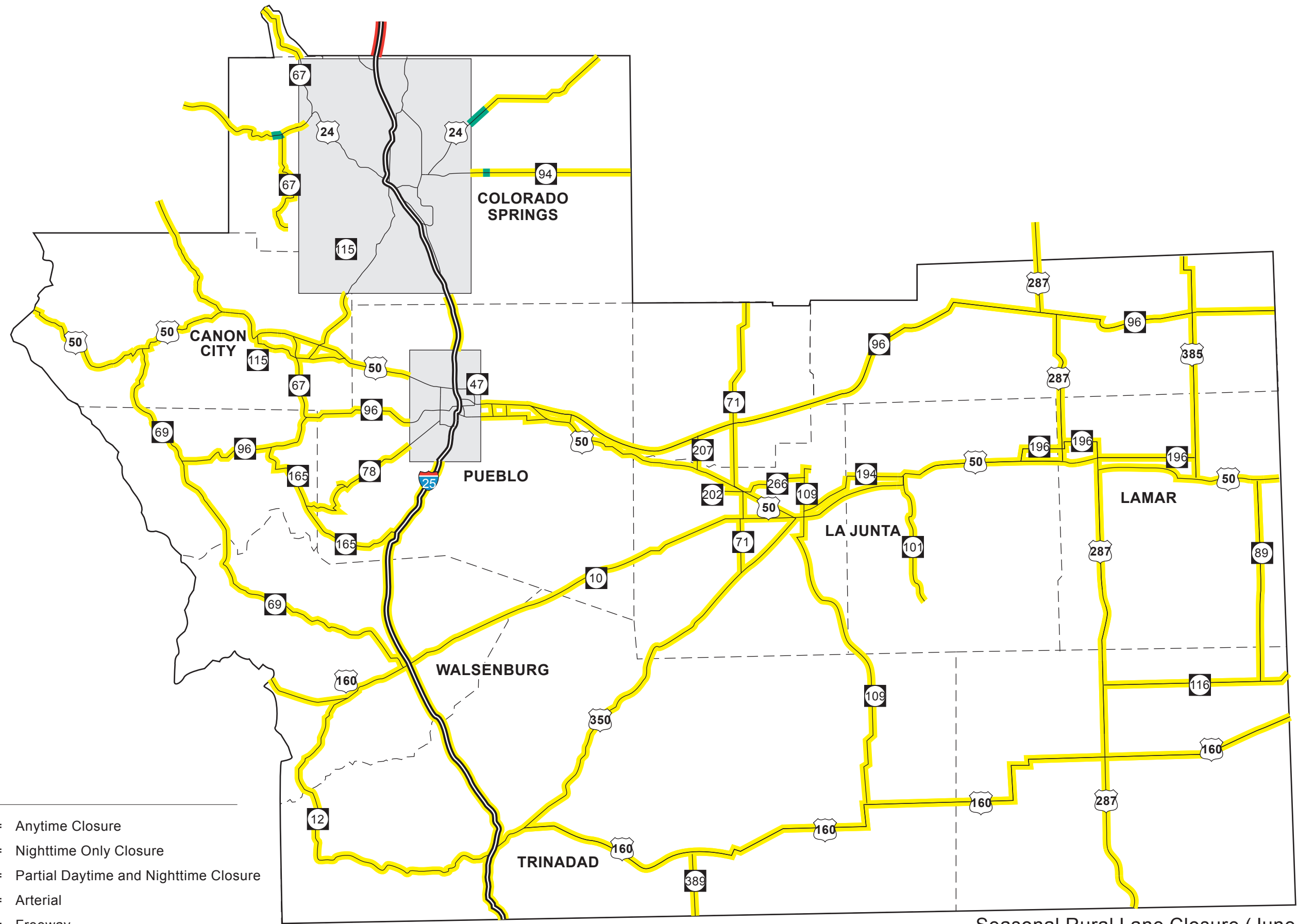
State Highway Number	From	To	Beginning of Section MP	End of Section MP	Lanes	Facility Type	Direction	2 Lane < .25 mile closure	2 Lane .25 - 1 mile Closure	Signalized Multilane Arterial	Freeway Paving Operations	Freeway Other Operations
094A	US 24	Space Village Avenue	0.000	1.020	2	Arterial	Both	---	5 AM - 8 AM 3 PM - 6 PM			
094A	Space Village Avenue	Franceville Coal Mine Road	1.020	6.000	2	Arterial	Both	6 AM - 8 AM 4 PM - 6 PM	6 AM - 9 AM 2 PM - 7 PM			
094A	Franceville Coal Mine Road	Blaney Road	6.000	7.067	3	Arterial	Both		---			
094A	Blaney Road	Enoch Road	7.067	9.094	2	Arterial	Both	6 AM - 8 AM 4 PM - 6 PM	6 AM - 9 AM 1 PM - 7 PM			
094A	Enoch Road	El Paso / Lincoln County Line	9.094	35.008	2	Arterial	Both	---	---			
096A	SH 69	McCarthy Boulevard	0.000	51.537	2	Arterial	Both	---	---			
096A	McCarthy Boulevard	Prairie Avenue	51.537	53.756	4	Arterial	Both		---			
096A	Prairie Avenue	Abriendo Avenue	53.756	54.761	4	Arterial	EB		---			
096A	Abriendo Avenue	Prairie Avenue	54.761	53.756	4	Arterial	WB			4 PM - 6 PM		
096A	Abriendo Avenue	Elizabeth Street	54.761	55.672	4	Arterial	EB			7 AM - 9 AM Noon - 5 PM		
096A	Elizabeth Street	Abriendo Avenue	55.672	54.761	4	Arterial	WB			Noon - 6 PM		
096A	Elizabeth Street	US 50	55.672	58.817	4	Arterial	Both		---			
096B	US 50	Avondale Boulevard	69.480	70.573	2	Arterial	Both	---	7 AM - 9 AM Noon - 6 PM			
096B	Avondale Boulevard	SH 71	70.573	105.830	2	Arterial	Both	---	---			
096C	SH 71	US 287	106.351	165.971	2	Arterial	Both	---	---			
096D	US 287	Colorado / Kansas State Line	169.001	207.454	2	Arterial	Both	---	---			
100A	US 160	Main Street	0.000	0.419	2	Collector	Both	---	---			
101A	US 50	County Road K	0.000	21.413	2	Collector	Both	---	---			
105A	Jackson Creek Road	Frontage Road	4.713	5.583	4	Arterial	Both			---		
105A	Frontage Road	Red Rock Ranch	5.583	7.407	2	Arterial	Both	---	7 AM - 9 AM Noon - 7 PM			
105A	Red Rock Ranch	El Paso / Douglas County Line	7.407	9.480	2	Arterial	Both	---	---			
109A	US 160	22nd Street	0.000	54.790	2	Collector	Both	---	---			
109A	22nd Street	Canal Road	54.790	57.791	2	Arterial	Both	---	---			
109A	Canal Road	1st Street	57.791	65.768	2	Collector	Both	---	---			
109B	US 50	SH 109	0.000	0.184	2	Arterial	Both	---	---			
115A	US 50	MacKenzie Avenue	0.000	4.661	2	Arterial	Both	---	---			
115A	MacKenzie Avenue	McCumber Lane	4.661	5.696	2	Collector	Both	---	Noon - 6 PM			
115A	McCumber Lane	Main Street	5.696	8.487	2	Collector	Both	---	3 PM - 6 PM			
115A	Main Street	SH 120	8.487	11.046	2	Collector	Both	---	---			
115A	SH 120	US 50 Ramps	11.046	13.922	2	Collector	Both	---	3 PM - 6 PM			
115A	US 50 Ramps	End 3 Lane Section	13.922	20.100	3 / 4	Arterial	Both		---			
115A	End 3 Lane Section	End 2 Lane Section	20.100	24.400	2	Arterial	Both	---	6 AM - 6 PM			
115A	End 2 Lane Section	End 4 Lane Section	24.400	25.700	4	Arterial	Both		---			
115A	End 4 Lane Section	End 2 Lane Section	25.700	30.200	2	Arterial	Both	---	6 AM - 6 PM			
115A	End 2 Lane Section	Wild Horse Road	30.200	32.430	3 / 4	Arterial	Both		---			
115A	Wild Horse Road	Little Turkey Creek Road	32.430	34.490	2	Arterial	Both	---	6 AM - 6 PM			
115A	Little Turkey Creek Road	Glenrock Drive	34.490	37.527	3 / 4	Arterial	Both		---			
115A	Glenrock Drive	Cherokee Road	37.527	39.651	2	Arterial	Both	---	6 AM - 7 PM			
115A	Cherokee Road	End 3 Lane Section	39.651	40.050	3	Arterial	Both		---			
115A	End 3 Lane Section	Nelson Boulevard	40.050	41.836	2	Arterial	Both	7 AM - 9 AM 3 PM - 7 PM	6 AM - 8 PM			
115A	Nelson Boulevard	O'Connell Boulevard	41.836	42.671	4	Arterial	NB				4 PM - 6 PM	---
115A	O'Connell Boulevard	Nelson Boulevard	42.671	41.836	4	Arterial	SB				---	---
115A	O'Connell Boulevard	Cheyenne Meadows Road	42.671	44.546	4	Arterial	Both				---	---
115A	Cheyenne Meadows Road	I-25	44.546	47.496	4	Arterial	NB			7 AM - 9 AM 1 PM - 5 PM		
115A	I-25	Cheyenne Meadows Road	47.496	44.546	4	Arterial	SB			2 PM - 6 PM		
116A	US 287	Colorado / Kansas State Line	0.000	32.322	2	Collector	Both	---	---			
120A	SH 115	US 50	0.000	6.999	2	Collector	Both	---	---			
160A	Costilla / Huerfano County Line	End 3 Lane Section	278.625	287.000	3	Arterial	Both		---			
160A	End 3 Lane Section	County Road 502	287.000	301.610	2	Arterial	Both	---	---			
160A	County Road 502	Railroad Overpass	301.610	303.230	3	Arterial	Both		---			
160A	Railroad Overpass	Bear Creek Road	303.230	304.415	2	Arterial	Both	---	10 AM - 5 PM			

--- No closure restrictions

## Appendix C Weekday Lane Closure Restrictions (October - May)

State Highway Number	From	To	Beginning of Section MP	End of Section MP	Lanes	Facility Type	Direction	2 Lane < .25 mile closure	2 Lane .25 - 1 mile Closure	Signalized Multilane Arterial	Freeway Paving Operations	Freeway Other Operations
160A	Bear Creek Road	I-25 Business Loop	304.415	305.380	2	Arterial	Both	---	---			
160B	I-25 Business Loop	I-25	305.526	306.350	2	Arterial	Both	---	---			
160C	I-25	Colorado / Kansas State Line	344.612	496.999	2	Arterial	Both	---	---			
165A	SH 96	Crow Road	0.000	34.718	2	Collector	Both	---	---			
165A	Crow Road	I-25	34.718	36.843	2	Collector	Both	---	8 AM - Noon			
167A	County Road 2	County Road JJ	0.000	4.860	2	Collector	Both	---	---			
183A	US 50	County Road HH	0.000	0.999	2	Collector	Both	---	---			
194A	SH 109	US 50	0.000	19.997	2	Arterial	Both	---	---			
196A	US 50	US 385	0.000	35.637	2	Collector	Both	---	---			
196B	US 287	SH 96	0.000	0.200	2	Collector	Both	---	---			
202A	US 50	County Road 16	0.000	2.999	2	Collector	Both	---	---			
207A	US 50	SH 96	0.000	5.935	2	Collector	Both	---	---			
209A	US 50	SH 96	0.000	1.528	2	Collector	Both	---	---			
227A	US 50 Business Loop	Portland Avenue	0.000	0.896	2	Arterial	Both	---	---			
227A	Portland Avenue	SH 96	0.896	1.851	4	Arterial	Both	---	---	---		
231A	US 50 Business Loop	US 50	0.000	1.999	2	Collector	Both	---	---			
233A	US 50 Business Loop	US 50	0.000	1.999	2	Collector	Both	---	---			
239A	US 160	County Road 32	0.000	3.345	2	Arterial	Both	---	---			
266A	US 50	SH 109	0.000	11.516	2	Collector	Both	---	---			
287A	Oklahoma / Colorado State Line	US 50	0.000	77.639	2 / 3 / 4	Arterial	Both	---	---			
287B	US 50	Maintenance Boundary / SH 40	85.370	132.999	2	Arterial	Both	---	---			
350A	US 160	US 50	0.000	72.999	2	Arterial	Both	---	---			
385A	US 50	SH 96	95.055	122.879	2	Arterial	Both	---	---			
385B	SH 96	Kiowa / Cheyenne County Line	123.670	135.413	2	Arterial	Both	---	---			
389A	New Mexico / Colorado State Line	US 160	0.000	12.803	2	Collector	Both	---	---			

**APPENDIX D      WEEKDAY SEASONAL CLOSURE SCHEDULES  
(JUNE-SEPTEMBER)**



LEGEND

- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = Arterial
- == = Freeway



North

Note: Freeways and expressways show lane closure restrictions for non-paving operations of any length.

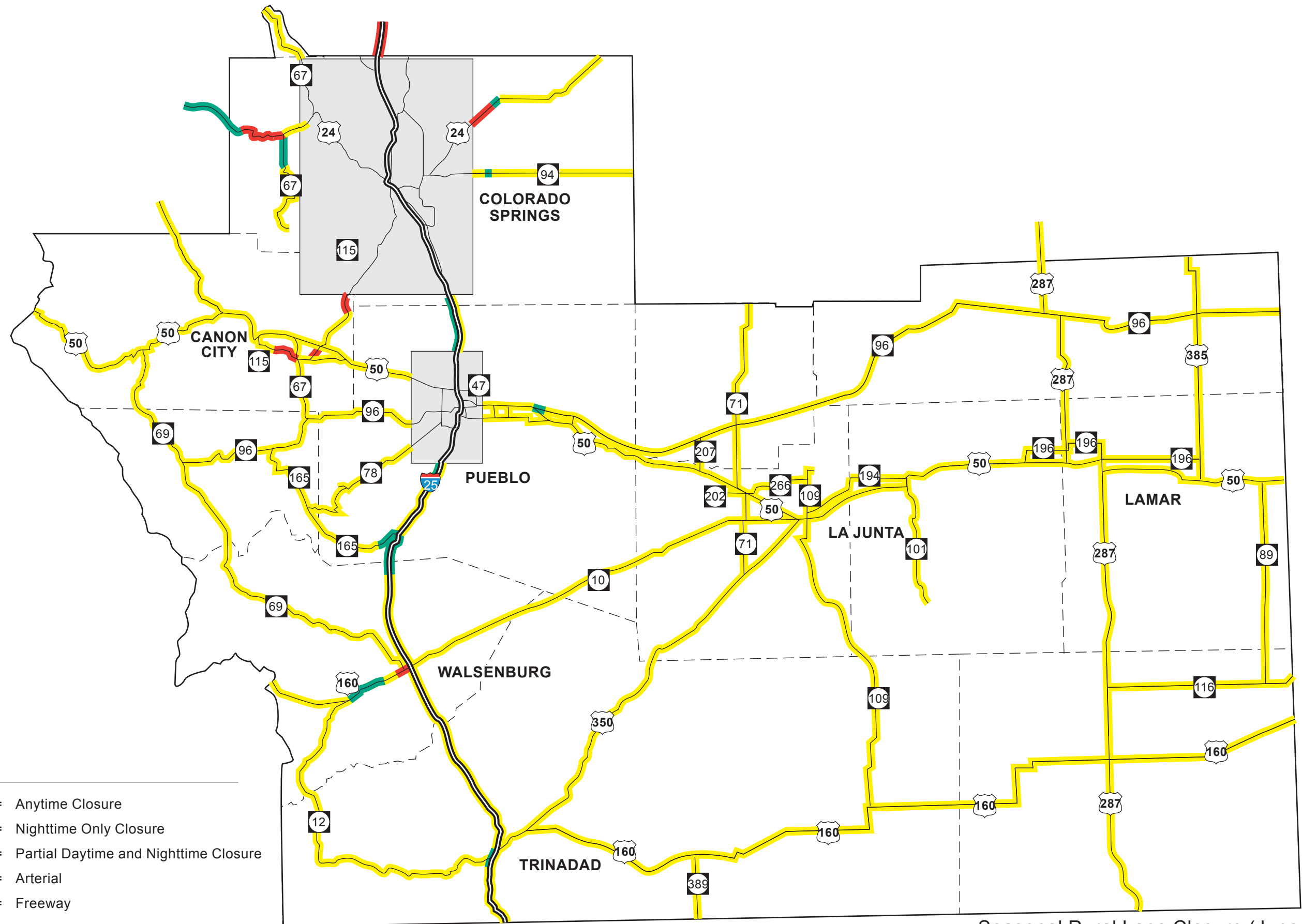
**Figure D-1**  
Region 2  
Seasonal Rural Lane Closure (June - September)  
(<.25 Mile Length)

LEGEND

- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = Arterial
- = Freeway



North



Note: Freeways and expressways show lane closure restrictions for paving operations of any length.

**Figure D-2**  
Region 2  
Seasonal Rural Lane Closure (June - September)  
(.25-1.0 Mile Length)

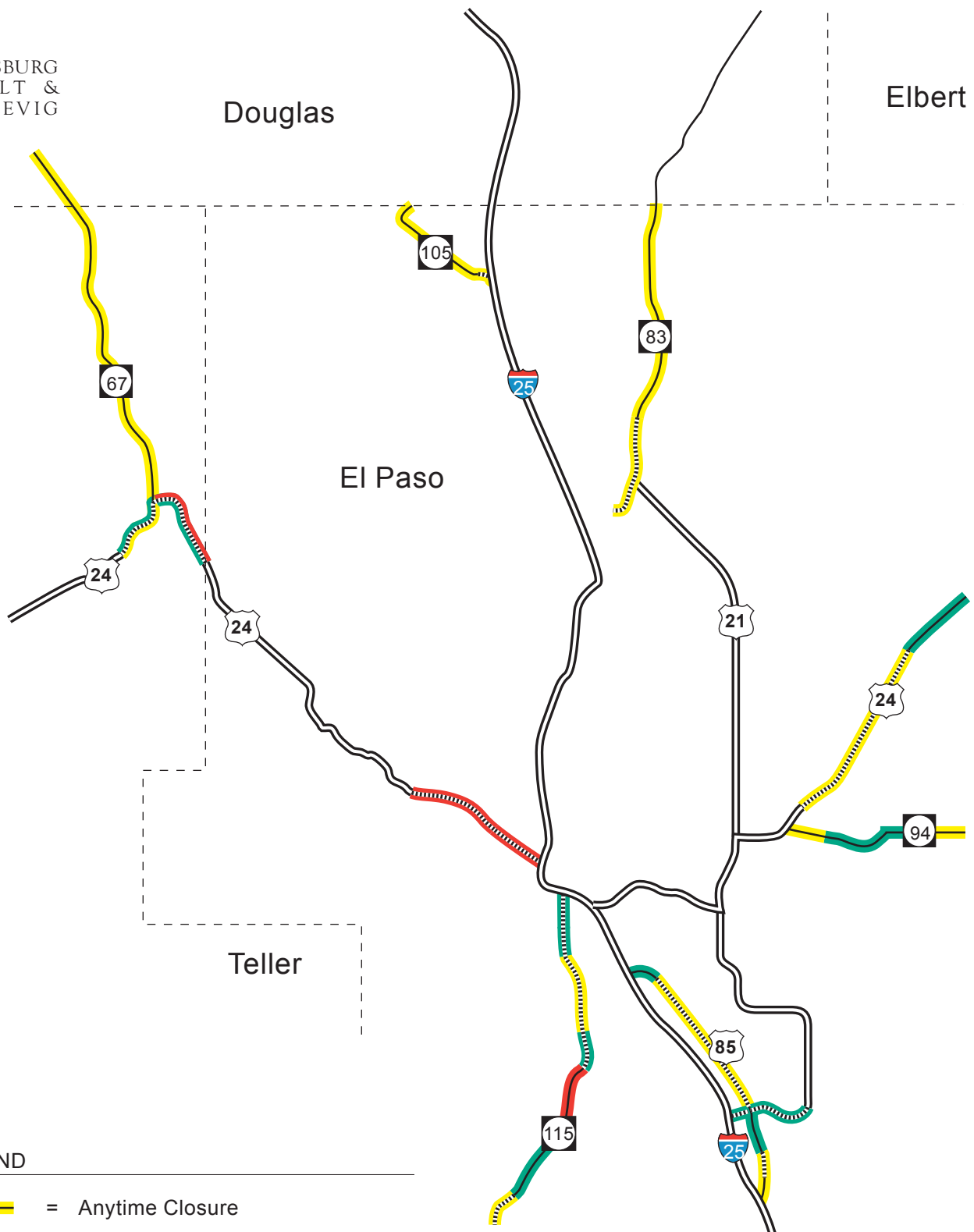


**LEGEND**

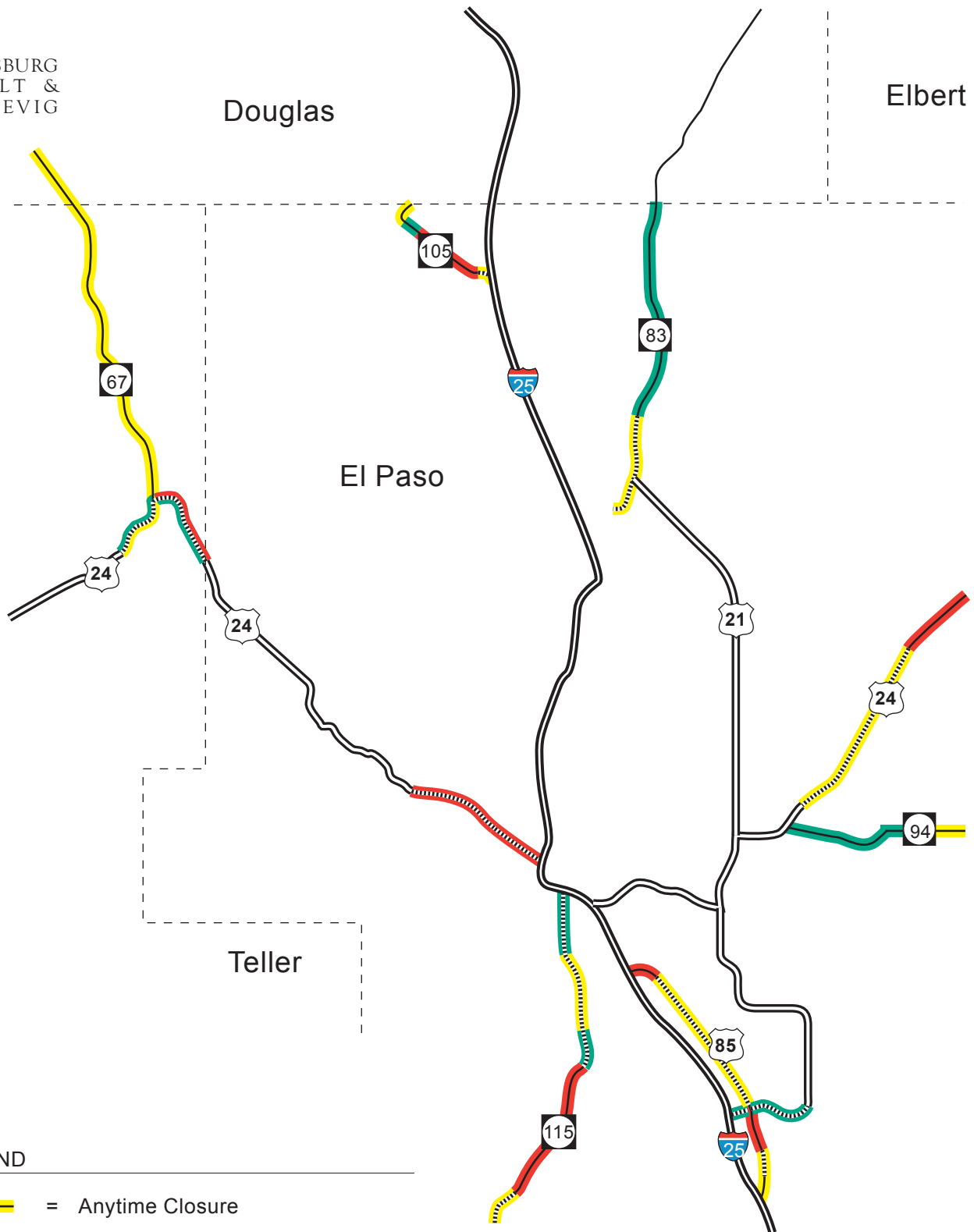
- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = 2 Lane Roadway
- ⋯ = 3+ Lane Arterial
- = = Freeway



\* Arterial lane closure length can vary depending on conditions



**Figure D-3**  
Colorado Springs Area  
Arterial and 2-Lane Roadways  
Seasonal Lane Closure (<.25 Mile Length)  
(June - September)



#### LEGEND

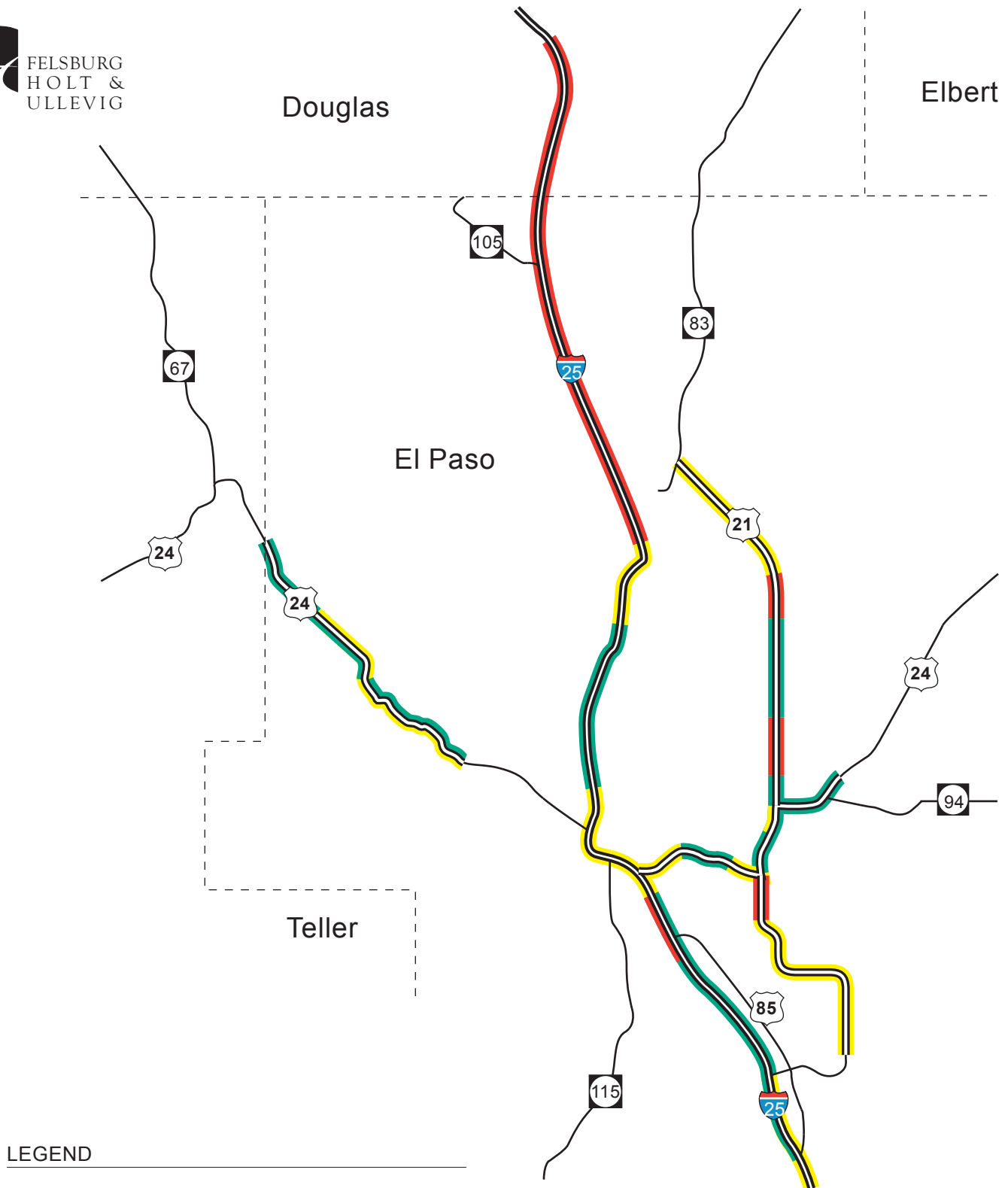
- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = 2 Lane Roadway
- ..... = 3+ Lane Arterial
- == = Freeway

**Figure D-4**

Colorado Springs Area  
Arterial and 2-Lane Roadways  
Seasonal Lane Closure (.25-1.0 Mile Length)  
(June - September)



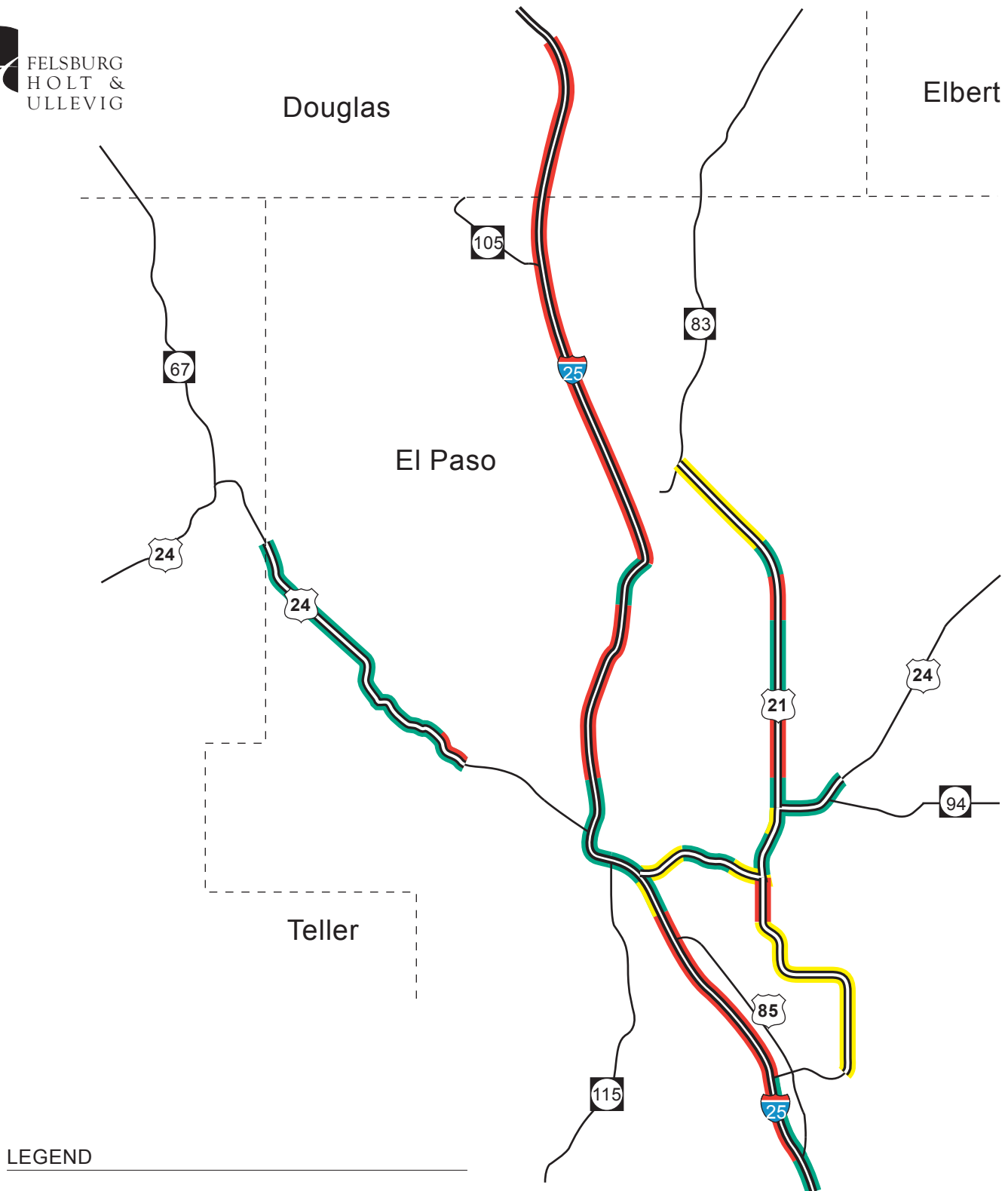
\* Arterial lane closure length can vary depending on conditions



**Figure D-5**  
Colorado Springs Area  
Freeways and Expressways (Non-Paving Operations)  
Seasonal Lane Closure  
(June - September)



\* Arterial lane closure length can vary depending on conditions



#### LEGEND

- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = Arterial
- = = Freeway

**Figure D-6**

Colorado Springs Area

Freeways and Expressways (Paving Operations)

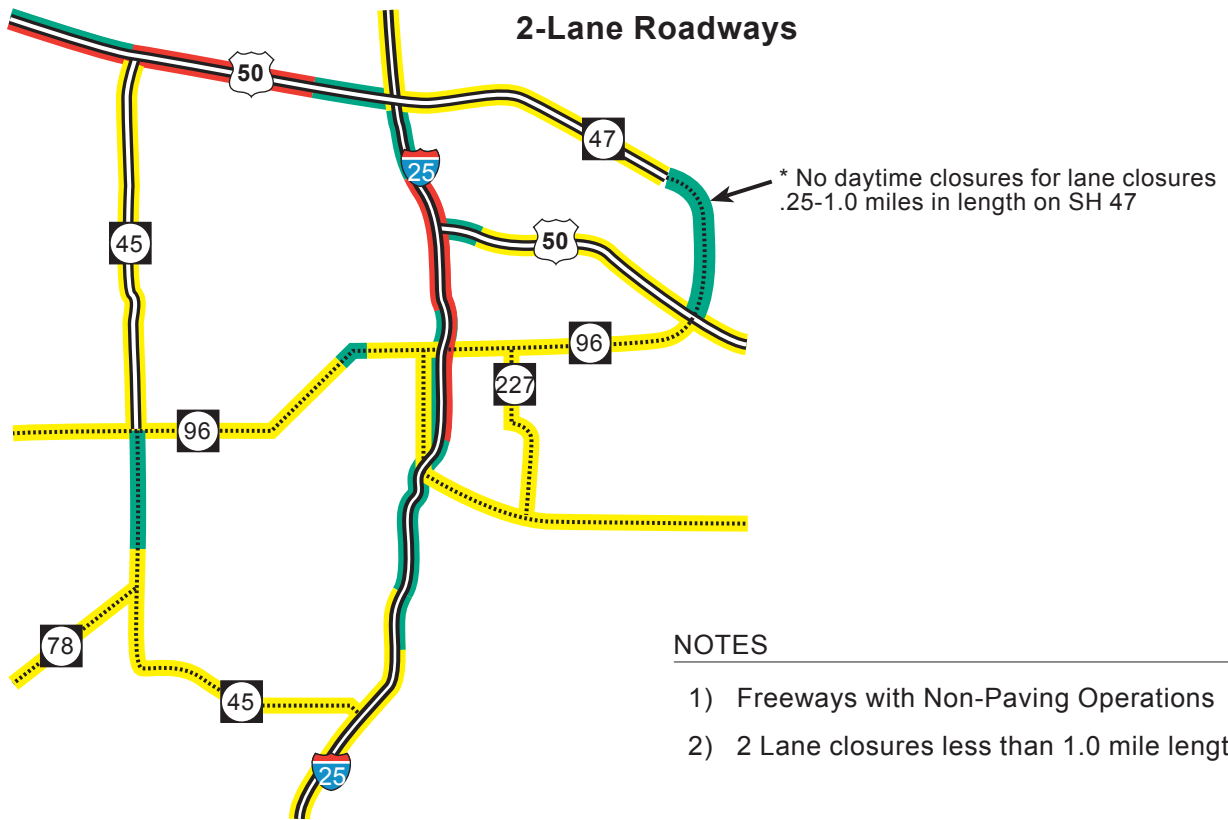
Seasonal Lane Closure

(June - September)



\* Arterial lane closure length can vary depending on conditions

### A. Freeways, Arterials and 2-Lane Roadways



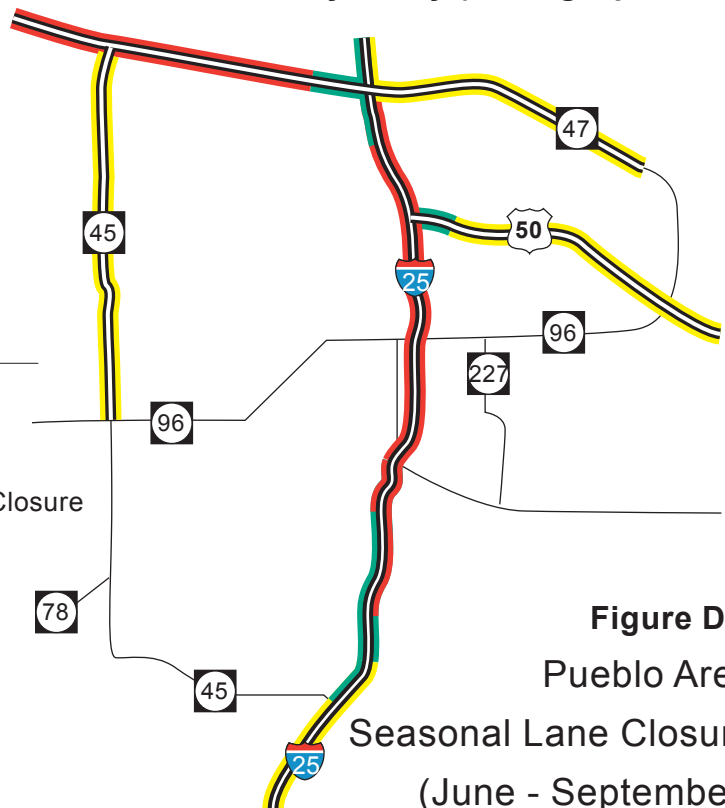
#### NOTES

- 1) Freeways with Non-Paving Operations
- 2) 2 Lane closures less than 1.0 mile length

### B. Freeways Only (Paving Operations)

#### LEGEND

- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = Arterial
- = Freeway



**Figure D-7**  
**Pueblo Area**  
**Seasonal Lane Closure**  
**(June - September)**



## Appendix D Weekday Seasonal Lane Closure Restrictions (June - September)

State Highway Number	From	To	Beginning of Section MP	End of Section MP	Lanes	Facility Type	Direction	2 Lane < .25 mile closure	2 Lane .25 - 1 mile Closure	Signalized Multilane Arterial	Freeway Paving Operations	Freeway Other Operations
009A	US 50	Maintenance Boundary	0.000	27.340	2	Arterial	Both	---	---			
010A	I-25	US 50	0.000	71.968	2	Arterial	Both	---	---			
012A	US 160	County Road 22.9	0.000	69.064	2	Collector	Both	---	---			
012A	County Road 22.9	I-25	69.046	70.386	2	Arterial	Both	---	---			
016A	I-25	US 85	0.000	0.860	3	Arterial	Both			7 AM - 9 AM 4 PM - 5 PM		
016A	US 85	Syracuse Street	0.860	1.317	2	Arterial	Both	6 AM - 9 AM 11 AM - 7 PM	5 AM - 9 PM			
016A	Syracuse Street	SH 21	1.317	2.117	4	Arterial	Both			7 AM - 9 AM 4 PM - 5 PM		
021A	SH 16	Hancock Expressway	131.813	138.366	4	Freeway	Both			---		
021A	Hancock Expressway	Fountain Boulevard	138.366	139.582	4	Freeway	Both			8 AM - 8 PM		
021B	Platte Avenue	Omaha Boulevard	141.738	142.734	6	Expressway	Both			Noon - 6 PM		
021B	Omaha Boulevard	Constitution Avenue	142.734	144.000	6	Expressway	NB			8 AM - 8 PM		
021B	Constitution Avenue	Omaha Boulevard	144.000	142.734	6	Expressway	SB			8 AM - 8 PM		
021B	Constitution Avenue	Barnes Road	144.000	145.495	6	Expressway	Both			Noon - 6 PM		
021B	Barnes Road	Dublin Boulevard	145.495	147.741	6	Expressway	Both			4 PM - 6 PM		
021B	Dublin Boulevard	Woodmen Road	147.741	148.707	4	Expressway	NB			7 AM - 7 PM		
021B	Woodmen Road	Dublin Boulevard	148.707	147.741	4	Expressway	SB			9 AM - 9 PM		
021B	Woodmen Road	Research Parkway	148.707	150.024	4	Expressway	NB				1 PM - 6 PM	---
021B	Research Parkway	Woodmen Road	150.024	148.707	4	Expressway	SB				3 PM - 6 PM	---
021B	Research Parkway	SH 83	150.024	154.112	4	Expressway	Both				---	---
024A	Maintenance Boundary	County Road 1	253.730	269.837	2	Arterial	Both	---	1 PM - 6 PM			
024A	County Road 1	County Road 42	269.837	276.492	2	Arterial	Both	---	10 AM - 7 PM			
024A	County Road 42	Ute Pass	276.492	277.980	2	Arterial	Both	7 AM - 9 AM 3 PM - 7 PM	6 AM - 8 PM			
024A	Ute Pass	Milepost 279	277.980	279.000	4	Arterial	EB			---		
024A	Milepost 279	Ute Pass	279.000	277.980	4	Arterial	WB			4 PM - 6 PM		
024A	Milepost 279	Piney Point Lane	279.000	283.169	4	Freeway	Both			---		---
024A	Piney Point Lane	SH 67D	283.169	284.822	4	Arterial	EB			---		
024A	SH 67D	Piney Point Lane	284.822	283.169	4	Arterial	WB			4 PM - 6 PM		
024A	SH 67D	Sundial Drive	284.822	287.184	4	Arterial	EB			1 PM - 7 PM		
024A	Sundial Drive	SH 67D	287.184	284.822	4	Arterial	WB			7 AM - 4 PM		
024A	Sundial Drive	Leave Green Mountain City Limits	287.184	289.777	4	Freeway	EB				6 AM - 9 AM	7 AM - 9 AM
024A	Leave Green Mountain City Limits	Sundial Drive	289.777	287.184	4	Freeway	WB				3 PM - 6 PM	4 PM - 6 PM
024A	Leave Green Mountain City Limits	Topeka Avenue	289.777	293.645	4	Freeway	EB				6 AM - 9 AM	---
024A	Topeka Avenue	Leave Green Mountain City Limits	293.645	289.777	4	Freeway	WB				4 PM - 6 PM	4 PM - 6 PM
024A	Topeka Avenue	US 24 Business Loop	293.645	297.080	4	Freeway	EB				4 PM - 6 PM	4 PM - 6 PM
024A	US 24 Business Loop	Topeka Avenue	297.080	293.645	4	Freeway	WB				7 AM - 9 AM	---
024A	US 24 Business Loop	US 24 Business Loop	297.080	299.063	4	Freeway	EB				3 PM - 7 PM	4 PM - 6 PM
024A	US 24 Business Loop	US 24 Business Loop	299.063	297.080	4	Freeway	WB				7 AM - 10 AM 2 PM - 5 PM	---
024A	US 24 Business Loop	31st Street	299.063	300.437	4	Freeway	Both				7 AM - 7 PM	4 PM - 6 PM
024A	31st Street	21st Street	300.437	302.070	4	Arterial	Both			7 AM - 7 PM		
024A	21st Street	8th Street	302.070	303.433	4	Arterial	Both			6 AM - 8 PM		
024A	8th Street	I-25	303.433	303.816	4	Arterial	Both			6 AM - 10 PM		
024E	US 24	Ridge Road	0.000	3.498	3 / 4	Arterial	Both			---		
024E	Ridge Road	US 24	3.498	4.323	4	Arterial	EB			---		
024E	US 24	Ridge Road	4.323	3.498	4	Arterial	WB			4 PM - 6 PM		
024G	Las Vegas Street	Union Boulevard	304.456	305.065	4	Freeway	EB				4 PM - 6 PM	---
024G	Union Boulevard	Las Vegas Street	305.065	304.456	4	Freeway	WB				7 AM - 9 AM 4 PM - 6 PM	---
024G	Union Boulevard	Shasta Drive	305.065	306.299	4	Freeway	Both				---	---
024G	Shasta Drive	Academy Boulevard	306.299	306.976	4	Arterial	Both			7 AM - 9 AM 1 PM - 7 PM		
024G	Academy Boulevard	Jetwing Drive	306.976	307.949	4	Arterial	Both			4 PM - 6 PM		
024G	Jetwing Drive	Powers Boulevard	307.949	308.578	4	Arterial	Both			---		
024G	Powers Boulevard	Stewart Avenue	308.578	310.184	4	Arterial	Both			7 AM - 9 AM 2 PM - 7 PM		
024G	Stewart Avenue	Platte Avenue	310.184	310.878	6	Arterial	EB			4 PM - 6 PM		
024G	Platte Avenue	Stewart Avenue	310.878	310.184	6	Arterial	WB			---		

--- No closure restrictions

## Appendix D Weekday Seasonal Lane Closure Restrictions (June - September)

State Highway Number	From	To	Beginning of Section MP	End of Section MP	Lanes	Facility Type	Direction	2 Lane < .25 mile closure	2 Lane .25 - 1 mile Closure	Signalized Multilane Arterial	Freeway Paving Operations	Freeway Other Operations
024G	Platte Avenue	Peterson Field	310.878	311.746	4	Arterial	Both			7 AM - 10 AM 3 PM - 7 PM		
024G	Peterson Field	Marksheffel Road	311.746	313.178	4	Arterial	EB			4 PM - 6 PM		
024G	Marksheffel Road	Peterson Field	313.178	311.746	4	Arterial	WB			6 AM - 9 AM		
024G	Marksheffel Road	Garrett Road	313.178	318.000	4	Arterial	Both			---		
024G	Garrett Road	Elbert Road	318.000	325.867	2	Arterial	Both	3 PM - 6 PM	6 AM - 8 PM			
024G	Elbert Road	Peyton Highway	325.867	329.546	2	Arterial	Both	---	4 PM - 6 PM			
024G	Peyton Highway	End 2 Lane Section	329.546	337.855	2	Arterial	Both	---	---			
024G	End 2 Lane Section	8th Street	337.855	339.127	3	Arterial	Both			---		
024G	8th Street	El Paso / Elbert County Line	339.127	350.580	2	Arterial	Both	---	---			
025A	New Mexico / Colorado State Line	Starkville Interchange	0.000	11.013	4	Interstate	Both				---	---
025A	Starkville Interchange	Country Club Drive Interchange	11.013	13.000	4	Interstate	NB				---	---
025A	Country Club Drive Interchange	Starkville Interchange	13.000	11.013	4	Interstate	SB				4 PM - 6 PM	---
025A	Country Club Drive Interchange	Apache Interchange	13.000	66.749	4	Interstate	Both				---	---
025A	Apache Interchange	SH 165	66.749	74.367	4	Interstate	NB				4 PM - 6 PM	---
025A	SH 165	Apache Interchange	74.367	66.749	4	Interstate	SB				Noon - 5 PM	---
025A	SH 165	Brantzell Interchange	74.367	83.461	4	Interstate	Both				---	---
025A	Brantzell Interchange	SH 45	83.461	94.769	4	Interstate	NB				---	---
025A	SH 45	Brantzell Interchange	94.769	83.461	4	Interstate	SB				4 PM - 6 PM	---
025A	SH 45	Indiana Avenue	94.769	95.901	4	Interstate	NB				---	---
025A	Indiana Avenue	SH 45	95.901	94.769	4	Interstate	SB				2 PM - 6 PM	---
025A	Indiana Avenue	Central Avenue	95.901	96.673	4	Interstate	NB				7 AM - 9 AM 11 AM - 7 PM	2 PM - 6 PM
025A	Central Avenue	Indiana Avenue	96.673	95.901	4	Interstate	SB				9 AM - 6 PM	2 PM - 6 PM
025A	Central Avenue	Abriendo Avenue	96.673	97.447	4	Interstate	NB				7 AM - 7 PM	7 AM - 9 AM Noon - 6 PM
025A	Abriendo Avenue	Central Avenue	97.447	96.673	4	Interstate	SB				8 AM - 7 PM	1 PM - 6 PM
025A	Abriendo Avenue	Ilex Street	97.447	97.909	4	Interstate	NB				7 AM - 9 PM	7 AM - 7 PM
025A	Ilex Street	Abriendo Avenue	97.909	97.447	4	Interstate	SB				7 AM - 9 PM	7 AM - 9 AM 11 AM - 6 PM
025A	Ilex Street	13th Street	97.909	99.334	4	Interstate	NB				8 AM - 8 PM	9 AM - 6 PM
025A	13th Street	Ilex Street	99.334	97.909	4	Interstate	SB				7 AM - 9 PM	7 AM - 9 AM 11 AM - 8 PM
025A	13th Street	29th Street	99.334	100.681	4	Interstate	NB				8 AM - 10 PM	8 AM - 8 PM
025A	29th Street	13th Street	100.681	99.334	4	Interstate	SB				7 AM - 10 PM	7 AM - 8 PM
025A	29th Street	SH 47	100.681	101.389	4	Interstate	NB				9 AM - 6 PM	1 PM - 6 PM
025A	SH 47	29th Street	101.389	100.681	4	Interstate	SB				8 AM - 9 AM 11 AM - 7 PM	3 PM - 6 PM
025A	SH 47	Purcell Boulevard	101.389	108.102	4	Interstate	NB				---	---
025A	Purcell Boulevard	SH 47	108.102	101.389	4	Interstate	SB				4 PM - 6 PM	---
025A	Purcell Boulevard	SH 85	108.102	127.860	4	Interstate	NB				6 AM - 9 AM 3 PM - 6 PM	---
025A	SH 85	Purcell Boulevard	127.860	108.102	4	Interstate	SB				3 PM - 7 PM	4 PM - 6 PM
025A	SH 85	SH 16	127.860	131.653	4	Interstate	NB				7 AM - 6 PM	---
025A	SH 16	SH 85	131.653	127.860	4	Interstate	SB				11 AM - 7 PM	4 PM - 6 PM
025A	SH 16	SH 83	131.653	135.262	4	Interstate	NB				6 AM - 6 PM	7 AM - 9 AM 4 PM - 6 PM
025A	SH 83	SH 16	135.262	131.653	4	Interstate	SB				9 AM - 7 PM	4 PM - 6 PM
025A	SH 83	Circle Drive	135.262	137.898	4	Interstate	NB				6 AM - 7 PM	6 AM - 9 AM 11 AM - 6 PM
025A	Circle Drive	SH 83	137.898	135.262	4	Interstate	SB				6 AM - 8 PM	7 AM - 6 PM
025A	Circle Drive	US 24E	137.898	138.742	6	Interstate	NB				7 AM - 9 AM	---
025A	US 24E	Circle Drive	138.742	137.898	6	Interstate	SB				---	---
025A	US 24E	Bijou Street	138.742	141.849	6	Interstate	Both				6 AM - 10 AM 2 PM - 6 PM	---
025A	Bijou Street	Woodmen Road	141.849	148.830	6	Interstate	Both				6 AM - 7 PM	7 AM - 9 AM 4 PM - 6 PM
025A	Woodmen Road	Academy Boulevard	148.830	150.303	6	Interstate	Both				6 AM - 9 AM 2 PM - 6 PM	---

--- No closure restrictions

## Appendix D Weekday Seasonal Lane Closure Restrictions (June - September)

State Highway Number	From	To	Beginning of Section MP	End of Section MP	Lanes	Facility Type	Direction	2 Lane < .25 mile closure	2 Lane .25 - 1 mile Closure	Signalized Multilane Arterial	Freeway Paving Operations	Freeway Other Operations
025A	Academy Boulevard	North Gate Road	150.303	155.930	4	Interstate	NB				5 AM - 8 PM	6 AM - 6 PM
025A	North Gate Road	SH 83	155.930	150.303	4	Interstate	SB				6 AM - 9 PM	6 AM - 6 PM
025A	North Gate Road	SH 105	155.930	160.763	4	Interstate	NB				6 AM - 6 PM	7 AM - 6 PM
025A	SH 105	North Gate Road	160.763	155.930	4	Interstate	SB				7 AM - 8 PM	10 AM - 6 PM
025A	SH 105	Maintenance Boundary	160.763	167.450	4	Interstate	NB				6 AM - 9 PM	7 AM - 7 PM
025A	Maintenance Boundary	SH 105	167.450	160.763	4	Interstate	SB				6 AM - 9 PM	8 AM - 7 PM
025B	I-25	Main Street	0.000	1.948	2	Collector	Both	---	---			
025C	I-25	Maple Street	0.000	2.380	2	Arterial	Both	---	---			
025C	Maple Street	SH 69	2.380	3.643	2	Arterial	Both	---	8 AM - 6 PM			
025C	SH 69	I-25	3.643	3.947	2	Arterial	Both	---	---			
045A	I-25	Lehigh Street	0.000	3.520	4	Arterial	Both					
045A	Lehigh Street	SH 96	3.520	4.734	4	Arterial	Both			7 AM - 9 AM Noon - 7 PM		
045A	SH 96	US 50	4.734	8.734	4	Freeway	Both					
047A	I-25	Jerry Murphy Road	0.000	0.842	6	Arterial	Both			---		---
047A	Jerry Murphy Road	Milepost 3	0.842	3.000	4	Freeway	Both				---	---
047A	Milepost 3	US 50	3.000	4.635	2	Arterial	Both	7 AM - 9 AM 3 PM - 6 PM	6 AM - 8 PM			
050A	Chaffee / Fremont County Line	MacKenzie Avenue	225.578	281.898	2 / 3 / 4	Arterial	Both	---	---			
050A	MacKenzie Avenue	Swallows Road	281.898	301.720	4	Freeway	Both				---	---
050A	Swallows Road	McCulloch Boulevard	301.720	305.811	4	Freeway	EB				---	---
050A	McCulloch Boulevard	Swallows Road	305.811	301.720	4	Freeway	WB				7 AM - 9 AM	---
050A	McCulloch Boulevard	Purcell Boulevard	305.811	309.780	4	Freeway	EB				7 AM - 9 AM 4 PM - 6 PM	---
050A	Purcell Boulevard	McCulloch Boulevard	309.780	305.811	4	Freeway	WB				4 PM - 6 PM	---
050A	Purcell Boulevard	Pueblo Boulevard / SH 45	309.780	312.088	4	Freeway	EB				7 AM - 7 PM	7 AM - 6 PM
050A	Pueblo Boulevard / SH 45	Purcell Boulevard	312.088	309.780	4	Freeway	WB				9 AM - 9 PM	1 PM - 7 PM
050A	Pueblo Boulevard / SH 45	Morris Avenue	312.088	313.788	4	Freeway	EB			6 AM - 8 PM		
050A	Morris Avenue	Pueblo Boulevard / SH 45	313.788	312.088	4	Freeway	WB			8 AM - 10 PM		
050A	Morris Avenue	I-25	313.788	314.523	6	Freeway	EB			11 AM - 5 PM		
050A	I-25	Morris Avenue	314.523	313.788	6	Freeway	WB			Noon - 7 PM		
050B	I-25	Bonforte Boulevard	316.001	316.551	4	Freeway	EB			2 PM - 6 PM		
050B	Bonforte Boulevard	I-25	316.551	316.001	4	Freeway	WB			7 AM - 9 AM Noon - 6PM		
050B	Bonforte Boulevard	Change Classification	316.551	324.872	4	Freeway	Both				---	---
050B	Change Classification	Colorado / Kansas State Line	324.229	467.583	2 / 4	Arterial	Both	---	---			
050C	SH 96	Northern Avenue	0.000	2.092	4	Arterial	Both					
050C	Northern Avenue	Aspen Street	2.092	2.862	4	Arterial	EB			4 PM - 6 PM		
050C	Aspen Street	Northern Avenue	2.862	2.092	4	Arterial	WB			---		
050C	Aspen Street	SH 231	2.862	9.449	4	Arterial	Both			---		
050C	SH 231	US 50	9.449	16.948	2	Arterial	Both	---	---			
067A	SH 96	SH 115	0.000	10.999	2	Collector	Both	---	---			
067B	SH 115	US 50	11.562	14.999	2	Collector	Both	---	---			
067C	4th Street	Midland Avenue (CR 62)	45.560	65.805	2	Arterial	Both	---	---			
067C	Midland Avenue (CR 62)	US 24	65.805	69.999	2	Arterial	Both	---	11 AM - 6 PM			
067D	US 24	Midland Avenue	77.001	77.102	4	Arterial	Both			---		
067D	Midland Avenue	Deckers	77.102	87.581	2	Arterial	Both	---	---			
069A	I-25 Business Loop	US 50	0.000	82.877	2	Arterial	Both	---	---			
071A	SH 350	SH 10	0.000	9.102	2	Collector	Both	---	---			
071B	SH 10	US 50	9.596	14.535	2	Collector	Both	---	---			
071C	US 50	Crowley / Lincoln County Line	16.157	48.650	2	Arterial	Both	---	---			
078A	SH 165	Encino Drive	0.000	32.265	2	Collector	Both	---	---			
078A	Encino Drive	SH 45	32.265	33.272	3 / 4	Arterial	Both			---		
078B	SH 78	Pennsylvania Avenue	0.000	1.493	2	Collector	Both	---	---			
083A	Interquest Parkway	North Gate Road	19.204	23.127	4	Arterial	Both			---		
083A	North Gate Road	Hodgen Road	23.127	25.870	2	Arterial	Both	---	7 AM - 9 AM 3 PM - 6 PM			
083A	Hodgen Road	Walker Road	25.870	28.132	2	Arterial	Both	---	6 AM - 10 AM 2 PM - 7 PM			

--- No closure restrictions



## Appendix D Weekday Seasonal Lane Closure Restrictions (June - September)

State Highway Number	From	To	Beginning of Section MP	End of Section MP	Lanes	Facility Type	Direction	2 Lane < .25 mile closure	2 Lane .25 - 1 mile Closure	Signalized Multilane Arterial	Freeway Paving Operations	Freeway Other Operations
083A	Walker Road	El Paso / Douglas County Line	28.132	30.237	2	Arterial	Both	---	4 PM - 6 PM			
083B	SH 83	I-25	0.000	0.316	6	Arterial	Both	---	---	---		
085A	I-25	Ohio Avenue	128.001	128.564	2	Arterial	Both	---	7 AM - 8 PM			
085A	Ohio Avenue	Comanche Village Drive	128.564	130.000	4	Arterial	Both	---	---	---		
085A	Comanche Village Drive	Willow Springs Road	130.000	131.259	2	Arterial	Both	Noon - 1 PM 3 PM - 6 PM	6 AM - 9 PM			
085A	Willow Springs Road	Southmoor Lane	131.259	131.799	4	Arterial	Both	---	---	---		
085A	Southmoor Lane	Alegre Street	131.799	131.999	2	Arterial	Both	10 AM - 7 PM	10 AM - 7 PM			
085A	Alegre Street	Glenarm Road	131.999	135.895	4 / 3	Arterial	Both	---	---	---		
085A	Glenarm Road	Las Vegas Street	135.895	136.720	2	Arterial	Both	7 AM - 8 AM 11 AM - 7 PM	6 AM - 9 PM			
085A	Las Vegas Street	Ventucci Boulevard	136.720	137.040	2	Arterial	Both	3 PM - 6 PM	6 AM - 8 PM			
089A	SH 116	US 50	0.000	34.340	2	Collector	Both	---	---			
094A	US 24	Space Village Avenue	0.000	1.020	2	Arterial	Both	---	5 AM - 8 AM 3 PM - 6 PM			
094A	Space Village Avenue	Franceville Coal Mine Road	1.020	6.000	2	Arterial	Both	6 AM - 8 AM 4 PM - 6 PM	6 AM - 9 AM 2 PM - 7 PM			
094A	Franceville Coal Mine Road	Blaney Road	6.000	7.067	3	Arterial	Both	---	---	---		
094A	Blaney Road	Enoch Road	7.067	9.094	2	Arterial	Both	6 AM - 8 AM 4 PM - 6 PM	6 AM - 9 AM 1 PM - 7 PM			
094A	Enoch Road	El Paso / Lincoln County Line	9.094	35.008	2	Arterial	Both	---	---			
096A	SH 69	McCarthy Boulevard	0.000	51.537	2	Arterial	Both	---	---			
096A	McCarthy Boulevard	Prairie Avenue	51.537	53.756	4	Arterial	Both	---	---	---		
096A	Prairie Avenue	Abriendo Avenue	53.756	54.761	4	Arterial	EB	---	---	---		
096A	Abriendo Avenue	Prairie Avenue	54.761	53.756	4	Arterial	WB	---	---	4 PM - 6 PM		
096A	Abriendo Avenue	Elizabeth Street	54.761	55.672	4	Arterial	EB	---	---	7 AM - 9 AM Noon - 5 PM		
096A	Elizabeth Street	Abriendo Avenue	55.672	54.761	4	Arterial	WB	---	---	Noon - 6 PM		
096A	Elizabeth Street	US 50	55.672	58.817	4	Arterial	Both	---	---	---		
96B	US 50	Avonadale Boulevard	69.480	70.573	2	Arterial	Both	---	7 AM - 9 AM Noon - 6 PM			
096B	Avonadale Boulevard	SH 71	70.573	105.830	2	Arterial	Both	---	---			
096C	SH 71	US 287	106.351	165.971	2	Arterial	Both	---	---			
096D	US 287	Colorado / Kansas State Line	169.001	207.454	2	Arterial	Both	---	---			
100A	US 160	Main Street	0.000	0.419	2	Collector	Both	---	---			
101A	US 50	County Road K	0.000	21.413	2	Collector	Both	---	---			
105A	Jackson Creek Road	Frontage Road	4.713	5.583	4	Arterial	Both	---	---	---		
105A	Frontage Road	Red Rock Ranch	5.583	7.407	2	Arterial	Both	---	7 AM - 9 AM Noon - 7 PM			
105A	Red Rock Ranch	El Paso / Douglas County Line	7.407	9.480	2	Arterial	Both	---	---			
109A	US 160	22nd Street	0.000	54.790	2	Collector	Both	---	---			
109A	22nd Street	Canal Road	54.790	57.791	2	Arterial	Both	---	---			
109A	Canal Road	1st Street	57.791	65.768	2	Collector	Both	---	---			
109B	US 50	SH 109	0.000	0.184	2	Arterial	Both	---	---			
115A	US 50	MacKenzie Avenue	0.000	4.661	2	Arterial	Both	---	---			
115A	MacKenzie Avenue	McCumber Lane	4.661	5.696	2	Collector	Both	---	7 AM - 7 PM			
115A	McCumber Lane	Main Street	5.696	8.487	2	Collector	Both	---	9 AM - 7 PM			
115A	Main Street	SH 120	8.487	11.046	2	Collector	Both	---	---			
115A	SH 120	US 50 Ramps	11.046	13.922	2	Collector	Both	---	10 AM - 6 PM			
115A	US 50 Ramps	End 3 Lane Section	13.922	20.100	3 / 4	Arterial	Both	---	---	---		
115A	End 3 Lane Section	End 2 Lane Section	20.100	24.400	2	Arterial	Both	---	6 AM - 6 PM			
115A	End 2 Lane Section	End 4 Lane Section	24.400	25.700	4	Arterial	Both	---	---	---		
115A	End 4 Lane Section	End 2 Lane Section	25.700	30.200	2	Arterial	Both	---	6 AM - 6 PM			
115A	End 2 Lane Section	Wild Horse Road	30.200	32.430	3 / 4	Arterial	Both	---	---	---		
115A	Wild Horse Road	Little Turkey Creek Road	32.430	34.490	2	Arterial	Both	---	6 AM - 6 PM			
115A	Little Turkey Creek Road	Glenrock Drive	34.490	37.527	3 / 4	Arterial	Both	---	---	---		
115A	Glenrock Drive	Cherokee Road	37.527	39.651	2	Arterial	Both	6 AM - 8 AM 3 PM - 6 PM	6 AM - 7 PM			
115A	Cherokee Road	End 3 Lane Section	39.651	40.050	3	Arterial	Both	---	---	---		
115A	End 3 Lane Section	Nelson Boulevard	40.050	41.836	2	Arterial	Both	7 AM - 7 PM	6 AM - 9 PM			

--- No closure restrictions

## Appendix D Weekday Seasonal Lane Closure Restrictions (June - September)

State Highway Number	From	To	Beginning of Section MP	End of Section MP	Lanes	Facility Type	Direction	2 Lane < .25 mile closure	2 Lane .25 - 1 mile Closure	Signalized Multilane Arterial	Freeway Paving Operations	Freeway Other Operations
115A	Nelson Boulevard	O'Connell Boulevard	41.836	42.671	4	Arterial	NB				4 PM - 6 PM	---
115A	O'Connell Boulevard	Nelson Boulevard	42.671	41.836	4	Arterial	SB				---	---
115A	O'Connell Boulevard	Cheyenne Meadows Road	42.671	44.546	4	Arterial	Both				---	---
115A	Cheyenne Meadows Road	I-25	44.546	47.496	4	Arterial	NB			7 AM - 9 AM 1 PM - 5 PM		
115A	I-25	Cheyenne Meadows Road	47.496	44.546	4	Arterial	SB			2 PM - 6 PM		
116A	US 287	Colorado / Kansas State Line	0.000	32.322	2	Collector	Both	---	---			
120A	SH 115	US 50	0.000	6.999	2	Collector	Both	---	---			
160A	Costilla / Huerfano County Line	End 3 Lane Section	278.625	287.000	3	Arterial	Both			---		
160A	End 3 Lane Section	SH 12	287.000	294.172	2	Arterial	Both	---	---			
160A	SH 12	County Road 502	294.172	301.610	2	Arterial	Both	---	11 AM - 5 PM			
160A	County Road 502	Railroad Overpass	301.610	303.230	3	Arterial	Both			---		
160A	Railroad Overpass	Bear Creek Road	303.230	304.415	2	Arterial	Both	---	9 AM - 7 PM			
160A	Bear Creek Road	I-25 Business Loop	304.415	305.380	2	Arterial	Both	---	---			
160B	I-25 Business Loop	I-25	305.526	306.350	2	Arterial	Both	---	---			
160C	I-25	Colorado / Kansas State Line	344.612	496.999	2	Arterial	Both	---	---			
165A	SH 96	Cuerno Verde Boulevard	0.000	33.330	2	Collector	Both	---	---			
165A	Cuerno Verde Boulevard	Crow Road	33.330	34.718	2	Collector	Both	---	8 AM - Noon			
165A	Crow Road	I-25	34.718	36.843	2	Collector	Both	---	8 AM - Noon 2 PM - 6 PM			
167A	County Road 2	County Road JJ	0.000	4.860	2	Collector	Both	---	---			
183A	US 50	County Road HH	0.000	0.999	2	Collector	Both	---	---			
194A	SH 109	US 50	0.000	19.997	2	Arterial	Both	---	---			
196A	US 50	US 385	0.000	35.637	2	Collector	Both	---	---			
196B	US 287	SH 96	0.000	0.200	2	Collector	Both	---	---			
202A	US 50	County Road 16	0.000	2.999	2	Collector	Both	---	---			
207A	US 50	SH 96	0.000	5.935	2	Collector	Both	---	---			
209A	US 50	SH 96	0.000	1.528	2	Collector	Both	---	---			
227A	US 50 Business Loop	Portland Avenue	0.000	0.896	2	Arterial	Both	---	---			
227A	Portland Avenue	SH 96	0.896	1.851	4	Arterial	Both			---		
231A	US 50 Business Loop	US 50	0.000	1.999	2	Collector	Both	---	---			
233A	US 50 Business Loop	US 50	0.000	1.999	2	Collector	Both	---	---			
239A	US 160	County Road 32	0.000	3.345	2	Arterial	Both	---	---			
266A	US 50	SH 109	0.000	11.516	2	Collector	Both	---	---			
287A	Oklahoma / Colorado State Line	US 50	0.000	77.639	2 / 3 / 4	Arterial	Both	---	---	---		
287B	US 50	Maintenance Boundary / SH 40	85.370	132.999	2	Arterial	Both	---	---			
350A	US 160	US 50	0.000	72.999	2	Arterial	Both	---	---			
385A	US 50	SH 96	95.055	122.879	2	Arterial	Both	---	---			
385B	SH 96	Kiowa / Cheyenne County Line	123.670	135.413	2	Arterial	Both	---	---			
389A	New Mexico / Colorado State Line	US 160	0.000	12.803	2	Collector	Both	---	---			

**APPENDIX E      MULTI-LANE CLOSURE SCHEDULES (YEAR ROUND)**

## Appendix E Multi-Lane Closure Restrictions (Year Round)

### Weekday

State Highway Number	From	To	Beginning of Section MP	End of Section MP	Lanes	Facility Type	Direction	Signalized Multilane Arterial	Freeway Paving Operations	Freeway Other Operations
021B	Platte Avenue	Barnes Road	141.738	145.495	6	Expressway	Both	7 AM - 10 PM		
021B	Barnes Road	Dublin Boulevard	145.495	147.741	6	Expressway	Both	7 AM - 8 PM		
024G	Airport Road	Platte Avenue	309.876	310.878	6	Arterial	Both	6 AM - 9 PM		
025A	Circle Drive	US 24E	137.898	138.742	6	Interstate	NB		6 AM - 7 PM	7 AM - 9 AM 11 AM - 6 PM
025A	US 24E	Circle Drive	138.742	137.898	6	Interstate	SB		6 AM - 7 PM	7 AM - 6 PM
025A	US 24E	Bijou Street	138.742	141.849	6	Interstate	Both		6 AM - 8 PM	6 AM - 7 PM
025A	Bijou Street	Woodmen Road	141.849	148.830	6	Interstate	Both		5 AM - 10 PM	6 AM - 8 PM
025A	Woodmen Road	Academy Boulevard	148.830	150.303	6	Interstate	Both		6 AM - 8 PM	6 AM - 7 PM
047A	I-25	Jerry Murphy Road	0.000	0.842	6	Arterial	Both	11 AM - 6 PM		
050A	Morris Avenue	I-25	313.788	314.523	6	Freeway	EB	7 AM - 7 PM		
050A	I-25	Morris Avenue	314.523	313.788	6	Freeway	WB	8 AM - 9 PM		

### Weekend

State Highway Number	From	To	Beginning of Section MP	End of Section MP	Lanes	Facility Type	Direction	Signalized Multilane Arterial	Freeway Paving Operations	Freeway Other Operations
021B	Platte Avenue	Barnes Road	141.738	145.495	6	Expressway	Both	7 AM - 9 PM		
021B	Barnes Road	Dublin Boulevard	145.495	147.741	6	Expressway	Both	7 AM - 9 AM Noon - 7 PM		
024G	Airport Road	Platte Avenue	309.876	310.878	6	Arterial	Both	7 AM - 9 AM 11 AM - 7 PM		
025A	Circle Drive	US 24E	137.898	138.742	6	Interstate	Both		9 AM - 7 PM	Noon - 5 PM
025A	US 24E	Bijou Street	138.742	141.849	6	Interstate	Both		8 AM - 9 PM	9 AM - 7 PM
025A	Bijou Street	Woodmen Road	141.849	148.830	6	Interstate	Both		8 AM - 10 PM	9 AM - 8 PM
025A	Woodmen Road	Academy Boulevard	148.830	150.303	6	Interstate	Both		9 AM - 8 PM	10 AM - 6 PM
047A	I-25	Jerry Murphy Road	0.000	0.842	6	Arterial	Both	---		
050A	Morris Avenue	I-25	313.788	314.523	6	Freeway	EB	8 AM - 6 PM		
050A	I-25	Morris Avenue	314.523	313.788	6	Freeway	WB	11 AM - 7 PM		

**APPENDIX F      WEEKEND LANE CLOSURE SCHEDULES  
(OCTOBER-MAY)**

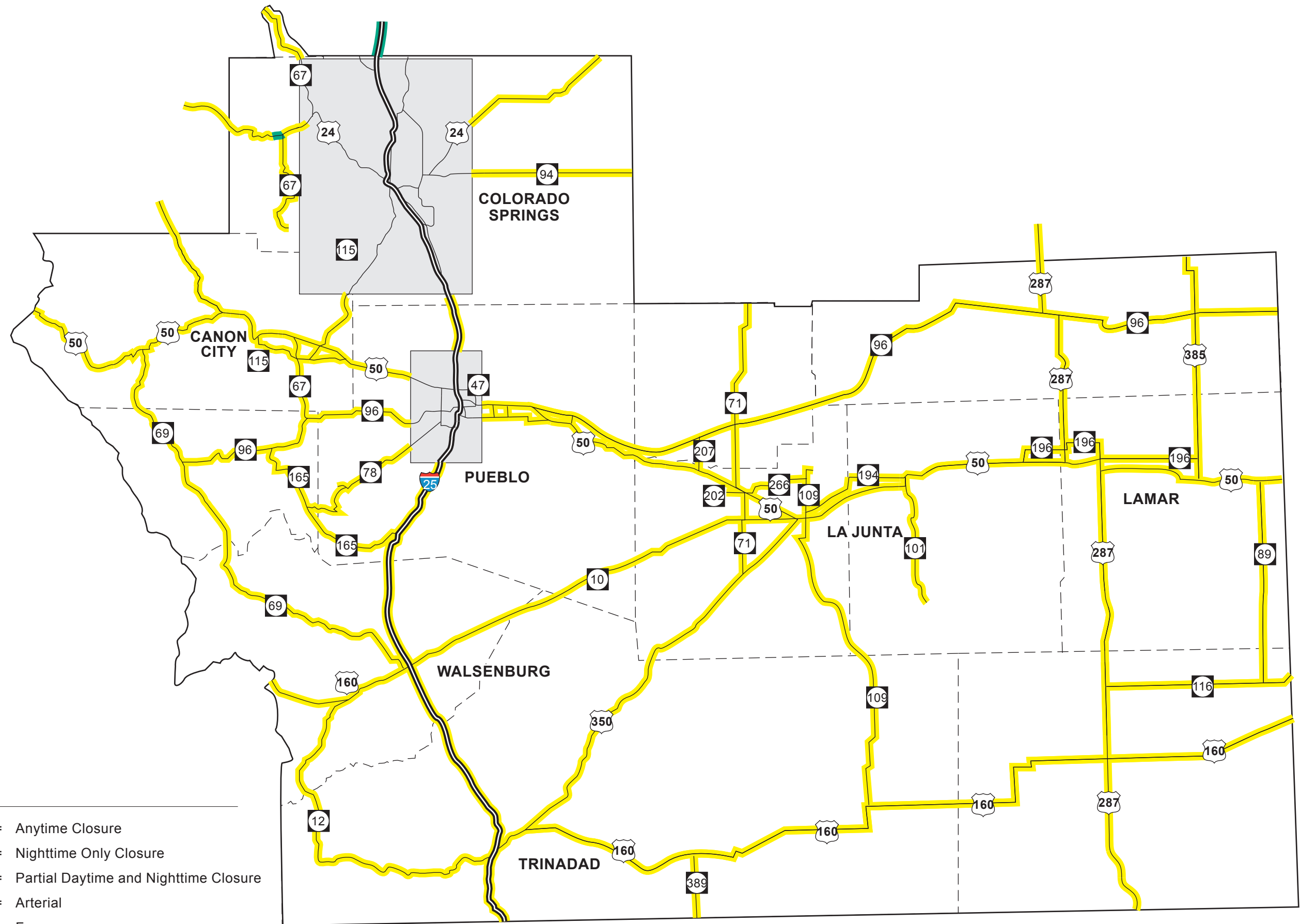
LEGEND

- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = Arterial
- = Freeway



North

CDOT Region 2 Lane Closure 07-268 5/27/08



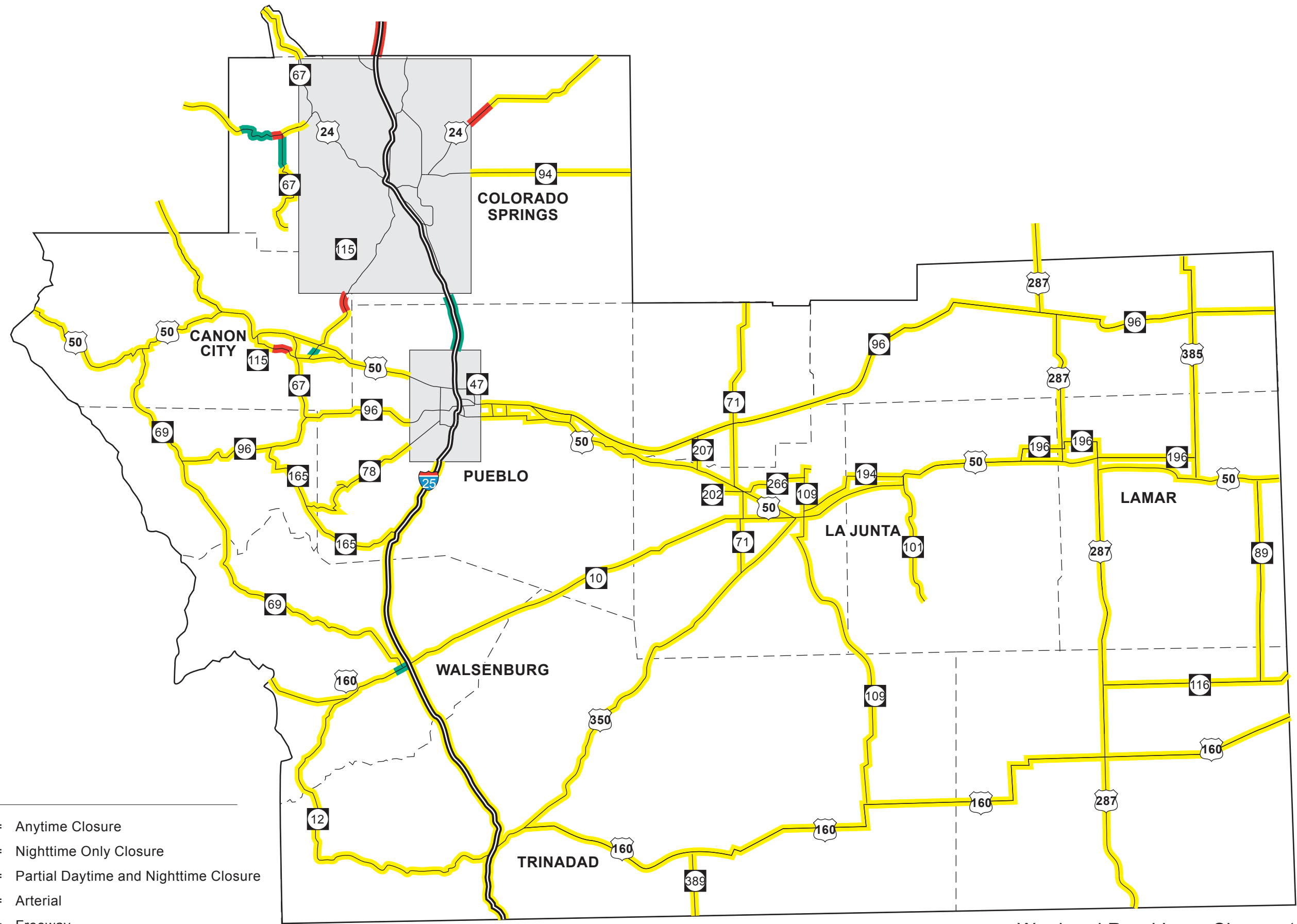
Note: Freeways and expressways show lane closure restrictions for non-paving operations of any length.

Figure F-1

Region 2

Weekend Rural Lane Closure (October-May)

(<.25 Mile Length)



Note: Freeways and expressways show lane closure restrictions for paving operations of any length.

**Figure F-2**  
**Region 2**  
**Weekend Rural Lane Closure (October-May)**  
**(.25-1.0 Mile Length)**

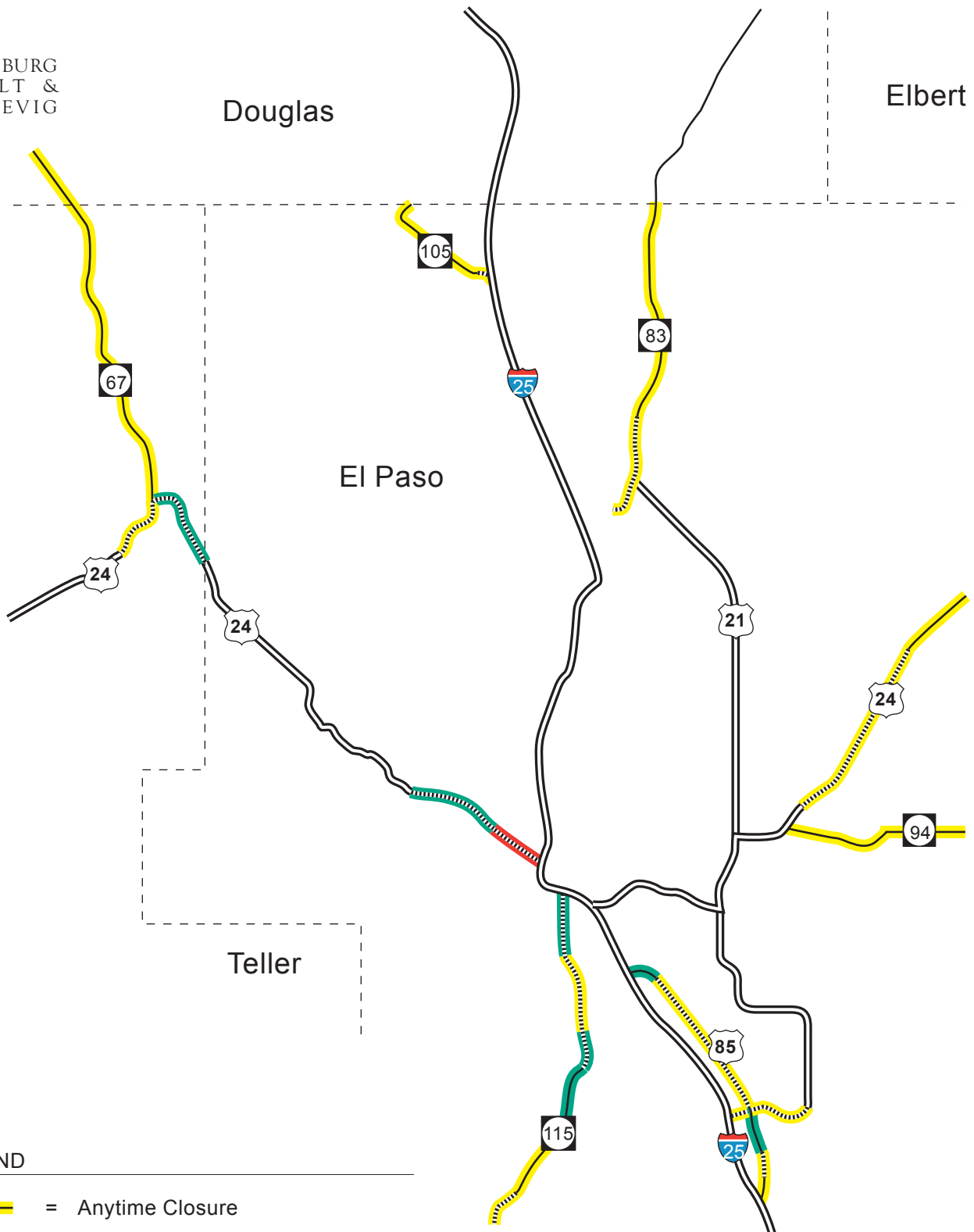


# LEGEND

- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = 2 Lane Roadway
- ⋯ = 3+ Lane Arterial
- = = Freeway

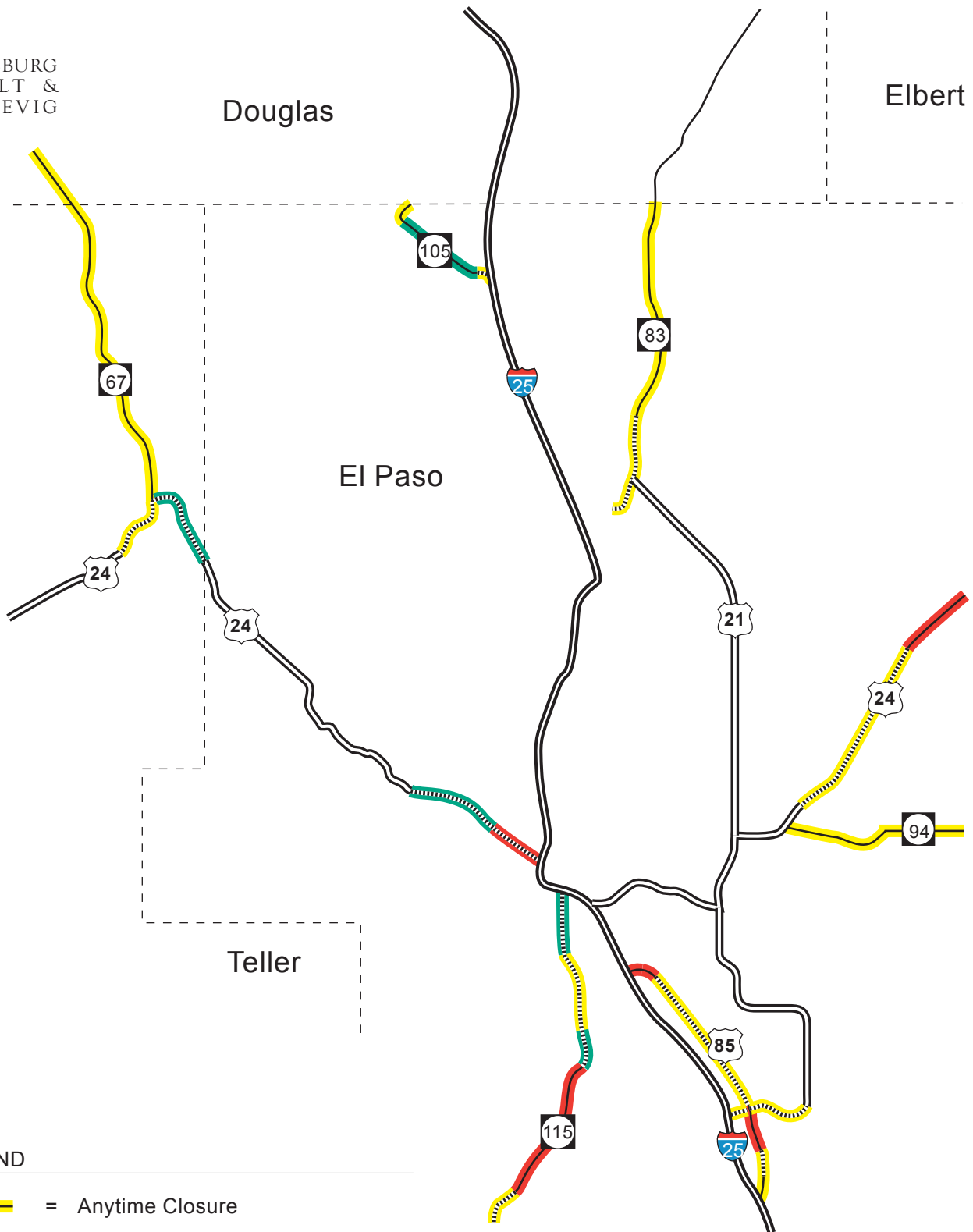


\* Arterial lane closure length can vary depending on conditions



**Figure F-3**  
Colorado Springs Area  
Arterial and 2-Lane Roadways  
Weekend Lane Closure (<.25 Mile Length)  
(October-May)





#### LEGEND

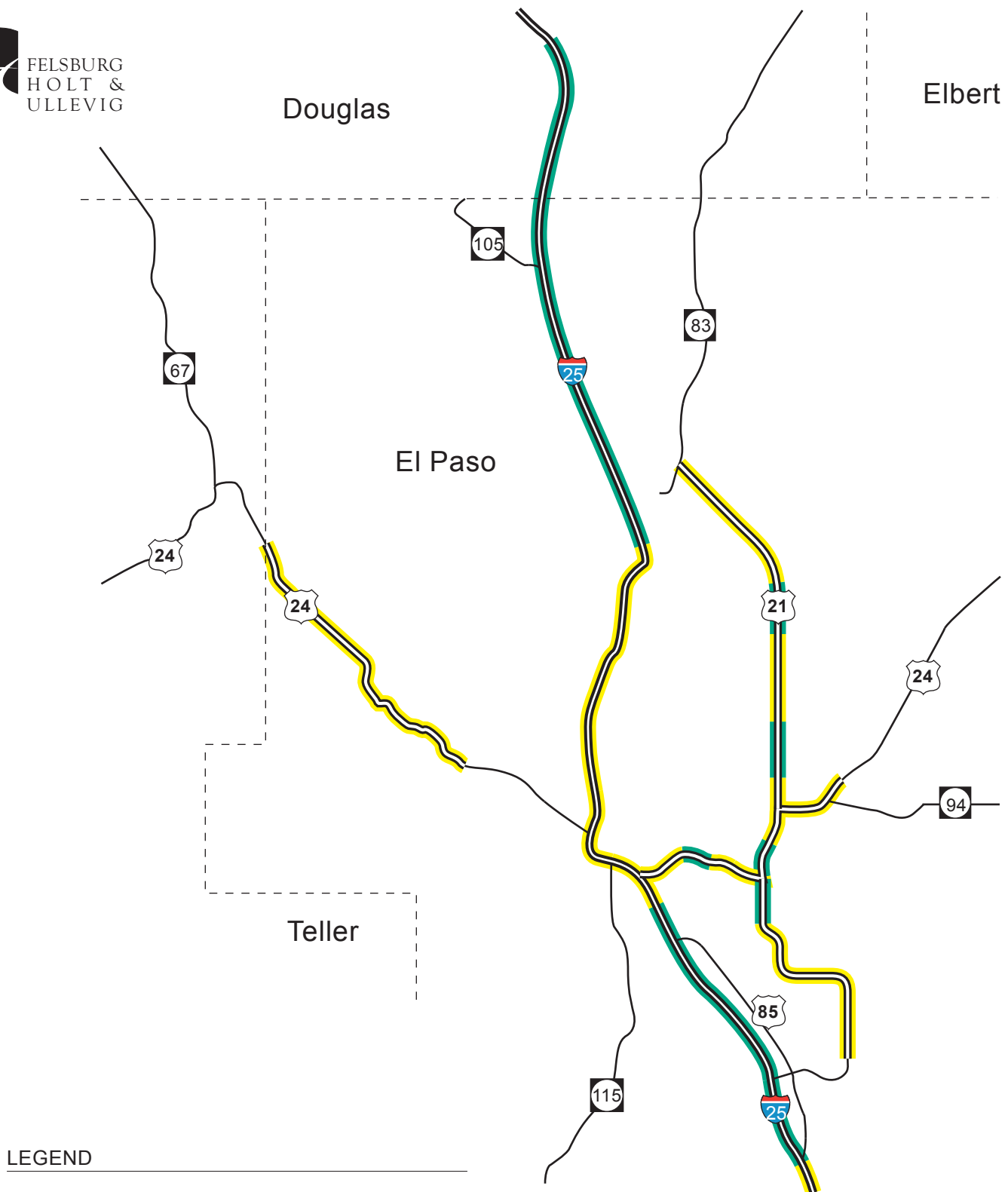
- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = 2 Lane Roadway
- - - = 3+ Lane Arterial
- = = = Freeway

**Figure F-4**

Colorado Springs Area  
Arterial and 2-Lane Roadways  
Weekend Lane Closure (.25-1.0 Mile Length)  
(October-May)



\* Arterial lane closure length can vary depending on conditions



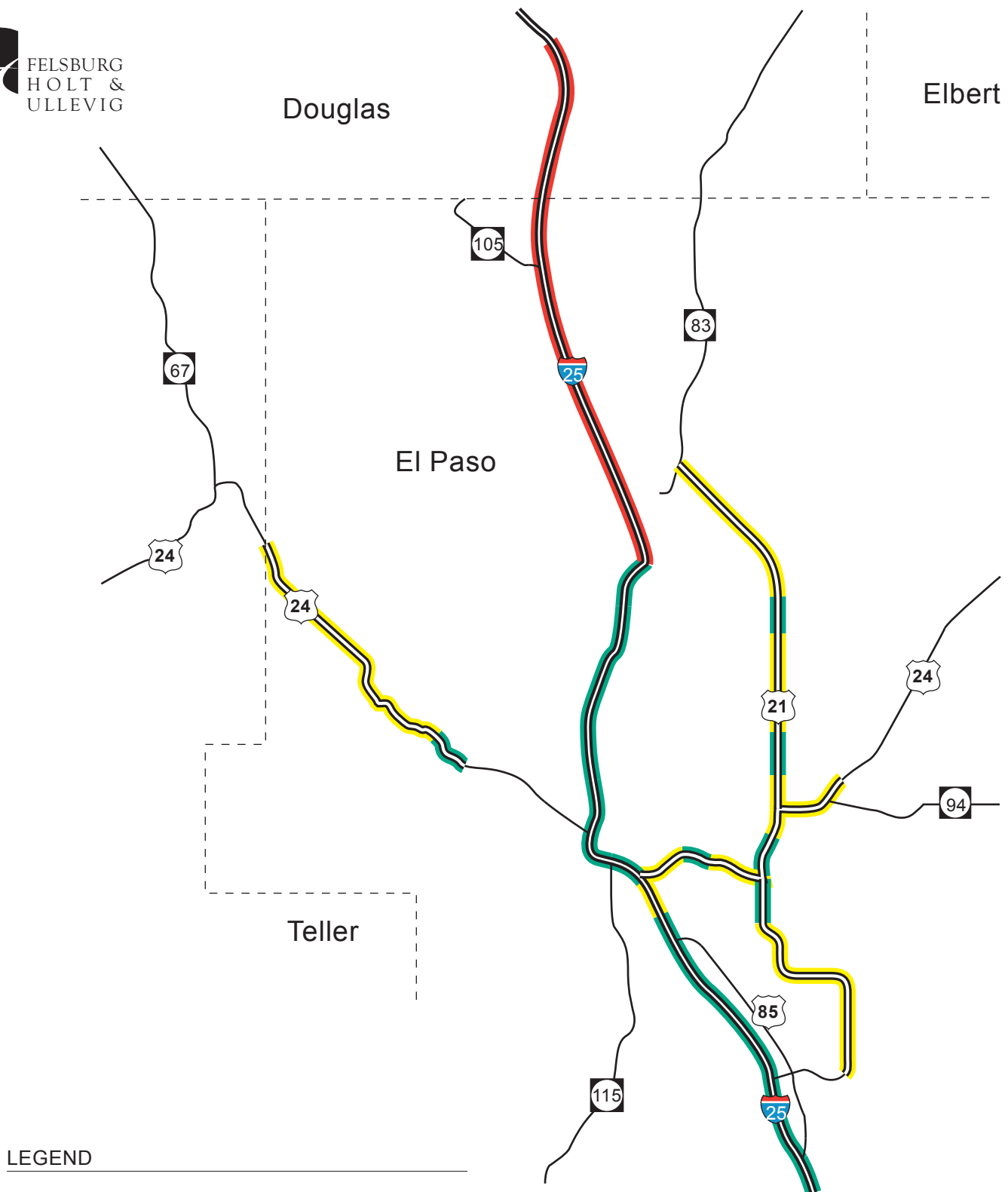
**LEGEND**

- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = Arterial
- = Freeway

**Figure F-5**  
**Colorado Springs Area**  
**Freeways and Expressways (Non-Paving Operations)**  
**Weekend Lane Closure**  
**(October-May)**



\* Arterial lane closure length can vary depending on conditions



**LEGEND**

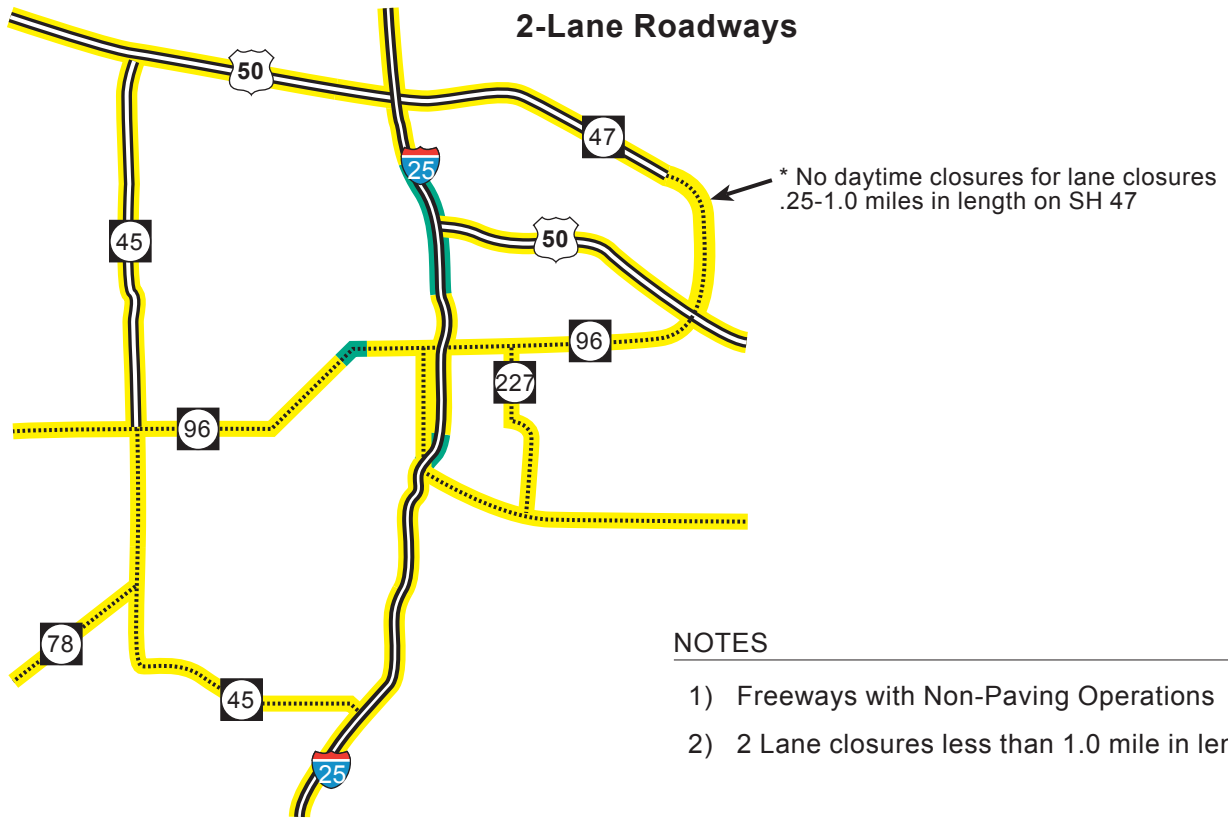
- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = Arterial
- = = Freeway

**Figure F-6**  
**Colorado Springs Area**  
**Freeways and Expressways (Paving Operations)**  
**Weekend Lane Closure**  
**(October-May)**



\* Arterial lane closure length can vary depending on conditions

## A. Freeways, Arterials and 2-Lane Roadways



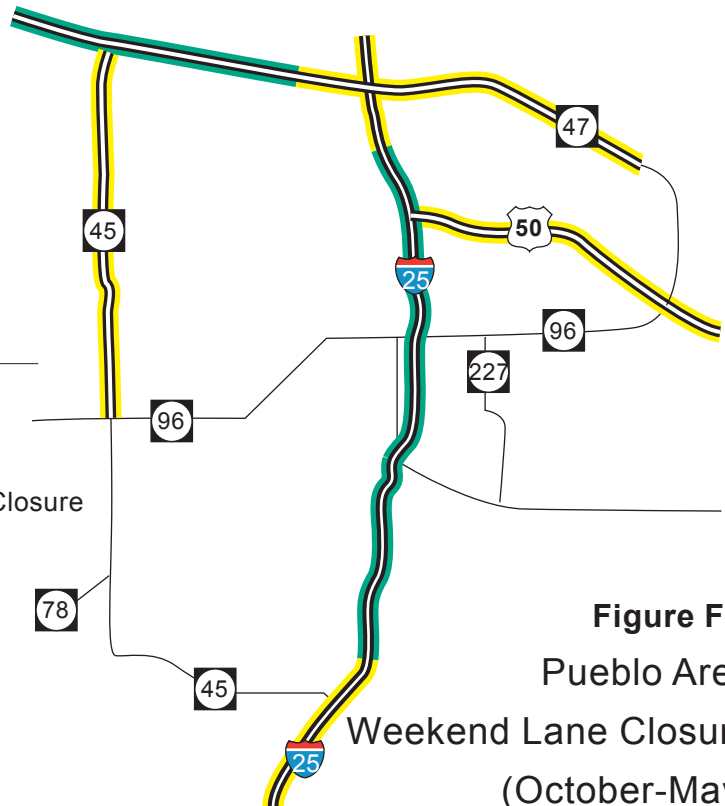
### NOTES

- 1) Freeways with Non-Paving Operations
- 2) 2 Lane closures less than 1.0 mile in length

## B. Freeways Only (Paving Operations)

### LEGEND

- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = Arterial
- == = Freeway



**Figure F-7**  
Pueblo Area  
Weekend Lane Closure  
(October-May)



## Appendix F Weekend Lane Closure Restrictions (October - May)

State Highway Number	From	To	Beginning of Section MP	End of Section MP	Lanes	Facility Type	Direction	2 Lane < .25 mile closure	2 Lane .25 - 1 mile Closure	Signalized Multilane Arterial	Freeway Paving Operations	Freeway Other Operations
009A	US 50	Maintenance Boundary	0.000	27.340	2	Arterial	Both	---	---			
010A	I-25	US 50	0.000	71.968	2	Arterial	Both	---	---			
012A	US 160	County Road 22.9	0.000	69.064	2	Collector	Both	---	---			
012A	County Road 22.9	I-25	69.046	70.386	2	Arterial	Both	---	---			
016A	I-25	US 85	0.000	0.860	3	Arterial	Both			---		
016A	US 85	Syracuse Street	0.860	1.317	2	Arterial	Both	9 AM - 7 PM	7 AM - 10 PM			
016A	Syracuse Street	SH 21	1.317	2.117	4	Arterial	Both			---		
021A	SH 16	Hancock Expressway	131.813	138.366	4	Freeway	Both					
021A	Hancock Expressway	Fountain Boulevard	138.366	139.582	4	Freeway	Both			3 PM - 6 PM		
021B	Platte Avenue	Omaha Boulevard	141.738	142.734	6	Expressway	Both			---		
021B	Omaha Boulevard	Constitution Avenue	142.734	144.000	6	Expressway	NB			1 PM - 6 PM		
021B	Constitution Avenue	Omaha Boulevard	144.000	142.734	6	Expressway	SB			3 PM - 6 PM		
021B	Constitution Avenue	Dublin Boulevard	144.000	147.741	6	Expressway	Both			---		
021B	Dublin Boulevard	Woodmen Road	147.741	148.707	4	Expressway	NB			10 AM - 6 PM		
021B	Woodmen Road	Dublin Boulevard	148.707	147.741	4	Expressway	SB			Noon - 6 PM		
021B	Woodmen Road	Research Parkway	148.707	150.024	4	Expressway	Both				---	---
021B	Research Parkway	SH 83	150.024	154.112	4	Expressway	Both				---	---
024A	Maintenance Boundary	County Road 1	253.730	269.837	2	Arterial	Both	---	---			
024A	County Road 1	County Road 42	269.837	276.492	2	Arterial	Both	---	2 PM - 6 PM			
024A	County Road 42	Ute Pass	276.492	277.980	2	Arterial	Both	4 PM - 6 PM	9 AM - 8 PM			
024A	Ute Pass	Milepost 279	277.980	279.000	4	Arterial	Both			---		
024A	Milepost 279	Piney Point Lane	279.000	283.169	4	Freeway	Both				---	---
024A	Piney Point Lane	SH 67D	283.169	284.822	4	Arterial	Both			---		
024A	SH 67D	Sundial Drive	284.822	287.184	4	Arterial	Both			1 PM - 5 PM		
024A	Sundial Drive	US 24 Business Loop	287.184	297.080	4	Freeway	Both					---
024A	US 24 Business Loop	US 24 Business Loop	297.080	299.063	4	Freeway	Both				4 PM - 6 PM	---
024A	US 24 Business Loop	31st Street	299.063	300.437	4	Freeway	Both				Noon - 5 PM	---
024A	31st Street	21st Street	300.437	302.070	4	Arterial	Both			11 AM - 6 PM		
024A	21st Street	8th Street	302.070	303.433	4	Arterial	Both			10 AM - 6 PM		
024A	8th Street	I-25	303.433	303.816	4	Arterial	Both			8 AM - 9 PM		
024E	US 24	US 24	0.000	4.323	3 / 4	Arterial	Both			---		
024G	Las Vegas Street	Shasta Drive	304.456	306.299	4	Freeway	Both				---	---
024G	Shasta Drive	Academy Boulevard	306.299	306.976	4	Arterial	Both			4 PM - 6 PM		
024G	Academy Boulevard	Powers Boulevard	306.976	308.578	4	Arterial	Both			---		
024G	Powers Boulevard	Stewart Avenue	308.578	310.184	4	Arterial	Both			4 PM - 6 PM		
024G	Stewart Avenue	Garrett Road	310.184	318.000	6 / 4	Arterial	Both			---		
024G	Garrett Road	Judge Orr Drive	318.000	322.543	2	Arterial	Both	---	9 AM - 6 PM			
024G	Judge Orr Drive	End 2 Lane Section	322.543	337.855	2	Arterial	Both	---	---			
024G	End 2 Lane Section	8th Street	337.855	339.127	3	Arterial	Both			---		
024G	8th Street	El Paso / Elbert County Line	339.127	350.580	2	Arterial	Both	---	---			
025A	New Mexico / Colorado State Line	Indiana Avenue	0.000	95.901	4	Interstate	Both				---	---
025A	Indiana Avenue	Abriendo Avenue	95.901	97.447	4	Interstate	Both				Noon - 5 PM	---
025A	Abriendo Avenue	Ilex Street	97.447	97.909	4	Interstate	Both				11 AM - 6 PM	1 PM - 5 PM
025A	Ilex Street	13th Street	97.909	99.334	4	Interstate	Both				11 AM - 5 PM	---
025A	13th Street	29th Street	99.334	100.681	4	Interstate	Both				11 AM - 6 PM	Noon - 5 PM
025A	29th Street	Purcell Boulevard	100.681	108.102	4	Interstate	Both				---	---
025A	Purcell Boulevard	SH 85	108.102	127.860	4	Interstate	Both				4 PM - 6 PM	---
025A	SH 85	SH 16	127.860	131.653	4	Interstate	Both				10 AM - 6 PM	4 PM - 6 PM
025A	SH 16	Circle Drive	131.653	137.898	4	Interstate	Both				10 AM - 7 PM	Noon - 5 PM
025A	Circle Drive	US 24E	137.898	138.742	6	Interstate	Both	---				---
025A	US 24E	Bijou Street	138.742	141.849	6	Interstate	Both				4 PM - 6 PM	---
025A	Bijou Street	Woodmen Road	141.849	148.830	6	Interstate	Both				11 AM - 6 PM	---
025A	Woodmen Road	Academy Boulevard	148.830	150.303	6	Interstate	Both				4 PM - 6 PM	---
025A	Academy Boulevard	SH 105	150.303	160.763	4	Interstate	Both				9 AM - 7 PM	11 AM - 6 PM
025A	SH 105	Maintenance Boundary	160.763	167.450	4	Interstate	Both				8 AM - 10 PM	10 AM - 6 PM
025B	I-25	Main Street	0.000	1.948	2	Collector	Both	---	---			
025C	I-25	Maple Street	0.000	2.380	2	Arterial	Both	---	---			
025C	Maple Street	SH 69	2.380	3.643	2	Arterial	Both	---	8 AM - 6 PM			
025C	SH 69	I-25	3.643	3.947	2	Arterial	Both	---	---			
045A	I-25	SH 96	0.000	4.734	4	Arterial	Both			---		
045A	SH 96	US 50	4.734	8.734	4	Freeway	Both				---	---

--- No closure restrictions

## Appendix F Weekend Lane Closure Restrictions (October - May)

State Highway Number	From	To	Beginning of Section MP	End of Section MP	Lanes	Facility Type	Direction	2 Lane < .25 mile closure	2 Lane .25 - 1 mile Closure	Signalized Multilane Arterial	Freeway Paving Operations	Freeway Other Operations
047A	I-25	Jerry Murphy Road	0.000	0.842	6	Arterial	Both			---		
047A	Jerry Murphy Road	Milepost 3	0.842	3.000	4	Freeway	Both				---	---
047A	Milepost 3	US 50	3.000	4.635	2	Arterial	Both	---	6 AM - 7 PM			
050A	Chaffee / Fremont County Line	MacKenzie Avenue	225.578	281.898	2 / 3 / 4	Arterial	Both	---	---	---		
050A	MacKenzie Avenue	Swallows Road	281.898	301.720	4	Freeway	Both				---	---
050A	Swallows Road	Purcell Boulevard	301.720	309.780	4	Freeway	Both				---	---
050A	Purcell Boulevard	Pueblo Boulevard / SH 45	309.780	312.088	4	Freeway	Both				1 PM - 5 PM	---
050A	Pueblo Boulevard / SH 45	Morris Avenue	312.088	313.788	4	Freeway	Both			11 AM - 6 PM		
050A	Morris Avenue	I-25	313.788	314.523	6	Freeway	Both			---		
050B	I-25	Change Classification	316.001	324.872	4	Freeway	Both				---	---
050B	Change Classification	Colorado / Kansas State Line	324.229	467.583	2 / 4	Arterial	Both	---	---	---		
050C	SH 96	SH 231	0.000	9.449	4	Arterial	Both			---		
050C	SH 231	US 50	9.449	16.948	2	Arterial	Both	---	---			
067A	SH 96	SH 115	0.000	10.999	2	Collector	Both	---	---			
067B	SH 115	US 50	11.562	14.999	2	Collector	Both	---	---			
067C	4th Street	Midland Avenue (CR 62)	45.560	65.805	2	Arterial	Both	---	---			
067C	Midland Avenue (CR 62)	US 24	65.805	69.999	2	Arterial	Both	---	2 PM - 6 PM			
067D	US 24	Midland Avenue	77.001	77.102	4	Arterial	Both			---		
067D	Midland Avenue	Deckers	77.102	87.581	2	Arterial	Both	---	---			
069A	I-25 Business Loop	US 50	0.000	82.877	2	Arterial	Both	---	---			
071A	SH 350	SH 10	0.000	9.102	2	Collector	Both	---	---			
071B	SH 10	US 50	9.596	14.535	2	Collector	Both	---	---			
071C	US 50	Crowley / Lincoln County Line	16.157	48.650	2	Arterial	Both	---	---			
078A	SH 165	Encino Drive	0.000	32.265	2	Collector	Both	---	---			
078A	Encino Drive	SH 45	32.265	33.272	3 / 4	Arterial	Both			---		
078B	SH 78	Pennsylvania Avenue	0.000	1.493	2	Collector	Both	---	---			
083A	Interquest Parkway	North Gate Road	19.204	23.127	4	Arterial	Both			---		
083A	North Gate Road	El Paso / Douglas County Line	23.127	30.237	2	Arterial	Both	---	---			
083B	SH 83	I-25	0.000	0.316	6	Arterial	Both			---		
085A	I-25	Ohio Avenue	128.001	128.564	2	Arterial	Both	---	9 AM - 8 PM			
085A	Ohio Avenue	Comanche Village Drive	128.564	130.000	4	Arterial	Both			---		
085A	Comanche Village Drive	Willow Springs Road	130.000	131.259	2	Arterial	Both	2 PM - 5 PM	8 AM - 9 PM			
085A	Willow Springs Road	Southmoor Lane	131.259	131.799	4	Arterial	Both			---		
085A	Southmoor Lane	Alegre Street	131.799	131.999	2	Arterial	Both	10 AM - 7 PM	10 AM - 7 PM			
085A	Alegre Street	Glenarm Road	131.999	135.895	4 / 3	Arterial	Both			---		
085A	Glenarm Road	Las Vegas Street	135.895	136.720	2	Arterial	Both	10 AM - 6 PM	7 AM - 10 PM			
085A	Las Vegas Street	Ventucci Boulevard	136.720	137.040	2	Arterial	Both	4 PM - 6 PM	8 AM - 10 PM			
089A	SH 116	US 50	0.000	34.340	2	Collector	Both	---	---			
094A	US 24	Franceville Coal Mine Road	0.000	6.000	2	Arterial	Both			---		
094A	Franceville Coal Mine Road	Blaney Road	6.000	7.067	3	Arterial	Both			---		
094A	Blaney Road	El Paso / Lincoln County Line	7.067	35.008	2	Arterial	Both	---	---			
096A	SH 69	McCarthy Boulevard	0.000	51.537	2	Arterial	Both	---	---			
096A	McCarthy Boulevard	Abriendo Avenue	51.537	54.761	4	Arterial	Both			---		
096A	Abriendo Avenue	Elizabeth Street	54.761	55.672	4	Arterial	Both			Noon - 5 PM		
096A	Elizabeth Street	US 50	55.672	58.817	4	Arterial	Both			---		
096B	US 50	SH 71	69.480	105.830	2	Arterial	Both	---	---			
096C	SH 71	US 287	106.351	165.971	2	Arterial	Both	---	---			
096D	US 287	Colorado / Kansas State Line	169.001	207.454	2	Arterial	Both	---	---			
100A	US 160	Main Street	0.000	0.419	2	Collector	Both	---	---			
101A	US 50	County Road K	0.000	21.413	2	Collector	Both	---	---			
105A	Jackson Creek Road	Frontage Road	4.713	5.583	4	Arterial	Both			---		
105A	Frontage Road	Peakview Boulevard	5.583	6.331	2	Arterial	Both	---	10 AM - 6 PM			
105A	Peakview Boulevard	El Paso / Douglas County Line	6.331	9.480	2	Arterial	Both	---	---			
109A	US 160	22nd Street	0.000	54.790	2	Collector	Both	---	---			
109A	22nd Street	Canal Road	54.790	57.791	2	Arterial	Both	---	---			
109A	Canal Road	1st Street	57.791	65.768	2	Collector	Both	---	---			
109B	US 50	SH 109	0.000	0.184	2	Arterial	Both	---	---			
115A	US 50	MacKenzie Avenue	0.000	4.661	2	Arterial	Both	---	---			
115A	MacKenzie Avenue	Main Street	4.661	8.487	2	Collector	Both	---	9 AM - 6 PM			
115A	Main Street	SH 120	8.487	11.046	2	Collector	Both	---	---			
115A	SH 120	US 50 Ramps	11.046	13.922	2	Collector	Both	---	2 PM - 5 PM			

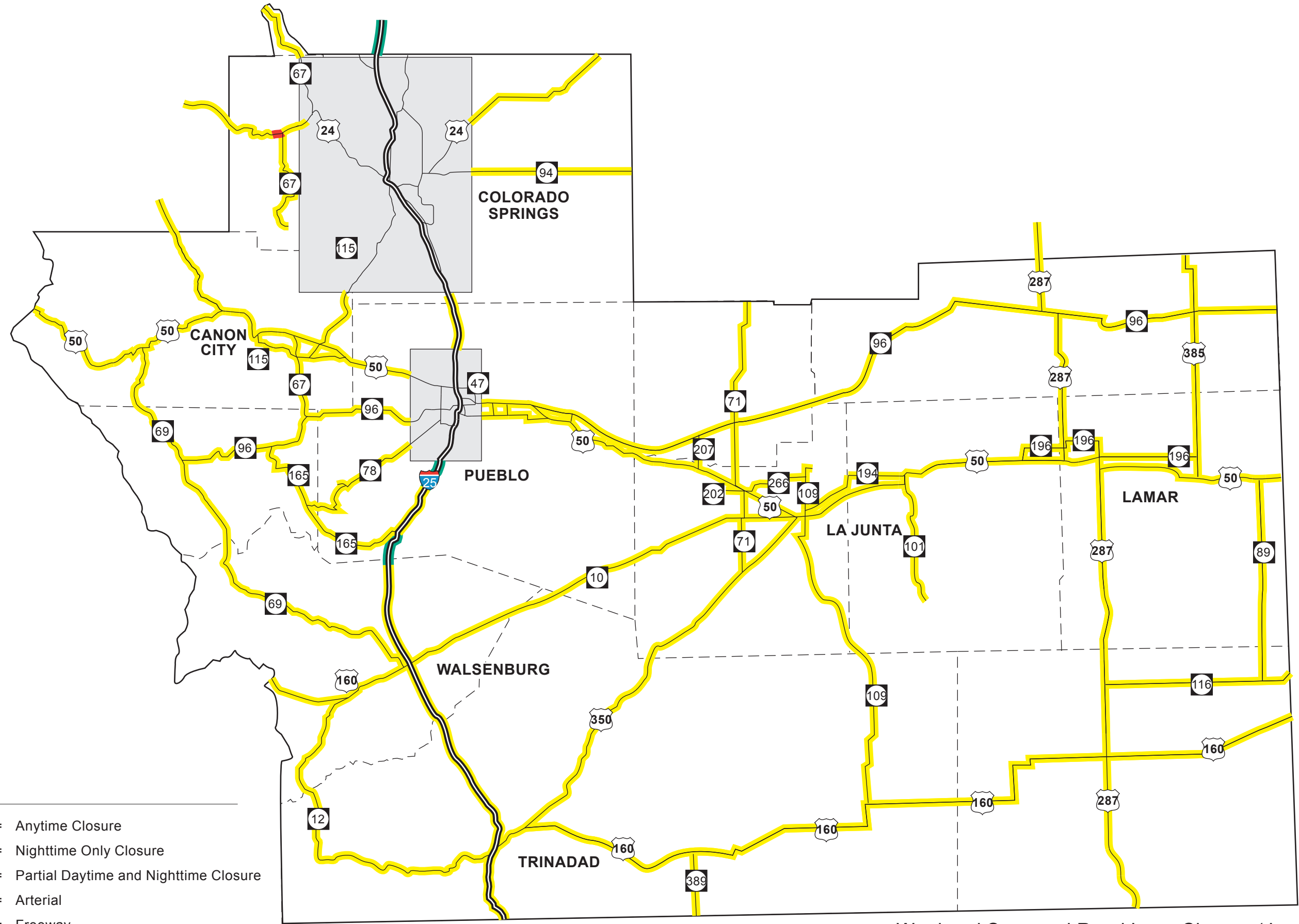
--- No closure restrictions

## Appendix F Weekend Lane Closure Restrictions (October - May)

State Highway Number	From	To	Beginning of Section MP	End of Section MP	Lanes	Facility Type	Direction	2 Lane < .25 mile closure	2 Lane .25 - 1 mile Closure	Signalized Multilane Arterial	Freeway Paving Operations	Freeway Other Operations
115A	US 50 Ramps	End 3 Lane Section	13.922	20.100	3 / 4	Arterial	Both			---		
115A	End 3 Lane Section	End 2 Lane Section	20.100	24.400	2	Arterial	Both	---	9 AM - 6 PM			
115A	End 2 Lane Section	End 4 Lane Section	24.400	25.700	4	Arterial	Both			---		
115A	End 4 Lane Section	End 2 Lane Section	25.700	30.200	2	Arterial	Both	---	9 AM - 6 PM			
115A	End 2 Lane Section	Wild Horse Road	30.200	32.430	3 / 4	Arterial	Both			---		
115A	Wild Horse Road	Little Turkey Creek Road	32.430	34.490	2	Arterial	Both	---	9 AM - 6 PM			
115A	Little Turkey Creek Road	Glenrock Drive	34.490	37.527	3 / 4	Arterial	Both			---		
115A	Glenrock Drive	Cherokee Road	37.527	39.651	2	Arterial	Both	---	9 AM - 6 PM			
115A	Cherokee Road	End 3 Lane Section	39.651	40.050	3	Arterial	Both			---		
115A	End 3 Lane Section	Nelson Boulevard	40.050	41.836	2	Arterial	Both	10 AM - 5 PM	7 AM - 8 PM			
115A	Nelson Boulevard	O'Connell Boulevard	41.836	42.671	4	Arterial	NB				4 PM - 6 PM	---
115A	O'Connell Boulevard	Nelson Boulevard	42.671	41.836	4	Arterial	SB				---	---
115A	O'Connell Boulevard	Cheyenne Meadows Road	42.671	44.546	4	Arterial	Both				---	---
115A	Cheyenne Meadows Road	I-25	44.546	47.496	4	Arterial	NB			1 PM - 5 PM		
115A	I-25	Cheyenne Meadows Road	47.496	44.546	4	Arterial	SB			9 AM - 3 PM		
116A	US 287	Colorado / Kansas State Line	0.000	32.322	2	Collector	Both	---	---			
120A	SH 115	US 50	0.000	6.999	2	Collector	Both	---	---			
160A	Costilla / Huerfano County Line	End 3 Lane Section	278.625	287.000	3	Arterial	Both			---		
160A	End 3 Lane Section	County Road 502	287.000	301.610	2	Arterial	Both	---	---			
160A	County Road 502	Railroad Overpass	301.610	303.230	3	Arterial	Both			---		
160A	Railroad Overpass	Bear Creek Road	303.230	304.415	2	Arterial	Both	---	11 AM - 5 PM			
160A	Bear Creek Road	I-25 Business Loop	304.415	305.380	2	Arterial	Both	---	---			
160B	I-25 Business Loop	I-25	305.526	306.350	2	Arterial	Both	---	---			
160C	I-25	Colorado / Kansas State Line	344.612	496.999	2	Arterial	Both	---	---			
165A	SH 96	I-25	0.000	36.843	2	Collector	Both	---	---			
167A	County Road 2	County Road JJ	0.000	4.860	2	Collector	Both	---	---			
183A	US 50	County Road HH	0.000	0.999	2	Collector	Both	---	---			
194A	SH 109	US 50	0.000	19.997	2	Arterial	Both	---	---			
196A	US 50	US 385	0.000	35.637	2	Collector	Both	---	---			
196B	US 287	SH 96	0.000	0.200	2	Collector	Both	---	---			
202A	US 50	County Road 16	0.000	2.999	2	Collector	Both	---	---			
207A	US 50	SH 96	0.000	5.935	2	Collector	Both	---	---			
209A	US 50	SH 96	0.000	1.528	2	Collector	Both	---	---			
227A	US 50 Business Loop	Portland Avenue	0.000	0.896	2	Arterial	Both	---	---			
227A	Portland Avenue	SH 96	0.896	1.851	4	Arterial	Both			---		
231A	US 50 Business Loop	US 50	0.000	1.999	2	Collector	Both	---	---			
233A	US 50 Business Loop	US 50	0.000	1.999	2	Collector	Both	---	---			
239A	US 160	County Road 32	0.000	3.345	2	Arterial	Both	---	---			
266A	US 50	SH 109	0.000	11.516	2	Collector	Both	---	---			
287A	Oklahoma / Colorado State Line	US 50	0.000	77.639	2 / 3 / 4	Arterial	Both	---	---	---		
287B	US 50	Maintenance Boundary / SH 40	85.370	132.999	2	Arterial	Both	---	---			
350A	US 160	US 50	0.000	72.999	2	Arterial	Both	---	---			
385A	US 50	SH 96	95.055	122.879	2	Arterial	Both	---	---			
385B	SH 96	Kiowa / Cheyenne County Line	123.670	135.413	2	Arterial	Both	---	---			
389A	New Mexico / Colorado State Line	US 160	0.000	12.803	2	Collector	Both	---	---			

**APPENDIX G      WEEKEND SEASONAL LANE CLOSURE SCHEDULES  
(JUNE – SEPTEMBER)**



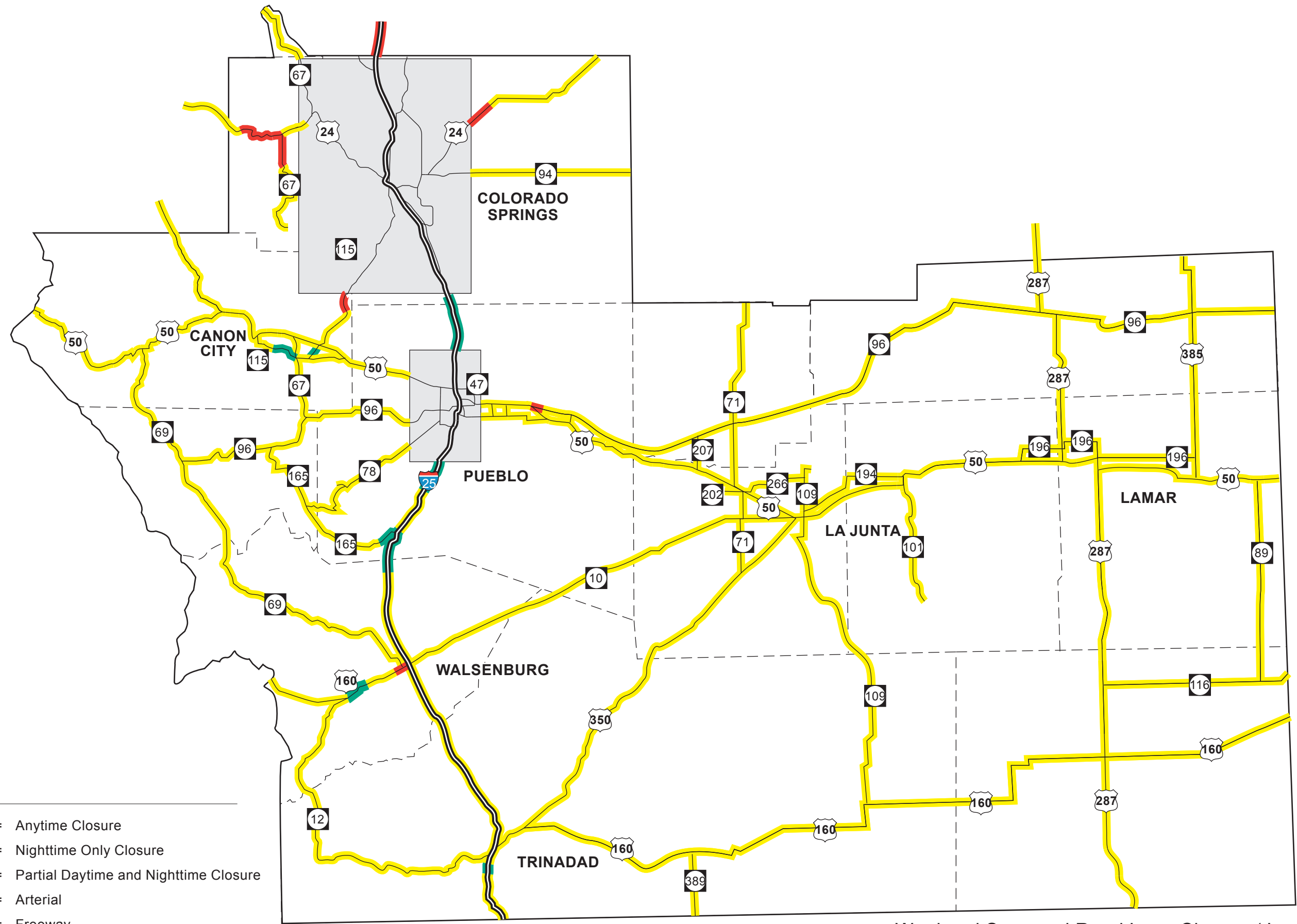


Note: Freeways and expressways show lane closure restrictions for non-paving operations of any length.

Weekend Seasonal Rural Lane Closure (June-September)  
(<.25 Mile Length)

Figure G-1  
Region 2





Note: Freeways and expressways show lane closure restrictions for paving operations of any length.

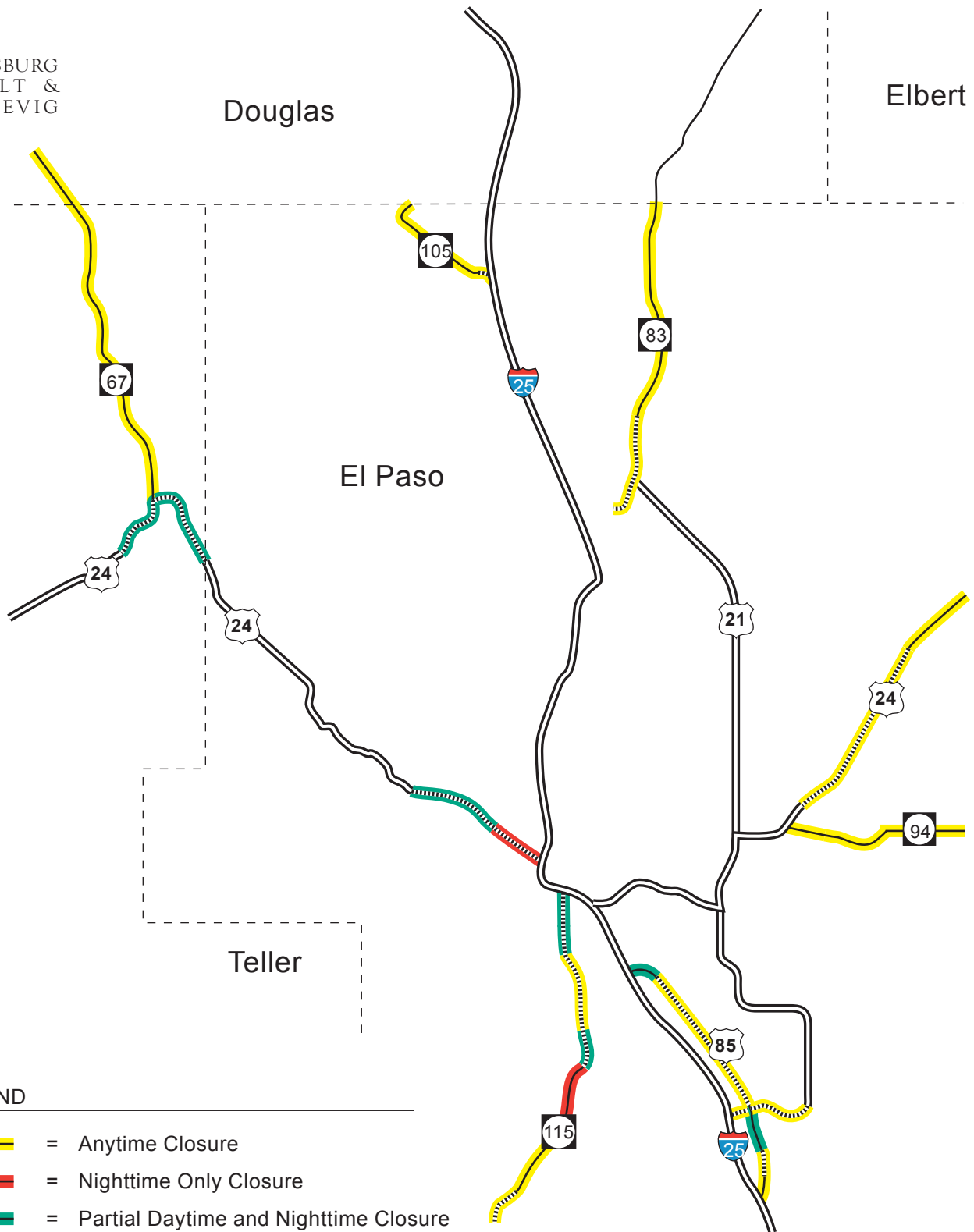
Weekend Seasonal Rural Lane Closure (June-September)  
Region 2  
(.25-1.0 Mile Length)



**LEGEND**

- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = 2 Lane Roadway
- = 3+ Lane Arterial
- = Freeway

\* Arterial lane closure length can vary depending on conditions

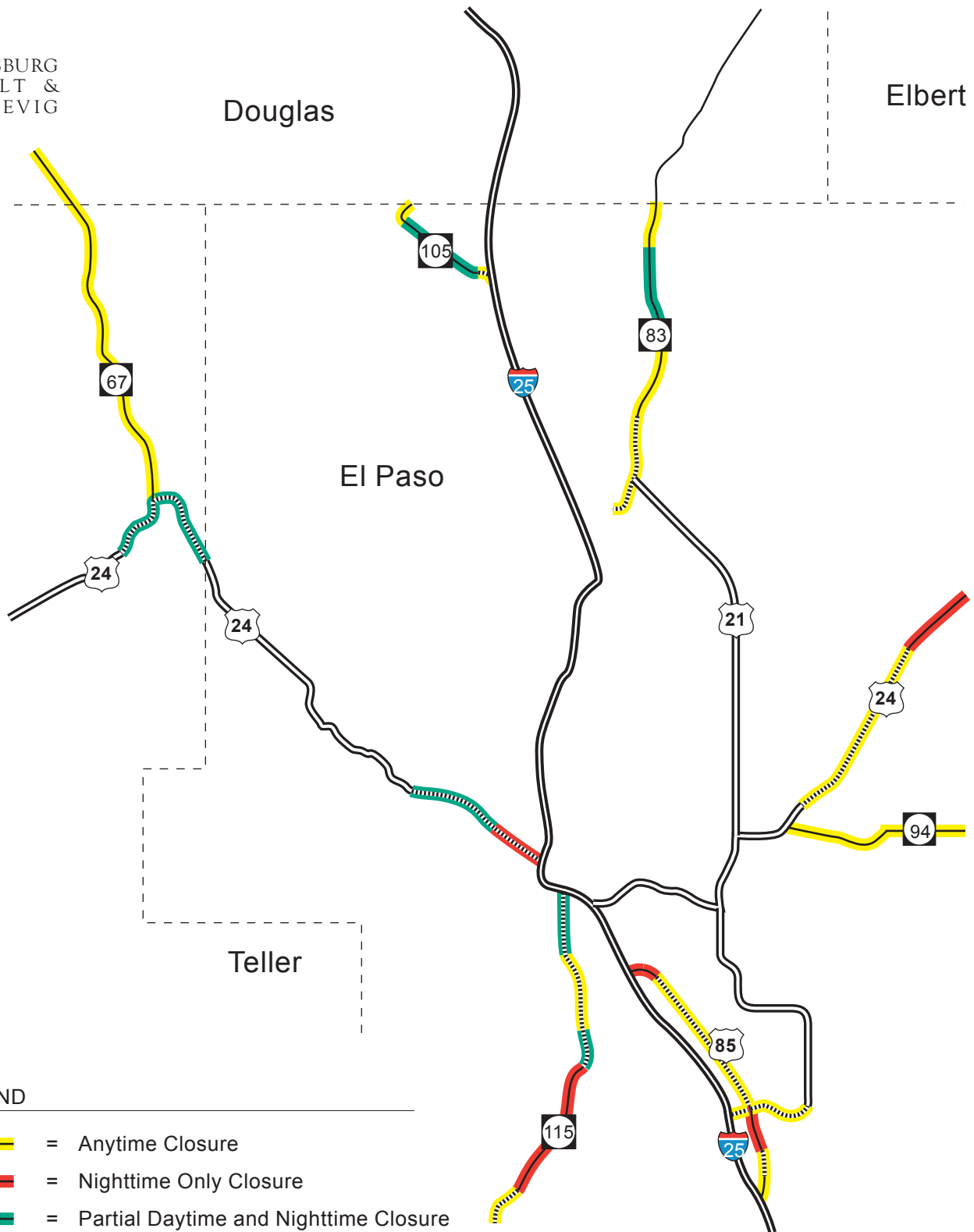


**Figure G-3**  
Colorado Springs Area  
Arterial and 2-Lane Roadways  
Weekend Seasonal Lane Closure (<.25 Mile Length)  
(June-September)

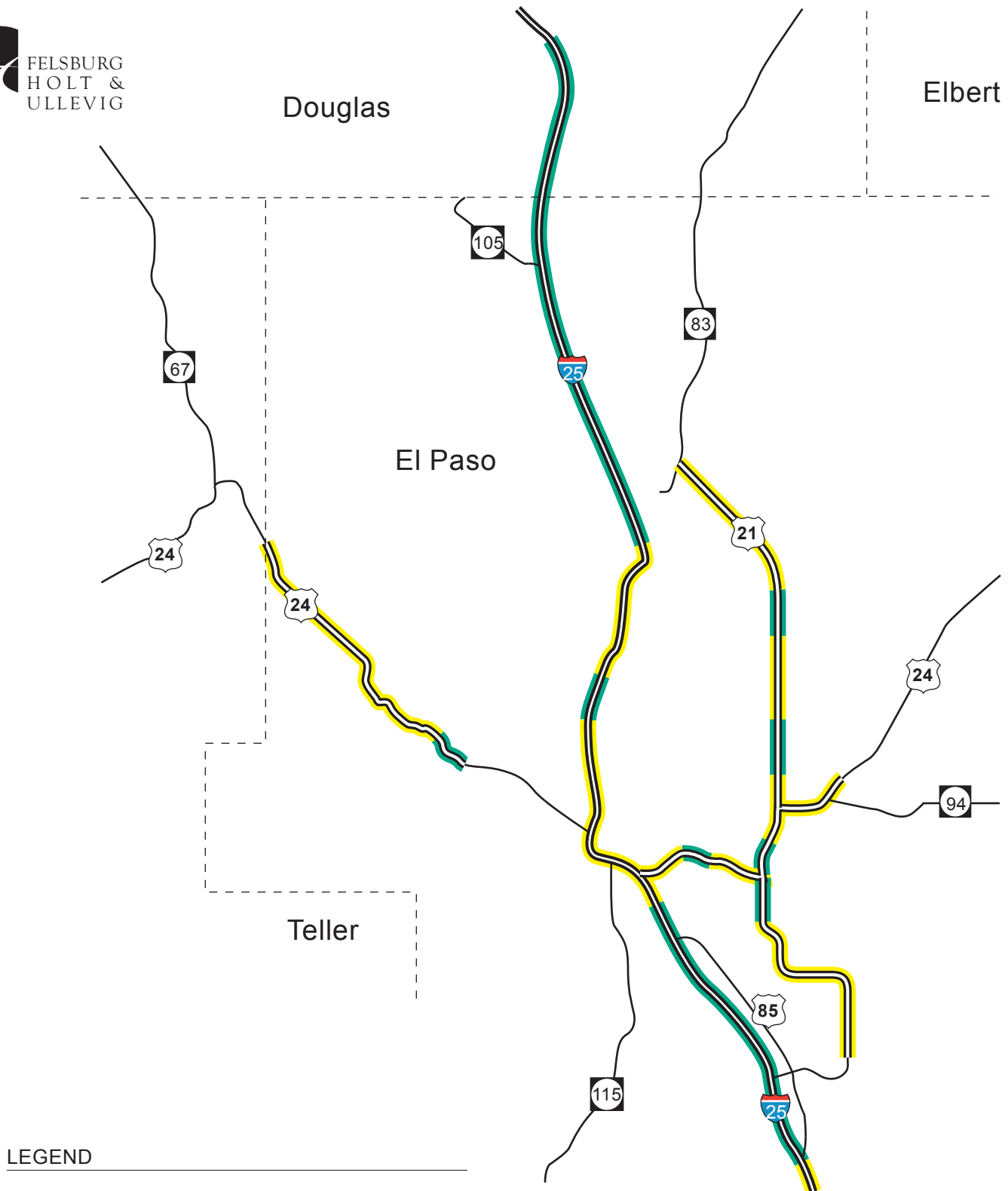
# LEGEND

- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = 2 Lane Roadway
- ⋯ = 3+ Lane Arterial
- = = Freeway

\* Arterial lane closure length can vary depending on conditions



**Figure G-4**  
Colorado Springs Area  
Arterial and 2-Lane Roadways  
Weekend Seasonal Lane Closure (.25-1.0 Mile Length)  
(June-September)



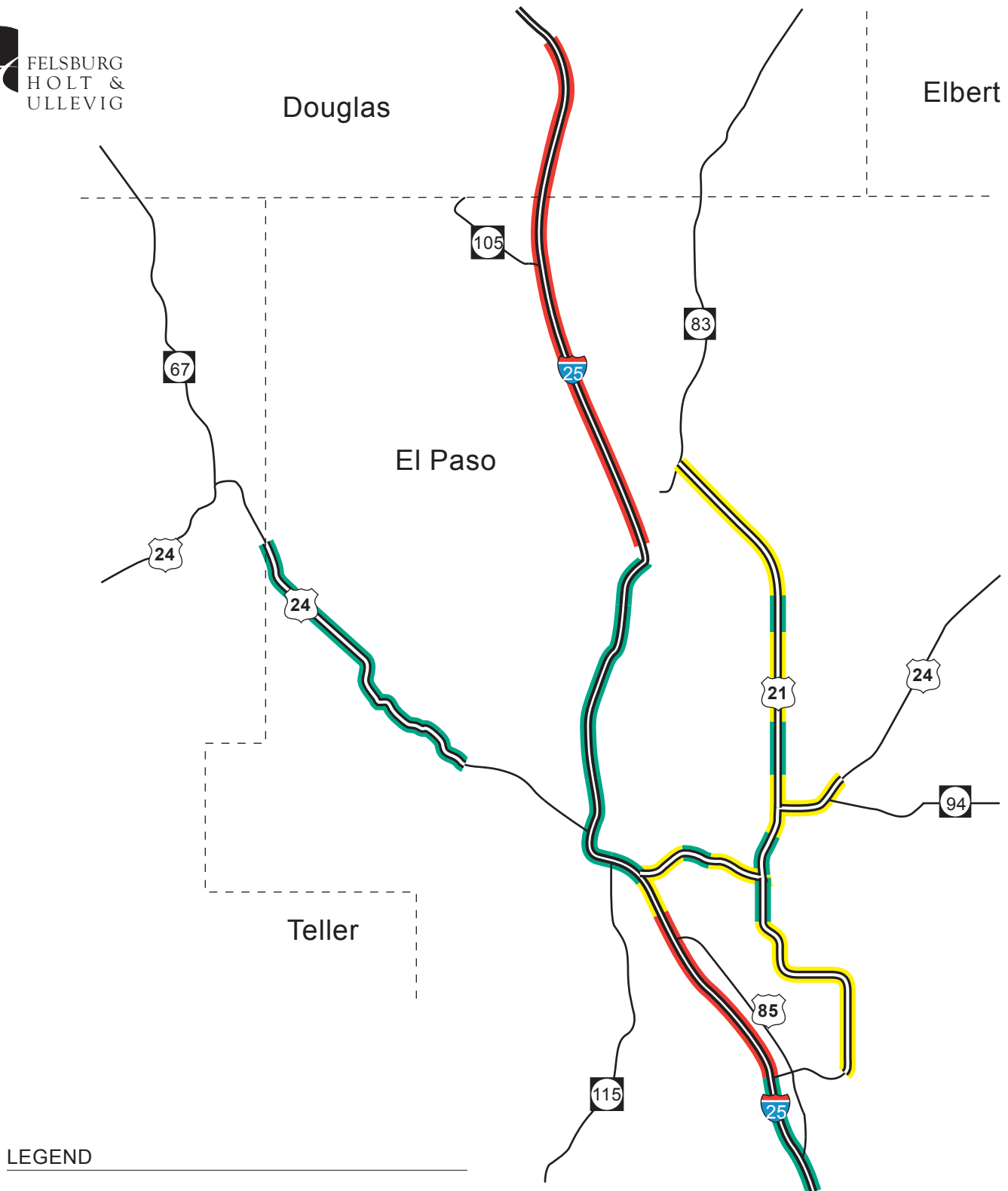
**LEGEND**

- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = Arterial
- = Freeway

\* Arterial lane closure length can vary depending on conditions



**Figure G-5**  
**Colorado Springs Area**  
**Freeways and Expressways (Non-Paving Operations)**  
**Weekend Seasonal Lane Closure**  
**(June-September)**



**LEGEND**

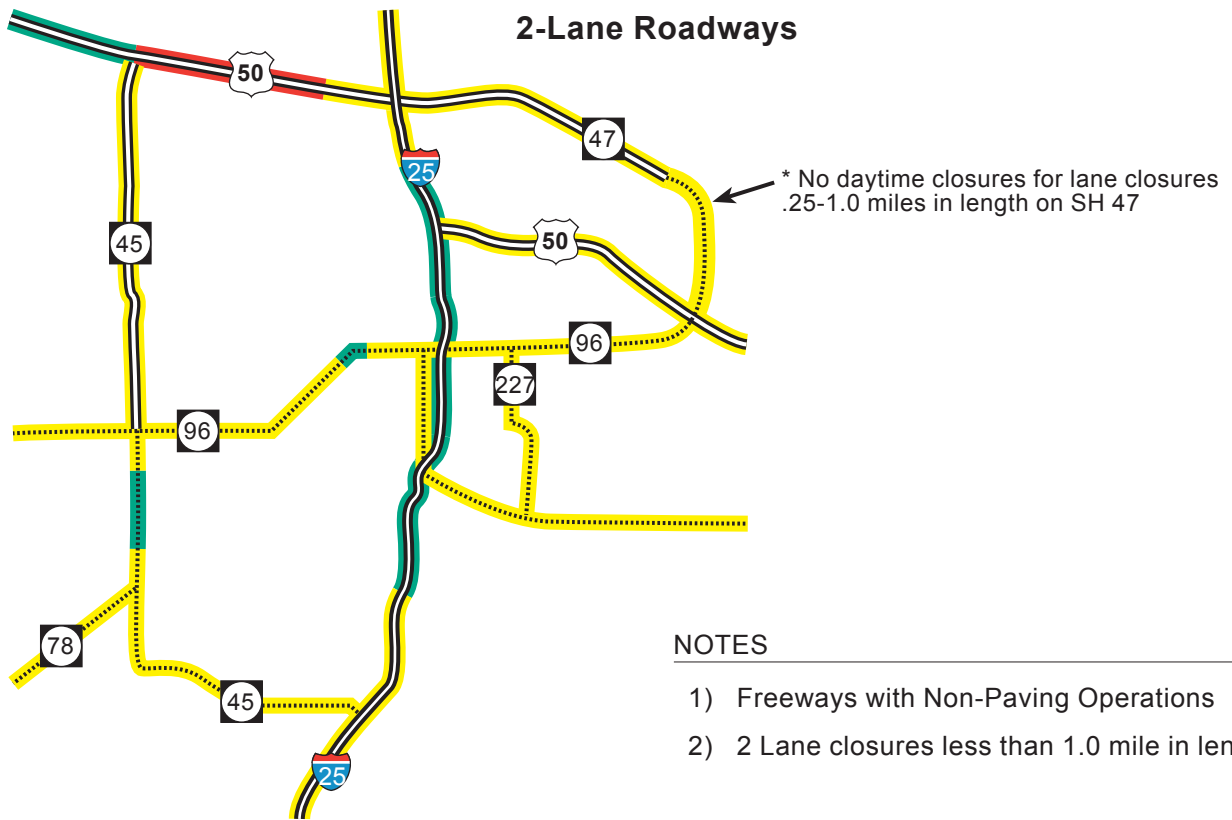
- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = Arterial
- = Freeway

\* Arterial lane closure length can vary depending on conditions



**Figure G-6**  
Colorado Springs Area  
Freeways and Expressways (Paving Operations)  
Weekend Seasonal Lane Closure  
(June-September)

## A. Freeways, Arterials and 2-Lane Roadways



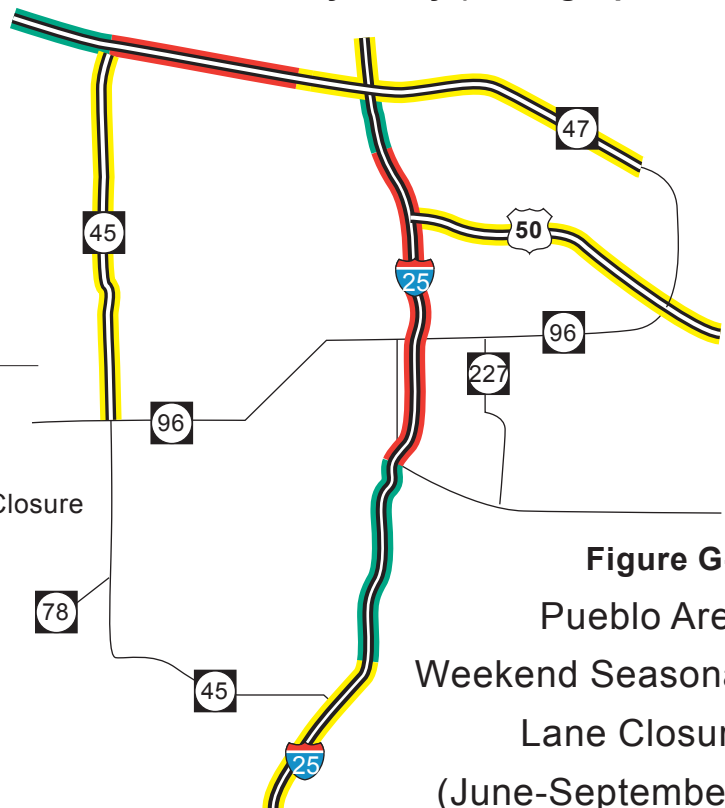
### NOTES

- 1) Freeways with Non-Paving Operations
- 2) 2 Lane closures less than 1.0 mile in length

## B. Freeways Only (Paving Operations)

### LEGEND

- = Anytime Closure
- = Nighttime Only Closure
- = Partial Daytime and Nighttime Closure
- = Arterial
- = = Freeway



**Figure G-7**  
Pueblo Area  
Weekend Seasonal  
Lane Closure  
(June-September)



## Appendix G Weekend Seasonal Lane Closure Restrictions (June - September)

State Highway Number	From	To	Beginning of Section MP	End of Section MP	Lanes	Facility Type	Direction	2 Lane < .25 mile closure	2 Lane .25 - 1 mile Closure	Signalized Multilane Arterial	Freeway Paving Operations	Freeway Other Operations
009A	US 50	Maintenance Boundary	0.000	27.340	2	Arterial	Both	---	---			
010A	I-25	US 50	0.000	71.968	2	Arterial	Both	---	---			
012A	US 160	County Road 22.9	0.000	69.064	2	Collector	Both	---	---			
012A	County Road 22.9	I-25	69.046	70.386	2	Arterial	Both	---	---			
016A	I-25	US 85	0.000	0.860	3	Arterial	Both			---		
016A	US 85	Syracuse Street	0.860	1.317	2	Arterial	Both	9 AM - 6 PM	7 AM - 10 PM			
016A	Syracuse Street	SH 21	1.317	2.117	4	Arterial	Both			---		
021A	SH 16	Hancock Expressway	131.813	138.366	4	Freeway	Both					
021A	Hancock Expressway	Fountain Boulevard	138.366	139.582	4	Freeway	Both			3 PM - 6 PM		
021B	Platte Avenue	Omaha Boulevard	141.738	142.734	6	Expressway	Both			---		
021B	Omaha Boulevard	Constitution Avenue	142.734	144.000	6	Expressway	NB			1 PM - 6 PM		
021B	Constitution Avenue	Omaha Boulevard	144.000	142.734	6	Expressway	SB			3 PM - 6 PM		
021B	Constitution Avenue	Dublin Boulevard	144.000	147.741	6	Expressway	Both			---		
021B	Dublin Boulevard	Woodmen Road	147.741	148.707	4	Expressway	NB			10 AM - 6 PM		
021B	Woodmen Road	Dublin Boulevard	148.707	147.741	4	Expressway	SB			Noon - 6 PM		
021B	Woodmen Road	Research Parkway	148.707	150.024	4	Expressway	Both				---	---
021B	Research Parkway	SH 83	150.024	154.112	4	Expressway	Both				---	---
024A	Maintenance Boundary	County Road 46	253.730	269.115	2	Arterial	Both	---	---			
024A	County Road 46	County Road 42	269.115	276.492	2	Arterial	Both	---	9 AM - 7 PM			
024A	County Road 42	Ute Pass	276.492	277.980	2	Arterial	Both	9 AM - 6 PM	8 AM - 9 PM			
024A	Ute Pass	Milepost 279	277.980	279.000	4	Arterial	Both			1 PM - 5 PM		
024A	Milepost 279	Piney Point Lane	279.000	283.169	4	Freeway	Both				---	---
024A	Piney Point Lane	SH 67	283.169	284.822	4	Arterial	Both			1 PM - 5 PM		
024A	SH 67	Sundial Drive	284.822	287.184	4	Arterial	Both			10 AM - 7 PM		
024A	Sundial Drive	Leave Green Mountain City Limits	287.184	289.777	4	Freeway	Both				Noon - 5 PM	---
024A	Leave Green Mountain City Limits	Topeka Avenue	289.777	293.645	4	Freeway	Both				2 PM - 5 PM	---
024A	Topeka Avenue	US 24 Business Loop	293.645	297.080	4	Freeway	Both				11 AM - 6 PM	---
024A	US 24 Business Loop	US 24 Business Loop	297.080	299.063	4	Freeway	Both				10 AM - 6 PM	4 PM - 6 PM
024A	US 24 Business Loop	31st Street	299.063	300.437	4	Freeway	Both				10 AM - 7 PM	Noon - 6 PM
024A	31st Street	21st Street	300.437	302.070	4	Arterial	Both			10 AM - 8 PM		
024A	21st Street	I-25	302.070	303.816	4	Arterial	Both			8 AM - 10 PM		
024E	US 24	US 24	0.000	4.323	3 / 4	Arterial	Both			---		
024G	Las Vegas Street	Shasta Drive	304.456	306.299	4	Freeway	Both				---	---
024G	Shasta Drive	Academy Boulevard	306.299	306.976	4	Arterial	Both			1 PM - 5 PM		
024G	Academy Boulevard	Powers Boulevard	306.976	308.578	4	Arterial	Both			---		
024G	Powers Boulevard	Stewart Avenue	308.578	310.184	4	Arterial	Both			1 PM - 5 PM		
024G	Stewart Avenue	Garrett Road	310.184	318.000	4 / 6	Arterial	Both			---		
024G	Garrett Road	Judge Orr Drive	318.000	322.543	2	Arterial	Both	---	9 AM - 6 PM			
024G	Judge Orr Drive	End 2 Lane Section	322.543	337.855	2	Arterial	Both	---	---			
024G	End 2 Lane Section	8th Street	337.855	339.127	3	Arterial	Both			---		
024G	8th Street	El Paso / Elbert County Line	339.127	350.580	2	Arterial	Both	---	---			
025A	New Mexico / Colorado State Line	Starkville Interchange	0.000	11.013	4	Interstate	Both				---	---
025A	Starkville Interchange	Country Club Drive	11.013	13.000	4	Interstate	Both				11 AM - 5 PM	---
025A	Country Club Drive	Apache Interchange	13.000	66.749	4	Interstate	Both				---	---
025A	Apache Interchange	SH 165	66.749	74.367	4	Interstate	Both				10 AM - 6 PM	Noon - 5 PM
025A	SH 165	Brantzell Interchange	74.367	83.461	4	Interstate	Both				---	---
025A	Brantzell Interchange	SH 45	83.461	94.769	4	Interstate	Both				11 AM - 5 PM	2 PM - 5 PM
025A	SH 45	Indiana Avenue	94.769	95.901	4	Interstate	Both				---	---
025A	Indiana Avenue	Central Avenue	95.901	96.673	4	Interstate	Both				Noon - 5 PM	---
025A	Central Avenue	Abriendo Avenue	96.673	97.447	4	Interstate	Both				11 AM - 5 PM	4 PM - 6 PM
025A	Abriendo Avenue	29th Street	97.447	100.681	4	Interstate	Both				9 AM - 7 PM	Noon - 5 PM
025A	29th Street	SH 47	100.681	101.389	4	Interstate	Both				Noon - 5 PM	---
025A	SH 47	Pueblo City Limits	101.389	103.869	4	Interstate	Both				---	---
025A	Pueblo City Limits	Purcell Boulevard	103.869	108.102	4	Interstate	Both				2 PM - 5 PM	---
025A	Purcell Boulevard	SH 85	108.102	127.860	4	Interstate	Both				Noon - 5 PM	---
025A	SH 85	SH 16	127.860	131.653	4	Interstate	Both				10 AM - 6 PM	4 PM - 6 PM
025A	SH 16	Circle Drive	131.653	137.898	4	Interstate	Both				9 AM - 7 PM	11 AM - 6 PM
025A	Circle Drive	US 24E	137.898	138.742	6	Interstate	Both				---	---
025A	US 24E	Bijou Street	138.742	141.849	6	Interstate	Both				4 PM - 6 PM	---
025A	Bijou Street	SH 38	141.849	144.622	6	Interstate	Both				11 AM - 6 PM	---
025A	SH 38	Garden of the Gods Road	144.622	146.074	6	Interstate	Both				10 AM - 6 PM	4 PM - 6 PM

--- No closure restrictions



## Appendix G Weekend Seasonal Lane Closure Restrictions (June - September)

State Highway Number	From	To	Beginning of Section MP	End of Section MP	Lanes	Facility Type	Direction	2 Lane < .25 mile closure	2 Lane .25 - 1 mile Closure	Signalized Multilane Arterial	Freeway Paving Operations	Freeway Other Operations
025A	Garden of the Gods Road	Academy Boulevard	146.074	150.303	6	Interstate	Both				11 AM - 6 PM	---
025A	Academy Boulevard	SH 105	150.303	160.763	4	Interstate	Both				9 AM - 8 PM	11 AM - 6 PM
025A	SH 105	Maintenance Boundary	160.763	167.450	4	Interstate	Both				8 AM - 10 PM	10 AM - 7 PM
025B	I-25	Main Street	0.000	1.948	2	Collector	Both	---	---			
025C	I-25	Maple Street	0.000	2.380	2	Arterial	Both	---	---			
025C	Maple Street	SH 69	2.380	3.643	2	Arterial	Both	---	8 AM - 6 PM			
025C	SH 69	I-25	3.643	3.947	2	Arterial	Both	---	---			
045A	I-25	SH 96	0.000	4.734	4	Arterial	Both			---		
045A	SH 96	US 50	4.734	8.734	4	Freeway	Both				---	---
047A	I-25	Jerry Murphy Road	0.000	0.842	6	Arterial	Both			---		
047A	Jerry Murphy Road	Milepost 3	0.842	3.000	4	Freeway	Both				---	---
047A	Milepost 3	US 50	3.000	4.635	2	Arterial	Both	---	6 AM - 7 PM			
050A	Chaffee / Fremont County Line	MacKenzie Avenue	225.578	281.898	2 / 3 / 4	Arterial	Both	---	---	---		
050A	MacKenzie Avenue	Swallows Road	281.898	301.720	4	Freeway	Both				---	---
050A	Swallows Road	Purcell Boulevard	301.720	309.780	4	Freeway	Both				---	---
050A	Purcell Boulevard	Pueblo Boulevard / SH 45	309.780	312.088	4	Freeway	Both				11 AM - 6 PM	2 PM - 5 PM
050A	Pueblo Boulevard / SH 45	Morris Avenue	312.088	313.788	4	Freeway	Both			9 AM - 8 PM		
050A	Morris Avenue	I-25	313.788	314.523	6	Freeway	Both			1 PM - 6 PM		
050B	I-25	Change Classification	316.001	324.872	4	Freeway	Both				---	---
050B	Change Classification	Colorado / Kansas State Line	324.229	467.583	2 / 4	Arterial	Both			---		
050C	SH 96	SH 231	0.000	9.449	4	Arterial	Both			---		
050C	SH 231	US 50	9.449	16.948	2	Arterial	Both	---	---			
067A	SH 96	SH 115	0.000	10.999	2	Collector	Both	---	---			
067B	SH 115	US 50	11.562	14.999	2	Collector	Both	---	---			
067C	4th Street	Midland Avenue (CR 62)	45.560	65.805	2	Arterial	Both	---	---			
067C	Midland Avenue (CR 62)	US 24	65.805	69.999	2	Arterial	Both	---	9 AM - 7 PM			
067D	US 24	Midland Avenue	77.001	77.102	4	Arterial	Both			---		
067D	Midland Avenue	Deckers	77.102	87.581	2	Arterial	Both	---	---			
069A	I-25 Business Loop	US 50	0.000	82.877	2	Arterial	Both	---	---			
071A	SH 350	SH 10	0.000	9.102	2	Collector	Both	---	---			
071B	SH 10	US 50	9.596	14.535	2	Collector	Both	---	---			
071C	US 50	Crowley / Lincoln County Line	16.157	48.650	2	Arterial	Both	---	---			
078A	SH 165	Encino Drive	0.000	32.265	2	Collector	Both	---	---			
078A	Encino Drive	SH 45	32.265	33.272	3 / 4	Arterial	Both			---		
078B	SH 78	Pennsylvania Avenue	0.000	1.493	2	Collector	Both	---	---			
083A	Interquest Parkway	North Gate Road	19.204	23.127	4	Arterial	Both			---		
083A	North Gate Road	Hodgen Road	23.127	25.870	2	Arterial	Both	---	---			
083A	Hodgen Road	Walker Road	25.870	28.132	2	Arterial	Both	---	2 PM - 6 PM			
083A	Walker Road	El Paso / Douglas County Line	28.132	30.237	2	Arterial	Both	---	---			
083B	SH 83	I-25	0.000	0.316	6	Arterial	Both			---		
085A	I-25	Ohio Avenue	128.001	128.564	2	Arterial	Both	---	7 AM - 8 PM			
085A	Ohio Avenue	Comanche Village Drive	128.564	130.000	4	Arterial	Both			---		
085A	Comanche Village Drive	Willow Springs Road	130.000	131.259	2	Arterial	Both	Noon - 6 PM	8 AM - 9 PM			
085A	Willow Springs Road	Southmoor Lane	131.259	131.799	4	Arterial	Both			---		
085A	Southmoor Lane	Alegre Street	131.799	131.999	2	Arterial	Both	9 AM - 6 PM	9 AM - 6 PM			
085A	Alegre Street	Glenarm Road	131.999	135.895	4 / 3	Arterial	Both			---		
085A	Glenarm Road	Las Vegas Street	135.895	136.720	2	Arterial	Both	10 AM - 6 PM	7 AM - 10 PM			
085A	Las Vegas Street	Ventucci Boulevard	136.720	137.040	2	Arterial	Both	1 PM - 5 PM	8 AM - 9 PM			
089A	SH 116	US 50	0.000	34.340	2	Collector	Both	---	---			
094A	US 24	Franceville Coal Mine Road	0.000	6.000	2	Arterial	Both	---	---			
094A	Franceville Coal Mine Road	Blaney Road	6.000	8.000	3	Arterial	Both			---		
094A	Blaney Road	El Paso / Lincoln County Line	7.067	35.008	2	Arterial	Both	---	---			
096A	SH 69	McCarthy Boulevard	0.000	51.537	2	Arterial	Both	---	---			
096A	McCarthy Boulevard	Abriendo Avenue	51.537	54.761	4	Arterial	Both			---		
096A	Abriendo Avenue	Elizabeth Street	54.761	55.672	4	Arterial	Both			10 AM - 5 PM		
096A	Elizabeth Street	US 50	55.672	58.817	4	Arterial	Both			---		
096B	US 50	Avondale Boulevard	69.480	70.573	2	Arterial	Both	---	9 AM - 5 PM			
096B	Avondale Boulevard	SH 71	70.573	105.830	2	Arterial	Both	---	---			
096C	SH 71	US 287	106.351	165.971	2	Arterial	Both	---	---			
096D	US 287	Colorado / Kansas State Line	169.001	207.454	2	Arterial	Both	---	---			
100A	US 160	Main Street	0.000	0.419	2	Collector	Both	---	---			

--- No closure restrictions

## Appendix G Weekend Seasonal Lane Closure Restrictions (June - September)

State Highway Number	From	To	Beginning of Section MP	End of Section MP	Lanes	Facility Type	Direction	2 Lane < .25 mile closure	2 Lane .25 - 1 mile Closure	Signalized Multilane Arterial	Freeway Paving Operations	Freeway Other Operations
101A	US 50	County Road K	0.000	21.413	2	Collector	Both	---	---			
105A	Jackson Creek Road	Frontage Road	4.713	5.583	4	Arterial	Both	---	---	---		
105A	Frontage Road	Peakview Boulevard	5.583	6.331	2	Arterial	Both	---	10 AM - 6 PM			
105A	Peakview Boulevard	El Paso / Douglas County Line	6.331	9.480	2	Arterial	Both	---	---			
109A	US 160	22nd Street	0.000	54.790	2	Collector	Both	---	---			
109A	22nd Street	Canal Road	54.790	57.791	2	Arterial	Both	---	---			
109A	Canal Road	1st Street	57.791	65.768	2	Collector	Both	---	---			
109B	US 50	SH 109	0.000	0.184	2	Arterial	Both	---	---			
115A	US 50	MacKenzie Avenue	0.000	4.661	2	Arterial	Both	---	---			
115A	MacKenzie Avenue	Main Street	4.661	8.487	2	Collector	Both	---	8 AM - 7 PM			
115A	Main Street	SH 120	8.487	11.046	2	Collector	Both	---	---			
115A	SH 120	US 50 Ramps	11.046	13.922	2	Collector	Both	---	3 PM - 6 PM			
115A	US 50 Ramps	End 3 Lane Section	13.922	20.100	3 / 4	Arterial	Both	---	---	---		
115A	End 3 Lane Section	End 2 Lane Section	20.100	24.400	2	Arterial	Both	---	8 AM - 7 PM			
115A	End 2 Lane Section	End 4 Lane Section	24.400	25.700	4	Arterial	Both	---	---	---		
115A	End 4 Lane Section	End 2 Lane Section	25.700	30.200	2	Arterial	Both	---	8 AM - 7 PM			
115A	End 2 Lane Section	Wild Horse Road	30.200	32.430	3 / 4	Arterial	Both	---	---	---		
115A	Wild Horse Road	Little Turkey Creek Road	32.430	34.490	2	Arterial	Both	---	8 AM - 7 PM			
115A	Little Turkey Creek Road	Glenrock Drive	34.490	37.527	3 / 4	Arterial	Both	---	---	---		
115A	Glenrock Drive	Cherokee Road	37.527	39.651	2	Arterial	Both	---	8 AM - 7 PM			
115A	Cherokee Road	End 3 Lane Section	39.651	40.050	3	Arterial	Both	---	---	---		
115A	End 3 Lane Section	Nelson Boulevard	40.050	41.836	2	Arterial	Both	9 AM - 6 PM	7 AM - 9 PM			
115A	Nelson Boulevard	SH 83	41.836	43.816	4	Arterial	NB	---	---		4 PM - 6 PM	---
115A	SH 83	Nelson Boulevard	43.816	41.836	4	Arterial	SB	---	---		---	---
115A	SH 83	Cheyenne Meadows Road	43.816	44.546	4	Arterial	Both	---	---		---	---
115A	Cheyenne Meadows Road	I-25	44.546	47.496	4	Arterial	NB	---	---	1 PM - 6 PM		
115A	I-25	Cheyenne Meadows Road	47.496	44.546	4	Arterial	SB	---	---	9 AM - 3 PM		
116A	US 287	Colorado / Kansas State Line	0.000	32.322	2	Collector	Both	---	---			
120A	SH 115	US 50	0.000	6.999	2	Collector	Both	---	---			
160A	Costilla / Huerfano County Line	End 3 Lane Section	278.625	287.000	3	Arterial	Both	---	---	---		
160A	End 3 Lane Section	SH 12	287.000	294.172	2	Arterial	Both	---	---			
160A	SH 12	County Road 502	294.172	301.610	2	Arterial	Both	---	Noon - 5 PM			
160A	County Road 502	Railroad Overpass	301.610	303.230	3	Arterial	Both	---	---	---		
160A	Railroad Overpass	Bear Creek Road	303.230	304.415	2	Arterial	Both	---	9 AM - 6 PM			
160A	Bear Creek Road	I-25 Business Loop	304.415	305.380	2	Arterial	Both	---	---			
160B	I-25 Business Loop	I-25	305.526	306.350	2	Arterial	Both	---	---			
160C	I-25	Colorado / Kansas State Line	344.612	496.999	2	Arterial	Both	---	---			
165A	SH 96	Cuerno Verde Boulevard	0.000	33.330	2	Collector	Both	---	---			
165A	Cuerno Verde Boulevard	Crow Road	33.330	34.718	2	Collector	Both	---	8 AM - Noon			
165A	Crow Road	I-25	34.718	36.843	2	Collector	Both	---	8 AM - Noon			
167A	County Road 2	County Road JJ	0.000	4.860	2	Collector	Both	---	---			
183A	US 50	County Road HH	0.000	0.999	2	Collector	Both	---	---			
194A	SH 109	US 50	0.000	19.997	2	Arterial	Both	---	---			
196A	US 50	US 385	0.000	35.637	2	Collector	Both	---	---			
196B	US 287	SH 96	0.000	0.200	2	Collector	Both	---	---			
202A	US 50	County Road 16	0.000	2.999	2	Collector	Both	---	---			
207A	US 50	SH 96	0.000	5.935	2	Collector	Both	---	---			
209A	US 50	SH 96	0.000	1.528	2	Collector	Both	---	---			
227A	US 50 Business Loop	Portland Avenue	0.000	0.896	2	Arterial	Both	---	---			
227A	Portland Avenue	SH 96	0.896	1.851	4	Arterial	Both	---	---	---		
231A	US 50 Business Loop	US 50	0.000	1.999	2	Collector	Both	---	---			
233A	US 50 Business Loop	US 50	0.000	1.999	2	Collector	Both	---	---			
239A	US 160	County Road 32	0.000	3.345	2	Arterial	Both	---	---			
266A	US 50	SH 109	0.000	11.516	2	Collector	Both	---	---			
287A	Oklahoma / Colorado State Line	US 50	0.000	77.639	2 / 3 / 4	Arterial	Both	---	---	---		
287B	US 50	Maintenance Boundary / SH 40	85.370	132.999	2	Arterial	Both	---	---			
350A	US 160	US 50	0.000	72.999	2	Arterial	Both	---	---			
385A	US 50	SH 96	95.055	122.879	2	Arterial	Both	---	---			
385B	SH 96	Kiowa / Cheyenne County Line	123.670	135.413	2	Arterial	Both	---	---			
389A	New Mexico / Colorado State Line	US 160	0.000	12.803	2	Collector	Both	---	---			

--- No closure restrictions



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