

TRENCH SAFETY SYSTEM

H.C.M.U.D. No. 191

UTILITY EXTENSION TO SOUTHLAND CORP.

LANDRY ENGINEERS, INC.

1706 SEAMANT DRIVE
HOUSTON, TEXAS 77008

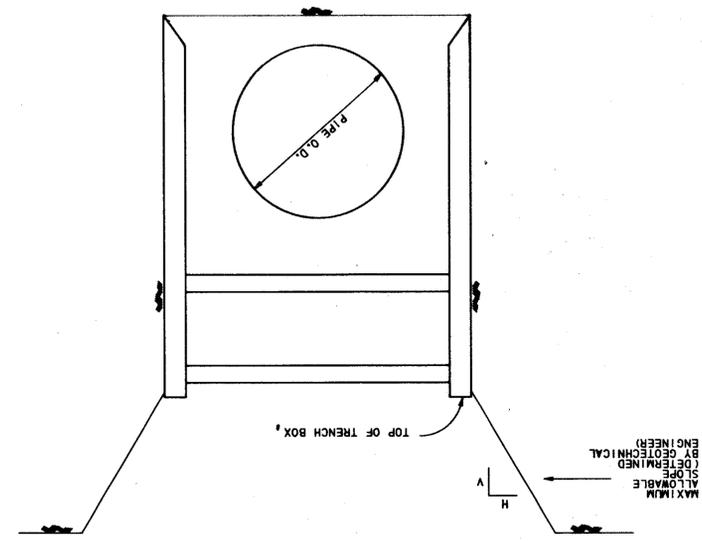
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Drawn By:	Scale:
Checked By:	Date: JULY, 1987

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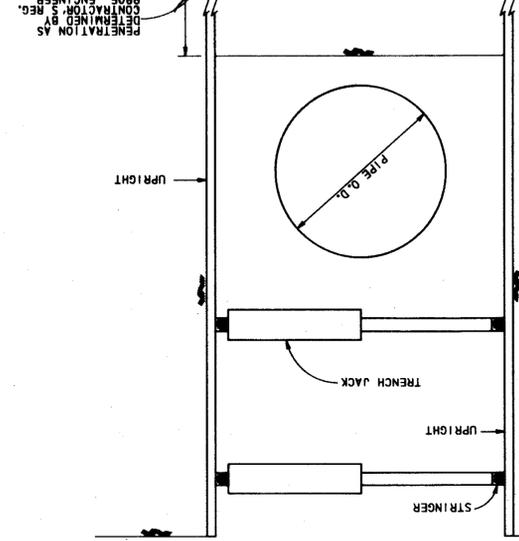
Rev.	Date	Description

ALTERNATE SYSTEM

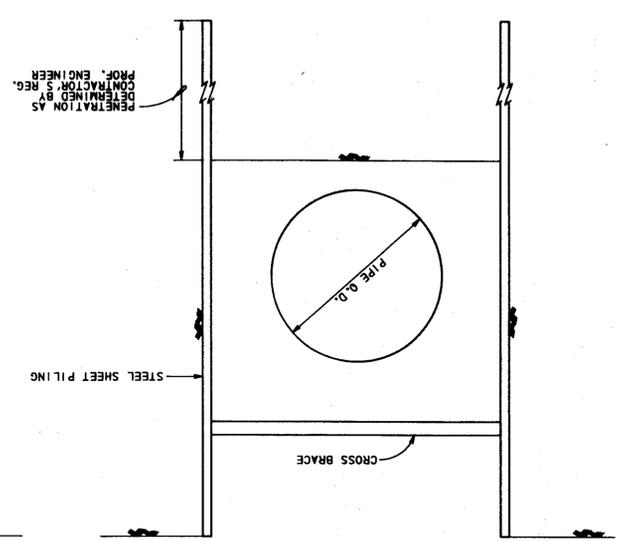
TRENCH BOX



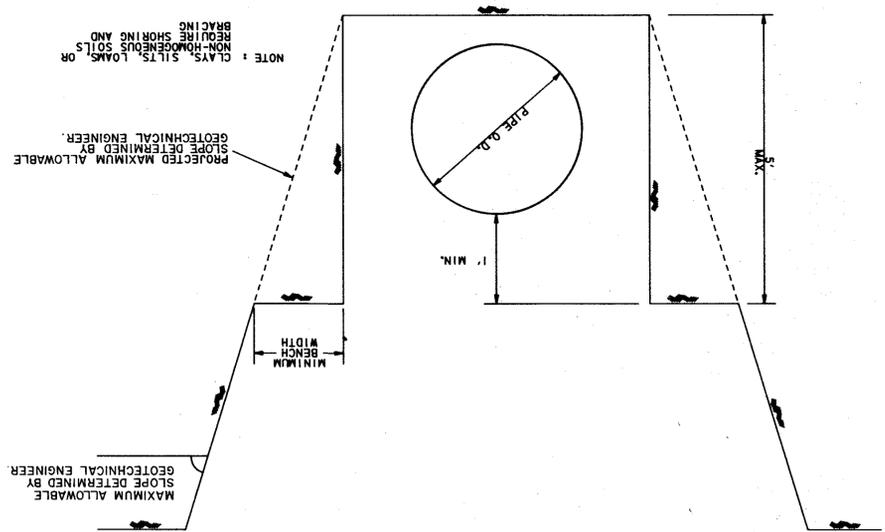
TRENCH JACK AND STRINGER



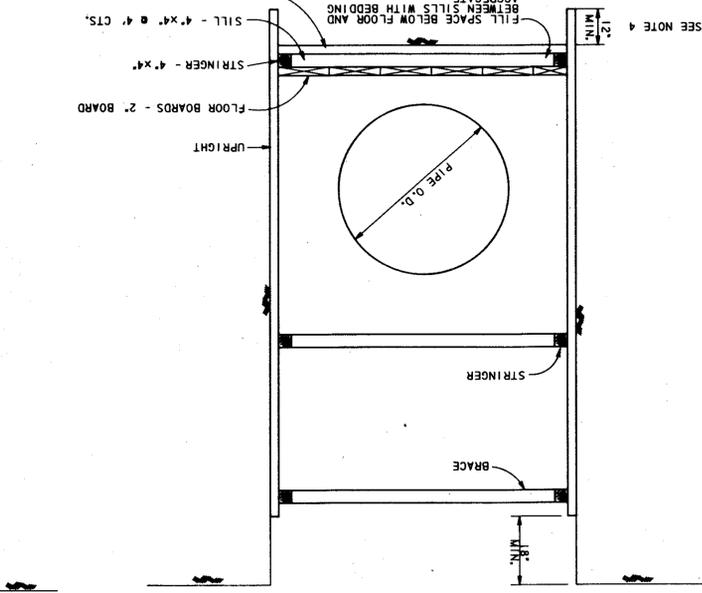
STEEL PILING



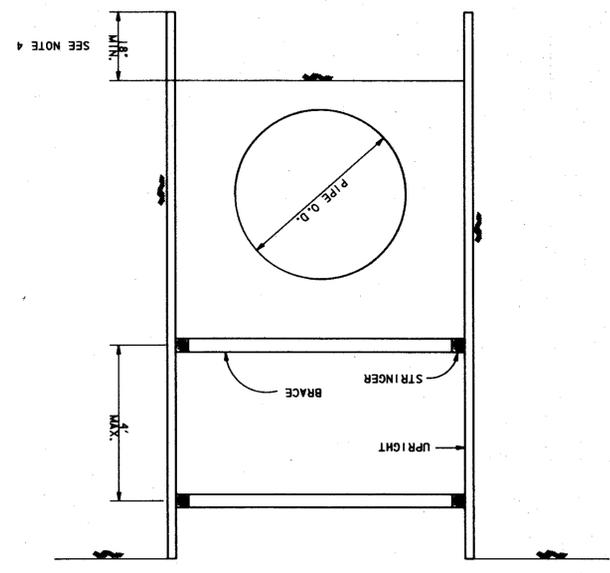
UNSHORED SLOPED TRENCH



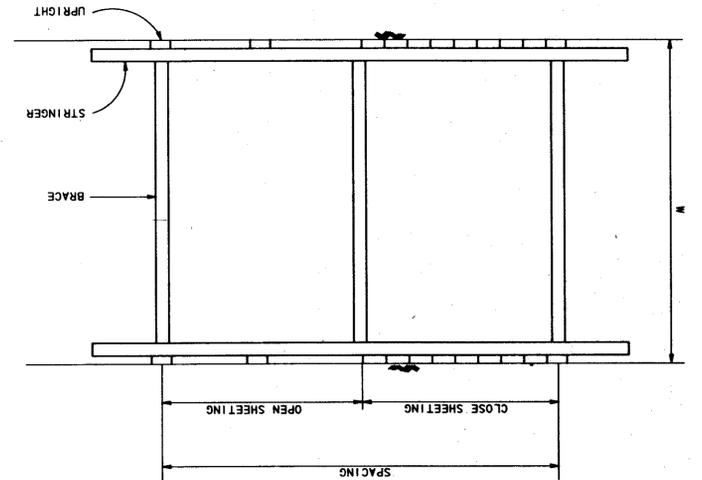
PERMANENT TIMBER TRENCH SHORING



TIMBER TRENCH SHORING



PLAN



TRENCH SHORING - MINIMUM REQUIREMENTS (**)

DEPTH OF TRENCH	KIND OR CONDITION OF EARTH	UPRIGHTS				STRINGERS				CROSS BRACES				
		MINIMUM DIMENSION	MAXIMUM DIMENSION	MINIMUM SPACING	MAXIMUM SPACING	MINIMUM DIMENSION	MAXIMUM DIMENSION	MINIMUM SPACING	MAXIMUM SPACING	MINIMUM DIMENSION	MAXIMUM DIMENSION	MINIMUM SPACING	MAXIMUM SPACING	
5 TO 10	(A) HARD, COMPACT.....	3x4	ON 2x6	6	4x4	ON 2x6	6	2x6	4x4	ON 2x6	6	4x4	ON 2x6	6
5 TO 10	(B) LIKELY TO CRACK.....	3x4	ON 2x6	3	4x4	ON 2x6	3	4x6	4x4	ON 2x6	3	4x4	ON 2x6	3
5 TO 10	(C) SOFT, SANDY, OR FILLED.....	3x4	ON 2x6	3	4x4	ON 2x6	3	4x4	4x4	ON 2x6	3	4x4	ON 2x6	3
10 TO 15	(A) HARD, COMPACT.....	3x4	ON 2x6	4	4x4	ON 2x6	4	4x4	4x4	ON 2x6	4	4x4	ON 2x6	4
10 TO 15	(B) LIKELY TO CRACK.....	3x4	ON 2x6	2	4x4	ON 2x6	2	4x4	4x4	ON 2x6	2	4x4	ON 2x6	2
10 TO 15	(C) SOFT, SANDY, OR FILLED.....	3x4	ON 2x6	4	4x4	ON 2x6	4	4x4	4x4	ON 2x6	4	4x4	ON 2x6	4
15 TO 20	(A) ALL KINDS ON CONDITIONS.....	3x6	ON 2x6	4	4x6	ON 2x6	4	4x6	4x6	ON 2x6	4	4x6	ON 2x6	4
15 TO 20	(B) LIKELY TO CRACK.....	3x6	ON 2x6	3	4x6	ON 2x6	3	4x6	4x6	ON 2x6	3	4x6	ON 2x6	3
15 TO 20	(C) SOFT, SANDY, OR FILLED.....	3x6	ON 2x6	4	4x6	ON 2x6	4	4x6	4x6	ON 2x6	4	4x6	ON 2x6	4
OVER 20	(A) ALL KINDS ON CONDITIONS.....	3x6	ON 2x6	4	4x6	ON 2x6	4	4x6	4x6	ON 2x6	4	4x6	ON 2x6	4
OVER 20	(B) LIKELY TO CRACK.....	3x6	ON 2x6	3	4x6	ON 2x6	3	4x6	4x6	ON 2x6	3	4x6	ON 2x6	3
OVER 20	(C) SOFT, SANDY, OR FILLED.....	3x6	ON 2x6	4	4x6	ON 2x6	4	4x6	4x6	ON 2x6	4	4x6	ON 2x6	4

NOTE: TRENCH JACKS MAY BE USED IN LIEU OF OR IN COMBINATION WITH CROSS BRACES. SHORING IS NOT REQUIRED IN SOFT, HARD SHALE, OR HARD SLATE. WHERE DESIRABLE, STEEL SHEET PILING AND BRACING OF EQUAL STRENGTH MAY BE SUBSTITUTED FOR WOOD.

(**) DESIGNATION FOR PROPOSAL (BID) PURPOSES

(**) FROM OSHA SAFETY AND HEALTH REGULATIONS PART 1926, SUBPART F.

2. SIZE OF TIMBER MEMBERS ARE ROUGH CUT TIMBER DIMENSIONS (FULL SIZE)

GENERAL NOTES

- TRENCH SAFETY SYSTEM TO MEET, AS A MINIMUM, THE REQUIREMENTS OF OSHA SAFETY AND HEALTH REGULATIONS PART 1926, SUBPART F.
- THE CONTRACTOR MAY ELECT TO USE AN ALTERNATE SYSTEM TO THE TIMBER TRENCH SHORING SHOWN IN THE TABLE. THE ALTERNATE SYSTEM, BE IT A TRENCH BOX, STEEL SHEET PILING, TRENCH JACKS OR A COMBINATION OF THE ABOVE, MUST BE CERTIFIED BY THE CONTRACTOR'S REGISTERED PROFESSIONAL ENGINEER THAT IT PROVIDES EQUAL OR GREATER PROTECTION THAN THE TIMBER TRENCH SHORING SHOWN ON THIS DETAIL SHEET.
- CONTRACTOR SHALL PERFORM DAILY TRENCH SAFETY SYSTEM INSPECTIONS TO INSURE THAT THE SYSTEM MEETS OSHA REQUIREMENTS AND IS APPROPRIATE FOR SPECIFIC SITE CONDITIONS OF THE OPEN TRENCH. INSPECTIONS ARE REQUIRED AFTER RAINSTORMS OR ANY CHANGE IN CONDITIONS THAT MAY INCREASE THE POSSIBILITY OF A CAVE-IN OR SLIDE.
- IN THE EVENT THAT TRENCH UPRIGHTS CAN NOT BE PLACED BELOW TRENCH BOTTOM AS SHOWN ON DETAIL, CONTRACTOR MUST PROVIDE ENGINEER WITH PLANS THAT DEMONSTRATE THAT THE UPRIGHTS WILL BE BRACED AND MAINTAINED IN A VERTICAL POSITION.
- WHERE THE TRENCH SAFETY SYSTEM CROSSES A UTILITY, THE UTILITY LINE MUST BE ADEQUATELY SUPPORTED TO PREVENT ANY DAMAGE. IN ADDITION, IN TRENCHES WITH CLOSED SHEETING, THE UPRIGHTS MUST SURROUND THE UTILITY. OPEN TRENCH SHEETING SPACING MUST BE ADJUSTED AS TO NOT EXCEED THE MAXIMUM ALLOWED SPACING. (NO SEPARATE PAY)
- TRENCH SHALL BE DRAINED AS REQUIRED SO WORK MAY BE ACCOMPLISHED SAFELY AND EFFICIENTLY. IF NECESSARY, INSTALL DRAINAGE SYSTEM TO PROVIDE A CHANNEL OR TO STORM DRAINS.
- IN TRENCHES FOUR FEET DEEP OR MORE, CONTRACTOR TO PROVIDE ADEQUATE MEANS OF TRENCH EXIT SUCH AS LADDERS OR STEPS AND THEY MUST BE LOCATED SO AS TO REQUIRE NO MORE THAN 25 FEET OF LATERAL TRAVEL.
- MEASURE "PERMANENT TIMBER TRENCH SHORING" BY LINEAR FOOT OF TRENCH PROTECTED. PAYMENT IS BE STATED DEPTH OF TRENCH AND EARTH CONDITIONS NOTED IN THE PROPOSAL (BID).
- MEASURE "TRENCH SAFETY SYSTEM" BY LINEAR FOOT OF TRENCH PROTECTED. PAYMENT IS BY STATED DEPTH OF TRENCH AND EARTH CONDITIONS NOTED IN THE PROPOSAL (BID).
- STRINGERS AND BRACES TO BE SECURELY FASTENED.
- ANY PART OF "TRENCH SAFETY SYSTEM" LEFT IN PLACE TO BE REMOVED A MINIMUM OF 18 INCHES BELOW FINISHED GRADE OR NATURAL GROUND, WHICHEVER IS LOWER.
- TRENCH SHORING SYSTEM HAS BEEN DESIGNED WITH NO ALLOWANCE FOR LIVE LOAD SURCHARGE. IF LIVE LOAD SURCHARGE IS ANTICIPATED IT SHALL NOT BE PLACED WITHIN 2 FEET OF EDGE OF TRENCH AND CONTRACTOR'S REGISTERED PROFESSIONAL ENGINEER SHALL DESIGN TRENCH SHORING SYSTEM TO ACCOMMODATE THE ANTICIPATED LIVE LOAD SURCHARGE.
- TIMBER SIZES ARE BASED ON STRESSES OF 1650 PSI FOR EXTREME FIBER IN BENDING AND 1450 PSI FOR COMPRESSION PARALLEL WITH GRAIN.
- EARTH TRENCH CONDITIONS FOR THIS PROJECT ARE ANTICIPATED TO BE AS SHOWN IN THE GEOTECHNICAL REPORT.