

CITY OF AUSTIN
 DEPARTMENT OF PUBLIC WORKS

SAFETY FENCE

B. A. Ag 4/3/09
 ADOPTED

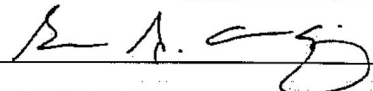
THE ARCHITECT/ENGINEER ASSUMES
 RESPONSIBILITY FOR APPROPRIATE USE
 OF THIS STANDARD.

STANDARD NO.
 804S-4
 1 OF 9

1. SAFETY FENCE SHALL BE USED TO PROTECT ALL EXCAVATIONS IN THE RIGHT-OF-WAY.
2. SAFETY FENCES SHALL BE USED TO SEPARATE CONSTRUCTION ACTIVITIES FROM PEDESTRIAN.
3. ALL SAFETY FENCING SHALL BE PLASTIC, 1,200 mm (48") MINIMUM HEIGHT AND ORANGE IN COLOR.
4. SAFETY FENCE USED WITHIN THE ROADWAY SHALL BE REFLECTORIZED WITH A MINIMUM OF TWO (2) STRIPS OF RETROREFLECTIVE MATERIAL, A MINIMUM OF 25 mm (1") WIDE, THE LENGTH OF THE FENCE OR DELINEATED BY CHANNELIZING DEVICES.
5. SAFETY FENCE USED TO SEPARATE SIDEWALKS FROM CONSTRUCTION ACTIVITIES SHALL HAVE MINIMUM ENCROACHMENT TO THE SIDEWALK.
6. AS A MINIMUM, SAFETY FENCING IS REQUIRED IN AREAS ADJACENT TO EXCAVATIONS GREATER THAN OR EQUAL TO 150 mm (6").
7. SAFETY FENCING SHALL BE PAID FOR UNDER ITEM 803S, 'BARRICADES, SIGNS AND TRAFFIC HANDLING', PAY ITEM NO. 803S-SF.
8. PORTABLE SAFETY FENCE MOUNTS SHALL BE APPROVED BY THE TRANSPORTATION DIVISION PRIOR TO CONSTRUCTION.

CITY OF AUSTIN
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SAFETY FENCE



4/3/09
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THE ARCHITECT/ENGINEER ASSUMES
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STANDARD NO.

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ROAD
CONSTRUCTION
AHEAD

END
CONSTRUCTION

SIDEWALK CLOSURES
MAY BE REQUIRED
DEPENDING ON SIDEWALK
LOCATION

3' m
(10')

SAFETY FENCE

EXCAVATION AREA

CHANNELIZING DEVICES

END
CONSTRUCTION

ROAD
CONSTRUCTION
AHEAD

EXCAVATION IN RIGHT OF WAY

*MUST MEET TxDOT
STANDARDS FOR
PLACEMENT AND
END TREATMENTS

CHANNELIZING DEVICES

CTB-CONCRETE TRAFFIC BARRIER
OR LOW PROFILE BARRIER*

SAFETY FENCE

EXCAVATION AREA

TYPE III BARRICADE
WITH TYPE "A" LIGHT

CURB

CURB

ARTERIAL LANE CLOSURE
REQUIRED SEE STANDARD
804S-1.

EXCAVATION IN ROADWAY

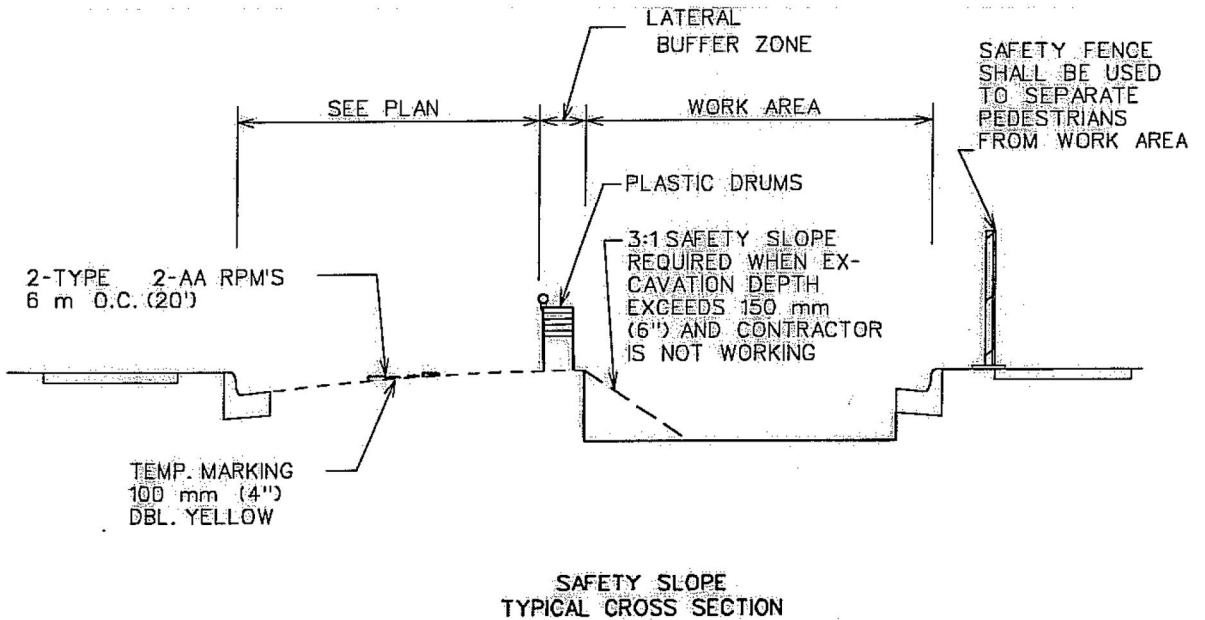
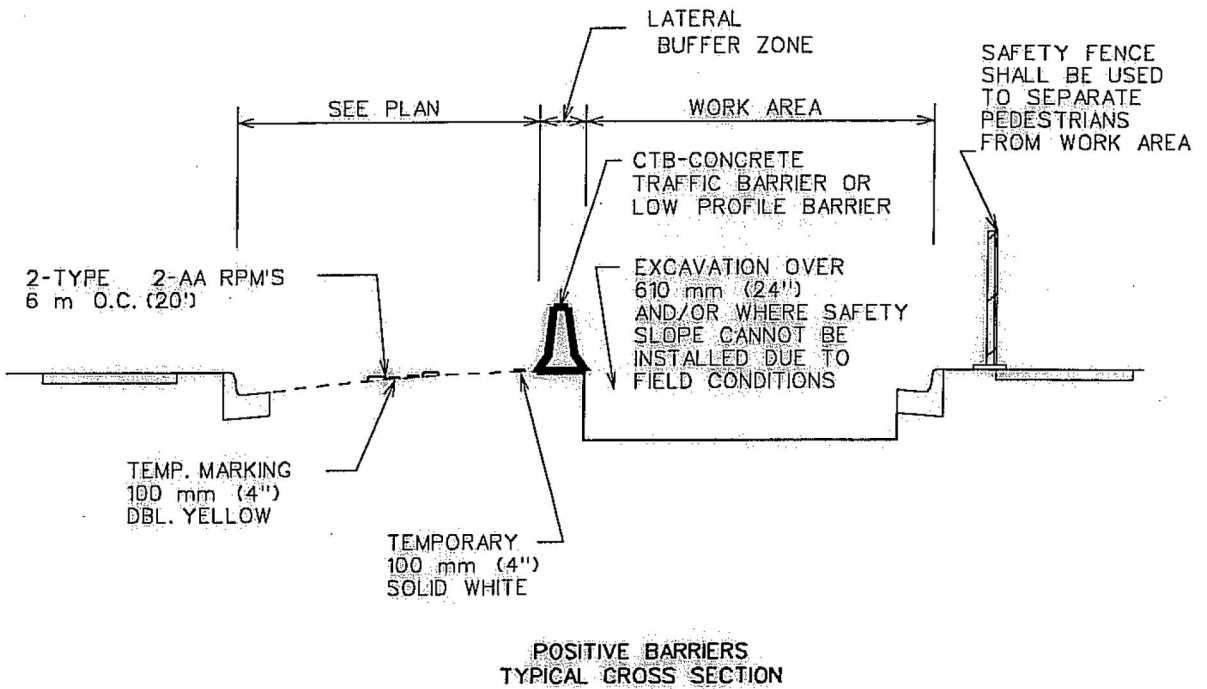
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LARGE EXCAVATION

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THE ARCHITECT/ENGINEER ASSUMES
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WORK AREA PROTECTION

THE ARCHITECT/ENGINEER ASSUMES
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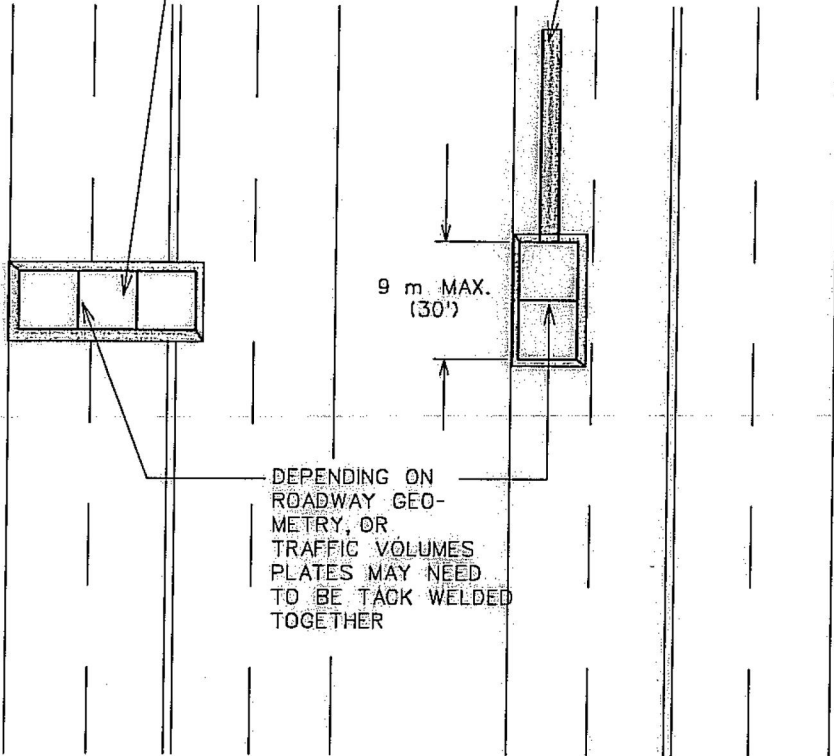
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A. A. G. 4/3/09
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PLATES MAY EXTEND COMPLETELY ACROSS ROADWAY

TEMPORARY BACKFILL



LATERAL PLATING

LONGITUDINAL PLATING

DEPENDENT ON ROADWAY GEOMETRY, OR TRAFFIC VOLUMES PLATES MAY NEED TO BE TACK WELDED TOGETHER

9 m MAX. (30')

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STEEL PLATING

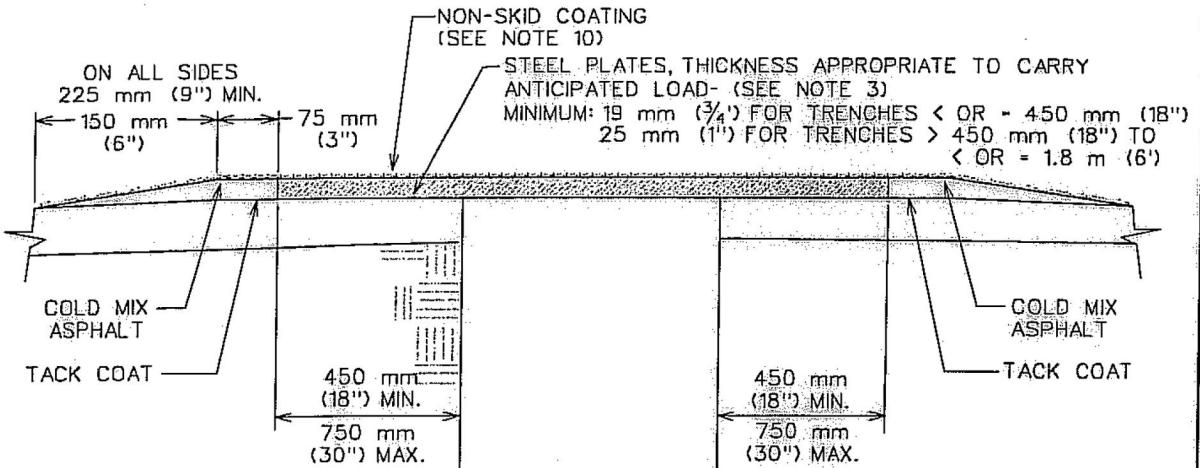
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ADOPTED

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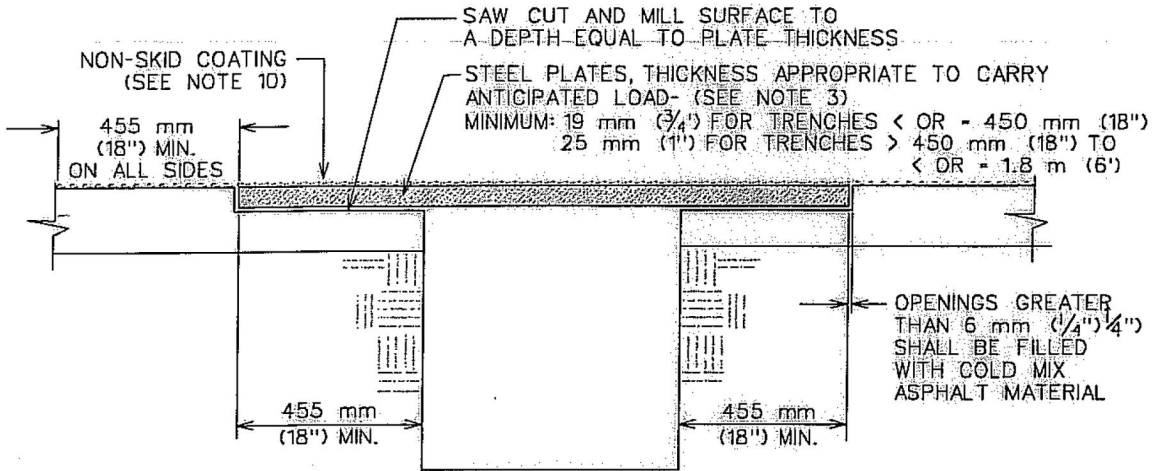
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TYPICAL CROSS SECTION

CASE I- LOW TRAFFIC VOLUME/LIMITED IN-SERVICE TIME



TYPICAL CROSS SECTION

CASE II- EXTENDED IN-SERVICE PLATING AND/OR HEAVILY-TRAFFICKED ROADS/STREETS (HMAC PAVEMENTS ONLY)

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DEPARTMENT OF PUBLIC WORKS

STEEL PLATING

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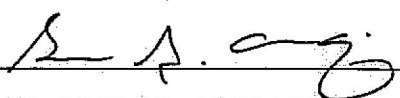
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NOTES:

1. WHERE TRAFFIC MUST CROSS TRENCHES, THE CONTRACTOR SHALL PROVIDE SUITABLE BRIDGES.
2. THE USE OF STEEL PLATES SHALL BE APPROVED BY THE RIGHT OF WAY MANAGEMENT DIVISION OF WATERSHED PROTECTION AND DEVELOPMENT DEPARTMENT PRIOR TO INITIATION OF CONSTRUCTION.
3. THE THICKNESS OF PLATES FOR TRENCH WIDTHS EXCEEDING 1.8 m (6') SHALL BE ESTABLISHED IN AN ANALYSIS COMPLETED BY A LICENSED PROFESSIONAL ENGINEER, REGISTERED IN THE STATE OF TEXAS. THE ANALYSIS SHALL BE BASED ON HS-20 TRAFFIC LOADING WITH A MAXIMUM PLATE DEFLECTION OF 50 mm (1/2") WHEN EXPERIENCING SAID LOADING. FOR SITUATIONS WHERE MULTIPLE LAYERS OF PLATES (OR STACKED PLATES) ARE TO BE EMPLOYED, THE SEAMS (I.E. THE INTER-FACE BETWEEN PLATES SIDE-BY-SIDE) OF THE UPPER LAYER SHALL BE PLACED PERPENDICULAR TO THE SEAMS OF THE UNDERLYING PLATES.
4. WHEN APPROVED, THE TYPE OF PLATE INSTALLATION SHALL BE BASED ON THE ANTICIPATED LENGTH OF TIME THE PLATE WILL BE IN SERVICE:
 CASE I: A CASE I INSTALLATION SHALL APPLY FOR NO LONGER THAN A 2 WEEK PERIOD.
 CASE II: A CASE II INSTALLATION SHALL APPLY FOR NO LONGER THAN 2 WEEK PERIOD.
5. THE TOPSIDE OF THE STEEL PLATE SHALL BE FLAT AND FREE OF ANY CLIPS, CHAINS, ATTACHMENTS, WELDMENTS OR SURFACE IRREGULARITIES.
6. PLATES WITH A PERMANENT DISPLACEMENT (I.E. DISPLACEMENT ANYWHERE ON THE SURFACE OF THE PLATE WITH RESPECT TO A PLANE FORMED BY THE OUTSIDE EDGES) THAT EXCEEDS 12 mm (1/2") SHALL NOT BE USED FOR PLATING PURPOSES. PLATES THAT DEVELOP A PERMANENT DISPLACEMENT EXCEEDING 12 mm (1/2") DURING SERVICE SHALL BE REMOVED AND REPLACED.
7. THE PLATES SHALL BE PROVIDED WITH APPROPRIATE NUMBER OF KEYHOLE SLOTS OR CIRCULAR HOLES FOR HANDLING, LIFTING, INSTALLATION AND REMOVAL PURPOSES.
8. THE CONTRACTOR SHOULD AVOID USING A LONG SERIES OF PLATES THAT RUN PARALLEL TO VEHICULAR TRAFFIC WHEELS PATHS.
9. ADDITIONAL METHODS OF SECURING PLATES MAY BE REQUIRED DEPENDING ON FIELD CONDITIONS.
10. FOR PLATES 1.8 M (6') OR GREATER IN DIRECTION OF TRAFFIC, A NON-SKID COATING SHOULD BE APPLIED TO THE ENTIRE SURFACE AREA OF ALL PLATES, AS WELL AS ADJACENT AREAS. THE NON-SKID COATING SHALL BE TCA (TEXTURED COATING OF AMERICA, INC.) STRATA-GRIP DECK COATING SYSTEM; SLIPFIX, INC. SPS (SLIP PROTECTION SURFACE) OR AN EQUIVALENT PRODUCT APPROVED BY THE ENGINEER OR DESIGNATED REPRESENTATIVE.

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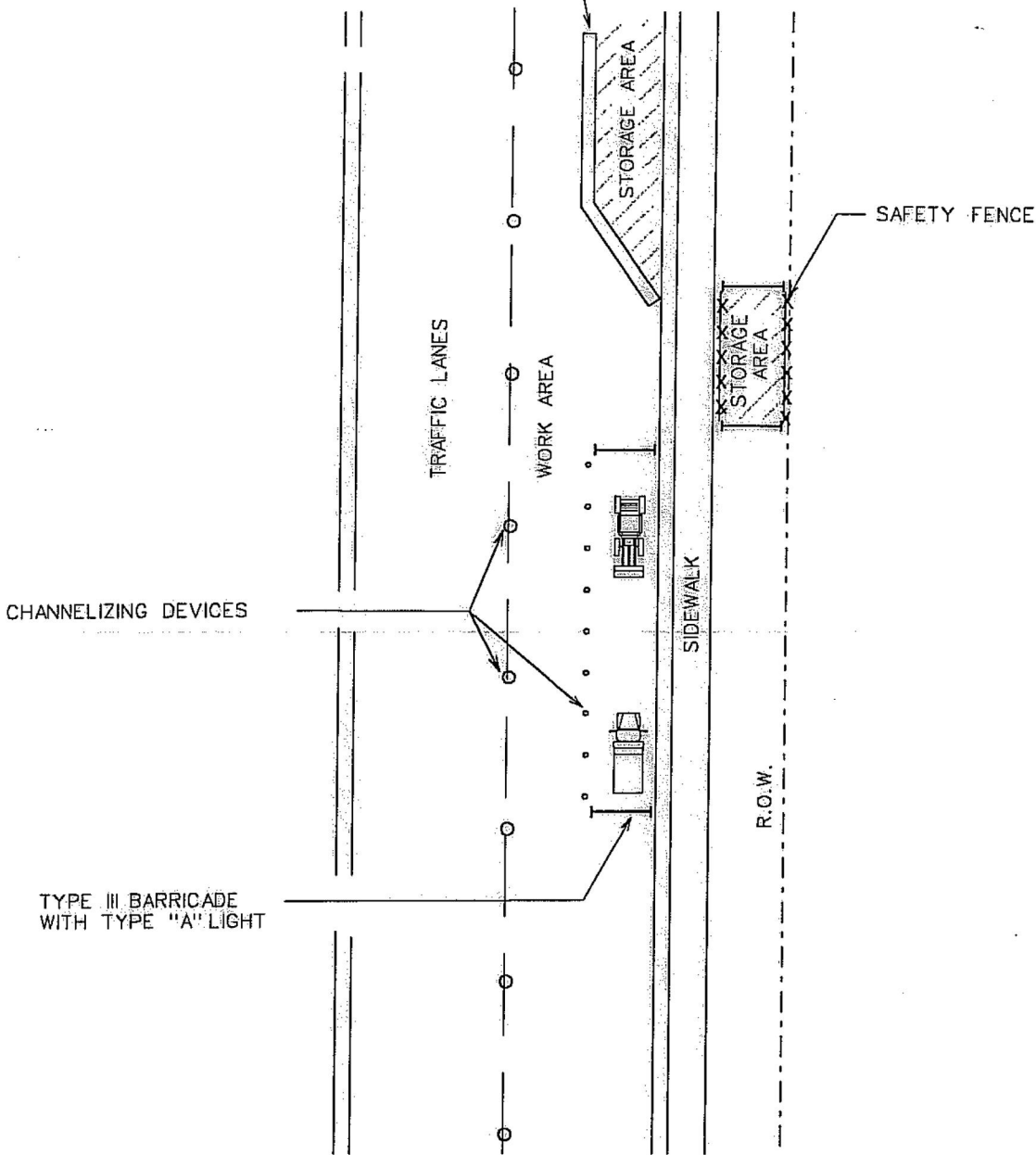
STEEL PLATING

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CTB-CONCRETE
TRAFFIC BARRIER OR
LOW PROFILE BARRIER



CHANNELIZING DEVICES

TYPE III BARRICADE
WITH TYPE "A" LIGHT

TRAFFIC LANES

WORK AREA

STORAGE AREA

SIDEWALK

R.O.W.

SAFETY FENCE

STORAGE
AREA

CITY OF AUSTIN
DEPARTMENT OF PUBLIC WORKS

MATERIAL AND EQUIPMENT STORAGE

A. A. Ong

4/3/09
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THE ARCHITECT/ENGINEER ASSUMES
RESPONSIBILITY FOR APPROPRIATE USE
OF THIS STANDARD.

STANDARD NO.

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1. STORAGE OF EQUIPMENT AND MATERIALS SHALL BE RESTRICTED TO LOCATIONS WHERE DRIVER SIGHT DISTANCES TO TRAFFIC, PEDESTRIANS, BUSINESSES AND SIDE STREET INTERSECTIONS ARE NOT OBSTRUCTED OR WHERE AN UNSIGHTLY APPEARANCE, AS DETERMINED BY THE ENGINEER, WILL NOT EXIST.
2. EQUIPMENT MUST BE PARKED AS FAR AWAY FROM THE TRAVELWAYS AS PRACTICAL.
3. TOTAL AREA USED FOR EQUIPMENT STORAGE SHALL BE KEPT TO A MINIMUM.
4. ALL MATERIALS STORED IN THE RIGHT-OF-WAY MUST BE MAINTAINED IN A NEAT AND ORGANIZED MANNER.
5. MATERIALS STORED MAY NOT BE MORE THAN 915 mm (36") IN HEIGHT.
6. ALL MATERIALS STORED MUST BE USED WITHIN THREE (3) DAYS.

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MATERIAL AND EQUIPMENT STORAGE

A. A. [Signature] 4/3/09
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