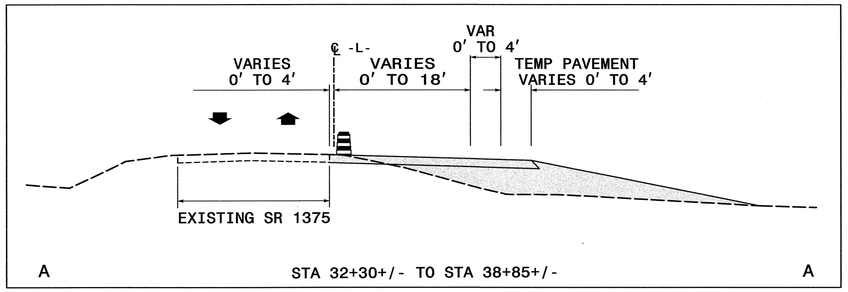
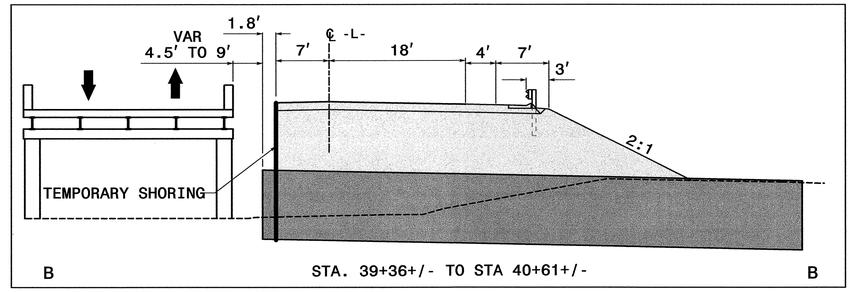
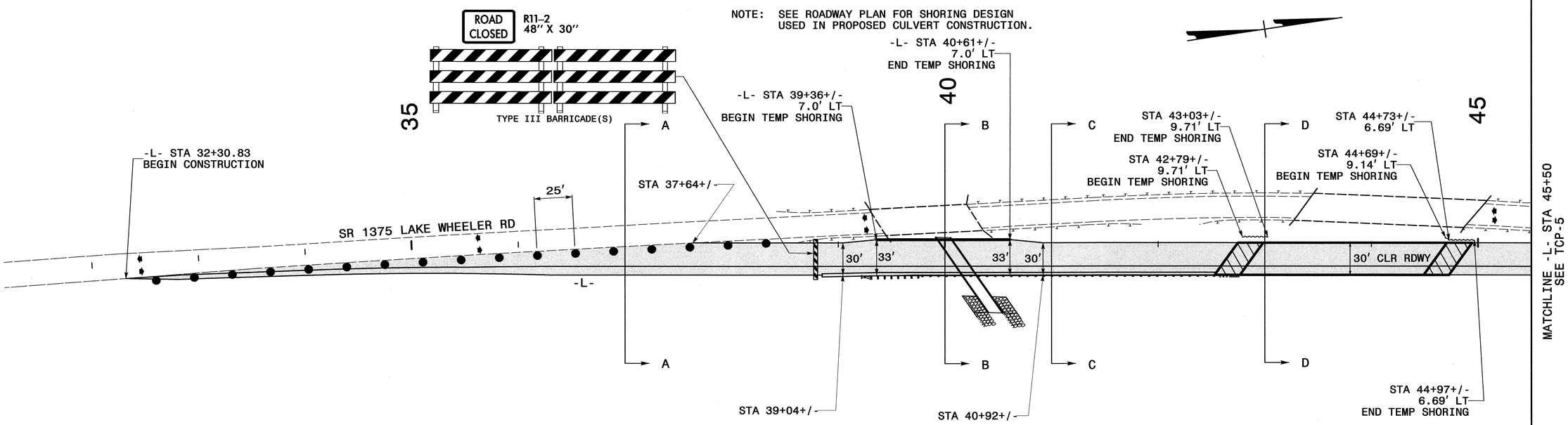
CH ENGINEERING
PO BOX 30128 RALEIGH, NC 27622
TELE 919.788.0224 FAX 919.788.0232

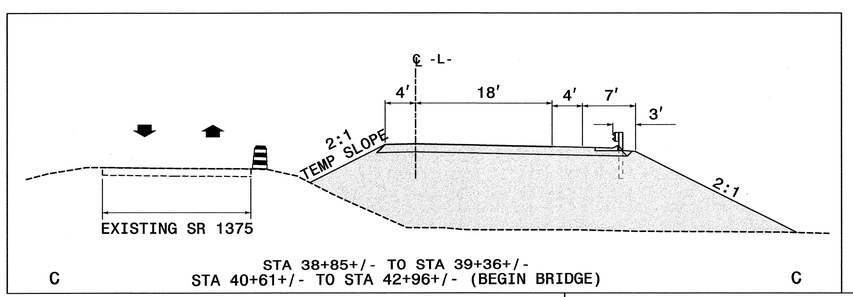
PROJ. REFERENCE NO.	SHEET NO.
B-3375	TCP-4

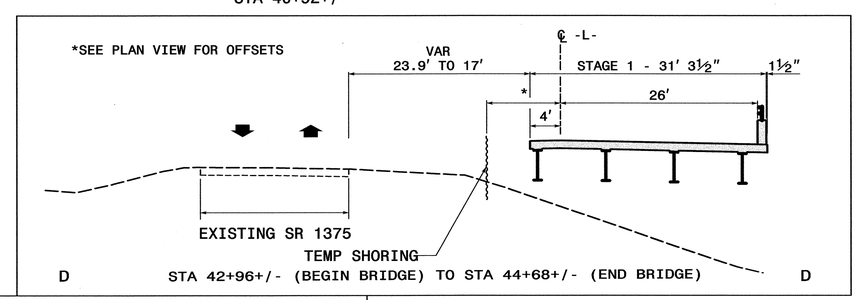




NOTE: SEE ROADWAY PLAN FOR SHORING DESIGN USED IN PROPOSED CULVERT CONSTRUCTION.







FOR DESIGN OF TEMPORARY SHORING, USE THE FOLLOWING SOIL PARAMETERS:
UNIT WEIGHT OF SOIL ABOVE THE WATER TABLE, γ = 120 pcf
UNIT WEIGHT OF SOIL BELOW THE WATER TABLE, γ' = 60 pcf
FRICTION ANGLE ABOVE THE DREDGE LINE, Ø = 36° (REINFORCED APPROACH FILL)
FRICTION ANGLE BELOW THE DREDGE LINE, Ø = 30°
COHESION, c = 0 psf

DO NOT USE STANDARD SHORING DESIGN AS FOLLOWS:
-L- STA 42+79.06 TO STA 43+02.82 - OFFSET 9.71 ft
-L- STA 44+72.75 TO STA 44+96.52 - OFFSET = 6.69 ft
THE CONTRACTOR IS RESPONSIBLE FOR SUBMITTING SHORING DESIGN.

FOR LIMITS OF "TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC", SEE THE TRAFFIC CONTROL PLAN. FOR PAY ITEM FOR "TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC", SEE THE ROADWAY PLAN.

NORTH CAROLINA PROFESSIONAL SEAL 21047 ENGINEER KEVIN W. BISBY
12-30-2004

PHASE I - STEP 2

SCALE:	NONE
DATE:	4/2004
DWG. BY:	KWB
DESIGN BY:	KWB
REVIEWED BY:	TRH

DIVISION OF HIGHWAYS ENGINEERING BRANCH STRUCTURE DESIGN UNIT

REVISIONS

CADD FILE

12/30/2004