



City of Medford

DEPARTMENT OF PUBLIC WORKS

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From: Timothy J. McGivern, City Engineer 

Date: September 1, 2021

Re: MED-02: Engineering Directive:
Road Plates in Medford Traveled Ways

Effective immediately, the City of Medford is requiring certain steel plates used for construction within the vehicular travel way to be skid resistant as described below. In addition, steel plates used for construction in the travel way shall meet the following requirements:

- 1) During times when no work is taking place in trenches or excavations that are located within the travel way, the trench or excavation must be backfilled or covered with steel plates capable of safely sustaining an HS20 Loading with 33% impact. Use of steel plates (instead of backfilling) must be approved by the DPW Commissioner.
- 2) Steel plates must be set so there is no vertical lip over 1/4 inch between the plate and adjacent pavement. This may be accomplished by:
 - a. Recessing the plate so that the top of the plate matches the adjacent pavement level.
 - b. Providing a bituminous concrete ramp with an approximate slope of 2 ft horizontally to 1 in. vertically. Bituminous concrete shall meet the requirements of Section 472 Hot Mix Asphalt for Miscellaneous Work of MassDOT standard specifications. Cold Patch is not allowed.
 - c. Alternate plate securing products with prior approval from the DPW Commissioner and City Engineer.
- 3) Non-slip or skid-resistant surface is required for steel plates located within intersections, intersection approaches, and crosswalks. The intent of this requirement is to ensure that common turning movements and stopping movements are protected from slippage.
- 4) Warning signage must be placed at least 100 feet in advance when steel plates are in use. Eg. "Warning Steel Plates Ahead" sign.
- 5) Steel plates must not be left in place longer than 48 hours without approval from the DPW Commissioner, this includes weekends. At the end of each week, the trench or excavation shall be backfilled and patched.
- 6) Plate noise should be minimized and monitored. If noise is excessive in the opinion of the City Engineering or DPW Commissioner, then additional measures such as shimming, padding, welding, or other methods may be required.