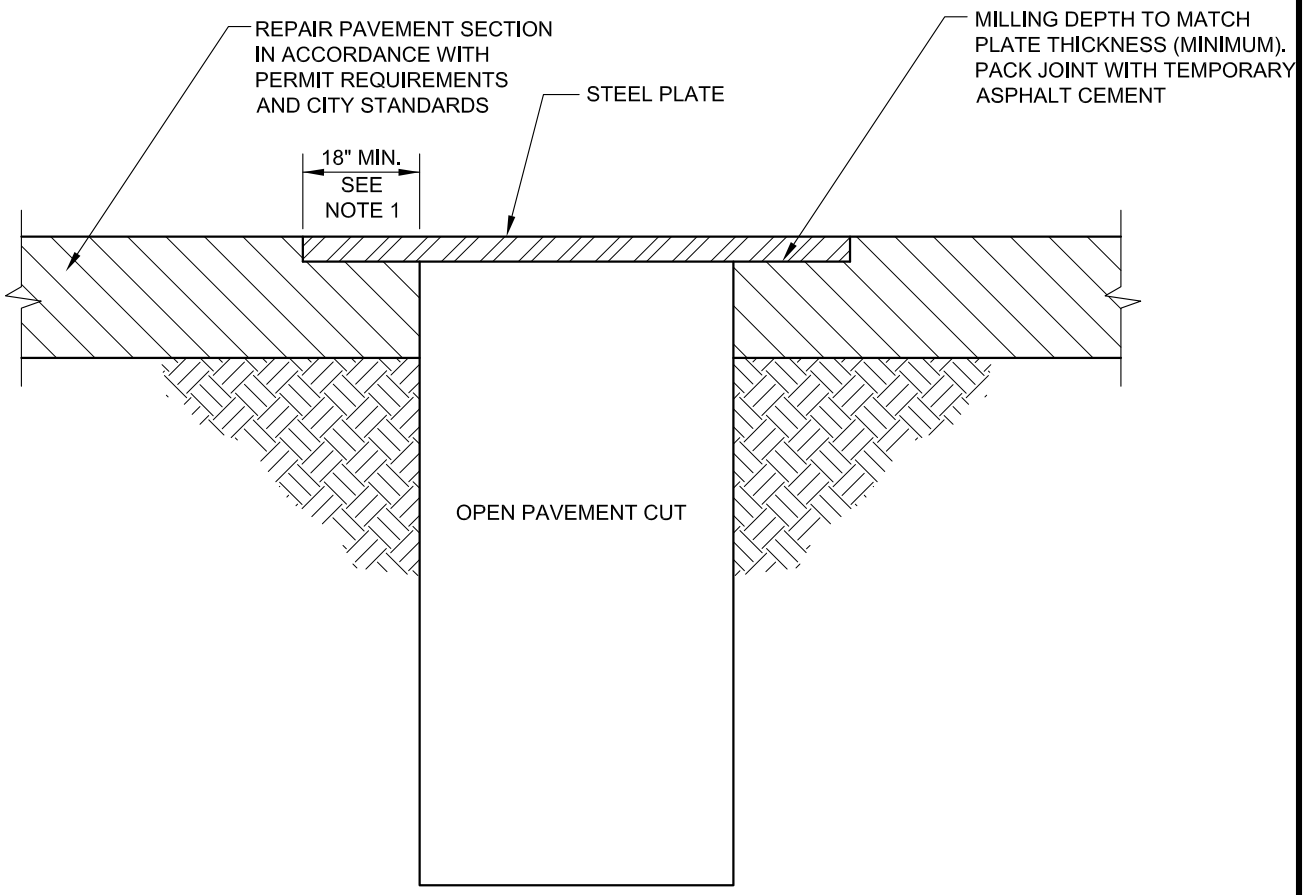

TYPICAL TRENCH PLATE DETAIL
N.T.S.

NOTE:

1. THE CONTRACTOR SHALL PROVIDE A MINIMUM 18" LAP OF STEEL PLATE ON EACH SIDE OF TRENCH TO ASSURE NO SLIPPING OF PLATE OR COLLAPSING OF TRENCH WALL. WHERE 18" LAP CANNOT BE MET, ENGINEERING DESIGN IS REQUIRED AND SHALL BE APPROVED BY THE CITY ENGINEER.

2. STEEL PLATE MUST FIT SNUG WITHIN THE RECESSED AREA AND INSTALLED TO OPERATE WITH MINIMUM NOISE.

3. THE PAVEMENT SHALL BE COLD PLANNED TO A DEPTH EQUAL TO THE THICKNESS OF THE PLATE, AND TO A WIDTH AND LENGTH EQUAL TO THE THICKNESS OF THE PLATE, AND TO OPERATE WITH MINIMUM NOISE.

4. THIS STANDARD SHALL BE IMPLEMENTED ON ALL PROJECTS WITHIN THE VEHICULAR TRAVELWAY ANTICIPATED TO BE OPEN MORE THAN 30 DAYS UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.

5. MULTIPLE PLATES (TWO OR MORE) MUST BE TACK -WELDED

6. ALL PLATES MUST MEET REQUIRED TRAFFIC LOADS, AND BE SKID-RESISTANT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE APPROPRIATE SELECTION AND MAINTENANCE OF THE STEEL PLATES.

7. ALL PLATES MUST MEET ADA STANDARDS FOR COEFICIENT OF FRICTION: FLAT PLATE =0.60, INCLINED PLATE = 0.80 USING ASTM STD. 1679.
(*STEEL PLATE SPECIFICATION / DOCUMENTATION REQUIRED UPON REQUEST)*

8. PERMANENT PAVING MUST TAKE PLACE IMMEDIATELY AFTER THE FINAL REMOVAL OF THE STEEL PLATE.

9. "STEEL PLATE AHEAD" SIGNS MUST BE PLACED IN ADVANCE.

CITY OF BALTIMORE 1797	APPROVED: DIVISION CHIEF, TRANSPORTATION ENGINEERING AND CONSTRUCTION DIRECTOR, DEPARTMENT OF TRANSPORTATION	CITY OF BALTIMORE DEPARTMENT OF TRANSPORTATION TRANSPORTATION ENGINEERING AND CONSTRUCTION	ISSUED	REVISED	REVISED
			8 / 2010	3 / 2021	
		STREET CUT AND REPAIR RECESSED TEMPORARY STEEL PLATE	STANDARD NO. BC 576.17-2		
			SCALE : NONE	SHEET 2 OF 2	