**STANDARD BARRICADES**

1. A TYPE I BARRICADE CONSISTS OF ONE (1) HORIZONTAL RAIL, SUPPORTED BY A DEMOUNTABLE FRAME OR A LIGHT "A" FRAME. A TYPE I BARRICADE NORMALLY WOULD BE USED ON CONVENTIONAL ROADS OR URBAN STREETS AND CARTES.

2. A TYPE II BARRICADE CONSISTS OF TWO (2) HORIZONTAL RAILS ON A LIGHT "A" FRAME. TYPE II BARRICADES ARE INTENDED FOR USE ON EXPRESSWAYS AND FREEWAYS AND OTHER HIGH-SPEED ROADWAYS.

3. TYPE I AND TYPE II BARRICADES ARE INTENDED FOR USE WHERE THE HAZARD IS RELATIVELY SMALL, AS FOR EXAMPLE, ON CITY STREETS, OR FOR THE MORE OR LESS CONTINUOUS DELIMITING OF A RESTRICTED ROADWAY, OR FOR TEMPORARY DAYTIME USE.

4. A TYPE III BARRICADE CONSISTS OF THREE (3) HORIZONTAL RAILS SUPPORTED BY FIXED POSTS, A RIGID SKID, A HEAVY DEMOUNTABLE FRAME OR A HEAVY, HINGED "A" FRAME.

5. TYPE III BARRICADES ARE INTENDED FOR USE ON CONSTRUCTION AND MAINTENANCE PROJECTS AS WING BARRICADES AND AT ROAD CLOSURES, WHERE THEY MUST REMAIN IN PLACE FOR EXTENDED PERIODS.

6. THE MARKING FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE (SLOPING DOWNWARD AT THE PANELS SHALL BE MOUNTED IN THE DIRECTION THAT TRAFFIC IS TO PASS THE PANEL.

7. DO NOT PLACE SANDBAGS OR OTHER DEVICES TO PROVIDE MASS ON THE BOTTOM RAIL THAT WILL BLOCK TRAFFIC OR ROAD FACE.

8. FOR ADDITIONAL INFORMATION OR DETAILS, SEE MUTCD, LATEST EDITION.

**WING BARRICADES**

1. WING BARRICADES ARE TYPE III BARRICADES ERECTED ON THE SHOULDER OF A ROAD OR ON BOTH SIDES OF THE PARTITION TO GIVE THE SENSATION OF A NARROWING OR RESTRICTED ROADWAY. WING BARRICADES MAY BE USED AS A MOUNTING FOR THE ADVANCE WARNING SIGNS OR FLASHERS.

2. WING BARRICADES SHOULD BE USED:
   - A. IN ADVANCE OF A CONSTRUCTION PROJECT WHEN NO PART OF THE ROADWAY IS ACTUALLY CLOSED.
   - B. IN ADVANCE OF ANY BRIDGE OR CULVERT WIDENING OPERATIONS.

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**PERILS**

**BARRICADE CLOSING A ROAD**

**ROAD CLOSED**

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**BARRICADE CHARACTERISTICS**

<table>
<thead>
<tr>
<th>CHARACTERISTIC</th>
<th>TYPE I</th>
<th>TYPE II</th>
<th>TYPE III</th>
</tr>
</thead>
<tbody>
<tr>
<td>WIDTH OF RAIL</td>
<td>6&quot; Min.</td>
<td>8&quot; Min.</td>
<td>12&quot; Max.</td>
</tr>
<tr>
<td>LENGTH OF RAIL</td>
<td>24&quot; Min.</td>
<td>24&quot; Min.</td>
<td>36&quot; Min.</td>
</tr>
<tr>
<td>HEIGHT</td>
<td>60&quot; Min.</td>
<td>48&quot; Min.</td>
<td>36&quot; Min.</td>
</tr>
<tr>
<td>NUMBER OF REFLECTORIZED RAIL STRIPES</td>
<td>2 (ONE EACH DIRECTION)</td>
<td>4 (TWO EACH DIRECTION)</td>
<td>3&quot; FACING TRAFFIC</td>
</tr>
<tr>
<td>TYPE OF RAIL</td>
<td>LIGHT</td>
<td>LIGHT &quot;A&quot; FRAME</td>
<td>POST OR SAFETY</td>
</tr>
</tbody>
</table>

1. FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED.
2. BARRICADES INTENDED FOR USE ON EXPRESSWAYS, FREEWAYS AND OTHER HIGH-SPEED ROADWAYS SHALL HAVE A MINIMUM OF 270° OF REFLECTIVE AREA FACING TRAFFIC.

**PLASTIC DRUM STRIPING DETAIL**

1. PLASTIC DRUMS SHALL BE ON END AND USED AS AN EXPEDIENT METHOD FOR TRAFFIC CHANNELIZATION. THE COLOR AND MARKING OF DRUMS SHALL BE CONSISTENT WITH MARKING STANDARDS FOR BARRICADE. THE PREDOMINANT COLOR ON DRUMS SHALL BE ORANGE WITH FOUR (4) REFLECTORIZED ORANGE STRIPES OR WHITE WITH TWO (2) REFLECTORIZED ORANGE STRIPES.

2. DRUMS SHOULD NEVER BE PLACED IN THE ROADWAY WITHOUT WARNING SIGNS.

3. WHERE PRACTICAL PLASTIC DRUMS SHALL BE PLACED NO CLOSER THAN 3'-0" FROM THE EDGE OF TRAVELED LANE.

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**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**ROADWAY DESIGN DIVISION**

**HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS**

**STANDARD PLAN**

**STATE PROJECT NO. MISS.**

**TCP-10**

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