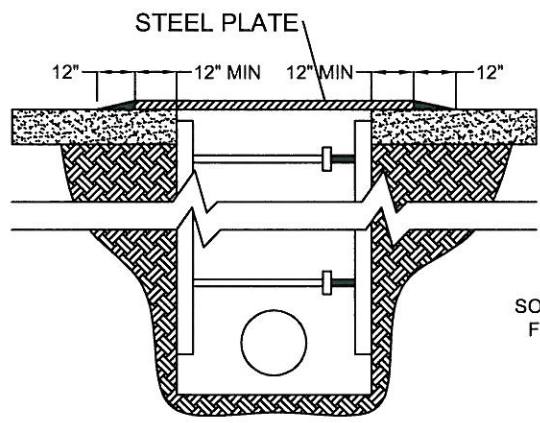


NOTE:
TAPERED WOOD CLEATS
ARE USUALLY USED
UNDER PLATES TO KEEP
PLATES FROM ROCKING.



NOTE:
TRENCH WALLS AND ADJACENT
SOILS SHALL BE SUFFICIENTLY STABLE
FOR THE USE OF THE ABOVE PLATE.

NOTES

CROSS SECTION "A-A"

1. THIS TRENCH PLATE STANDARD SHALL ONLY BE USED FOR EMERGENCY OR LOW-FLOW TRAFFIC AREAS AS APPROVED BY THE PUBLIC WORKS DIRECTOR. OTHERWISE THE RECESSED PLATE BRIDGING SHALL BE USED.
2. THE RECOMMENDED STREET PLATE THICKNESS SHOULD BE 1" FOR UP TO A 3' SPAN AND 1 1/4" FOR A 4' SPAN.
3. SURFACE OF STEEL PLATES SHALL BE ROUGHENED, TAPED, OR COATED TO PROVIDE A NONSKID SURFACE FOR SAFETY OF THE TRAVELING PUBLIC.
4. NO MORE THAN TWO PLATES IN SUCCESSION SHALL BE ALLOWED WITHOUT PRIOR APPROVAL FROM THE PUBLIC WORKS DIRECTOR.
5. FOR SPAN GREATER THAN 4' A STRUCTURAL DESIGN SHALL BE PREPARED BY A REGISTERED CIVIL ENGINEER AND APPROVED BY THE CITY.
6. WHENEVER NECESSARY, TRENCHES AND EXCAVATIONS SHALL BE BRIDGED WITH PLATES TO PERMIT AN UNOBSTRUCTED FLOW OF TRAFFIC.
7. PLATE BRIDGING SHALL BE SECURED AGAINST MOVEMENT BY USING HOLDING DEVICES SUCH AS ADJUSTABLE CLEATS, ANGLES, BOLTS, TACK WELDING, RAILROAD SPIKES OR OTHER DEVICES.
8. PLATE BRIDGING SHALL BE INSTALLED TO OPERATE WITH MINIMUM NOISE.
9. THE TRENCH SHALL BE ADEQUATELY SHORED, IF NECESSARY, TO SUPPORT THE BRIDGING AND TRAFFIC.
10. PLATES USED FOR BRIDGING SHALL EXTEND 1' MINIMUM BEYOND THE EDGES OF THE TRENCH. TEMPORARY PAVING MATERIALS (PREMIX) SHALL BE USED TO FEATHER THE EDGES OF THE PLATES TO MINIMIZE WHEEL IMPACT FOR AN ADDITIONAL 12" BEYOND PLATE EDGE.



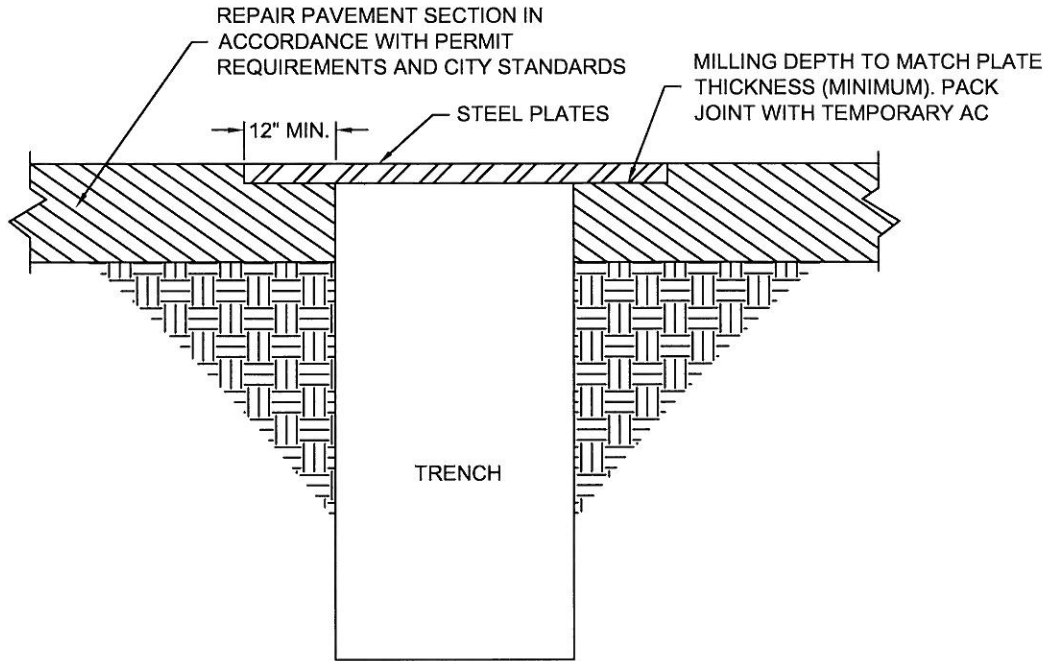
APPROVED BY:
Kip D. Field 11/23/09
CITY ENGINEER DATE
KIP D. FIELD

CITY OF CORONA

**NON-RECESSED
EMERGENCY PLATE BRIDGING
OF EXCAVATIONS**

REVISION	DESCRIPTION	BY	DATE

STANDARD PLAN NUMBER: **151** SHT 1 OF 2



TYPICAL TRENCH PLATE DETAIL
N.T.S.

NOTES

1. A MINIMUM 12" LAP OF STEEL PLATE SHALL BE PROVIDED ON EACH SIDE OF TRENCH TO ASSURE NO SLIPPING OF PLATE OR COLLAPSING OF TRENCH WALL. WHERE 12" LAP CANNOT BE MET, ENGINEERING DESIGN IS REQUIRED AND SHALL BE APPROVED BY THE PUBLIC WORKS DIRECTOR. THE TRENCH SHALL BE ADEQUATELY SHORED IF NECESSARY TO SUPPORT THE BRIDGING AND TRAFFIC. FOR SPANS GREATER THAN FOUR FEET A SHORING PLAN AND A TRAFFIC CONTROL PLAN, ENGINEERED BY A REGISTERED CIVIL ENGINEER, SHALL BE SUBMITTED FOR REVIEW AND APPROVAL AT LEAST TWO WEEKS PRIOR TO START OF CONSTRUCTION WORK.
2. STEEL PLATE MUST FIT SNUG WITHIN THE RECESSED AREA AND INSTALLED TO OPERATE WITH MINIMUM NOISE.
3. THE PAVEMENT SHALL BE COLD PLANED TO A DEPTH EQUAL TO THE THICKNESS OF THE PLATE, AND TO A WIDTH AND LENGTH EQUAL TO THE DIMENSIONS OF THE PLATE.
4. THIS STANDARD SHALL BE IMPLEMENTED ON ALL PROJECTS WITHIN VEHICULAR TRAVEL WAY UNLESS OTHERWISE APPROVED BY THE PUBLIC WORKS DIRECTOR.
5. MULTIPLE PLATES MUST BE PINNED AND TACK WELDED AS NEEDED TO SECURE PLATES, 6" MINIMUM.
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. STEEL PLATES MUST BE REMOVED AND PERMANENT PAVEMENT SHALL BE PLACED WITHIN FOURTEEN (14) CALENDAR DAYS OR AS APPROVED BY THE PUBLIC WORKS DIRECTOR.
8. THE CONTRACTOR WILL BE REQUIRED TO PUT "STEEL PLATES AHEAD" WARNING SIGNS IN PLACE.



APPROVED BY:

 11/23/09
 CITY ENGINEER DATE
 KIP D. FIELD

CITY OF CORONA

RECESSED
 PLATE BRIDGING
 OF EXCAVATIONS

REVISION	DESCRIPTION	BY	DATE

STANDARD PLAN NUMBER: **151** SHT 2 OF 2