

MINIMUM PUBLIC SAFETY REQUIREMENTS FOR UNATTENDED EXCAVATIONS

METHOD 2): [FOR SPEEDS 35 MPH AND LESS]

APPROACH AND ENDING STEEL PLATE COVERS (IF LONGITUDINAL PLACEMENT) SHALL BE ATTACHED TO THE ROADWAY BY A MINIMUM OF TWO (2) DOWELS INSTALLED IN PRE-DRILLED HOLES INTO THE CORNERS OF THE PLATES AND DRILLED A MINIMUM FOUR INCHES (4") INTO THE PAVEMENT. IN ADDITION TO DOWELS, ADJUSTABLE CLEATS, SHIMS, WELDING, OR OTHER DEVICES, SHALL BE INSTALLED TO SECURE STEEL PLATE COVERS AGAINST MOVEMENT OR DISPLACEMENT AND IN SUCH A MANNER THAT WILL MINIMIZE NOISE AS TRAFFIC DRIVES OVER THE STEEL PLATE COVERS.

SUBSEQUENT PLATES ARE BUTTED TO EACH OTHER AND TACK WELDED AS DIRECTED BY THE LOCAL GOVERNING AGENCY. FINE GRADED ASPHALT CONCRETE SHALL BE PLACED AND COMPACTED TO FORM A MINIMUM TWELVE INCH (12") TAPERED TRANSITION RAMP WITH A MAXIMUM SLOPE OF 8.5% TO COVER ALL EDGES OF THE STEEL PLATE COVERS. ALTERNATIVELY, CONTRACTOR MAY USE PRE-FABRICATED NEOPRENE RUBBER MATS MANUFACTURED BY AMERICAN HIGHWAY PRODUCTS, OR EQUIVALENT (IF APPROVED BY LOCAL GOVERNING AGENCY).

WHEN THE STEEL PLATE COVERS ARE REMOVED THE PAVEMENT SHALL BE RESTORED AND DOWEL HOLES IN THE PAVEMENT SHALL BE BACKFILLED WITH EITHER GRADED FINES OF ASPHALT CONCRETE MIX, CONCRETE SLURRY, EPOXY OR AN EQUIVALENT THAT IS SATISFACTORY AND AS REQUIRED BY THE LOCAL GOVERNING AGENCY.

THE TYPE OF STEEL PLATE COVER INSTALLATION SHALL BE EVALUATED ON A CASE-BY-CASE BASIS SINCE, IN SOME CASES, A PARTICULAR TYPE OF STEEL PLATE COVER INSTALLATION MAY BE REQUIRED (E.G. NEAR A SCHOOL, WEATHER CONDITIONS, TRAFFIC SPEED, VOLUME AND COMPOSITION, DURATION AND DIMENSIONS OF PLATES, ETC.).

ALL STEEL PLATE COVERS SHALL PROVIDE COMPLETE COVERAGE TO PREVENT ANY PERSON, BICYCLE, MOTORCYCLE OR MOTOR VEHICLE FROM BEING ENDANGERED DUE TO STEEL PLATE COVER MOVEMENT CAUSING SEPARATIONS OR GAPS.

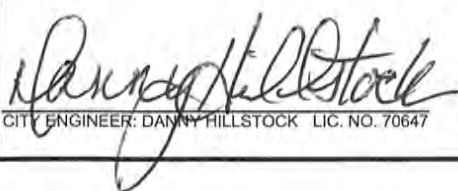

UNLESS SPECIFICALLY NOTES OR GRANTED IN THE AGENCY'S SPECIAL PROVISION OR APPROVED BY THE AGENCY'S INSPECTOR:

- A) THE INSTALLATION OF STEEL PLATE COVERS SHALL NOT EXCEED FOUR (4) CONSECUTIVE WORKING DAYS IN ANY GIVEN WEEK.
- B) THE INSTALLATION OF STEEL PLATE COVERS SHALL NOT EXCEED FIFTY LINEAL FEET (50') IN LENGTH.

THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE STEEL PLATE COVERS, SHORING SYSTEM, ASPHALT CONCRETE TAPERED TRANSITION RAMPS AND ENSURING THEY MEET MINIMUM SPECIFICATIONS. ALL STEEL PLATE COVERS WITHIN THE RIGHT-OF-WAY WHETHER USED IN OR OUT OF THE TRAVELED WAY SHALL BE WITHOUT DEFORMATION. THE TRUENEES OF A STEEL PLATE COVER CAN BE DETERMINED BY USING A STRAIGHT EDGE. ANY STEEL PLATE COVER FOUND TO BE PERMANENTLY DEFORMED SHALL BE REJECTED AND REMOVED FROM THE RIGHT-OF-WAY.

THE CONTRACTOR SHALL IMMEDIATELY MOBILIZE NECESSARY PERSONNEL AND EQUIPMENT AFTER BEING NOTIFIED BY THE INSPECTOR, THE AGENCY'S EMERGENCY SERVICE SECTION, OR A MEMBER OF THE PUBLIC OF A REPAIR NEED. THIS INCLUDES, BUT IS NOT LIMITED TO, PLATE MOVEMENT, NOISE, PLATE ANCHORS, COLD-MIX, ASPHALT CONCRETE TRANSITION RAMP BETWEEN THE STEEL PLATE COVER SURFACE AND THE EXISTING ROADWAY OR SIDEWALK.

FAILURE TO RESPOND TO THE EMERGENCY REQUIRES WITHIN TWO (2) HOURS OF AGENCY'S INITIAL ATTEMPT TO CONTACT THE CONTRACTOR SHALL BE GROUNDS FOR THE AGENCY TO PERFORM NECESSARY REPAIRS THAT WILL BE INVOICED AT ACTUAL COST INCLUDING OVERHEAD OR \$500 PER INCIDENT, WHICHEVER IS GREATER. ALL TRAFFIC CONTROL PLANS CURRENTLY REQUIRE PROMPT REPAIRS OF STEEL PLATE COVERS BY THE CONTRACTOR.

TITLE: UNATTENDED EXCAVATION SAFETY			
AUTOCAD BY: STAFF	SCALE: NONE	APPROVED:	STANDARD PLAN
REVIEWED BY: DANNY HILLSTOCK	REVISED: OCTOBER, 2019	 <small>CITY ENGINEER: DANNY HILLSTOCK LIC. NO. 70647</small>	E-2-2 <small>SHEET 2 OF 2</small>
CITY OF HOLLISTER ENGINEERING DEPARTMENT			 <small>DATE</small>