

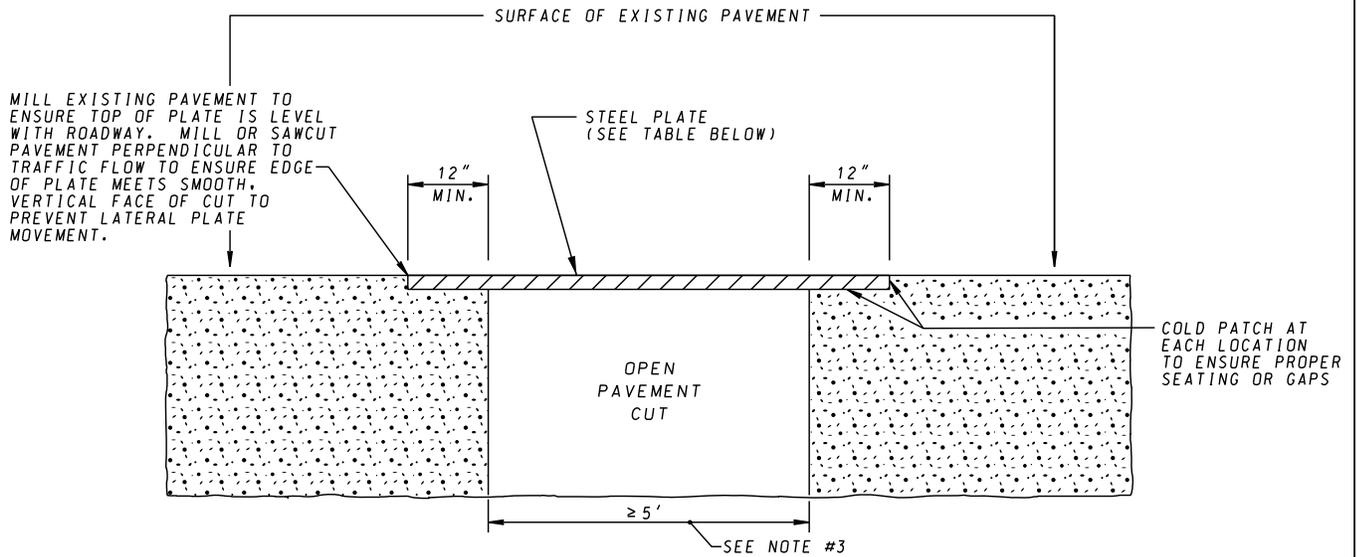
STANDARD DETAIL:

STEEL PLATE BRIDGING AND SHORING SHALL BE INSTALLED USING EITHER METHOD (1) OR (2).

METHOD 1. FOR SPEEDS GREATER THAN 40 MPH (SEE DETAIL BELOW).

THE PAVEMENT SHALL BE MILLED OR SAW CUT TO A DEPTH EQUAL TO THE THICKNESS OF THE PLATE AND TO A WIDTH AND LENGTH EQUAL TO THE DIMENSIONS OF THE PLATE.

* METHOD '1' DOES NOT APPLY TO CEMENT CONCRETE PAVEMENT SECTIONS.



STEEL PLATE DETAIL (METHOD 1, GREATER THAN 40 MPH)
NOT TO SCALE

THE FOLLOWING TABLE SHOWS THE ADVISORY MINIMAL THICKNESS OF STEEL PLATE BRIDGING REQUIRED FOR A GIVEN TRENCH (WITH A-36 GRADE STEEL):

TRENCH WIDTH	MINIMUM PLATE THICKNESS
< 5'	1"
≥ 5'	SEE NOTE #3

NOTES

1. STEEL PLATE USAGE WILL BE INCIDENTAL TO THE WORK BEING DONE/PROTECTED UNLESS AN ITEM FOR STEEL PLATES IS INCLUDED IN THE CONTRACT SCHEDULE OF PRICES.
2. STEEL PLATE INSTALLED SHALL HAVE A MAXIMUM ONE INCH DEFLECTION. STEEL PLATES SHALL BE WELDED TOGETHER BY A LICENSED WELDER.
3. FOR TRENCH WIDTHS EQUAL TO OR GREATER THAN 5 FT. STEEL PLATE AND SUPPORT SYSTEM SHALL BE DESIGNED AND STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MARYLAND AND APPROVED BY THE SHA ENGINEER.
4. STEEL PLATE BRIDGING IS NOT ALLOWED ON EXPRESSWAYS/FREEWAYS.
5. ALL STEEL PLATES ARE TO BE ANCHORED USING MIN. 6 IN. ANCHOR. REFER TO STD. MD 104.01-86.

SPECIFICATION	CATEGORY CODE ITEMS
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APPROVED	<i>[Signature]</i> DIRECTOR - OFFICE OF HIGHWAY DEVELOPMENT
	APPROVAL • SHA REVISIONS
	APPROVAL 4-12-16
	REVISED 5-19-16
	REVISED 10-20-16
	REVISED

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

STEEL PLATE
METHOD 1, GREATER THAN 40 MPH
STANDARD NO. MD 104.01-85

APPROVAL • FEDERAL HIGHWAY ADMINISTRATION
APPROVAL 3-21-16
REVISED 5-6-16
REVISED 10-13-16
REVISED