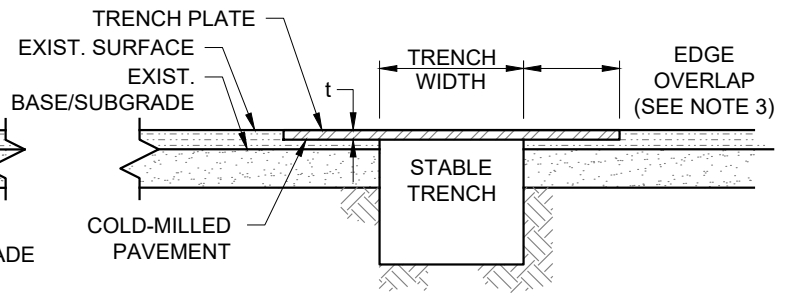


TRENCH - PLATE(S)



TRENCH - RECESSED PLATE(S)

W (TRENCH WIDTH)	t (MIN. PLATE THICKNESS)
W < 3'-0"	1"
3'-0" ≤ W ≤ 4'-0"	1-1/4"
W > 4'-0"	SPECIAL DESIGN- SEE NOTE 2

NOTES:

1. PLATES TO BE ASTM A36 MIN. STEEL, $F_y = 36$ KSI.
2. PLATES ARE DESIGNED FOR HS-20-44 LOADING WITHOUT MOVEMENT. TABLE 1 SHOWS ADVISORY MINIMAL THICKNESS OF STEEL PLATE BRIDGING FOR A GIVEN TRENCH WIDTH. THE PLATE SURFACE SHALL NOT DEVIATE MORE THAN 1/4" WHEN MEASURED WITH A 10' STRAIGHT EDGE ALONG THE LENGTH OF THE PLATE. FOR SPANS GREATER THAN 4'-0", PREPARE A STRUCTURAL DESIGN BY A CALIFORNIA REGISTERED CIVIL ENGINEER AND SUBMIT TO LBWD FOR REVIEW.
3. THE MINIMUM EDGE OVERLAP SHALL BE AS FOLLOWS: 12", EXCEPT FOR TRAFFIC SPEEDS ≥ 45 MPH: 24".
4. INSTALL PLATES TO OPERATE WITH MINIMUM NOISE.
5. ADEQUATELY SHORE THE TRENCH TO SUPPORT THE BRIDGING AND HIGHWAY TRAFFIC LOADS. COMPLY WITH OSHA REQUIREMENTS.
6. PROVIDE ADVANCED WARNING SIGNS (UNEVEN PAVEMENT - C46(CA); OR STEEL PLATE AHEAD SIGN - W8-24) PER THE LATEST EDITION OF THE "CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND AS APPROVED BY THE CITY TRAFFIC ENGINEER.
7. SECURE BRIDGING AGAINST DISPLACEMENT BY USING ADJUSTABLE CLEATS/RAILROAD SPIKES, SHIMS, AND/OR WELDING.
8. ALL PLATES MUST HAVE NON-SKID SURFACES WITH A MINIMUM COEFFICIENT OF FRICTION EQUIVALENT TO 0.35 AS DETERMINED BY CALIFORNIA TEST METHOD 342 OR APPROVED EQUAL.
9. REFER TO THE PROJECT SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
10. LEAVE STEEL PLATE BRIDGING IN PLACE FOR NO MORE THAN TWO DAYS BEFORE COMPLETION OF THE PIPE TRENCH BACKFILL AND PAVEMENT PLACEMENT, UNLESS APPROVED BY THE LBWD.
11. RECESSED TRENCH PLATES ARE REQUIRED WHERE POSTED SPEED LIMITS EXCEED 45 MPH OR AS REQUIRED BY CITY ENGINEER.
12. ENSURE THAT ALL EXCAVATIONS ARE ADEQUATELY PROTECTED WITH TYPE-K BARRIER AND 6 FEET HIGH MINIMUM CHAIN LINK FENCE OR COVERED WITH STEEL PLATES OR AS DIRECTED BY THE CITY ENGINEER.
13. WHEN TWO OR MORE PLATES ARE USED, TACK WELD AT EACH CORNER TO REDUCE OR ELIMINATE VERTICAL MOVEMENT, OR AS REQUIRED BY THE CITY ENGINEER.
14. PERFORM AND DOCUMENT DAILY INSPECTIONS OF ALL STEEL PLATES AND LOCATION; TAKE APPROPRIATE MEASURES TO PROTECT THE PUBLIC SAFETY UNTIL WORK IS COMPLETED, WHERE NECESSARY; AND MAINTAIN THE STEEL PLATES, SHORING AND TEMPORARY PAVING/ WEDGES. THIS DOCUMENTATION SHALL BE AVAILABLE TO THE CITY INSPECTOR UPON REQUEST.
15. IMMEDIATELY RESPOND TO ALL EXCAVATION RESTORATION REQUEST BY THE CITY UPON NOTIFICATION. NON-RESPONSES WILL RESULT IN THE REQUIRED RESTORATION WORK BEING DONE BY THE CITY, WITH ALL THE EXPENSES TO BE PAID BY THE PERMITTEE.
16. THERE SHALL BE A PENALTY FOR EACH DAY OR PART OF THE DAY THAT PLATES REMAIN OVER THE EXCAVATION BEYOND THE APPROVED LENGTH OF TIME.

TEMPORARY STEEL PLATE BRIDGING

WDS - 128



RECOMMENDED

Robert Johnson

DIRECTOR OF ENGINEERING

APPROVED

Shirley Paul

DEPUTY GENERAL MANAGER / CHIEF ENGINEER

DATE: 02-2020

SCALE: N.T.S.

SHEET 1 OF 1