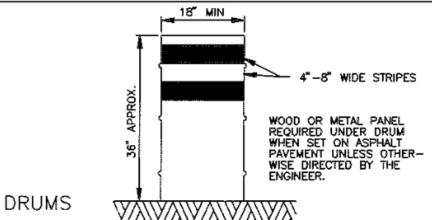


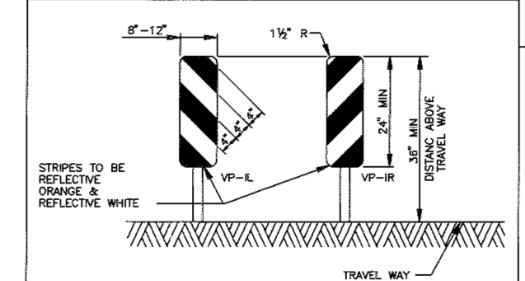
TYPE III BARRICADE FOR END OF ROAD

FOR TYPE III BARRICADE FOR END OF ROAD, THE THREE (3) RAILS SHALL BE REFLECTIVE RED AND RELFLECTIVE WHITE SRIPES ON SIDE FACING TRAFFIC

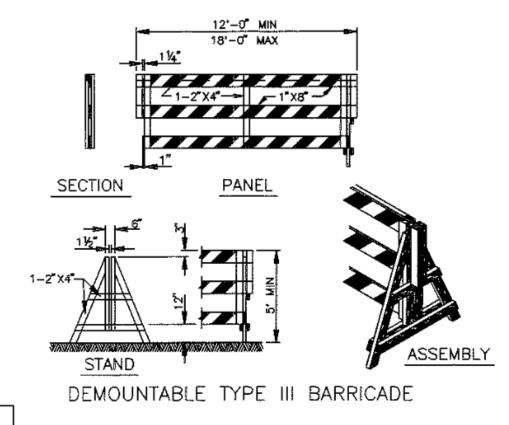


DRUMS, SET ON END, AND USED FOR TRAFFIC WARNING OR CHANNELIZATION SHALL BE APPROX 36" IN HEIGHT AND A MIN OF 18" IN DIAMETER. THE CONTRACTOR, AT HIS OPTION, MAY USE DRUMS MADE FROM STEEL BARRELS OR BLACK POLYETHYLENE PLASTIC DRUM LINERS WEIGHING APPROX EIGHT POUNDS EACH. THE MARKINGS ON DRUMS SHALL BE HORIZONTAL, CIRCUMFERENTIAL, REFLECTORIZED ORANGE AND REFLECTORIZED WHITE STRIPES, 4 TO 8 INCHES WIDE. THE FIRST REFLECTORIZED STRIPE SHOULD START WITHIN TWO (2) INCHES OF THE TOP OF THE DRUM. THERE SHALL BE AT LEAST TWO ORANGE AND TWO WHITE STRIPES ON EACH DRUM. IF THERE ARE NON-REFLECTORIZED SPACES BETWEEN THE HORIZONTAL
ORANGE AND WHITE STRIPES, THEY SHALL BE NO MORE THAN
2 INCHES WIDE. METAL DRUMS SHALL BE PAINTED BLACK OR
ORANGE BEFORE REFLECTORIZED STRIPES ARE ADDED. ALL
DRUMS ON PROJECT WILL BE THE SAME COLOR. WHEN DRUMS
ARE PLACED IN THE ROADWAY, APPROPIATE WARNING SIGNS
SHOULD BE USED. DURING HOURS OF DARKENS, A FLASHING WARNING LIGHT SHOULD BE PLACED ON DRUMS USED SINGLY AS A WARNING DEVICE. STEADY BURN ELECTRIC LIGHTS OR DELINEATORS SHOULD BE PLACED ON DRUMS USED IN SERIES FOR TRAFFIC CHANNELIZATION. DRUMS SHALL BE WEIGHTED WITH SAND TO THE EXTENT INDICATED IN THE PLANS.

CWI-8 CHEVRON SIGNS, CWI-6A ARROW SIGNS OR VP-I VERTICAL PANELS MOUNTED ABOVE DRUMS MAY BE USED AS SUPPLEMENTS TO DRUM DELINEATION.



NIGHTTIME. IN ADDITION, VERTICAL PANELS SHOULD BE USED AT THE EDGE OF SHOULDER DROP-OFFS AND OTHER SUCH AREAS AS LANE TRANSITIONS WHERE POSITIVE ROADWAYS. STRIPES SHOULD ALWAYS SLOPE DOWNWARD



BARRICADE NOTES

THE MOST RECENT EDITION OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, AND IT'S REVISIONS, SHALL GOVERN THE CONSTRUCTION AND USE OF ALL ITEMS HEREIN

CHANNELIZATION DEVICES OTHER THAN BARRICADES SHOULD NORMALLY BE USED FOR CHANNELIZATION PURPOSES.

BARRICADES SHOULD NORMALLY BE PLACED PERPENDICULAR TO THE TRAFFIC FLOW. OTHER CHANNELIZING DEVICES, SUCH AS DRUMS, VERTICAL PANELS OR PORTABLE BARRIERS, SHOULD BE USED WHERE NEEDED TO SEPARATE TRAFFIC FROM THE WORK AREA. IN ALL CASES, THE BARRICADES SHOULD BE SO LOCATED AS TO MOST ADVANTAGEOUSLY WARN AND DIRECT TRAFFIC.

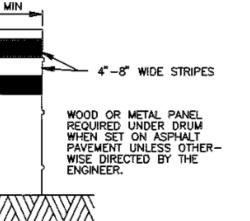
BARRICADES MAY BE DESIGNED AND CONSTRUCTED FROM WOOD OR ANY OTHER SUITABLE MATERIAL IN A MANNER APPROVED BY THE DEPARTMENT OF TRAFFIC AND TRANSPORTATION. THE CONSTRUCTION DETAILS SHOWN HEREON ARE TYPICAL AND ARE SUGGESTED DETAILS FOR WOOD SUPPORT SYSTEMS FOR BARRICADES. THE DETAILS OF RAIL WIDTH AND STRIPING NUMBER AND SPACING OF RAILS, MINIMUM LENGTH AND HEIGHT (ABOVE PAVEMENT) OF RAILS MUST BE ADHERED TO WHEN ALTERNATE DESIGNS ARE USED.

BARRICADES ARE TO BE CONSTRUCTED OF CLEAN SOUND MATERIAL. ALL SURFACES ABOVE GROUND, WHICH ARE NOT STRIPED, SHALL BE WHITE EXCEPT THE UNPAINTED GALVANIZED METAL OR ALUMINUM COMPONENTS MAY BE USED. COMPONENTS MADE OF LUMBER SHALL BE PAINTED WITH A MINIMUM OF TWO COATS OF AN APPROVED BRAND OF WHITE PAINT TO SECURE THOROUGH COVERAGE AND A UNIFORM WHITE COLOR.

THE REFLECTORIZED WHITE AND REFLECTORIZED ORANGE (REFLECTORIZED RED) STRIPES FOR BARRICADES, DRUMS AND VERTICAL PANELS SHALL BE CONSTRUCTED OF "HIGH INTESTY SHEETING AND SHALL BE MAINTAINED TO MEET THE APPEARANCE, COLOR AND REFLECTIVITY REQUIREMENTS

THE CONTRACTOR SHALL MAINTAIN EACH BARRICADE IN A CLEAN AND GOOD CONDITION.

BARRICADES SHALL BE REMOVED UPON COMPLETION OF THE WORK AND/OR THE ELIMINATION OF THE HAZARD ON ANY

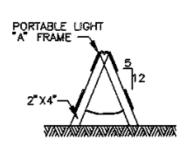


TRAFFIC CONES AND TUBULAR MARKERS SHALL BE A MIN OF 18 INCHES IN HEIGHT WITH A BROADENED BASE AND MAY BE MADE OF VARIOUS MATERIALS TO WITHSTAND IMPACT WITHOUT DAMAGE TO THEMSELVES OR TO VEHICLES. LARGER SIZES SHOULD BE USED ON FREEWAYS AND OTHER ROADWAYS WHERE SPEED ARE RELATIVELY HIGH OR WHERE EVER MORE CONSPICUOUS GUIDANCE IS NEEDED. ORANGE SHALL BE THE PREDOMINANT COLOR ON CONES AND TUBULAR MARKERS. THEY SHOULD BE KEPT CLEAN AND BRIGHT FOR MAX TARGET VALUE. FOR NIGHTTIME USE THEY SHALL BE REFLECTORIZED OR EQUIPPED WITH LIGHTING DEVICES FOR MAX VISIBILITY. REFLECTORIZED MATERIAL SHALL HAVE A SMOOTH, SEALED OUTER SURFACE WHICH WILL DISPLAY THE SAME APPROX COLOR DAY AND NIGHT. OF VARIOUS MATERIALS TO WITHSTAND

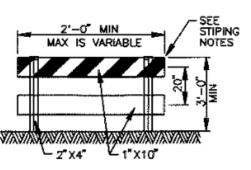
CONES

REFLECTORIZATION OF TUBULAR MARKERS SHALL BE A MIN OF TWO THREE-INCH BANDS PLACED A MAX OF 2" FROM THE TOP WITH A MAX OF 6" BETWEEN THE TOP WITH A MAX OF 6" BETWEEN THE BANDS. REFLECTORIZATION OF CONES SHALL BE PROVIDED BY A MIN 6" BAND PLACED A MAX OF 3" FROM THE TOP.

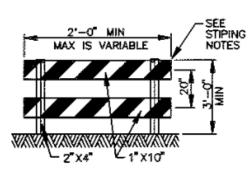
CONES OR TUBULAR MARKERS ARE GENERALLY ONLY SUITABLE FOR TEMPORARY USAGE (UP TO 8 HOURS) WITH OTHER CHANNELIZATION DEVICES SUCH AS VERTICAL PANELS OR BARRICADES PREFERRED FOR LONGER TERM USAGE. CARE SHOULD BE TAKEN TO INSURE THAT THEY REMAIN IN THEIR PROPER LOCATION AND IN AN IMPRICATE PROPER LOCATION AND IN AN UPRIGHT POSITION.



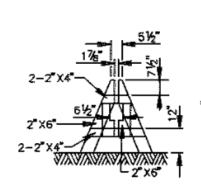
"A" FRAME



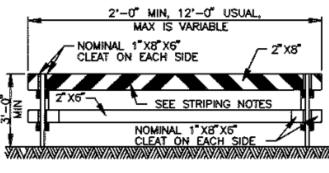
TYPE



TYPE II



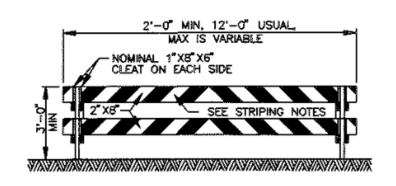
DEMOUNTABLE



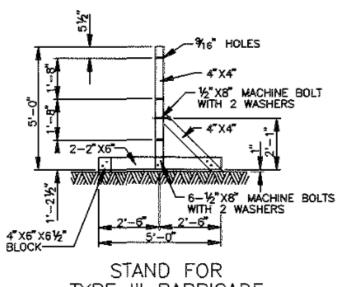
TYPE I

4'-0" MIN, 12'-0" USUAL

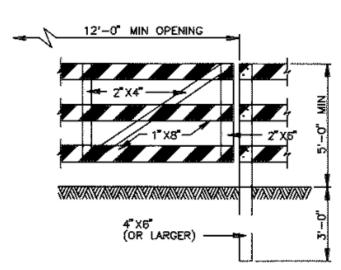
— 1"Х8**"**—′



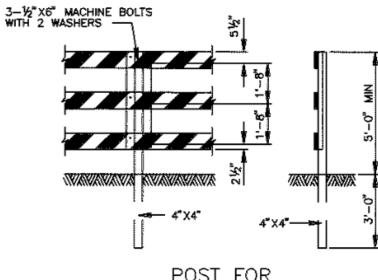
TYPE II



TYPE III BARRICADE



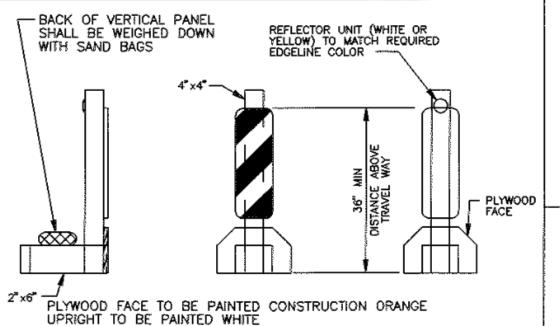
GATE FOR TYPE III BARRICADE



POST FOR TYPE III BARRICADE

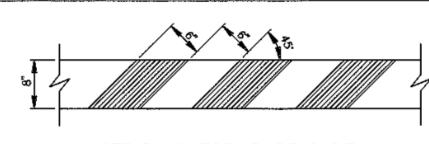
VERTICAL PANELS (VP)

VERTICAL PANELS ARE NORMALLY USED AS CHANNELIZING DEVICES TO INDICATE TANGENT OR NEARLY TANGENT ROADWAY ALIGNMENT WHERE GOOD TARGET VALUE OF A DEVICE IS NEEDED IN DAYTIME AS WELL AS THE DAY AND NIGHT DELINEATION MAY BE REQUIRED. VERTICAL PANELS SHOULD BE MOUNTED BACK TO BACK IF USED AT THE EDGE OF CUTS ADJACENT TO TWO-WAY TWO LANE TOWARD THE TRAVELED WAY.



TYPICAL PORTABLE VERTICAL PANEL OR DELINEATOR

OTHER SIMILAR SUPPORTS MAY BE USED WHEN APPROVED OR DIRECTED BY THE COH DEPT OF TRAFFIC AND



WITH TWO WASHERS EACH

PANEL FOR

TYPE III BARRICADE

STRIPING FOR BARRICADE

FOR ALL TYPES OF BARRICADES WITH RAILS LESS THAN 3'-0" LONG, STRIPES 4" WIDE SHALL BE USED. IDENTIFICATION MARKINGS MAY BE SHOWN ONLY ON BACK SIDE OF BAR-RICADE RAILS.

STRIPING SHOULD COVER THE FULL WIDTH OF THE RAIL. STRIPING OF RAILS, PANELS, ETC, SHOULD SLOPE DOWNWARD AT AN ANGLE OF 45' DEGREES IN DIRECTIONS TRAFFIC IS TO PASS.

WHERE A BARRICADE EXTENDS ENTIRELY ACROSS A ROADWAY, IT IS DESIRABLE THAT THE STRIPES SLOPE DOWNWARD IN THE DIRECTION TOWARD WHICH TRAFFIC MUST TURN IN DETOURING, WHEN BOTH RIGHT AND LEFT TURNS ARE PROVIDED FOR, THE CHEVRON STRIPING MAY SLOPE DOWNWARD IN BOTH DIRECTIONS FROM THE CENTER OF THE BARRICADE.

CITY OF HOUSTON DEPARTMENT OF PUBLIC WORKS AND ENGINEERING ENGINEERING, CONSTRUCTION AND REAL ESTATE DIVISION

BARRICADE STANDARD

(NOT TO SCALE)

