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I. Event Synopsis
On Monday, August 21st, 2017, North America experienced a full solar eclipse across the continental United States. This eclipse stretched from Salem, Oregon to Charleston, South Carolina. One has not been visible over the United States in hundreds of years. The next visible eclipse in the United States will be in 2024, but it will be visible in fewer states than the fourteen that saw the 2017 total solar eclipse. An estimated 7.4 million people travelled to see the full eclipse which placed a strain on the transportation highway network.

II. Background
A. A solar eclipse happens when the moon casts a shadow on the Earth, fully or partially blocking the sun’s light. In the area of the path of the total solar eclipse, daylight will fade like dusk, go to darkness and then have a dawn like experience in the middle of the day. People standing in the path of total eclipse will have up to 2 minutes and 40 seconds when they can actually see the details of the sun. Observers outside this path will still see a partial solar eclipse where the moon covers part of the sun's disk.

B. Much of Colorado saw a partial solar eclipse, where sun obscuration remained greater than 90% for most of the northern areas and 80% in southern and western Colorado. The nearest Total Solar Eclipse to Colorado occurred in West - Central to Eastern Wyoming and Western Nebraska.
III. Weather

A. The weather conditions for August 21st, 2017 were:

*State-wide Watches/Warnings/Advisories*

B. Key Impacts: Patchy dense fog with poor visibility far northeast Colorado early this morning. Isolated to scattered afternoon and evening thunderstorms with gusty winds. Brief heavy rain and small hail possible with the stronger storms with threat of flash flooding on burn scars in southern Colorado.

C. Main Areas Impacted: Early morning fog along the I-76 corridor northeast of Sterling. Afternoon and evening thunderstorms mainly along and south of the I-70 corridor.

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3 National Weather Service
Eclipse Weather Forecast

August 21, 2017
11-Noon

Location | Eclipse Begins | Maximum Eclipse | Eclipse Ends | Obscuration
--- | --- | --- | --- | ---
Grand Lake | 10:22 AM | 11:45 AM | 12:58 PM | 93.52%
Breckenridge | 10:23 AM | 11:45 AM | 12:58 PM | 90.40%
Fort Collins | 10:23 AM | 11:46 AM | 1:33 PM | 95.33%
Boulder | 10:22 AM | 11:46 AM | 1:33 PM | 93.68%
Denver | 10:23 AM | 11:46 AM | 1:34 PM | 92.31%
Castle Rock | 10:23 AM | 11:47 AM | 1:35 PM | 91.37%
Sterling | 10:20 AM | 11:50 AM | 1:17 PM | 97.12%
Limon | 10:25 AM | 11:40 AM | 1:17 PM | 91.99%
Julesburg | 10:27 AM | 11:57 AM | 1:19 PM | 99.05%
Pocatello | 10:27 AM | 11:52 AM | 1:19 PM | 97.69%

Sky Cover: Partly cloudy (35-45% mostly thin cover)
Temperature: Plains: 76-81 Mountains: 62-72
Wind: N/NE 6-12 mph
Chance of Rain: Plains: 0% Mountains: 10%

Today: Isolated PM storms (strong storm possible far eastern plains)
Outlook: A little cooler with a better chance of storms Tuesday - Thursday

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Eclipse Day! Morning High Clouds with Afternoon Thunderstorms

Setup: Monsoon moisture increasing over Colorado.
- Cloud cover this morning will be thickest over far southeast plains and mountain areas. Rest of plains including 1-25 corridor likely to see semi-transparent cirrus.
- Thunderstorms develop over mountains this afternoon, spread to adjacent plains. E plains coverage more isolated.
  - Heavy rainfall the main threat.
- Highs in the mid to upper 80s across the plains and mid 70s in the mountain valleys.

Monday High Temperature Forecast

Published on: 08/21/2017 at 8:03AM

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4 Ibid
5 Ibid

2017 Solar Eclipse After Action Report
Page 5 of 22
Eclipse Forecast

As of 4 AM MDT

Cloud Cover forecast at 10 AM MDT

Sky Cover

Valid Ending Tuesday August 22nd, 2017 at 8 AM MDT

Maximum Wind Gust Next 24 Hours

Published on: 08/21/2017 at 4:28AM

8th Created
August 21st, 2017 7 AM MDT

Current Infrared Satellite as of 3:57 am MDT

- Clouds moving into the area may obscure the solar eclipse.
- Eclipse from: 10:18 am - 1:08 pm

15 mph
25 mph
35 mph
45 mph

6 Ibid
7 Ibid
IV. Chronology of Major Events

<table>
<thead>
<tr>
<th>Date</th>
<th>Major Events</th>
</tr>
</thead>
<tbody>
<tr>
<td>May</td>
<td>Initial Regional coordination meeting held.</td>
</tr>
<tr>
<td>August 15</td>
<td>Decision is made to limit the number of lane closure projects.</td>
</tr>
<tr>
<td>August 15</td>
<td>Decision is made to restrict oversized / overweight vehicles.</td>
</tr>
<tr>
<td>August 15</td>
<td>Decision is made to temporarily halt construction projects on selected routes.</td>
</tr>
<tr>
<td>August 16</td>
<td>Fixed Variable Message Boards along the major north – south highways began displaying initial warnings for potential traffic congestion.</td>
</tr>
<tr>
<td>August 18</td>
<td>Internal CDOT coordination conference calls begin</td>
</tr>
<tr>
<td>August 20</td>
<td>Safety Patrols are deployed.</td>
</tr>
<tr>
<td>August 20 – 22</td>
<td>LEOCs and SEOC activated.</td>
</tr>
<tr>
<td>August 21</td>
<td>Partial solar eclipse occurs in Colorado.</td>
</tr>
<tr>
<td>August 23</td>
<td>Deployed Safety Patrols are returned to previously assigned areas.</td>
</tr>
</tbody>
</table>

V. Agency Participation

A. Headquarters

One of the major policy decisions dealt with the temporary halt of current highway construction and lane closures. The halt time period was 20:00 (sundown) August 18th, 2017 through 20:00 (sundown) August 22nd for the following roadways:

1. I-25 US-24 (Colorado Springs) to Wyoming border
2. I-76
3. SH-287
4. SH-71 Limon to Nebraska Border
5. I-70 SH-9 to SH-71
6. Other closures as additional data develops or at the discretion of the Regional Transportation Director

B. Region 4

1. An anticipated 400,000 people traveled through the State enroute to Wyoming with an additional 75,000 headed towards Nebraska. Fortunately, the eclipse occurred on a Monday, so most of the public made it a weekend event by travelling on Friday, Saturday, and Sunday. Then, there were those last minute deciders who would leave Monday morning.
2. Since this event was known, regional planning started early. Besides CDOT, the local jurisdictions (emergency management, fire, law enforcement, emergency medical, public health, non – governmental organizations, etc), the Colorado State Patrol, the Division of Homeland Security and Emergency Management Northeast Regional Field Manager, and the Division of Fire Prevention and Control were all actively involved as well as the neighboring States. Because it impacted them the most, it was the local jurisdictions who took the lead of the overall effort.
3. Throughout all of the meeting, the issues discussed revolved around:

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8 This was a Region 4 (Boulder, Broomfield, Cheyenne, Elbert, Kit Carson, Larimer, Lincoln, Logan, Morgan, Phillips, Sedgwick, Washington, Weld, and Yuma counties.) meeting of State and local partners.
9 Regions 3 and 5 were not impacted during this event.
a. What is the anticipated weather forecast? Not only in northern Colorado but along the path of totality nearest the State. This is important not only in determining its impact, but weather conditions might result in a change in return routes.
b. How do we keep everyone informed of what is going on?
c. How do we track traffic flow rates?
d. Identification of staging areas for first responders.
e. If a vehicle breakdown occurs, how is that handled without making the highway situation worse?
f. If there is a vehicle crash, how will response agencies get there and avoid the traffic jam?
g. What happens if the cellphone towers become overwhelmed?
h. Which local emergency operations centers are being activated?
i. Who is talking on what radio channel?
j. Also, because of dry weather conditions, there is a large potential for wildfires occurring, how will that be handled?

C. Region 1

The weekend northbound travel resulted in very few impacts upon transportation. However, with most of the post – event travel occurring immediately after 12:00, the resulting southbound wave of vehicles arrived in the metro area during the evening rush hour further resulting in decreased speeds and increased time before the highway network returned to normal levels. With the exception of one county\(^{11}\), none of the local jurisdictions activated their emergency operations centers.

D. Region 2\(^{12}\)

There were expectations that vehicle traffic from New Mexico and other locations south, could increase the normal traffic volumes throughout the Region. Appendix A displays the anticipated and actual volumes along I-25. Prudence dictated on the side on public safety to curtail normal transportation operations until the event concluded.

E. Transportation Systems Management and Operations

1. Online Transportation Information System (OTIS)
   a. OTIS is an integrated set of applications and tools to provide information and data frequently used for transportation planning and project development. For this event, the available data assisted the planning effort especially in the placement of where resources should be staged.
   b. Predictive analysis can be a very challenging endeavor with an unprecedented event, predictions ranged up to 600,000 people / 150,000 vehicles yet data only saw approximately 1/3 of that (40,000 vehicles in the four days preceding the eclipse).
   c. Real-time analysis with various sources of real-time data were available, OTIS traffic data was sourced in a few locations (six key locations, four on I-25 and two on I-76, and could have been more if needed), the data was only available the next morning, so it

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\(^{10}\) The Region encompasses: Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Gilpin, and Jefferson counties.

\(^{11}\) Douglas County.

\(^{12}\) The Region is comprised of: Baca, Bent, Custer, El Paso, Fremont, Huerfano, Kiowa, Las Animas, Otero, Park, Prowers, Pueblo, and Teller counties.
was not exactly real-time. This data however was very valuable in developing the big picture of where traffic was flowing throughout the State.

d. OITS / Traffic Operations Center (TOC) traffic data had a limited number of counters and in a defined area (metropolitan Denver). These counters are truly real-time and data can be obtained fairly instantly. However, the closest one to Wyoming was at SH7. However, OITS did not have real-time data at the Wyoming border where it was really needed, until TOC started doing manual counts by camera.

e. Traffic Data analysis - overall, between both sources above, the Traffic and Safety Engineering Branch were able to determine the exodus of vehicles to Wyoming and Nebraska (although the team saw that estimated 400,000 vehicles, that is not what the counters showed what crossed the border, so that may have been internal to Wyoming from other States, rental cars, or those travelling on days before CDOT monitoring) and the team was able to prepare estimates for their return.

f. See Appendix A for the final maps that described the daily historical, predicted, and actual outbound volumes for I-25, I-70, and I-76 between August 17th and August 21\textsuperscript{st}. Then, the inbound vehicles for August 21\textsuperscript{st} through August 22\textsuperscript{nd}.

2. Colorado Transportation Management Center (CTMC)

a. The CTMC, also known as the TOC, provides the traveling public with timely information\textsuperscript{13} about Colorado’s Interstates, U.S. and State highway routes using internet, paging and telephony systems as well as providing the information on the roadway via variable message sign (VMS). The CTMC also operates an incident notification system, working with the Colorado State Patrol (CSP) and local police agencies, county and local fire departments and emergency management agencies.

b. For this event, the CTMC was staffed above normal levels for mid – August. Based upon their observations, a series of Situation Report were released to provide CDOT staff with a snapshot of the on – going situation. See Appendix C.

c. During this event, periodically, the CTMC would provide a vehicle count along selected roadway segments by having a staff member visually count the vehicles using the camera system. Examples of the camera screenshots are below:

\textsuperscript{13} Examples of this includes: CoTrip.org, GovDelivery, and 511.
Starting on August 16th, the following two VMS messages were displayed across the State.

- **HEAVY ECLIPSE TRAFFIC EXPECTED FRI - TUES**

Based upon CTMC’s communication plan, the messages below were periodically displayed between August 19th and the 21st:

- **FLASH ACCORDINGLY**
The CTMC also deployed three Safety Patrol vehicles into the Region 4 area to augment the one Patrol vehicle that typically operates in the Region.

3. **Incident Commanders (IC) / Corridor Managers (MC)**

   All available ICs and CMs were deployed to the Region 4 area to participate in the Task Force(s)\(^{18}\) operations with emphasis on keeping the highway system open and functioning. The planning areas of responsibility for each task force were:

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\(^{16}\) Colorado Department of Transportation CTMC VMS and Communications Plan, August 2017

\(^{17}\) State Farm

\(^{18}\) Each Task Force was comprised of: 1 Safety Patrol Service Truck; 1 CSP Sergeant and 2 Troopers; and 1 Fire Crew. Each safety patrol truck will carry 20 gallons of gasoline (instead of the normal 5 gallons) and 5 gallons of diesel. CDOT incident commanders and safety patrol trucks will each carry multiple cases of water and granola bars. CSP will carry multiple cases of Gatorade donated by a Fire Department. Each incident commander and safety patrol will also carry a 20lb Fire Extinguisher.
Physically the Task Forces were staged at:

- Task Force #1  I-25 m/m 253-265  Stationed at Thompson Valley EMS.
- Task Force #2  I-25 m/m 265-281  Stationed at E. Harmony Rd.
- Task Force #3  I-25 m/m 281-State Line  Stationed at CDOT Facility m/m 283
- Task Force #4  Hwy 287  Stationed at Poudre Fire Station Fort Collins.

F. Division of Maintenance

1. Throughout Maintenance Sections 19, 520, and 421, normal maintenance activities were temporarily suspended as a public safety concern. However, road crews would continue their normal patrols in an effort to provide assistance to the travelling public.

2. The Division of Maintenance staged a fueling station to assist the first responder community. Additionally, fourteen sets of chemical toilets were set at various locations along I-25 as well as traffic control devices. The decision to utilize these pieces of equipment came just a few days prior to the event which required some adjustments in staffing schedules in order to get these in place at the proper time.

3. Even though this was a known event, the discussion of possible contra-flow traffic was also a last minute option. This type of operation (option) should have been communicated earlier in the place to help ensure, if used, would have been a success. A lot of prior planning needs to take place to implement such an operation.

G. Permits

1. As the eclipse date moved closed, the Colorado Motor Carriers Association released travel alerts22 for the western States.

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21 Comprised of: Baca, Bent, Crowley, Custer, El Paso, Fremont, Huerfano, Kiowa, Las Animas, Otero, Park, Prowers, and Pueblo counties.

22 CMCA Total Solar Eclipse 2017, “Transportation and Travel Alerts.”
a. Colorado. While Colorado is not in the direct line of the eclipse, one of the best places in the entire country to see the solar eclipse was in Casper, Wyoming right off of I-25. The population of Wyoming is expected to double that day with the major influx coming from the Denver Area and Albuquerque. The Colorado State Patrol is anticipating SIGNIFICANT delays on I-25 from Pueblo to the Wyoming State Line and I-76 from Denver to the Nebraska State Line on the day of the eclipse and the weekend leading up to August 21st.

b. Nebraska. Approximately 468.4 miles of Nebraska is in the viewing zone. An influx of out-of-state visitors is also expected to come to NE to witness the event. Heavy traffic, extreme congestion and large crowds across the entire state are expected. Many communities have planned weekend events, so plan on heavy traffic being possible over the weekend leading up to the actual day of the eclipse.

c. Wyoming. Along with Nebraska, Wyoming is one of the best locations to see the Eclipse. It will be visible in Casper at 11:42:40am for about 2 ½ minutes. Overweight and oversize loads will not be allowed to travel on any Interstate or Primary and Secondary highway in Wyoming on August 20th, 21st, and 22nd because of the anticipated increase in traffic for the solar eclipse. Wyoming Highway Patrol is putting this in place as a safety measure to help with traffic flow.

2. In response to these alerts, numerous States imposed travel restrictions as a public safety measure. Nebraska and Wyoming were two of the earliest States to issue prohibitions. On August 15th the decision was made to halt all oversize / overweight vehicle traffic from August 17th to August 22nd. No exceptions to this restriction were granted.

3. Initial notifications were made to the commercial trucking companies, Ports of Entry, Colorado Motor Carrier Association, and other agencies. Initial notifications were completed by August 15th, 2017.

4. Even though it was anticipated that I-25 would be the primary highway for Colorado and New Mexico residents headed towards Wyoming with I-76 being used for people going to western Nebraska, the oversize / overweight restriction was limited to northeastern Colorado as shown on the map below.

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23 SOLAR ECLIPSE RESTRICTIONS: Due to the increased mobility and safety concerns brought about by the upcoming Solar Eclipse, The Colorado Department of Transportation has decided to restrict all over size/overweight travel North of Highway 50 from Kansas to Utah commencing from sundown Thursday August 17th continuing through sunrise on Wednesday August 23, 2017. You can now receive oversize/overweight-related alerts through your email and phone (via text). To sign up go to: https://public.govdelivery.com/accounts/CODOT/subscriber/new?topic_id=CODOT_2144
5. Nebraska. Issued this advisory: “Attention Drivers of Oversized Vehicles, In anticipation of possible traffic conflicts surrounding the upcoming eclipse, oversized / over-dimensional loads will NOT be permitted to move in or through Nebraska from SUNSET August 18 to SUNRISE August 22\textsuperscript{nd}, 2017.”\textsuperscript{25}

6. Wyoming. “ATTENTION DRIVERS OF OVERSIZE AND/OR OVERWEIGHT VEHICLES OVERSIZE AND/OR OVERWEIGHT LOADS will NOT be permitted to move in/through WYOMING from 6:00 AM Sunday August 20\textsuperscript{th} through 9:00 PM Tuesday August 22\textsuperscript{nd}, 2017. This restriction is due to anticipated traffic conflicts surrounding the solar eclipse. • This restriction includes: o Self Issuing Permit Holders; o Extended period/annual permit holders; o Oversize Recreational Vehicle permit holders; o Holders of permits issued prior to these dates; which include any of these dates as a travel day. • Drivers are urged to plan ahead and be prepared for this delay as well as other delays surrounding the Solar Eclipse.”\textsuperscript{26}

H. Office of Communications

1. Because of the traffic estimates, public information became a key component in alerting the public to potential conditions that may impact their travel. The CDOT Region 4 public information team worked closely with local jurisdictions, local / State law enforcement, and other entities to ensure a coordinated message was drafted and released.

\textsuperscript{24} Credit CDOT
\textsuperscript{25} NE Solar Eclipse Flyer.
\textsuperscript{26} WYDOT Solar Eclipse Flyer SM.
2. The preliminary talking points were:
   a. Pay attention, and don't drive distracted. Drive defensively because there will be more motorists on the road, and some of them may be slowing down, or may not be paying attention when the eclipse is occurring.
   b. Ensure vehicles have plenty of fuel.
   c. Don't stop and pull off onto the side of the roads.
   d. Don't use the center median crossings on the interstates for turning around or parking. Those crossings are for authorized vehicles. Emergency vehicles need to keep these areas clear for response to emergency situations.
   e. Don't park on any highway shoulder or in any ditch area. That can be dangerous for you and other drivers, and a person's car exhaust could start a grass fire.
   f. Plan ahead and move to a safe and legal area prior to the eclipse so you can enjoy the experience.
   g. Use eclipse glasses to safely view the eclipse. These glasses provide eye protection from the eclipse.
   h. Bring plenty of water, sunscreen and snacks. It is unknown how busy traffic will be, but with hotels and campsites sold out, we are expecting large amounts of traffic surrounding this momentous event. This is also the first day for Colorado State University students and freshman orientation for Colorado University.

3. There is always something that was not considered. In this case, people were pulling over and taking pictures with the Wyoming State sign. This created a public safety issue. To help mitigate this, the PIO team made a post to Twitter™.

27 Credit CDOT
4. A total of six Twitter postings were made and six press releases issued. Multiple interviews were conducted the week prior to the event. On the morning of August 21st (06:30), the Regional public information Team conducted a Facebook Live broadcast.

I. Office of Emergency Management
1. OEM staff were present at the Traffic Operations Center (TOC) to assist in establishing situational awareness and coordinating the allocation of needed resources, if the need arose.
2. Coordinated the issuance of radios for vehicles transporting water and headquarters staff. A radio cache was staged if needed. Also, interfaced with the Governor’s Office of Information Technology for programming / installers personnel to be available.
3. State Emergency Operations Center (SEOC). The SEOC was activated during the event with Command and General Staff and selected State agencies in attendance in support of the Northeast All - Hazards Emergency Management Region28. CDOT did provide a representative. A WebEOC event in (2017 Solar Eclipse) was created. WebEOC provides a mechanism for sharing information regarding on – going events.

J. Division of Aeronautics
There were no reports of any disruption or impact to the aviation industry.

K. Division of Transit and Rail
There were no reports of any disruption or impact to transit and rail transportation.

VI. Outside Agency Participation

A. Colorado State Patrol (CSP)
As with all high volume traffic situations, the presence of law enforcement assists in maintaining a safe environment for the public. CSP provided multiple vehicles to assist with traffic control as well as being a member of the establish Task Forces. CSP also provided aircraft to provide reconnaissance information to those response agencies on the ground of potential problems / solutions. See the Operations Section below for additional information.

B. Division of Fire Prevention and Control (DFPC)
Because of the current dry conditions throughout the Region, one of the worst case scenarios was that a wildland fire could start and rapidly grow which could threaten the travelling public. Grass fires move much faster than forest fires. To address this potential hazard, one engine from DFPC was assigned to each of the four Task Forces in order to provide a rapid response capability.

C. Larimer County
Larimer County was the most impacted local jurisdiction during this event because of the I-25 corridor. With the anticipated traffic volume and the potential consequences if something were to happen, the major burden would fall on the County. The County lead most of interstate and intrastate planning efforts.

28 The Northeast Region is comprised of the following Counties: Cheyenne, Kit Carson, Larimer, Lincoln, Logan, Morgan, Phillips, Sedgwick, Washington, Weld, and Yuma.
D. **Weld County**

If a major incident were to occur, mutual aid through Weld County would be critical. Response agencies were involved in the planning to help identify any potential gaps they could assist in filling as well as working on their own contingency plans in case I-25 traffic came to a stop and the public used other highways or local roads to get to their destination.

E. **State of Nebraska**

The path of totality crossed the southwest portion of the State. For some, it would be a shorter distance to drive to Nebraska than it would be to drive to Wyoming. I-76 was the anticipated primary route. Nebraska staff participated in multiple conference calls and exchanged vital information.

F. **State of Wyoming**

As with the State of Nebraska, Wyoming was in the path of totality and was the anticipated major destination of Colorado–based visitors. The State and several of their southern counties actively participated in the planning and coordination efforts. This was critical for both pre- and post- event travel. Wyoming shared their highway traffic counts as the visitors returned home.

VII. Operations

A. **Pre–Event**

1. There were no major issues prior to totality occurring. This could be attributed to a weekend occurred prior to the event which allowed the public an opportunity to take their time to arrive at their designation. The only exception to this were those people who decided Monday morning to travel to the path of totality. There was only one report of a vehicle running out of fuel. By our count, approximately 10,000 vehicles departed for Wyoming and 6,000 vehicles for Nebraska.

2. If any of the events postulated in Appendix B (or any not mentioned) took place, a State disaster might have been declared to deal with the consequences. If this took place, it might have been necessary for deployed staff to work extended hours to resolve any adverse situations. The deployed staff may be tasked through the SEOC. This would create a challenge for exempt staff, especially if they were activated through the Colorado Incident Response and Recovery Plan or the All-Hazards Resource Mobilization Annex29.

3. One of the successes of this event was the interagency coordination that took place in the months prior to the eclipse. This coordination also occurred throughout August 21st and 22nd. The free exchange of information, identification of potential problems, and possible solutions was continuous. Below is a snapshot of some coordination calls that took place.

29 This Annex provides access to the Resource Mobilization Fund, which can pay for resources (personnel, equipment, and/or services). The Executive Director, Colorado Department of Public Safety can authorize the use of this fund. CRS 24-33.5-705.4(6). This annex is currently under its two-year review.
B. Post – Event

1. For Wyoming, totality ended at 11:49. (In western Nebraska, totality ended at 12:56.) At approximately 12:30 the first indications were sighted as a large number of southbound traffic coming from such locations as Casper, WY. These indications became more apparent where traffic slowdowns took place (i.e. Chugwater, WY).

2. The pictures below were taken from the CSP aircraft because Wyoming had communicated with Colorado that they were diverting traffic off of Highway 85 going south from Torrington on Highway 213. In looking at this, the concern was that Highway 71 could get congested in Colorado. An aircraft flew and started at Kimball, Nebraska. The first picture is at Kimball where I-80 intersects with Highway 71. This showed a significant number of cars that were westbound on I-80 getting onto Highway 71 to travel south into Colorado. The aircraft then followed Highway 71 into Colorado and discovered that where it intersected Highway 14 and was controlled by a stop sign which caused a huge traffic backup. A CSP trooper was dispatched to control that intersection and get traffic flowing faster and the problem was alleviated.
3. This next series of photos the start of the heavy volume of traffic returning from Wyoming. The pilots were directed to fly north until they found the traffic at a high volume in order to anticipate when it would reach the Colorado border. These pictures were taken approximately 12 miles south of Chugwater, WY.

4. After that CSP conducted a video chat using FaceTime™ so that the team could see the live action and not still shots. The proved to be extremely valuable!

VIII. Consequence Management

In every operation during the planning phase, the planning team always discusses those items that could go wrong or could negatively impact the planned activity. The process outlines these items and identifies those actions that should/must be taken to mitigate the effects. For this event, multiple consequence management plans were developed. The scope of these depend upon the agency’s perspective. See Appendix B - Incident Action Plan Safety Analysis (ICS Form 215a).

31 Colorado State Patrol
32 Ibid
33 Ibid
34 Ibid
IX. Other Impacts

In some circumstances, simultaneous events also take place that could potentially or do directly impact on – going activities. During this time, two other events occurred:

A. Other State’s oversized / overweight vehicle restrictions. (See the Permits paragraph above.)

B. Collegiate move – in dates. On August 21st the University of Colorado – Boulder. The University of Northern Colorado (Greeley) and the Colorado State University36 (Fort Collins) move – in date was August 17th

X. Expenses Incurred

Whether internal or external funds are used, there is always a financial impact for event planning, response, and recovery. The table below generally highlights CDOT’s expenses.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price per each</th>
<th>Cost</th>
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<td>Estimated Total Cost39</td>
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</table>

XI. Areas of Improvement

A. Each event has its own unique characteristics. The key is to recognize those areas that work and those that need to be adjusted. Below is a listing of items that should be sustained, improved upon, and need to be created.

B. Improvement Plan

1. Sustains: What do we want to keep doing?
   a. Maintain the Safety Patrol project.
   b. Continue day-to-day coordination with local jurisdictions for all matters.

2. Improves: Areas or process for improvement.
   a. Item: Policy level decisions (OS / OW permits, highway construction halts, etc) were made late in the process.

   Discussion: On August 15th, the decisions were made to restrict the travel of overweight / oversized vehicles, halt current highway construction projects starting on August 17th and restarting on August 22nd, and also halting all lane closure projects. It was also not until August 19th that special cost coding for the event

36 OTIS data does confirm an increased vehicle count moving northward into the Fort Collins area with no perceptible increase continuing further north that weekend.
37 Estimated.
38 Ibid.
39 Personnel salary / benefit costs are included. This total is not definitive, but just a general approximation for planning purposes.
was to be used to capture a snapshot of how much such an event encumbered. An earlier decision and notification for maintenance and engineering projects to be stood down would have saved costs and reduced frustrations. Inherent within this is also the clear communications of the decision and the intended purpose.

**Recommendation:** Due to the complexity of ensuring all stakeholders were aware of these decisions and had sufficient time to safety implement them or mitigate the consequences of these actions, these decisions should have been made at one – two weeks earlier.

### b. Item:

**What sources (OTIS, Google Traffic™, etc) are we using to base our strategic decisions on?**

**Discussion:** During the pre – planning conversations, the discussion did consider the redeployment of the highway Task Forces to different locations if the need arose. The redeployment decision would be based upon visual observation as well as OTIS reporting and Wyoming- based traffic flow information. However, other data sources such as Google Traffic™ could be used.

Google Traffic™ “works by analyzing the GPS – determined locations transmitted by a large number of mobile phone users. By calculating the speed of the users along a length of road, Google™ is able to generate a live traffic map.”


**Recommendation:** OTIS provides a physical count of the vehicles along a roadways. This provides a higher accuracy of what is actually occurring on those paths versus relying on GPS - based data from selected cellular telephones.

### c. Item:

**Overtime pay**

**Discussion:** During extraordinary events, which are beyond normal day – to – day operations, there may be the requirement for Exempt and Non - Exempt employees to work extended hours. These are unique events and occur on a non – regular basis. Currently, there is no policy or mechanism to pay exempt employees for extended work hours. This event was a CDOT – oriented
incident. However, this could have been a gubernatorial (executive order) directed operation where State Disaster41 or Resource Mobilization funds could be used to pay individual salary / benefits for normal work hours as well as extended (overtime) hours. An executive order could activate the State disaster plan, which authorizes another State agency to act on behalf of the Governor and directly task a State agency or an individual. A CDOT Working Group on Emergency Procedures is scheduled to meet with the Office of Human Resources and the CDOT Controller to discuss compensation for disaster-related events.

Recommendation: The Department should develop a policy to address those unique circumstance where exempt staff can be paid overtime.

d. Item: CDOT camera capability at the SEOC.
   Discussion: The IT infrastructure and firewall protections at the SEOC sometimes inhibits the display of the CDOT live stream camera system. Some external agencies have access to the https://vision.cotrip.org website. The Emergency Support Function (ESF) #1 (Transportation) representative at the SEOC, provided they have their CDOT assigned computer (which operates outside of the Colorado Department of Public Safety network), should have access to the website to assist in providing situational awareness. The challenge to this may be more than one individual may be designated as the ESF #1 representative.

Recommendation: Conduct an assessment of the feasibility of providing access to this website for the ESF #1 emergency response coordinator.

e. Item: Earlier event planning and analysis.
   Discussion: Regional partners did some preliminary planning months prior to the event. It was not until the week prior before traffic analysis and traffic contingency planning took place. The Traffic and Safety Engineering Branch possesses information that directly supports such efforts as counter-flowing along I-25. Earlier planning could have explored a hierarchy of escalation steps, i.e. frontage road control, interchange control, ramp metering, etc.

Recommendation: Major events such as the eclipse where the potential exists that catastrophic consequences could occur, the Traffic and Safety Engineering Branch need to be brought into the process sooner.

3. Takeaways: Identify new processes, documents or procedures.
   None identified.

41 Use of this fund can only be authorized through a gubernatorial Executive Order. CRS 24-33.5-704(4) and 24-33.5-706.
New Mexico to Trinidad  
No significant travel time increases predicted.  (Was true).

Grand Junction

SH-7 to Ft. Collins  
Nearly 2X travel time 3pm to 6pm.  
(No, nearly 2X at 12pm)

Ft. Collins to Wyoming  
No significant travel time increases predicted.  (Was true).

Castle Rock to E-470  
Nearly 2X travel time from 6am to 8am.  
(No, no increase.)

E-470 to Keensburg  
No significant travel time increases predicted.  (Was true).

Keensburg to Nebraska  
No significant travel time increases predicted.  (Was true).

I-25 @ SH-7

Colorado Springs

Ft. Collins

Laramie

Cheyenne

Sterling

Castle Rock

Keensburg

Grand Junction

Pueblo

Trinidad

HV = Historical Volume  
PV = Projected Volume  
AV = Actual Volume  

100 miles
SOLAR ECLIPSE HISTORICAL, PREDICTED, AND ACTUAL OUTBOUND VOLUMES
FRIDAY AUGUST 18TH, 2017

- **New Mexico to Trinidad**
  - No significant travel time increases predicted. (Was true)

- **SH-7 to Ft. Collins**
  - Nearly 2X travel time from 3pm to 6pm. (No, 1.2X increase)

- **Ft. Collins to Wyoming**
  - Nearly 2X travel time from 2pm to 7pm. (No, no increase)

- **Castle Rock to E-470**
  - Nearly 2X travel time from 6am to 7pm. (No, no increase)

- **E-470 to Keensburg**
  - No significant travel time increases predicted. (Was true)

- **Keensburg to Nebraska**
  - No significant travel time increases predicted. (Was true)

- **Grand Junction**

- **Colorado Springs**

- **Laramie**

- **Cheyenne**

- **Pueblo**

- **Trinidad**

**Legend**
- HV = Historical Volume
- PV = Projected Volume
- AV = Actual Volume
- OTIS Volume Station

**Map Details**
- 100 miles

**Notable Traps**
- Historical Volume
- Projected Volume
- Actual Volume
No significant travel time increases predicted. (Was true)
SOLAR ECLIPSE HISTORICAL, PREDICTED, AND ACTUAL OUTBOUND VOLUMES
SUNDAY AUGUST 20TH, 2017

- **Ft. Collins to Wyoming**: 2X travel time from 10am to 5pm. (No, no increase)
- **SH-7 to Ft. Collins**: 2X travel time from 10am to 7pm. (Yes, 2X travel time from 11am to 4pm)
- **Castle Rock to E-470**: 2X travel time from 9am to 8pm. (No increase)
- **E-470 to Keensburg**: No significant travel time increases predicted. (Was true)
- **Keensburg to Nebraska**: No significant travel time increases predicted. (Was true)

- **New Mexico to Trinidad**: No significant travel time increases predicted. (Was true)

Legend:
- HV = Historical Volume
- PV = Projected Volume
- AV = Actual Volume
- OTIS Volume Station

100 miles
SOLAR ECLIPSE HISTORICAL, PREDICTED, AND ACTUAL OUTBOUND VOLUMES
MONDAY AUGUST 21ST, 2017 (MIDNIGHT TO 10:00 A.M.)

- **Ft. Collins to Wyoming**: No significant travel time increases predicted. (No, nearly 2X from 6am to 8am)
- **SH-7 to Ft. Collins**: Nearly 2X travel time from 5 am to 7 am. (No, nearly 2X from 5am to 7am)
- **Keensburg to Nebraska**: No significant travel time increases predicted. (Was true)
- **Castle Rock to E-470**: HV = 17,069
  
  - PV = 17,069
  
  - AV = 16,662
- **E-470 to Keensburg**: HV = 1,477
  
  - PV = 1,477
  
  - AV = 1,634
- **New Mexico to Trinidad**: HV = 1,477
  
  - PV = 1,477
  
  - AV = 1,634
- **Grand Junction**: HV = 1,941
  
  - PV = 6,941
  
  - AV = 3,821
- **Colorado Springs**: HV = 23,704
  
  - PV = 33,704
  
  - AV = 31,591
- **Colorado**: HV = 17,069
  
  - PV = 17,069
  
  - AV = 16,662

**Legend**

- HV = Historical Volume
- PV = Projected Volume
- AV = Actual Volume
- OTIS Volume Station
SOLAR ECLIPSE HISTORICAL, PREDICTED, AND ACTUAL INBOUND VOLUMES
MONDAY AUGUST 21ST, 2017 (NOON TO MIDNIGHT)

HV = Historical Volume
PV = Projected Volume
AV = Actual Volume

*Device only recorded from Noon to 10pm. Data Incomplete.

- Wyoming to Ft. Collins
  - Up to 2X from Noon to 5pm.
  - (No, nearly 1.75X at Noon)

- Nebraska to Keensburg
  - No significant travel time increases predicted. (Was true)

- Ft. Collins to SH-7
  - Up to 2X from Noon to 8pm. (No, up to 1.5X from 3pm to 11pm)

- Keensburg to E-470
  - No significant travel time increases predicted. (Was true)

- E-470 to Castle Rock
  - HV = 25,938
  - PV = 25,938
  - AV = 24,647

- Keensburg to I-25 @ SH-4
  - HV = 3,343
  - PV = 3,343
  - AV = 13,429

- Grand Junction to Ft. Collins
  - HV = 11,543
  - PV = 35,945
  - AV = 25,799*

- Ft. Collins to SH-7
  - HV = 36,907
  - PV = 61,407
  - AV = 46,589

- Ft. Collins to SH-7
  - HV = 3,818
  - PV = 7,892
  - AV = 9,892

- Ft. Collins to SH-7
  - HV = 3,106
  - PV = 3,106
  - AV = 4,087
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## INCIDENTAL ACTION PLAN SAFETY ANALYSIS (ICS  215A)

<table>
<thead>
<tr>
<th>1. Incident Name: 2017 Solar Eclipse</th>
<th>2. Incident Number: CO-COEM E011</th>
</tr>
</thead>
<tbody>
<tr>
<td>3. Date/Time Prepared: Date: 8/19/17 Time: 12:00</td>
<td>4. Operational Period: Date From: 8/18/17 Date To: 8/22/17</td>
</tr>
<tr>
<td>Region 4</td>
<td><strong>Active Shooter / Assailant.</strong> Regardless of reason, the discharge of a firearm(s) with the intent to injure or kill.</td>
</tr>
<tr>
<td>Region 4</td>
<td><strong>Cellular Coverage.</strong> Prior to and after the event cellular availability may be challenged due to the non-urban areas along the highways where coverage may not be robust as well as the increased load as people communicate their whereabouts to family and friends. The critical time will be during the event as people livestream the eclipse from their cellular phones.</td>
</tr>
<tr>
<td>Region 4</td>
<td><strong>Civil Unrest / Civil Disturbance.</strong> Civil disorder may be spontaneous, such as when a group suddenly erupts into violence, or it may be planned, such as a demonstration or protest intentionally interfering with another’s lawful business or a reaction to a perceived injustice.</td>
</tr>
<tr>
<td>Statewide</td>
<td><strong>Hazardous materials incident.</strong> Larimer County, Fort Collins, and Loveland are exposed to and are at risk from accidents and/or incidents involving hazardous materials. A large portion of the local economy is based upon agriculture, manufacturing, and industry. All of these businesses rely on the production, use, and/or storage of hazardous materials. Explosives, flammable liquids, flammable solids, gases, poisons, pesticides, oxidizing substances, and radioactive materials are either used in or stored throughout the region. Interstate 25 is designated as the Hazardous and Nuclear Materials Transportation Route by the CDOT. US Highway 287 runs through the middle of Fort Collins in a north-south direction, and US Highway 14 cuts through the north side of town connecting with 287 and traveling up the Poudre Canyon. US Highway 34 bisects Loveland north-to-south, and</td>
</tr>
</tbody>
</table>
US Highway 287 bisects Loveland east-to-west. Heavy commercial truck traffic containing varying amounts of hazardous materials travels on these major roadways daily. Even though Highways 287 and 34 are listed as the primary corridors for commercial truck traffic, many trucks by-pass these routes for a variety of reasons, which may include illegal loads and/or cargo. Along with road transportation, Larimer County has railways that pass through from north to south. Great Western, Burlington Northern Santa Fe, and Union Pacific all provide service to these areas. In 2009, up to eight trains a day traveled on these railways with some trains as long as eight miles. In recent years, the number of trains traveling through Larimer County has increased significantly. Large quantities of hazardous materials are transported on these routes. Derailments and collisions with auto/truck traffic have occurred in the past.

<p>| Statewide | Highway construction zones. On-going highway construction can cause traffic slowdowns and safety issues when heavy traffic occurs. | Halt all highway construction projects starting on Friday (8/18) through Tuesday (8/22) or when traffic levels return to normal. |
| Statewide | Lane closure areas. By their definition, lane closure restricts the flow of traffic. Increased traffic flows will further exacerbate the situation. | Halt all lane closure projects starting on Friday (8/18) through Tuesday (8/22) or when traffic levels return to normal. |
| Region 4 | Oversized / Overweight vehicles. When traffic flow increases / decreases and normal accordion effects occurs, these vehicles are slower to react to highway speeds which could result in lane slowdowns and the inherent safety issues due to their physical size as it relates to the other traffic. | All the major highway corridors, restrict / halt oversized / overweight traffic. Establish an exception policy for such items as agriculture or emergency response to rail road derailments. |
| Statewide | Severe weather (thunderstorms, hail, lightning, flash flooding, severe wind, heat related, etc). Thunderstorms are quite prevalent during the spring and summer. These often become quite severe, and the frequency of hail damage is quite high. With an average frequency of six or more hail days per year, some counties of eastern Colorado are among the most hail prone areas in the entire country. The greatest threat of flooding is flash flooding from localized intense thunderstorms, and lightning has emerged as one of the greatest weather hazards in Colorado and Wyoming. Each year there are several fatalities and injuries from lightning. Unlike tornadoes that are most common in selected areas, lightning can and does occur everywhere. | National Weather Service issues a warning for the area (Tornado Warning, Severe Thunderstorm Warning with Hail, or Flash Flood Warning). Severe weather is observed requiring shelter of people outside. The City of Fort Collins and CSU have lightning detection systems that send notifications to response agencies. EOC personnel will monitor weather closely before and during the event and will rely any pertinent information as needed to maintain safety of the public. Weather-related messaging will go out via Social Media and emergency notifications. |</p>
<table>
<thead>
<tr>
<th>Statewide</th>
<th><strong>Terrorism Implications.</strong> Large gatherings of people and the disruption of national infrastructure (highway system) creates a target of opportunity.</th>
<th>Notify law enforcement and other selected response disciplines of the potential as well as reporting instructions. These procedures may be protected as FOUO or law enforcement sensitive.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Region 4</td>
<td><strong>Tornado activity.</strong> Tornadoes, once thought to be only a small threat to the residents of eastern Colorado, have been found to be quite common with the improvement in severe storm detection in recent decades. Most of these tornadoes are small and short lived, usually classified in intensity as F0 or F1. However, occasional strong tornadoes have been reported including the F3 Berthoud Tornado in June 2015. The number of tornado fatalities remains very low for Colorado, but much of this is due to the low population density of some of the most tornado prone areas of eastern Colorado and improvements in warning technologies.</td>
<td>Stay in contact with NWS and when tornado watches and warning are issued, relay information to first responder agencies. (It will be assumed NWS watches and warning will be rebroadcast by local media outlets.)</td>
</tr>
<tr>
<td>Region 4</td>
<td><strong>Traffic congestion.</strong> Initial estimates have 400,000 people travelling to and from Wyoming. For the trip northward over a four day period. However, the return trip is expected to be a two day period could exceed highway capacity (~5,000 vehicles per hour). This also applies to secondary and ancillary routes the public may use or are rerouted to ease congestion on the major highways.</td>
<td>Use fixed VMS, social media, and news media to alert the public of potential traffic conditions.</td>
</tr>
<tr>
<td>Statewide</td>
<td><strong>Vehicle crashes.</strong> With the anticipated heavy volume, it is expected that vehicle crashes will</td>
<td>Use of Task Forces (CDOT, EMS, law enforcement, etc) to assist in treating injuries, investigation of circumstances, and removal of vehicle from the roadway.</td>
</tr>
<tr>
<td>Region 4</td>
<td><strong>Vehicle operations</strong> (running out of fuel, overheating, mechanical issues, flat tires, etc).</td>
<td>Deployment of Safety Patrols to assist with the immediate needs of the vehicle and its occupants. Have the capability to remove the vehicle from the highway to the shoulder or other designated area.</td>
</tr>
<tr>
<td>Region 4</td>
<td><strong>Wildfire.</strong> Current dry conditions could facilitate the rapid ignition and spread of fire, especially in the grassland area of the Region.</td>
<td>Use social media to advise the public not to travel off-road, do not throw lite tobacco products out the window, and to stop in only designated areas. Have DFPC vehicles assigned to highway Task Forces to provide immediately response.</td>
</tr>
</tbody>
</table>
Region 4

**Wildlife on the highway.** There are numerous areas where wildlife can easily cross the highways from one open area range to another. There are no animal crossing points constructed along either I-25, I-76, Highways 85, 287, and 385. There is fencing that would limit livestock movement. Inherent vehicle noise and movement may be sufficient to keep wildlife off of the highways.

8. *Prepared by* (Safety Officer): Name: ______________________ Signature: ____________________

Prepared by (Operations Section Chief): Name: ______________________ Signature: ____________________

ICS 215A

Date/Time: ____________________
CTMC SitRep
August 19, 2017 as of 11:00 am

With under 48 hours until Colorado sees the effects of the eclipse, travel towards Wyoming is showing slight elevation counts for volume and congestion

- Systems indicating local congestion Denver to Ft. Collins

<table>
<thead>
<tr>
<th>Major Special Events</th>
</tr>
</thead>
<tbody>
<tr>
<td>No major events scheduled through Monday August 21st</td>
</tr>
<tr>
<td>Colleges back to school traffic expected</td>
</tr>
<tr>
<td>Full eclipse visible in Wyoming Monday August 21st 11:47am, Colorado effected by traffic increase</td>
</tr>
</tbody>
</table>

*For other information CoTrip.org

Traction Law: None in effect

Code 18: None in effect

Closures: Seasonal closures only. Oversized and Overweight restrictions on I-25 Denver to Wyoming and I-76 Denver to Nebraska.

Local Congestion reported Denver to Ft. Collins
CTMC SitRep
August 19, 2017 as of 6:30 pm

With under 40 hours until Colorado sees the effects of the eclipse, travel towards Wyoming is showing slight elevation counts for volume and congestion

<table>
<thead>
<tr>
<th>I-25 Northbound Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Systems indicating local congestion Denver to Ft. Collins remains local.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Major Special Events</th>
</tr>
</thead>
<tbody>
<tr>
<td>No major events scheduled through Monday August 21st</td>
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<tr>
<td>Colleges back to school traffic expected</td>
</tr>
<tr>
<td>Full eclipse visible in Wyoming Monday August 21st 11:47am, Colorado effected by traffic increase</td>
</tr>
</tbody>
</table>

*For other information CoTrip.org

**WYOMING REPORT:** Reservations: 65% booked for tonight, 92% for tomorrow night, and 73% for Monday night

Traction Law: None in effect

Code 18: None in effect

Closures: Seasonal closures only. Oversized and Overweight restrictions on I-25 Denver to Wyoming and I-76 Denver to Nebraska.

Local Congestion reported Denver to Ft. Collins through Loveland
With under 24 hours until Colorado sees the effects of the eclipse, travel towards Wyoming is showing historical or better travel times

- Systems indicating local congestion Denver to Ft. Collins remains local. 1820VPH into Wyoming

Major Special Events
- No major events scheduled through Monday August 21st
- Colleges back to school traffic expected
- Full eclipse visible in Wyoming Monday August 21st 11:47am, Colorado effected by traffic increase

*For other information CoTrip.org

WYOMING REPORT: Reservations: 73% full for Monday night into Tuesday (many are staying through Monday)

Traction Law: None in effect

Code 18: None in effect

Closures: Seasonal closures only. Oversized and Overweight restrictions on I-25 Denver to Wyoming and I-76 Denver to Nebraska.

Weather Forecast:

<table>
<thead>
<tr>
<th>Location</th>
<th>Start of Partial</th>
<th>92.5% Max Totality</th>
<th>End of Partial</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Denver, CO</td>
<td>10:23:21 AM</td>
<td>11:47:06 AM</td>
<td>1:14:37 PM</td>
<td>Mid and high level cloudiness likely</td>
</tr>
<tr>
<td></td>
<td>60%</td>
<td>50%</td>
<td>40%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Precipitation Chance</td>
<td>0%</td>
<td>10%</td>
<td>40%</td>
</tr>
<tr>
<td></td>
<td>Wind</td>
<td>NW 5 to 10 mph</td>
<td>NW 5 to 10 mph</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Temperature</td>
<td>63-68 F</td>
<td>68-73 F</td>
<td>80-85 F</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location</th>
<th>Start of Partial</th>
<th>95.5% Max Totality</th>
<th>End of Partial</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fort Collins, CO</td>
<td>10:23:22 AM</td>
<td>11:46:39 AM</td>
<td>1:13:45 PM</td>
<td>Scattered mid and high level cloudiness possible</td>
</tr>
<tr>
<td></td>
<td>50%</td>
<td>40%</td>
<td>30%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Precipitation Chance</td>
<td>0%</td>
<td>10%</td>
<td>30%</td>
</tr>
<tr>
<td></td>
<td>Wind</td>
<td>NW 5 to 10 mph</td>
<td>NW 5 to 10 mph</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Temperature</td>
<td>63-68 F</td>
<td>68-73 F</td>
<td>80-85 F</td>
</tr>
</tbody>
</table>

Local Report: Heavy congestion near Mead where we lose one NB lane, opens after.
With under 18 hours until Colorado sees the effects of the eclipse, travel towards Wyoming is showing below historical counts for volume and congestion.

- Systems indicating local congestion Denver to Ft. Collins remains local. Heaviest near Mead.

### I-25 Northbound Traffic

- No major events scheduled through Monday August 21st
- Colleges back to school traffic being observed
- Full eclipse visible in Wyoming Monday August 21st 11:47am, Colorado effected by traffic increase

---

### Major Special Events

- Reservations: 65% booked for tonight, 92% for tomorrow night, and 73% for Monday night
- Traction Law: None in effect
- Code 18: None in effect
- Local Congestion reported Denver to Ft. Collins through Loveland, opening up past Ft Collins.

*For other information CoTrip.org*
Appendix D: References

2. 2017 Solar Eclipse Incident Action Plan, Region 1, August 2017
3. 2017 Solar Eclipse Incident Action Plan, Region 2, August 2017
4. 2017 Solar Eclipse Incident Action Plan, Region 4, August 2017
5. Colorado Department of Transportation CTMC VMS and Communications Plan, August 2017
6. Colorado Department of Transportation Emergency Operations Plan draft, August 2017
8. CTMC Situation Reports, August 19, 2017 (11:00 and 18:30) and August 20, 2017 (10:30 and 17:30)
9. Incident Action Plan, Tennessee Department of Transportation, August 2017
10. Incident Support Plan, Larimer County, 2017
11. Incident Support Plan, State of Wyoming, August 18, 2017
13. Return Impact Analysis (Queue Dissipation Modeling), CDOT, August 20, 2017
14. Special Event Plan, Phillips County, August 7, 2017
15. Special Event Plan, State of Nebraska, August 21, 2017
16. State Emergency Operations Center Status Report, August 20, 2017 (12:00) and August 21, 2017 (12:00)
17. Teton Area Multi-Agency Coordination (TAMAC) groups, daily situation report #4, August 20, 2017, 15:00
18. Wyoming Situation Report, August 19, 2017
19. Wyoming vehicle counts, August 23, 2017
### Appendix E: Acronyms

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>CDOT</td>
<td>Colorado Department of Transportation</td>
</tr>
<tr>
<td>CRS</td>
<td>Colorado Revised Statute</td>
</tr>
<tr>
<td>CSP</td>
<td>Colorado State Patrol</td>
</tr>
<tr>
<td>CTMC</td>
<td>Colorado Transportation Management Center</td>
</tr>
<tr>
<td>DFPC</td>
<td>Division of Fire Prevention and Control</td>
</tr>
<tr>
<td>DHSEM RFM</td>
<td>Division of Homeland Security and Emergency Management Regional Field Manager</td>
</tr>
<tr>
<td>EDT</td>
<td>Eastern Daylight Time</td>
</tr>
<tr>
<td>EOC</td>
<td>Emergency Operations Center</td>
</tr>
<tr>
<td>ESF</td>
<td>Essential Support Function</td>
</tr>
<tr>
<td>IAP</td>
<td>Incident Action Plan</td>
</tr>
<tr>
<td>ICS</td>
<td>Incident Command System</td>
</tr>
<tr>
<td>ISP</td>
<td>Incident Support Plan</td>
</tr>
<tr>
<td>LC</td>
<td>Larimer County</td>
</tr>
<tr>
<td>LEOC</td>
<td>Local Emergency Operations Center</td>
</tr>
<tr>
<td>MDT</td>
<td>Mountain Daylight Time</td>
</tr>
<tr>
<td>NASA</td>
<td>National Aeronautics and Space Administration</td>
</tr>
<tr>
<td>NE</td>
<td>Nebraska</td>
</tr>
<tr>
<td>NOAA</td>
<td>National Oceanic and Atmospheric Administration</td>
</tr>
<tr>
<td>NWS</td>
<td>National Weather Service</td>
</tr>
<tr>
<td>OEM</td>
<td>Office of Emergency Management</td>
</tr>
<tr>
<td>OS/OW</td>
<td>Over-sized / Over-weight</td>
</tr>
<tr>
<td>OTIS</td>
<td>Online Transportation Information System</td>
</tr>
<tr>
<td>PDT</td>
<td>Pacific Daylight Time</td>
</tr>
<tr>
<td>SEOC</td>
<td>State Emergency Operations Center</td>
</tr>
<tr>
<td>TAMAC</td>
<td>Teton Area Multi-Agency Coordination</td>
</tr>
<tr>
<td>TOC</td>
<td>Traffic Operations Center</td>
</tr>
<tr>
<td>TSMO</td>
<td>Transportation Systems Management and Operations</td>
</tr>
<tr>
<td>VMS</td>
<td>Viable Message Sign</td>
</tr>
<tr>
<td>WebEOC</td>
<td>Emergency Management software</td>
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