

- 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. WELDING BY A LICENSED WELDER IS REQUIRED FOR STEEL PLATES PLACED IN MULTIPLES (TWO OR MORE).
- 6. ALL STEEL 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 STEEL PLATES MUST MEET ADA STANDARDS FOR COEFFICIENT OF FRICTION: FLAT PLATE = 0.60, INCLINED PLATE = 0.80 USING ASTM STD. 1679.(STEEL PLATE SPECIFICATION/DOCUMENTATION REQUIRED UPON REQUEST)
- 8. STEEL PLATES MUST BE REMOVED AND PERMANENT PAVEMENT SHALL BE PLACED WITHIN FIFTEEN (15) WORKING DAYS OR AS APPROVED BY THE CITY ENGINEER.
- 9. THE CONTRACTOR MAY BE REQUIRED TO PLACE "STEEL PLATES AHEAD" SIGNS.
- 10. EQUIPMENT AND MATERAILS OF ANY KIND CANNOT BE STORED IN PUBLIC RIGHT OF WAY FOR FUTURE USE UNLESS A PERMIT IS OBTAINED AND APPROVED BY THE DIRECTOR OF TRANSPORTATION OR DESIGNEE.
- 11.EACH STEEL PLATE AND EACH PIECE OF EQUIPMENT ARE SEPARATE AND FINEABLE.

APPROVED:  Binal Day 17.  DIVISION CHIEF, TRANSPORTATION ENGINEERING AND CONSTRUCTION  DIRECTOR, DEPARTMENT OF TRANSPORTATION	CITY OF BALTIMORE DEPARTMENT OF TRANSPORTATION TRANSPORTATION ENGINEERING AND CONSTRUCTION	8 / 2010	REVISED 08/2024	REVISED
	STREET CUT AND REPAIR RECESSED TEMPORARY STEEL	STANDARD NO.  BC 576.17-2  SCALE: NONE SHEET 2 OF 2		