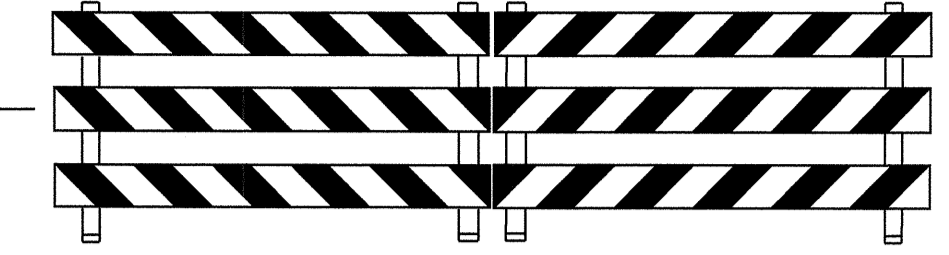


ROAD CLOSED R11-2 48" X 30"



THE FOLLOWING SOIL PARAMETERS WERE FURNISHED BY NCDOT - GEOTECHNICAL ENGINEERING UNIT. THE FOLLOWING SOIL PARAMETERS SHALL BE USED FOR THE DESIGN OF TEMPORARY SHORING:

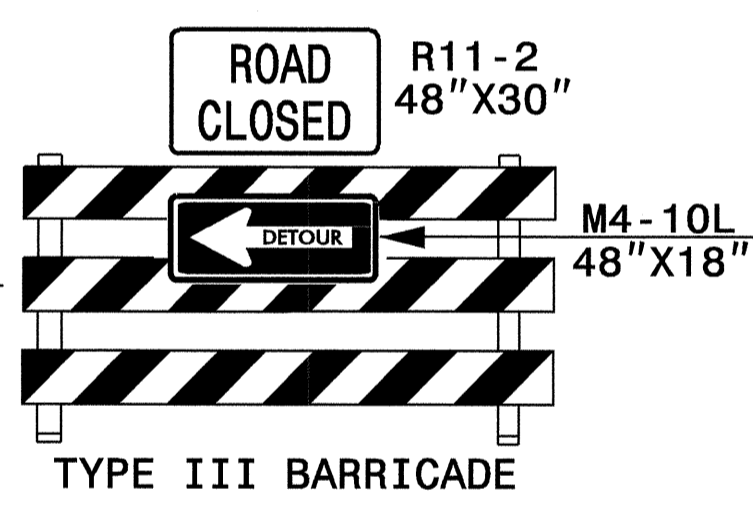
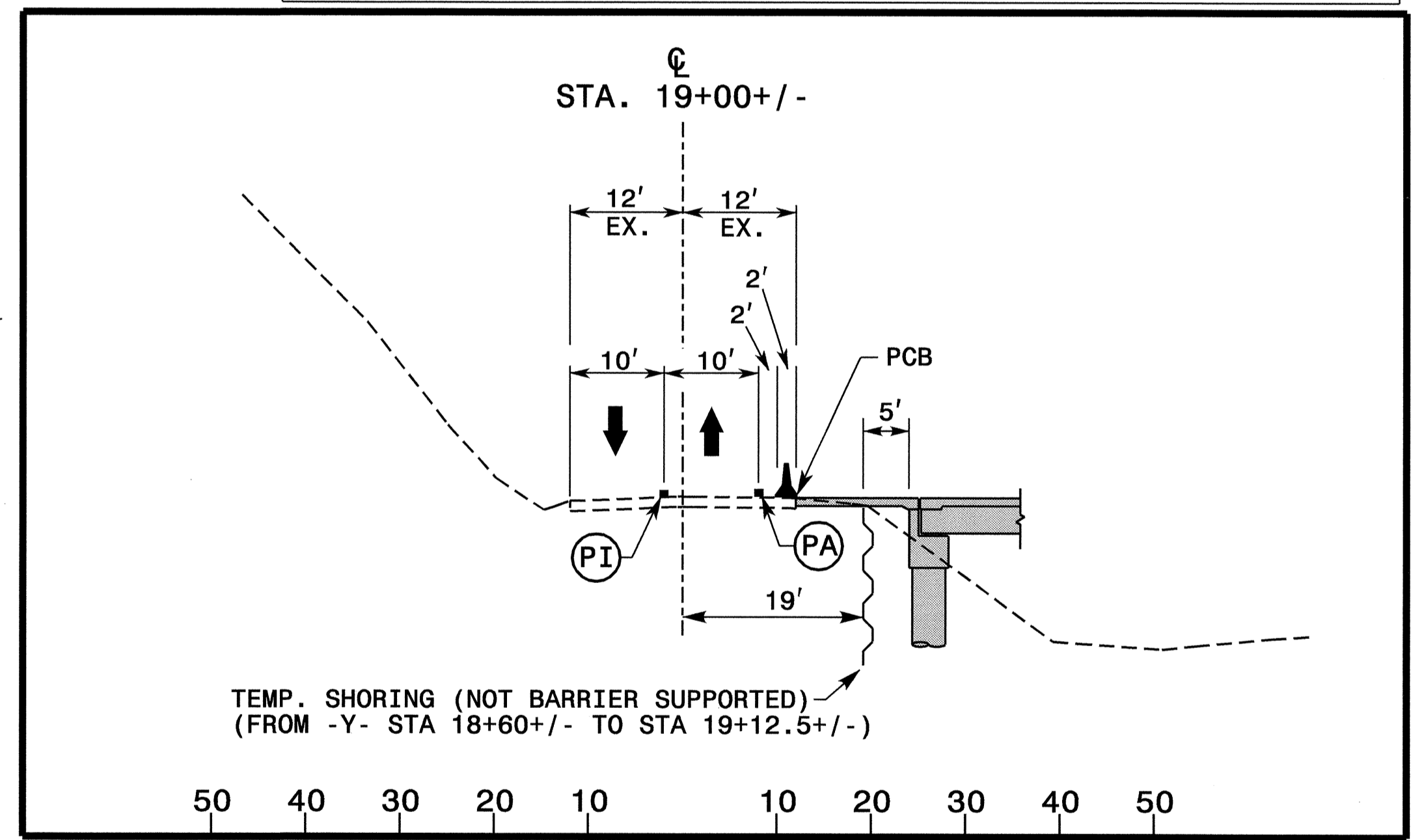
UNIT WEIGHT OF SOIL ABOVE WATER TABLE $\gamma = 120$ PCF
 UNIT WEIGHT OF SOIL BELOW WATER TABLE $\gamma = 60$ PCF
 FRICTION ANGLE $\phi = 30^\circ$
 COHESION, $C = 0$ kPa

NOTES:
 DO NOT USE STANDARD SHORING DESIGN FROM -L- STA 18+60+/- TO 19+12.5+/- . CONTRACTOR IS RESPONSIBLE FOR SUBMITTING SHORING DESIGN.

SHEET PILE EMBEDMENT WILL BE DIFFICULT TO OBTAIN DUE TO PRESENCE OF ROCK. ROCK MAY BE PRESENT AT THE BOTTOM OF THE EXCAVATION BASED UPON THE SUBSURFACE INFORMATION. SEE SUBSURFACE INVENTORY PRIOR TO DESIGNING THE SHORING SYSTEM.

GROUNDWATER IS ASSUMED TO BE APPROXIMATELY EQUAL TO THE CREEK LEVEL AT THE TIME OF CONSTRUCTION.

THE TEMPORARY SHORING QUANTITY AND LIMITS WILL BE DETERMINED BY THE ROCK ELEVATION. THE END BENT CAP EXCAVATION WILL EXTEND TO ELEVATION 2692.7 FT. DEPENDING ON THE ACTUAL ROCK ELEVATION, SIGNIFICANTLY MORE OR LESS TEMPORARY SHORING MAY BE REQUIRED.



SEE TCP-1 FOR PAVEMENT MARKING SCHEDULE

APPROVED: <i>[Signature]</i> DATE: 10/26/05	PHASE I STEPS 3 THRU 6		REVISIONS	
SEAL NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 022104 JOHN S. KITE, JR. ENGINEER			SCALE: NONE DATE: 09-27-04 DWG. BY: SBC DESIGN BY: SBC REVIEWED BY: DAP	DIVISION OF PUBLIC SAFETY NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAY CONSTRUCTION & MAINTENANCE

19-OCT-2005 08:26
 \\efs-cotfs03\B38058\Traffic\TrafficControl\top\B3805_tc_top04.dgn
 derlchar-dson AT WZTC224167