

**NOTES:**

1. USE TYPE 1 PLATE INSTALLATION WHERE POSTED SPEED LIMIT IS LESS THAN 30 MPH, USE TYPE 2 PLATE INSTALLATION WHERE POSTED SPEED LIMIT IS 30 MPH OR GREATER OR AS DIRECTED BY CITY ENGINEER.
2. FOR TYPE 2 PLATE INSTALLATION, THE STEEL PLATE SHALL BE RECESSED BY MILLING INTO THE EXISTING ASPHALT TO SET FLUSH WITH THE SURFACE OF THE EXISTING ASPHALT. FULL DEPTH CUTTING OF PAVEMENT SECTION OUTSIDE OF TRENCH IS NOT PERMITTED. MILLING DEPTH SHALL MATCH THICKNESS OF THE PLATE. THE GAP BETWEEN THE EDGE OF THE PLATE AND THE ADJACENT EXISTING ASPHALT PAVEMENT MUST BE FILLED WITH PROPERLY COMPACTED TEMPORARY ASPHALT.
3. TRENCH WIDTHS ARE BASED ON AN ANALYSIS PER THE LATEST EDITION OF STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES BY AASHTO. AN ASSUMED AXLE LOADING OF 12 TONS WITH A 30% IMPACT FACTOR WAS USED. THE AXLE LENGTH IS 6 FEET: THEREFORE THE NUMBER OF WHEELS CARRIED BY A PLATE DEPENDS ON THE ROADWAY WIDTH.
4. STEEL PLATE MUST BE ABLE TO WITHSTAND H-20 TRAFFIC LOADINGS WITHOUT ANY MOVEMENT.
5. PLATES SHALL BE FABRICATED FROM ASTM A36 STEEL (MINIMUM 36 KSI), WITH A NON-SKID SURFACE.
6. PLATES SHALL BE SECURED FROM LATERAL MOVEMENT AND VIBRATION (ASSOCIATED NOISE) WHILE IN USE BY TEMPORARY ASPHALT (COLD MIX).
7. NO TRENCHES IN THE PUBLIC RIGHT OF WAY SHALL BE LEFT OPEN OVERNIGHT OR OVER THE WEEKEND WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE CITY ENGINEER. TRENCHES SHALL EITHER BE PLATED OR BACKFILLED AND RESURFACED WITH TEMPORARY ASPHALT.
8. PINS MADE OF #4 REBAR, OR EQUIVALENT DIAMETER STEEL ROD, WITH A MINIMUM LENGTH OF 12" SHALL BE USED TO SECURE ALL TRENCH PLATES TO THE PAVEMENT OR SOIL TO ELIMINATE LATERAL MOVEMENT OF THE PLATE. PINS OR STEEL RODS SHOULD NOT RESTRICT THE VERTICAL MOVEMENT OF THE STEEL PLATE. SPACING AND PLACEMENT OF PINS SHALL BE AS DIRECTED BY THE PUBLIC WORKS INSPECTOR.
9. WHEN TWO OR MORE PLATES ARE USED, THE PLATES SHALL BE TACK WELDED AT EACH CORNER OR AS REQUIRED BY THE PUBLIC WORKS INSPECTOR.
10. PLATES SHALL BE REMOVED THE FOLLOWING DAY, OR AS APPROVED BY THE PUBLIC WORKS INSPECTOR, AND THE TRENCH PAVED WITH TEMPORARY OR PERMANENT ASPHALT. PLATES SHALL NOT BE LEFT OVER A WEEKEND WITHOUT APPROVAL BY THE CITY ENGINEER.
11. PLATES SHALL BE CHECKED AT LEAST TWICE A DAY BY THE PERMITEE TO MAKE SURE THEY ARE SECURE.
12. APPROPRIATE ADVANCE WARNING SIGNS (I.E. "ROAD PLATES AHEAD") ARE REQUIRED FOR ALL STEEL PLATE CROSSINGS.
13. IN LIEU OF A STEEL PLATE, SIDEWALKS OR OTHER NON-VEHICLE AREAS MAY BE SECURED WITH PLYWOOD. PLYWOOD USED IN PEDESTRIAN AREAS SHALL BE A MINIMUM 3/4" THICK, PROVIDE A SMOOTH NON-SLIP SURFACE AND HAVE BEVELED EDGES.

(NOTE: THIS PLATE TO BE USED IN CONJUNCTION WITH PLATE NO. 8-18)

				APPROVED: 	5/24/18
CHANGE	DESCRIPTION	DATE	INITIAL	CITY ENGINEER	DATE