



TYPICAL TRENCH PLATE DETAIL
NOT TO SCALE

NOTES:

1. THE CONTRACTOR SHALL PROVIDE A MINIMUM 12" LAP OF STEEL PLATE ON EACH SIDE OF TRENCH TO ASSURE NO SLIPPING OF PLATE OR COLLAPSING OF TRENCH WALL. WHERE 12" LAP CAN NOT 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 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 WITH POSTED SPEED LIMIT OVER 30 MPH UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
5. MULTIPLE PLATES MUST BE 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 FIFTEEN (15) CALENDAR DAYS OR AS APPROVED BY THE CITY ENGINEER.
8. THE CONTRACTOR SHALL PLACE "STEEL PLATES AHEAD" (W8-24) SIGNS.

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Juan Raya 05/18/16
 JUAN RAYA, P.E. DATE
 CITY ENGINEER
 RCE 68510

REV.	DRAWN BY:	APP'D:	DATE:



**RECESSED
TRENCH PLATE
DETAIL**

STANDARD PLAN No.: **174**

MAY 2016