

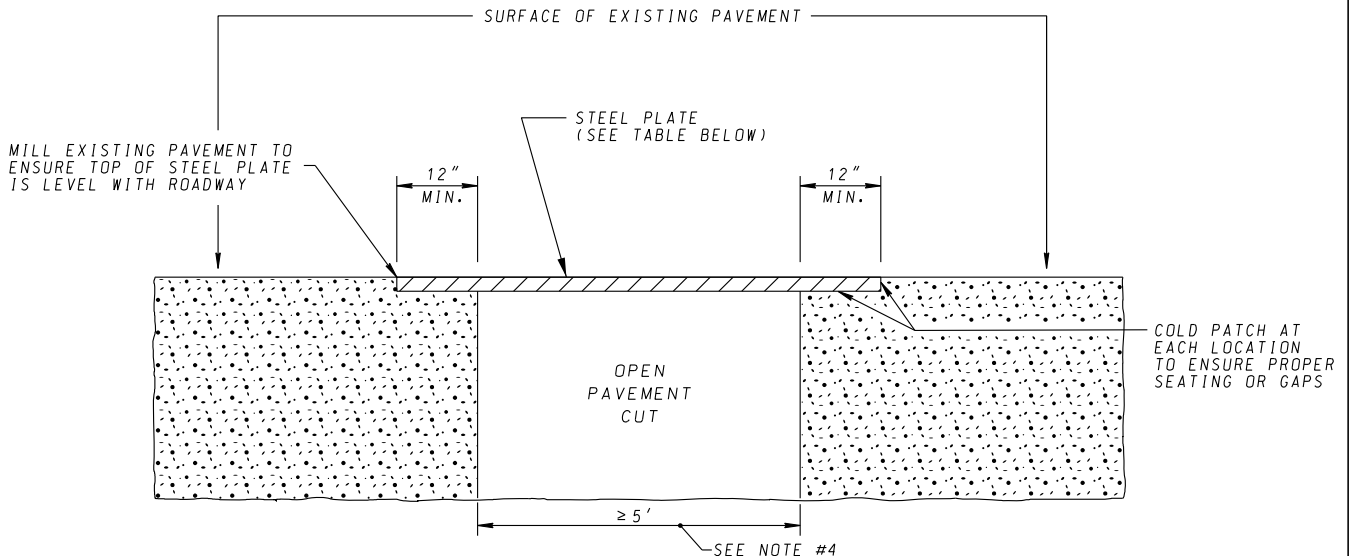
STANDARD DETAIL:

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 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)

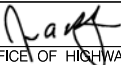

NOT TO SCALE

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 #4

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 PER SECTION 875.
3. THE TOP SURFACE OF THE STEEL PLATE SHALL BE SLIP RESISTANT AND MEET OR EXCEED A MINIMUM INITIAL AVERAGE SKID RESISTANCE VALUE OF 30 BPN (BRITISH PENDULUM NUMBER) ACCORDING TO ASTM E303.
4. 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.
5. STEEL PLATE BRIDGING IS NOT ALLOWED ON EXPRESSWAYS/FREEWAYS.
6. ALL STEEL PLATES ARE TO BE ANCHORED USING MIN. 6 IN. ANCHOR. SEE STD. MD 104.01-86.

SPECIFICATION -	CATEGORY CODE ITEMS	Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES	
APPROVED			
DIRECTOR - OFFICE OF HIGHWAY DEVELOPMENT			
	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION	STEEL PLATE METHOD 1, GREATER THAN 40 MPH STANDARD NO. MD 104.01-85
	APPROVAL 4-12-16	APPROVAL 3-21-16	
	REVISED 5-19-16	REVISED 5-6-16	
	REVISED	REVISED	
	REVISED	REVISED	