

LEGEND

-  IMPACT ATTENUATOR (TEMP)
-  CONCRETE BARRIER (TEMP)
-  CONCRETE BARRIER (TEMP) (OPTIONAL)
-  CHANNELIZING DEVICE: FOR TYPE OF DEVICE TO BE USED, SEE SCHEDULE OF TRAFFIC CONTROL DEVICES INCLUDED IN THE PLANS.
-  TEMPORARY EMERGENCY PULL-OFF AREA
-  WORK AREA
-  THE ADDED EMBANKMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 203 (IF APPLICABLE).

L_{PO} = TEMPORARY EMERGENCY PULL-OFF LENGTH
 = 725' MINIMUM, 0.25 MILE DESIRABLE. AN ADDITIONAL 100 FEET SHOULD BE ADDED TO THE LENGTH OF THE TEMPORARY EMERGENCY PULL-OFF TO SERVE AS AN ACCIDENT INVESTIGATION AREA.

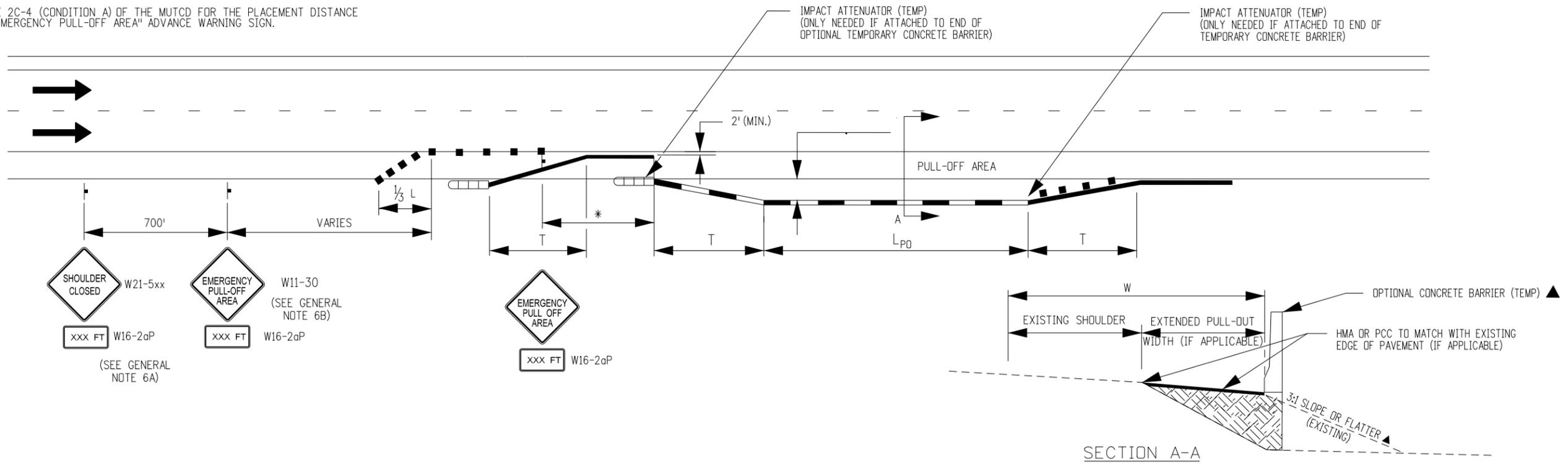
W = TEMPORARY EMERGENCY PULL-OFF WIDTH
 = 12' MINIMUM
 = 15' MAXIMUM

T = TAPER
 = 11:1 MINIMUM
 = 17:1 DESIRABLE

* SEE TABLE 2C-4 (CONDITION A) OF THE MUTCD FOR THE PLACEMENT DISTANCE OF THE "EMERGENCY PULL-OFF AREA" ADVANCE WARNING SIGN.

GENERAL NOTES

1. CONSIDER ADDING TEMPORARY EMERGENCY PULL-OFF AREA(S) WHEN ANY OF THE FOLLOWING CONDITIONS EXIST:
 - A. BOTH LEFT AND RIGHT SHOULDERS WILL BE CLOSED SIMULTANEOUSLY FOR A DISTANCE GREATER THAN 0.50 MILES.
 - B. PROJECTS HAVE BEEN IDENTIFIED AS "SIGNIFICANT PROJECTS" (SEE PAGE 1 OF THE CDOT WORK ZONE SAFETY AND MOBILITY RULE PROCEDURES DOCUMENT - JANUARY 2009).
 - C. ON DIVIDED HIGHWAYS WITH THREE OR MORE LANES IN EACH DIRECTION, THE LEFT OR RIGHT SHOULDER IS TO BE OPEN WHILE THE OPPOSITE SHOULDER IS TO BE CLOSED.
 - D. HIGH CRASH LOCATIONS HAVE BEEN IDENTIFIED WITHIN OR NEAR THE WORK ZONE LIMITS.
 - E. ALTERNATE PLACES OF REFUGE DO NOT EXIST NEARBY.
2. "SHOULDER CLOSED, AND EMERGENCY PULL-OFF AREA" SIGNS AND PLAQUES SHALL BE MOUNTED ON THE SIDE OF THE ROADWAY WHERE THE SHOULDER IS AFFECTED. USAGE OF THESE SIGNS ON THE OPPOSITE SIDE OF DIVIDED HIGHWAYS IS OPTIONAL. MOUNT ALL OTHER SIGNS ON BOTH SIDES OF THE WORK-AFFECTED ROADWAY ON DIVIDED HIGHWAYS.
3. FOR WORK AREAS GREATER THAN 1 MILE IN LENGTH, MULTIPLE EMERGENCY PULL-OFF AREAS MAY BE USED AT A SPACING OF 0.50 MILE MINIMUM, AND 1 MILE MAXIMUM, OR WHERE APPROPRIATE, AS DESIGNATED BY THE ENGINEER.
4. EMERGENCY PULL-OFF AREAS SHOULD NOT BE LOCATED WHERE ADEQUATE SIGHT DISTANCES FOR ACCELERATION AND DECELERATION MANEUVERS WOULD NOT EXIST. THE LOCATION OF TEMPORARY TRAFFIC BARRIER AND CONSTRUCTION ACTIVITIES OCCURRING ON THE INSIDE OF HORIZONTAL CURVES JUST BEHIND THAT BARRIER SHOULD BE CONSIDERED WHEN DETERMINING WHETHER MOTORISTS WILL HAVE ADEQUATE SIGHT DISTANCE THROUGH A HORIZONTAL CURVE.
5. WHEN TEMPORARY EMERGENCY PULL-OFF AREAS ARE INTENDED TO SERVE AS AN ACCIDENT INVESTIGATION AREA, LAW ENFORCEMENT PERSONNEL SHOULD BE INVOLVED EARLY IN CREATING THE TRAFFIC CONTROL PLAN.
6. FOR SHOULDER CLOSURES GREATER THAN 0.50 MILES IN LENGTH, ADVANCED WARNING SIGNS SHOULD BE PLACED, AS FOLLOWS:
 - A. W7-3aP PLAQUE SHOULD BE ATTACHED TO THE FIRST "SHOULDER CLOSED" ADVANCED WARNING SIGN IN SEQUENCE.
 - B. THE SECOND "SHOULDER CLOSED" ADVANCED WARNING SIGN SHOULD BE REPLACED WITH EITHER:
 - A "NO EMERGENCY PULL-OFF AREA" IF NO PULL-OFF AREAS ARE PROVIDED THROUGHOUT THE WORK AREA, OR
 - A "EMERGENCY PULL-OFF AREA" ADVANCED WARNING SIGN WITH A W16-2aP PLAQUE IF EMERGENCY PULL-OFF AREAS ARE PROVIDED THROUGHOUT THE WORK AREA.
7. THE TEMPORARY CONCRETE BARRIER SHALL BE TIED TO AN EXISTING STRUCTURE OR GUARD RAIL, FLARED OR EXTENDED, TO MEET CLEAR ZONE REQUIREMENTS, OR FITTED WITH AN IMPACT ATTENUATOR DEVICE.



EMERGENCY PULL-OFF LAYOUT
 INTERSTATE, FREEWAY, EXPRESSWAY OR OTHER DIVIDED HIGHWAYS WITH MINIMUM 11' TRAVEL LANES

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