

TABLE A	
TRENCH WIDTH	MIN. PLATE THICKNESS
$W \leq 3'-0"$	1"
$3'-0" < W \leq 4'-0"$	1-1/4"
$W > 4'-0"$	ENGINEERED DESIGN (SEE NOTE 6)

NOTES:

1. CONTRACTORS ARE REQUIRED TO PROVIDE AND DISPLAY WARNING SIGNS IN ADVANCE OF ALL TEMPORARY TRENCH PLATES ON ROADWAYS OPEN TO VEHICULAR TRAFFIC TO NOTIFY MOTORISTS OF THE POTENTIAL HAZARDS. W8-24 PER CA MUTCD ATTACHED TO TYPE A BARRICADE.
2. PRIOR TO TRENCH PLATE INSTALLATION AND OPENING TO TRAFFIC, ENSURE THAT TRENCHES AND EXCAVATIONS ARE SUFFICIENTLY SHORED OR BRACED TO WITHSTAND HIGHWAY TRAFFIC LOADS AND COMPLY WITH OSHA REQUIREMENTS.
3. TRENCH PLATES SHALL BE ABLE TO WITHSTAND HS-44 TRAFFIC LOADING WITHOUT MOVEMENT. THE PLATE SURFACE SHALL BE STRAIGHT AND NOT DEVIATE MORE THAN 1/4" PER 10-FOOT STRAIGHT EDGE ALONG THE LENGTH OF THE PLATE. TRENCH PLATES SHALL MEET ASTM A36 STEEL REQUIREMENTS, FY=36 KSI.
4. ALL TRENCH PLATES SHALL HAVE A NON-SKID SURFACE TREATMENT WITH A FRICTION FACTOR OF 0.35 OR GREATER AS DETERMINED BY THE CALIFORNIA DEPARTMENT OF TRANSPORTATION TEST 342.
5. IDENTIFY ALL TEMPORARY TRENCH PLATES WITH THE CONTRACTOR'S COMPANY NAME AND AN AFTER-HOURS CONTACT PHONE NUMBER. ALTERNATIVELY, PROVIDE AND DISPLAY SIGNS WITH COMPANY NAME AND CONTACT INFORMATION ADJACENT TO THE AREA WHERE TRENCH PLATES ARE INSTALLED.
6. FOR TRENCHES AND EXCAVATIONS WITH SPANS GREATER THAN 4 FEET, SUBMIT AN ENGINEERED STEEL PLATING DESIGN TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. A REGISTERED CIVIL ENGINEER IN THE STATE OF CA SHALL PROVIDE THE DESIGN OF THE ENGINEERED STEEL PLATING. (SEE TABLE A)
7. THE MINIMUM EDGE OVERLAP SHALL BE AS FOLLOWS: 12" MINIMUM, EXCEPT FOR STREET SEGMENTS WITH TRAFFIC SPEEDS ≥ 25 MPH, WHERE THE MINIMUM EDGE OVERLAP SHALL BE 24".
8. NON-RECESSED TRENCH PLATES ARE ONLY ALLOWED WHERE POSTED SPEED LIMITS < 25 MPH AND AT THE DISCRETION OF THE CITY ENGINEER.
9. FOR RECESSED TRENCH PLATES, MILL PAVEMENT SURFACE PRIOR TO SETTING THE RECESSED PLATES SO THAT THE PLATE TOP SURFACE IS FLUSH WITH ADJACENT PAVEMENT SURFACE. SAWCUTTING OF EXISTING PAVEMENT TO FULL DEPTH OF THE PAVEMENT IS NOT PERMITTED.
10. SECURE THE TRENCH PLATE IN PLACE WITH MINIMUM NOISE TO AVOID MOVEMENT. ANCHOR PLATES IN EACH CORNER USING #4 REBAR, RAILROAD SPIKES, OR EQUIVALENT DIAMETER STEEL RODS. EMBED 6" MIN AND 12" MAX.
11. PRIOR TO ALLOWING TRAFFIC OVER THE TRENCH PLATES, FILL THE GAP BETWEEN THE EDGES OF THE RECESSED TRENCH PLATE AND THE ADJACENT EXISTING ASPHALT PAVEMENT WITH TEMPORARY ASPHALT MATERIAL, OR PLACE A TRANSITION WEDGE OF TEMPORARY ASPHALT MATERIAL AROUND ALL SIDES OF THE TRENCH PLATE THAT IS NOT SET RECESSED. THE TRANSITION WEDGE SHALL BE 12:1 MIN, AND SHALL BE INCREASED TO 18:1 WHERE REQUIRED BY THE PUBLIC WORKS INSPECTOR.
12. MULTIPLE PLATES SHALL BE TACK WELDED, 6" MINIMUM.