



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

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MEMORANDUM TO: Project Engineers
Project Design Engineers
FROM: W. J. Rogers, P.E.
State Bridge Design Engineer
DATE: March 11, 1999
SUBJECT: TEMPORARY SHORING POLICY

A new multi-unit policy has been developed regarding temporary shoring required for the maintenance of traffic. The following guidelines outline the responsibilities of the Structure Design Unit.

Temporary Shoring for Maintenance of Traffic is defined as "that shoring necessary to provide lateral support to the side of an excavation or embankment parallel to an open travelway when a theoretical 2:1 or steeper slope from the bottom of the excavation or embankment intersects the existing ground line closer than five feet from the edge of pavement of an open travelway."

Where temporary shoring for the maintenance of traffic is required, indicate this shoring in the plan view of the general drawing and label as "Temporary Shoring for Maintenance of Traffic". Beginning and ending stations of this shoring are not required in the Structure Plans. Place the following note on the plans:

For limits of Temporary Shoring for Maintenance of Traffic, see Traffic Control Plans. For pay items for Temporary Shoring for Maintenance of Traffic, See Roadway Plans.

This is the only note that is required on the Structure Plans in regards to this shoring.

The need for Temporary Shoring for Maintenance of Traffic shall be determined through coordination with Soils and Foundations, Traffic Control, and Roadway. This shoring will be shown on the Traffic Controls Plans and the pay quantity provided of this shoring. The quantity of temporary shoring to be paid for will be the actual number of square feet (meters) of exposed face of the shoring measured from the bottom of the excavation or embankment to the top of the shoring, with the upper limit not to exceed one foot (0.3 m) above the retained ground line.

This temporary shoring will be paid for as either "Temporary Shoring" or "Temporary Shoring - Barrier Supported" depending on its proximity to the travelway and the depth of the excavation.

This policy does not affect shoring required in the Railroad right-of-way. This policy does not affect that shoring required for foundation or culvert excavation unless the shoring is also required for the maintenance of traffic as defined above.

This policy is effective with the May 1999 letting. The Design and Policy Manuals will be revised at a later date.

WJR/RDR/ts



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Last Updated: 3/18/99 by: Steven Rackley
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