

FINAL PAVEMENT SCHEDULE

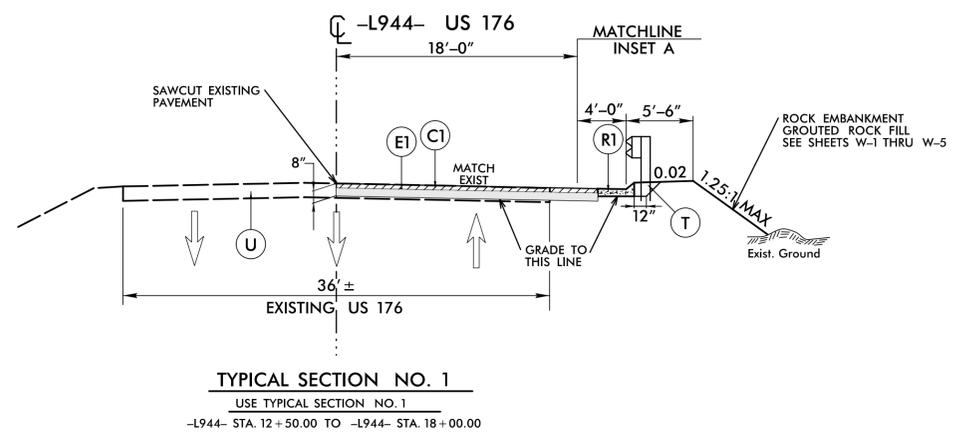
(Nov 11, 2025)

C1	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E1	PROP. APPROX. 5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
R1	SHOULDER BERM GUTTER
R2	8" X 12" CONCRETE CURB
T	EARTH MATERIAL.
U	EXISTING PAVEMENT

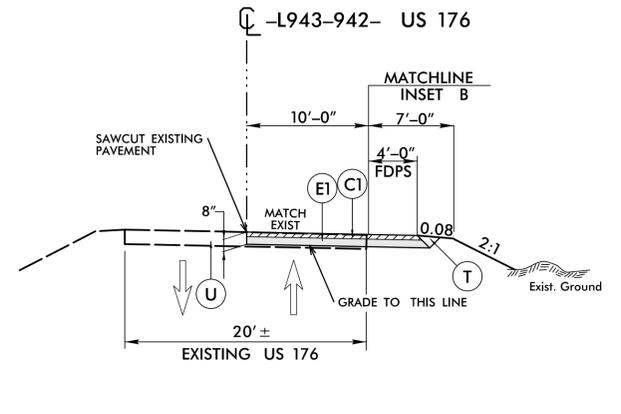
PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

NOTE:
 DUE TO UNKNOWN DAMAGE TO THE EXISTING PAVEMENT STRUCTURE FROM HELENE, FULL DEPTH PAVEMENT IS SHOWN TO EXTEND FOR THE FULL LENGTH OF AREAS COVERED BY TYPICAL SECTIONS NO. 1 THRU 5.
 IF AGREED UPON BY THE RESIDENT ENGINEER AND CONTRACTOR DURING CONSTRUCTION TO OVERLAY EXISTING PAVEMENT ONLY, STANDARD NCDOT MILLING AND RESURFACING/WEDGING METHODS SHALL APPLY. THE ENGINEER OF RECORD SHALL BE NOTIFIED OF CHANGES, AND STANDARD DETAILS CAN BE PROVIDED UPON REQUEST.

PROJECT REFERENCE NO. W03293	SHEET NO. 2A-1
ROADWAY DESIGN ENGINEER  JIMMY L. TERRY 1/5/2026	PAVEMENT DESIGN ENGINEER  BELLE DE MONBRUN 1/3/2026
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
 TGS ENGINEERS 201 W. MARION ST., STE 200 SHELBY, NC 28150 PH (704) 476-0003 CORP. LICENSE NO.: C-0275	

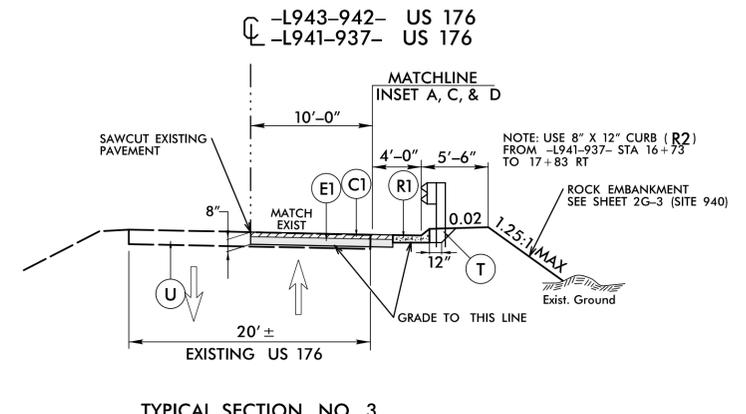


TRANSITION BETWEEN EXISTING AND TYP. SECT. NO. 1 AS FOLLOWS:
 -L944- STA. 12+00.00 TO -L944- STA. 12+50.00
 -L944- STA. 18+00.00 TO -L944- STA. 18+50.00

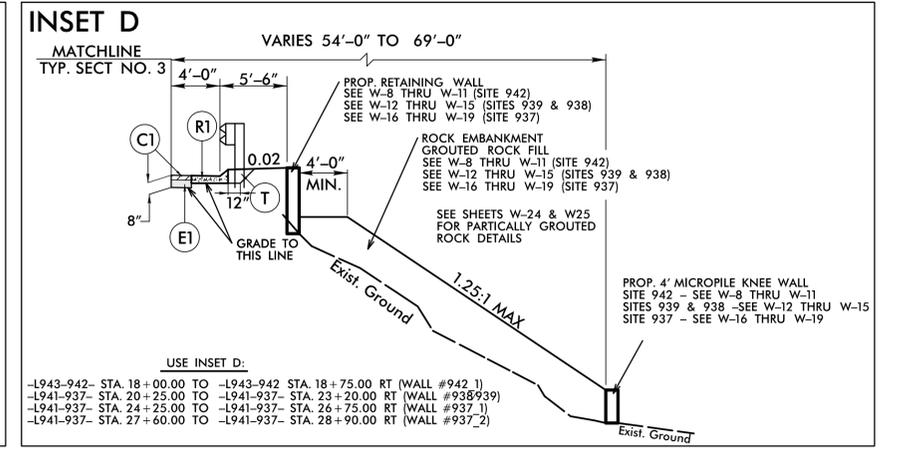
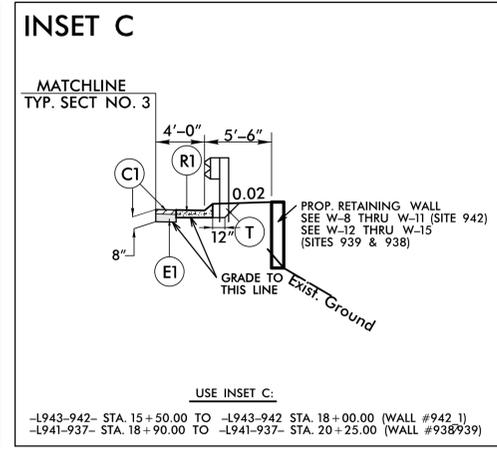
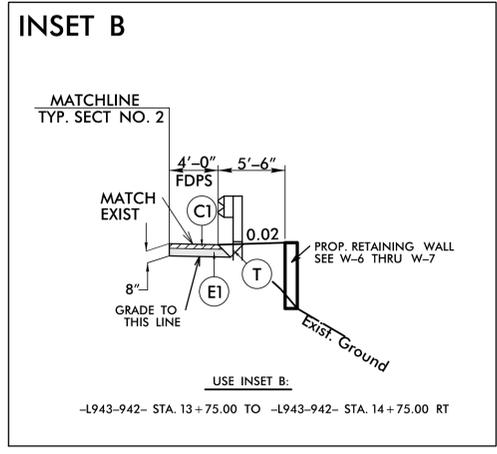
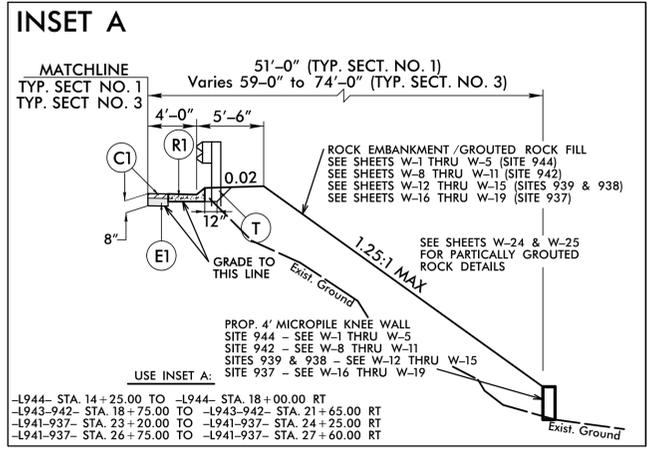


TRANSITION BETWEEN EXISTING AND TYP. SECT. NO. 2 AS FOLLOWS:
 -L943-942- STA. 13+50.00 TO -L943-942- STA. 14+00.00

TRANSITION BETWEEN TYP. SECT. NO. 2 AND TYP. SECT. NO. 3 AS FOLLOWS:
 -L943-942- STA. 15+50.00 TO -L943-942- STA. 15+75.00



TRANSITION BETWEEN EXISTING AND TYP. SECT. NO. 3 AS FOLLOWS:
 -L943-942- STA. 21+50.00 TO -L943-942- STA. 22+20.00
 -L941-937- STA. 16+63.00 TO -L941-937- STA. 17+70±
 -L941-937- STA. 28+50.00 TO -L941-937- STA. 29+00.00

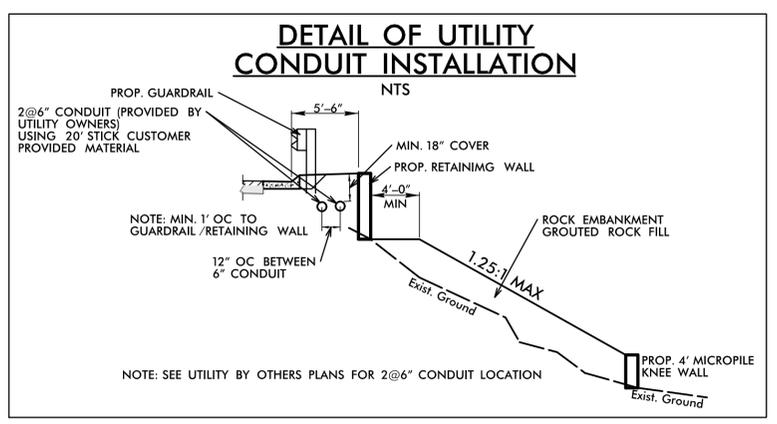
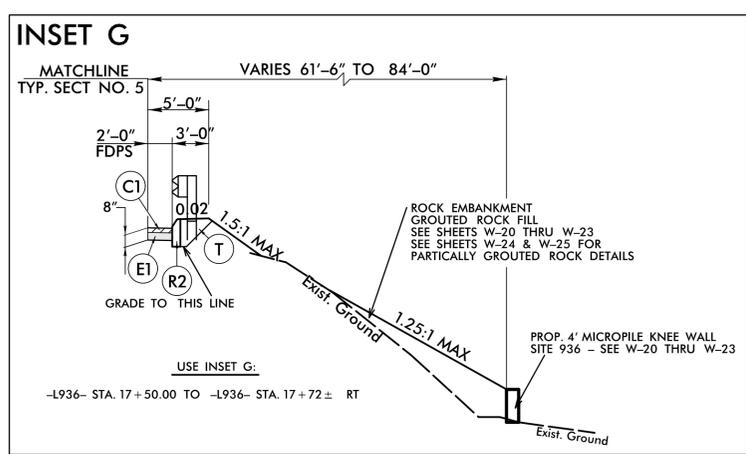
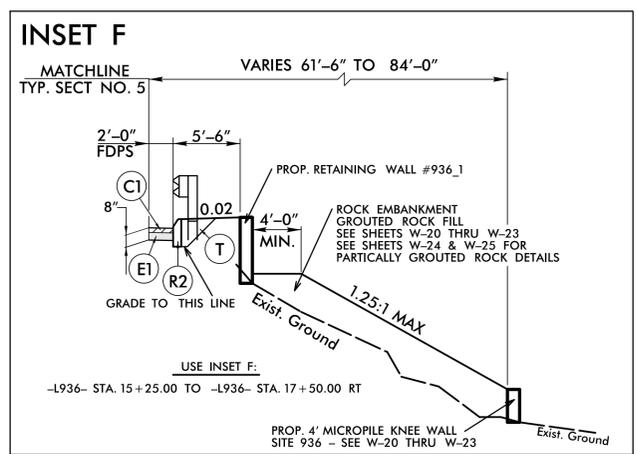
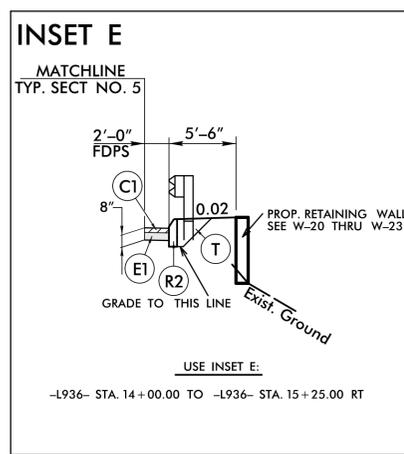
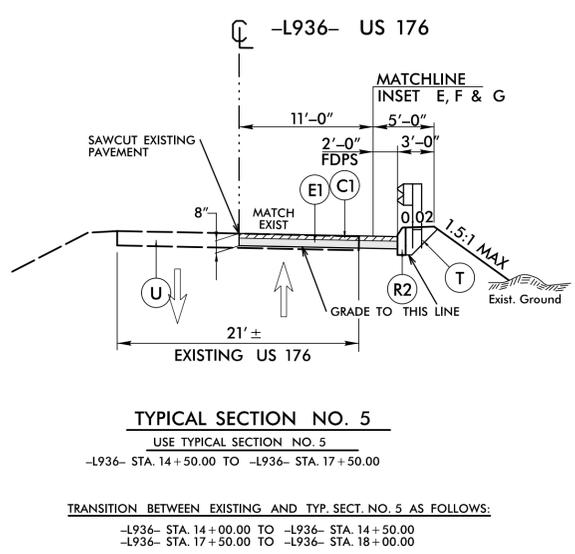
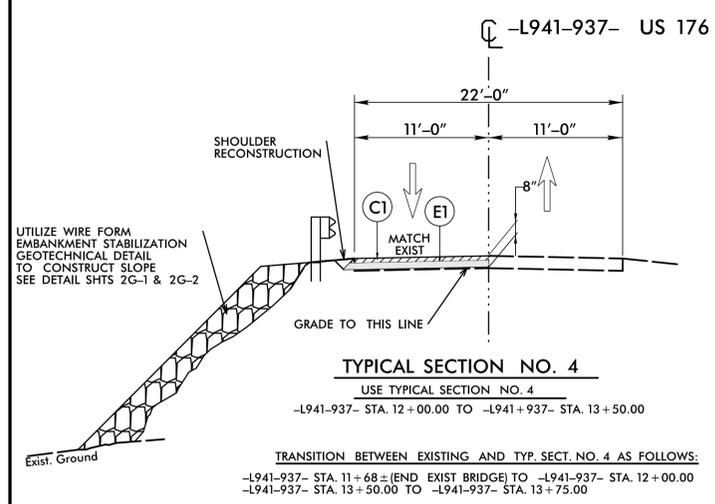


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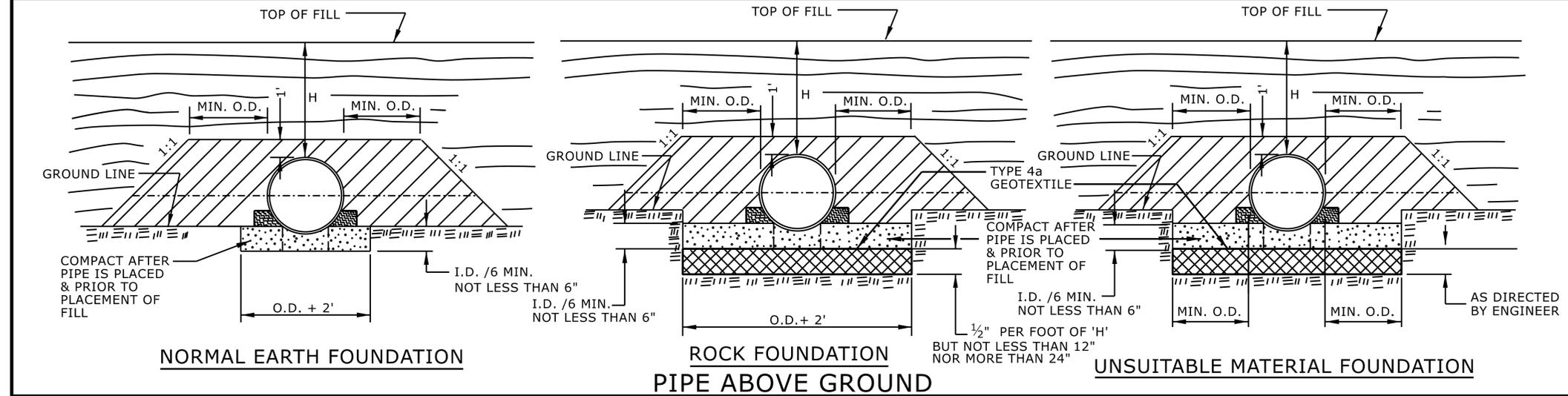
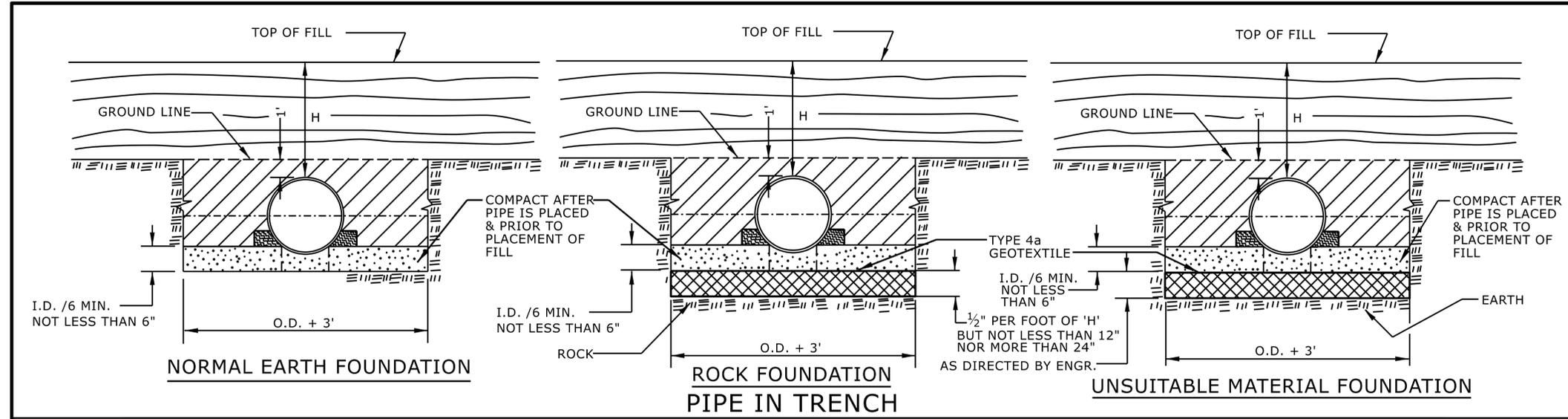
PROJECT REFERENCE NO. W03293	SHEET NO. 2A-2
ROADWAY DESIGN ENGINEER NORTH CAROLINA PROFESSIONAL SEAL 35018 JIMMY L. TERRY 1/5/2026	PAVEMENT DESIGN ENGINEER NORTH CAROLINA PROFESSIONAL SEAL 045542 WELLY DE MONTEBRUN 10/2026
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
 TGS ENGINEERS 201 W. MARION ST., STE 200 SHELBY, NC 28150 PH (704) 476-0003 CORP. LICENSE NO.: C-0275	

PAVEMENT SCHEDULE <small>(FINAL PAVEMENT DESIGN)</small>	
C1	3" S9.6C
E1	5" B25.0C
R1	SHOULDER BERM GUTTER
R2	8" X 12" CONC. CURB
T	EARTH MATERIAL
U	EXIST. PAVEMENT

PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.



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GENERAL NOTES:
 I.D. = THE MAXIMUM HORIZONTAL INSIDE DIAMETER DIMENSION.
 O.D. = THE MAXIMUM HORIZONTAL OUTSIDE DIAMETER DIMENSION.
 H = THE FILL HEIGHT MEASURED VERTICALLY AT ANY POINT ALONG THE PIPE FROM THE TOP OF THE PIPE TO THE TOP OF THE EMBANKMENT AT THAT POINT.

APPROVED SUITABLE LOCAL MATERIAL.
 TAKE CARE TO FULLY COMPACT HAUNCH ZONE OF PIPE BACKFILL.
 LOOSELY PLACED SELECT MATERIAL CLASS III OR CLASS II, TYPE 1 FOR PIPE BEDDING. LEAVE SECTION DIRECTLY BENEATH PIPE UNCOMPACTED AS PIPE SEATING AND BACKFILL WILL ACCOMPLISH COMPACTION.

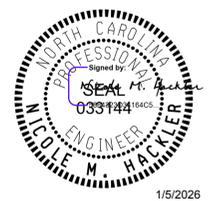
DO NOT OPERATE HEAVY EQUIPMENT OVER ANY PIPE CULVERT UNTIL THE PIPE CULVERT HAS BEEN PROPERLY BACKFILLED AND COVERED WITH AT LEAST 3 FEET OF APPROVED MATERIAL.

REFER TO NCDOT PIPE MATERIAL SELECTION GUIDE AND STANDARD SPECIFICATIONS FOR ALLOWABLE PIPE FILL HEIGHTS AND PIPE SPECIFICATIONS.

SPRINGLINE OF PIPE
 SELECT BACKFILL MATERIAL CLASS III OR CLASS II, TYPE 1 ABOVE AND BELOW SPRINGLINE.
 UNDISTURBED EARTH MATERIAL
 SELECT MATERIAL CLASS V OR VI FOR FOUNDATION CONDITIONING. ENCAPSULATE WITH TYPE IV GEOTEXTILE AS DIRECTED BY THE ENGINEER.

STATE OF NORTH CAROLINA
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 DIVISION OF HIGHWAYS
 RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
METHOD OF PIPE INSTALLATION
 FLEXIBLE PIPE



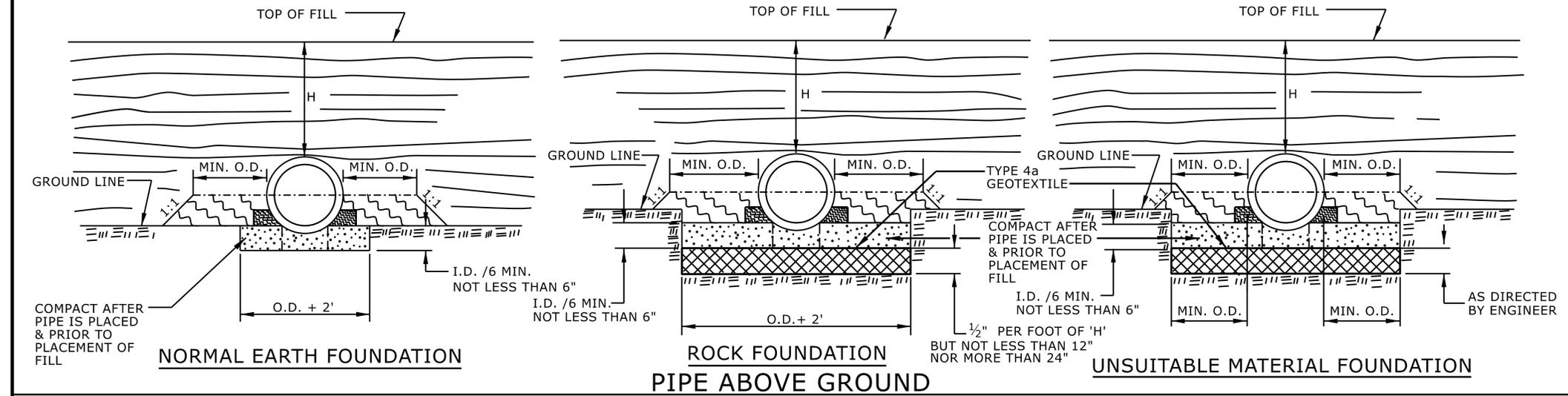
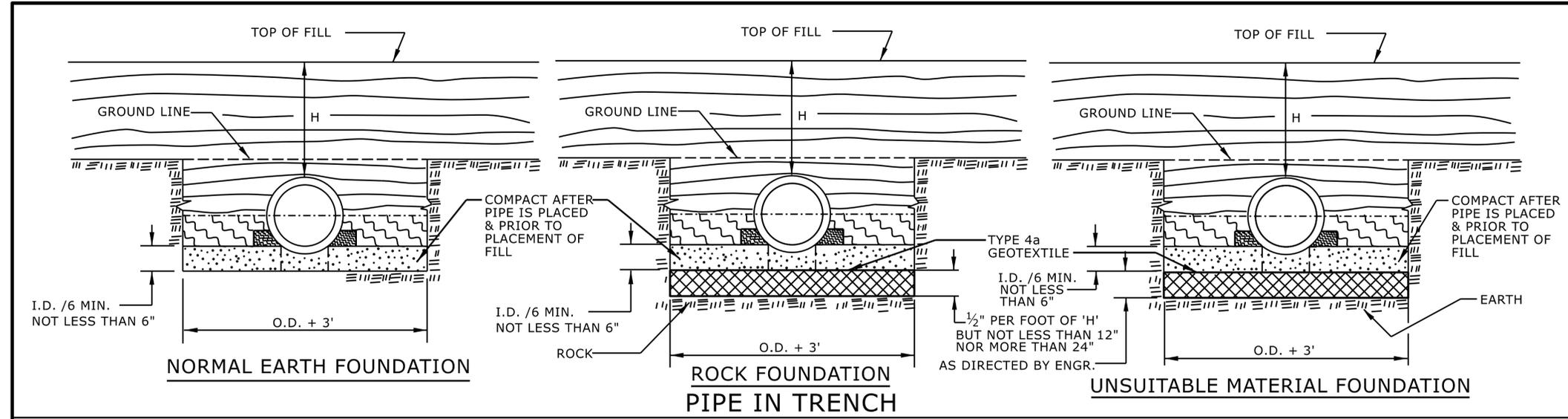
SHEET 1 OF 2
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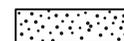
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ORIGINAL BY: S.CALHOUN DATE: 7-25-2024
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 CHECKED BY: _____ DATE: _____
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GENERAL NOTES:
 I.D. = THE MAXIMUM HORIZONTAL INSIDE DIAMETER DIMENSION.
 O.D. = THE MAXIMUM HORIZONTAL OUTSIDE DIAMETER DIMENSION.
 H = THE FILL HEIGHT MEASURED VERTICALLY AT ANY POINT ALONG THE PIPE FROM THE TOP OF THE PIPE TO THE TOP OF THE EMBANKMENT AT THAT POINT.

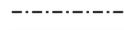
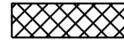
 APPROVED SUITABLE LOCAL MATERIAL.

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-  SELECT BACKFILL MATERIAL CLASS III OR CLASS II, BELOW SPRINGLINE.
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ROADWAY DETAIL DRAWING FOR
METHOD OF PIPE INSTALLATION
 RIGID PIPE



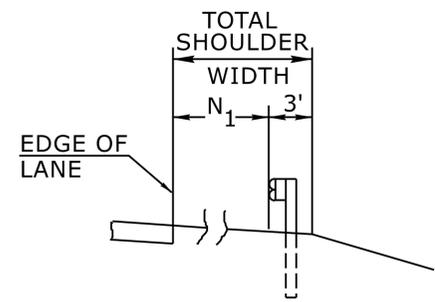
SHEET 2 OF 2
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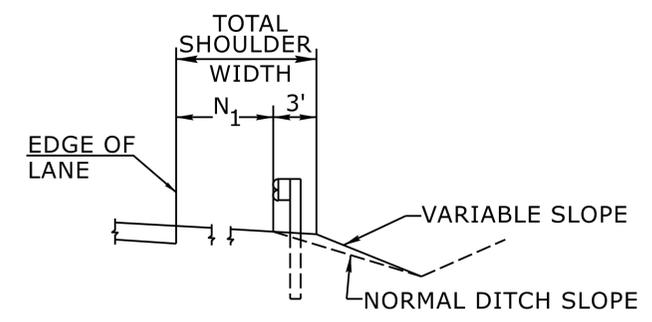
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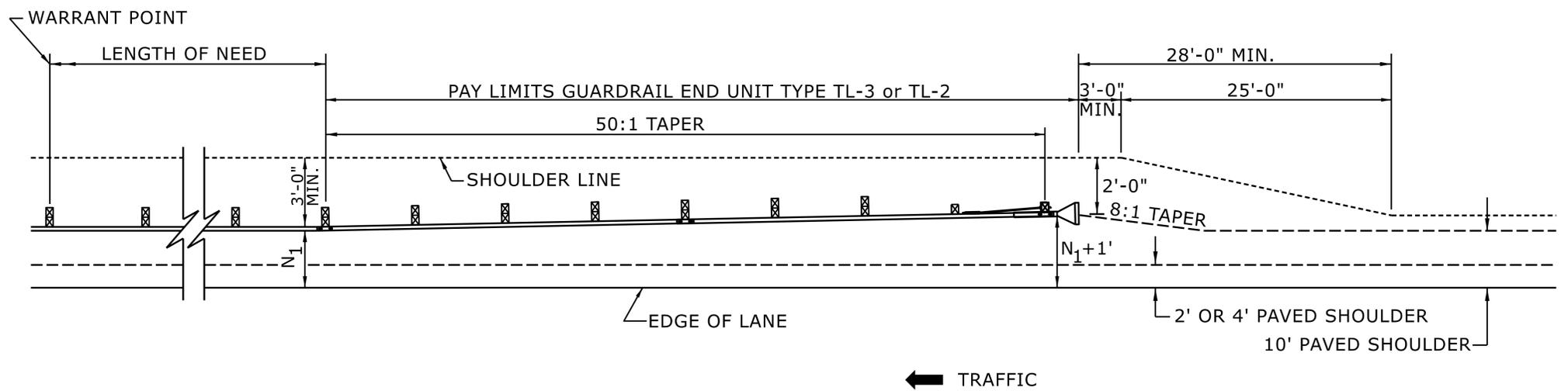


FILL SECTION



CUT SECTION

"N₁" = DISTANCE FROM EDGE OF LANE TO FACE OF GUARDRAIL WHERE GUARDRAIL IS PARALLEL TO LANE.

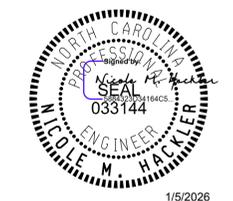


FOR POSTED SPEEDS ≥ 45mph USE GREU TYPE TL-3
FOR POSTED SPEEDS < 45mph USE GREU TYPE TL-2

DETAIL OF BEGINNING OF GUARDRAIL IN CUT OR FILL SECTION

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ROADWAY DETAIL DRAWING FOR
GUARDRAIL PLACEMENT



SHEET 6 OF 15
862D01

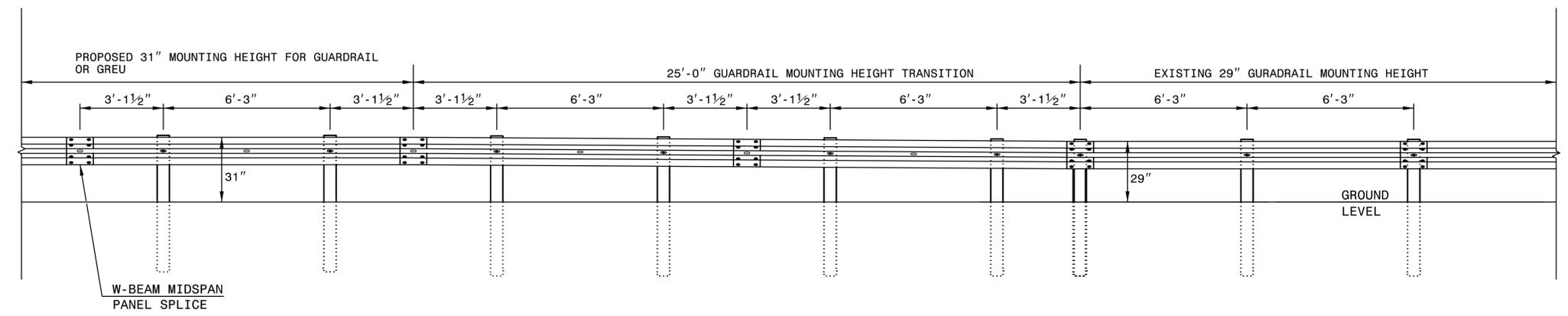
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MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC.:	

NOTE: IF EXISTING GUARDRAIL IS LOWER THAN 29", USE AN ADDITIONAL 12'-6" LONG SECTION OF GUARDRAIL, FOR EVERY 1" OF HEIGHT DIFFERENCE, TO TRANSITION FROM EXISTING GUARDRAIL TO PROPOSED 31" GUARDRAIL.



ELEVATION VIEW

TRANSITION FROM 29" TO 31" W-BEAM GUARDRAIL MOUNTING HEIGHT

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ROADWAY DETAIL DRAWING FOR
GUARDRAIL INSTALLATION

SHEET 5 OF 9
862D02



1/5/2026

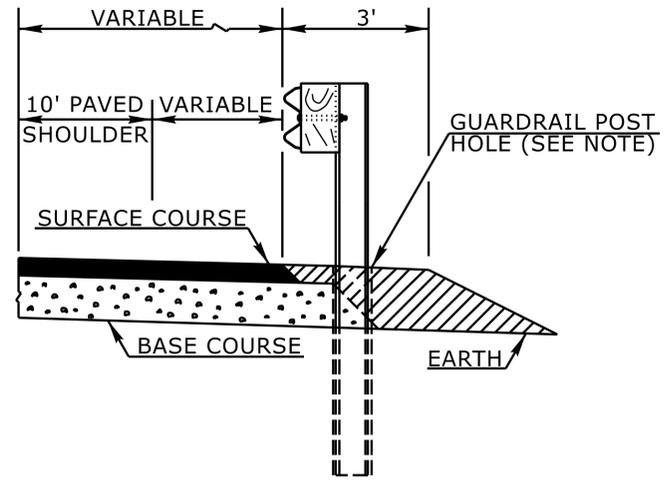
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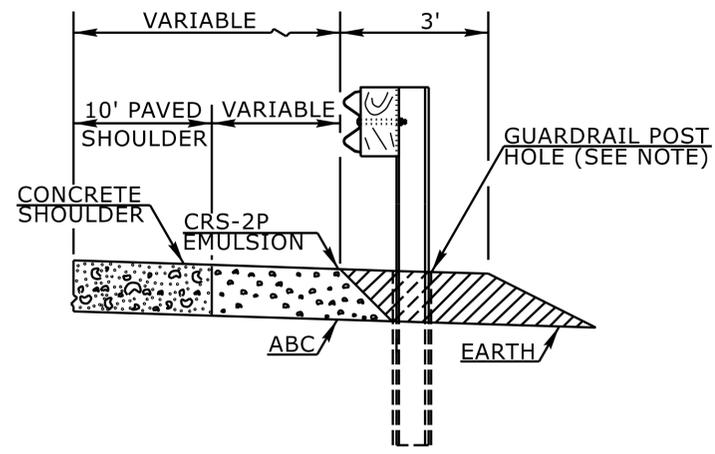
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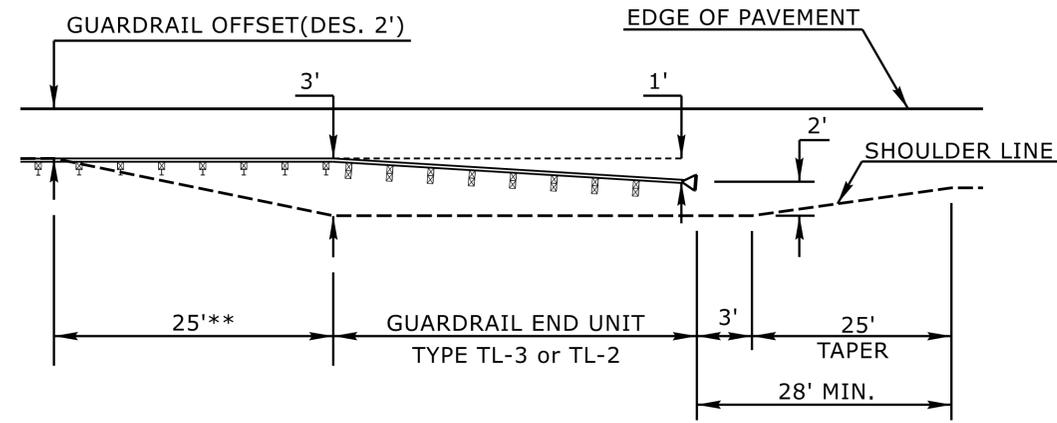
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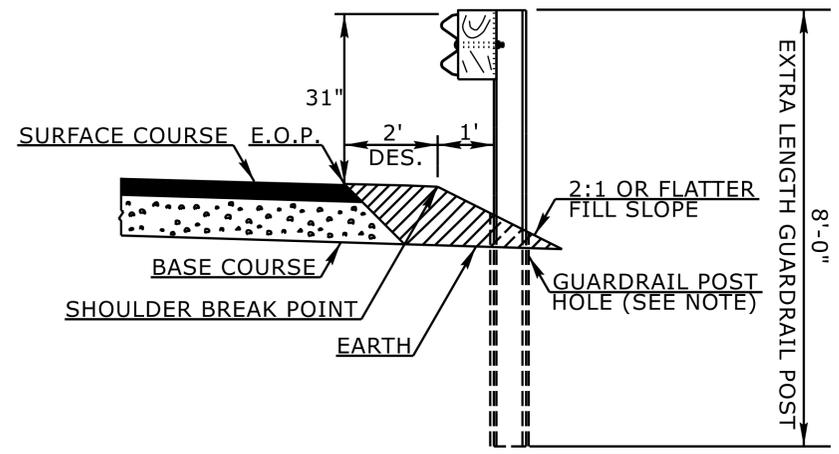
FLEXIBLE PAVED SHOULDER



CONCRETE PAVED SHOULDER



**8' GUARDRAIL POST ON 2:1 SLOPE-END UNIT TRANSITION*
PLAN VIEW**



8' GUARDRAIL POST ON 2:1 SLOPE*

* THE 8' GUARDRAIL POST ON 2:1 SLOPE DETAIL IS INTENDED FOR USE ONLY IN SEVERELY CONSTRAINED AREAS WITH A POSTED SPEED ≤ 60 MPH. GUARDRAIL END UNITS MAY NOT BE PLACED ON THE 2:1 SLOPE AND MUST TRANSITION TO THE SHOULDER.
** 8' GUARDRAIL POST SHOULD BE USED IN THIS RANGE

NOTE:
WHEN WOODEN GUARDRAIL POSTS ARE USED, DRILL HOLES THROUGH EARTH MATERIAL AND BASE COURSE. THE POST MAY THEN BE DRIVEN TO THE PROPER DEPTH. DRILL THE HOLE OF SUFFICIENT SIZE TO ACCOMMODATE THE PARTICULAR POST BEING USED. BACKFILL AND TAMP HOLES USING THE EXCAVATED MATERIAL.

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ROADWAY DETAIL DRAWING FOR
GUARDRAIL PLACEMENT



1/5/2026

SHEET 11 OF 15
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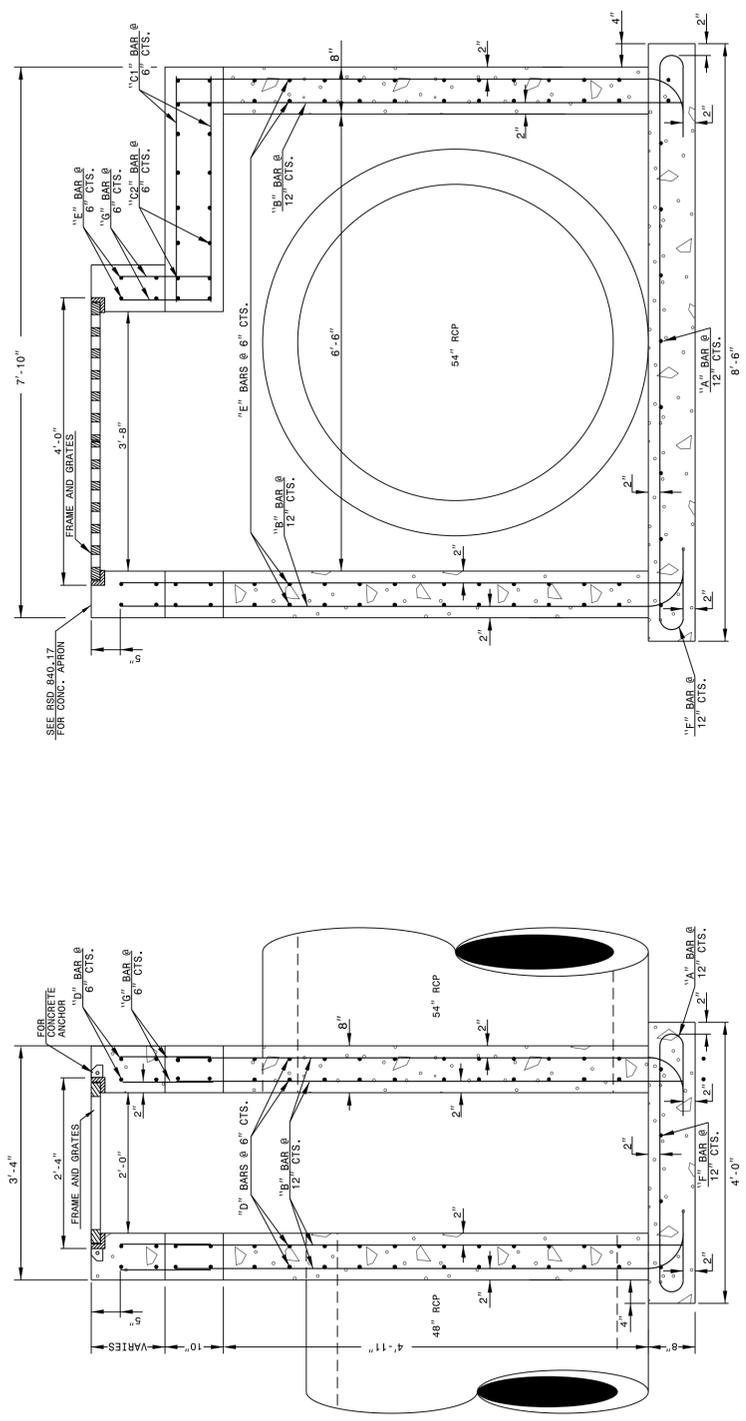
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MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC.: DATE:

13-AUG-2018 09:00
 S:\Contracts\Contractors\Special Details\Jhewerton\840d35 TB01 Up to 54in.dgn
 Jhewerton AT_CSD-292595

ENGLISH DETAIL DRAWING FOR
TRAFFIC BEARING GRATED INLET
FOR PIPES UP TO 54"

STATE OF
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DIVISION OF HIGHWAYS
RALEIGH, N.C.

SHEET 1 OF 2
840D35



SECTION X-X

SECTION Y-Y

GENERAL NOTES:
 -BUILD WITH CLASS 'AA' CONCRETE
 -CHAMFER ALL EXPOSED CONCRETE CORNERS 3".
 -USE FORMS TO CONSTRUCT THE BOTTOM SLAB.
 -PIPE ANCHORS IN THE BASE, FOLLOW CONSTRUCTION PRACTICES SHOWN IN THE BASE, DRAWING 840.00.
 -PRECAST UNITS CONCRETE MAY BE USED IN LIEU CAST IN PLACE CONCRETE.
 -REFERENCE STD. DWG. 840.25 FOR FRAME ANCHORAGE.
 -FRAME AND GRATES SHALL BE OVER 66" DEEP WITH STEPS AS DIRECTED BY STD. DWG 840.66.
 -FRAME AND GRATES ARE SEPARATE CONTRACT ITEM.

NOTES:
 -HORIZONTAL UP TO 10' MAX. IN BOTH DIRECTIONS AND VERTICAL (UP TO 20' MAX.) DIMENSIONS MAY BE ADJUSTED AS THE FIELD CONDITIONS AND/OR ALTERNATE DESIGNS REQUIRE.
 -ALL ADJUSTMENTS ARE TO BE MADE AS DIRECTED BY THE ENGINEER.

ENGLISH DETAIL DRAWING FOR
TRAFFIC BEARING GRATED INLET
FOR PIPES UP TO 54"

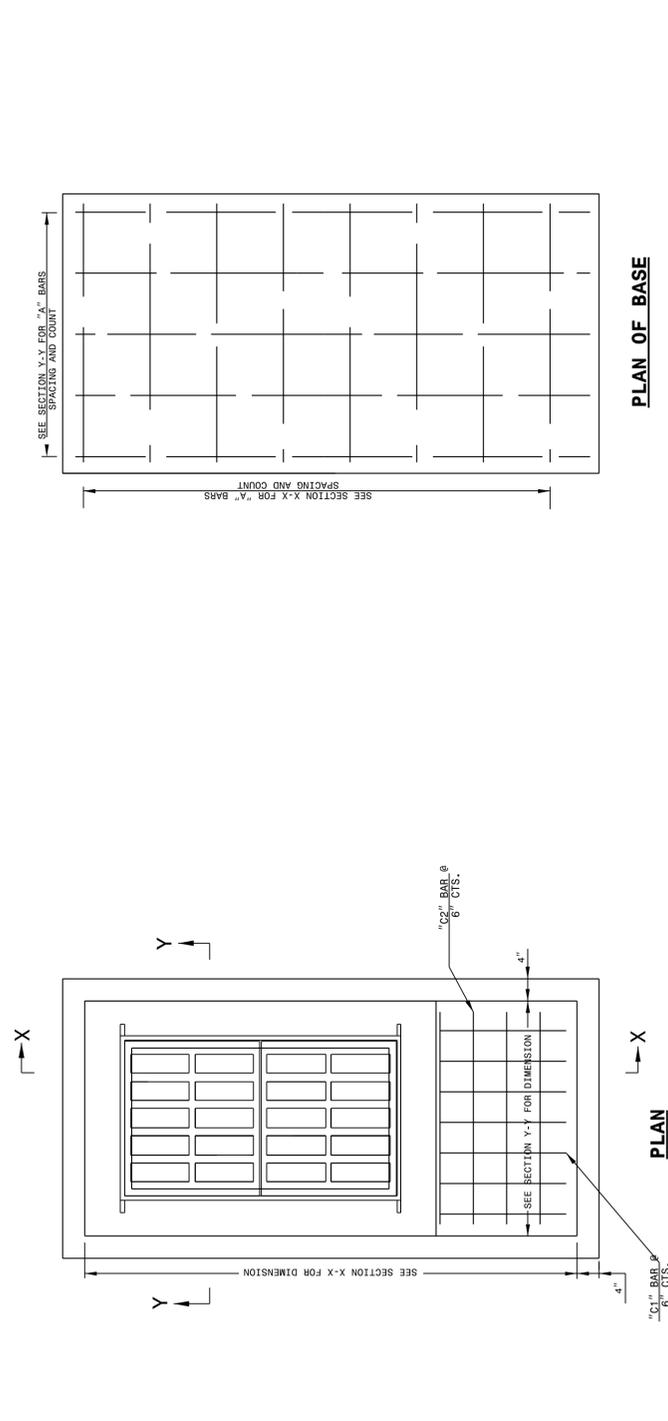
STATE OF
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RALEIGH, N.C.

SHEET 1 OF 2
840D35

ENGLISH DETAIL DRAWING FOR
TRAFFIC BEARING GRATED INLET
FOR PIPES UP TO 54"

STATE OF
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RALEIGH, N.C.

SHEET 2 OF 2
840D35

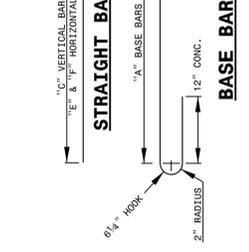
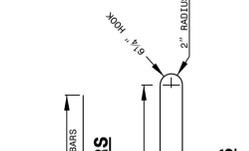
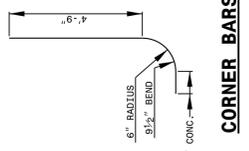
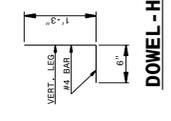


PLAN OF BASE

BILL OF MATERIALS

BAR	SIZE	LENGTH	QUANTITY	WEIGHT
A	#4	5'-0"	42	47
B	#4	7'-6"	104	790
C1	#3	3'-0"	9	32
C2	#3	3'-0"	6	19
D	#5	3'-6"	48	376
E	#5	3'-0"	48	151
F	#5	1'-0"	4	42
G	#5	1'-0"	104	181
REFIN. STEEL (TOTAL WEIGHT LBS.)				1626
CONCRETE (TOTAL CU. YDS.) CLASS 'AA'				5.1
NO DEDUCTIONS HAVE BEEN MADE TO ACCOMMODATE PIPES				

FOR EVERY 1 FOOT OF RISER USE 0.41 CU. YDS CONCRETE AND 390 LBS STEEL.



ENGLISH DETAIL DRAWING FOR
TRAFFIC BEARING GRATED INLET
FOR PIPES UP TO 54"

STATE OF
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RALEIGH, N.C.

SHEET 2 OF 2
840D35

**CONTRACT STANDARDS
AND DEVELOPMENT UNIT**
Office 919-707-6950 FAX 919-250-4119

SEE PLATE FOR TITLE

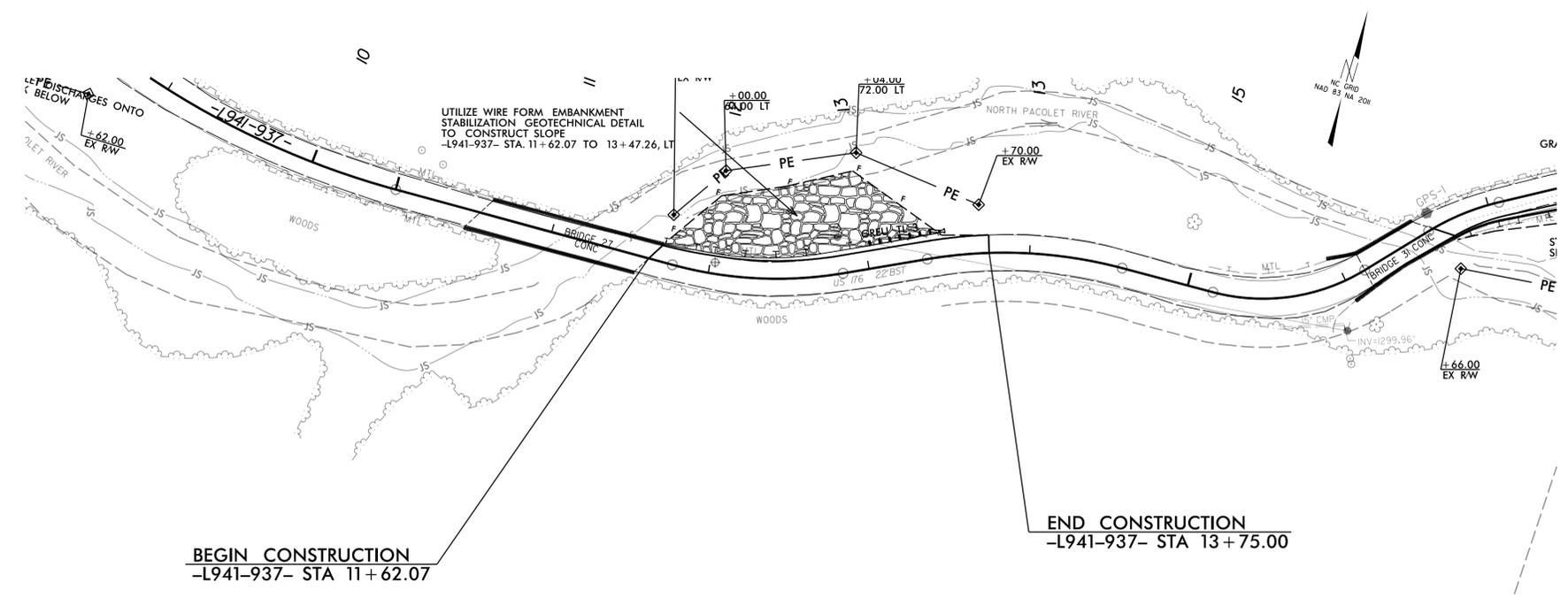
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MODIFIED BY:	DATE:
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1/5/2026

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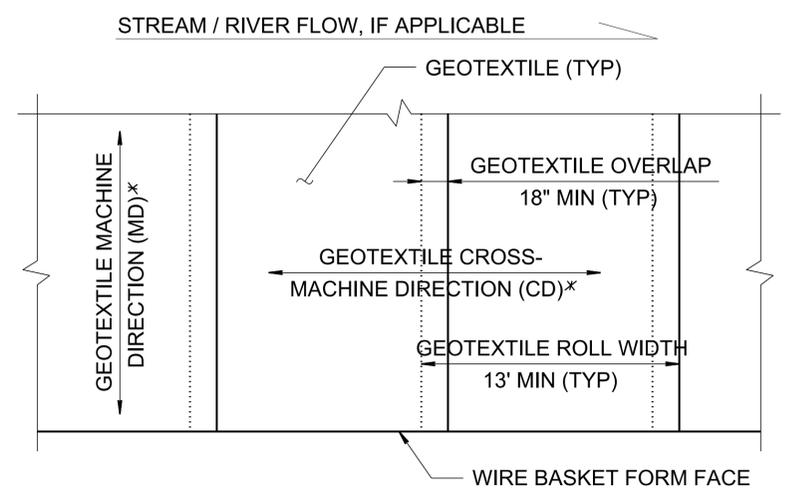
GEOTECHNICAL ENGINEER  Signed by: <i>Robert E. Kral</i> DATE: 12/3/2025	ENGINEER SIGNATURE: _____ DATE: _____
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BEGIN CONSTRUCTION
-L941-937- STA 11+62.07

END CONSTRUCTION
-L941-937- STA 13+75.00

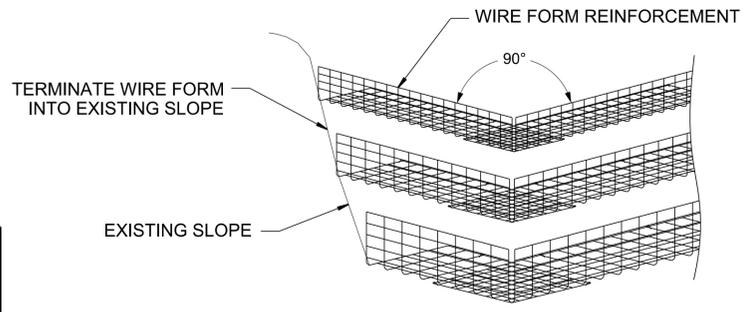
SITE 941 – PLAN
NOT TO SCALE



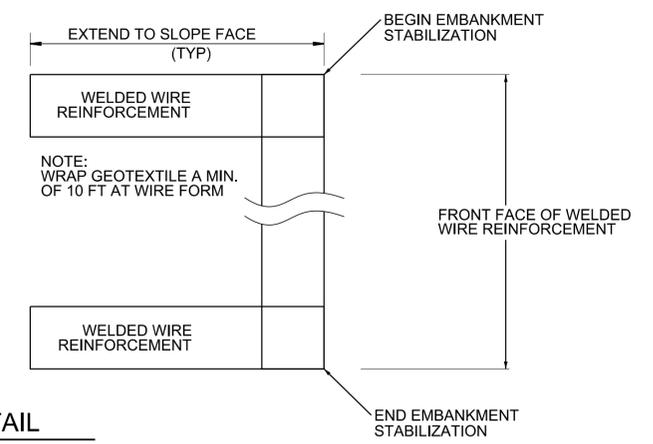
GEOTEXTILE PLACEMENT
(100% COVERAGE MIN FOR GEOTEXTILE REINFORCEMENT)

ESTIMATED QUANTITIES - SITE 941	
WIRE BASKET FORMS	400 EA
GEOTEXTILE FOR WIRE FORM EMBANKMENT, TYPE 5A	19,200 SY
BORROW	4,900 CY
SHOT ROCK PLATING	4,650 TON

WIRE FORM EMBANKMENTS					
STA. -L941-937-	TOP OF SLOPE OFFSET	TOP OF SLOPE ELEVATION (FT)	SLOPE INCLINATION (H:V)	TOE OF SLOPE OFFSET	TOE OF SLOPE ELEVATION (FT)
12+00.00	17.1' LT	1320.9	1:1	48.3' LT	1289.7
12+50.00	27.0' LT	1318.2	1:1	57.0' LT	1288.2
13+00.00	33.1' LT	1315.8	1:1	61.3' LT	1287.6



TERMINATION DETAIL



PROJECT NO.: W03293
POLK COUNTY
STATION: -L941-937- STA. 11+62.07 TO 13+75.00, LT

PREPARED BY: KND	DATE: 10/25
REVIEWED BY: MJW	DATE: 10/25

Prepared in the Office of:

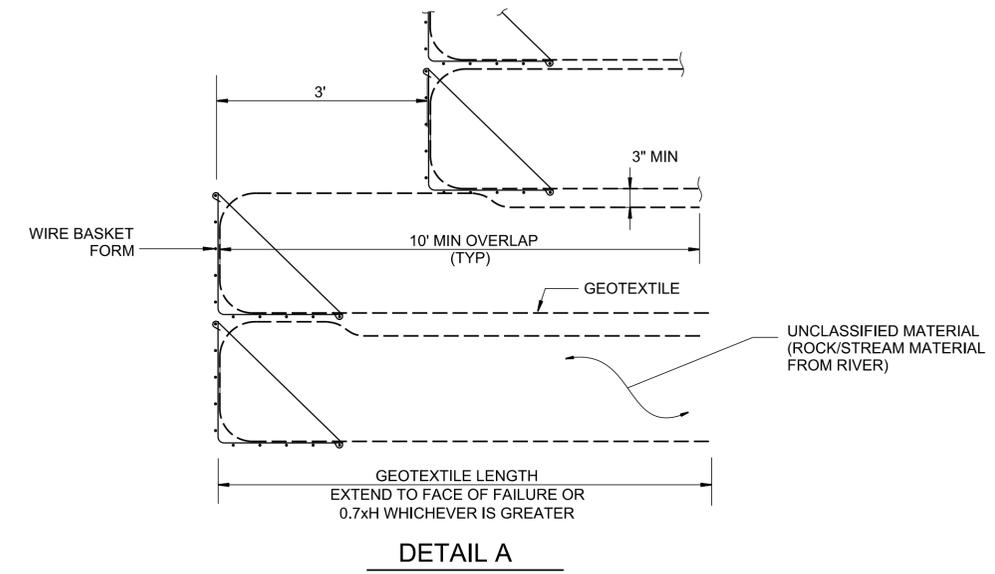
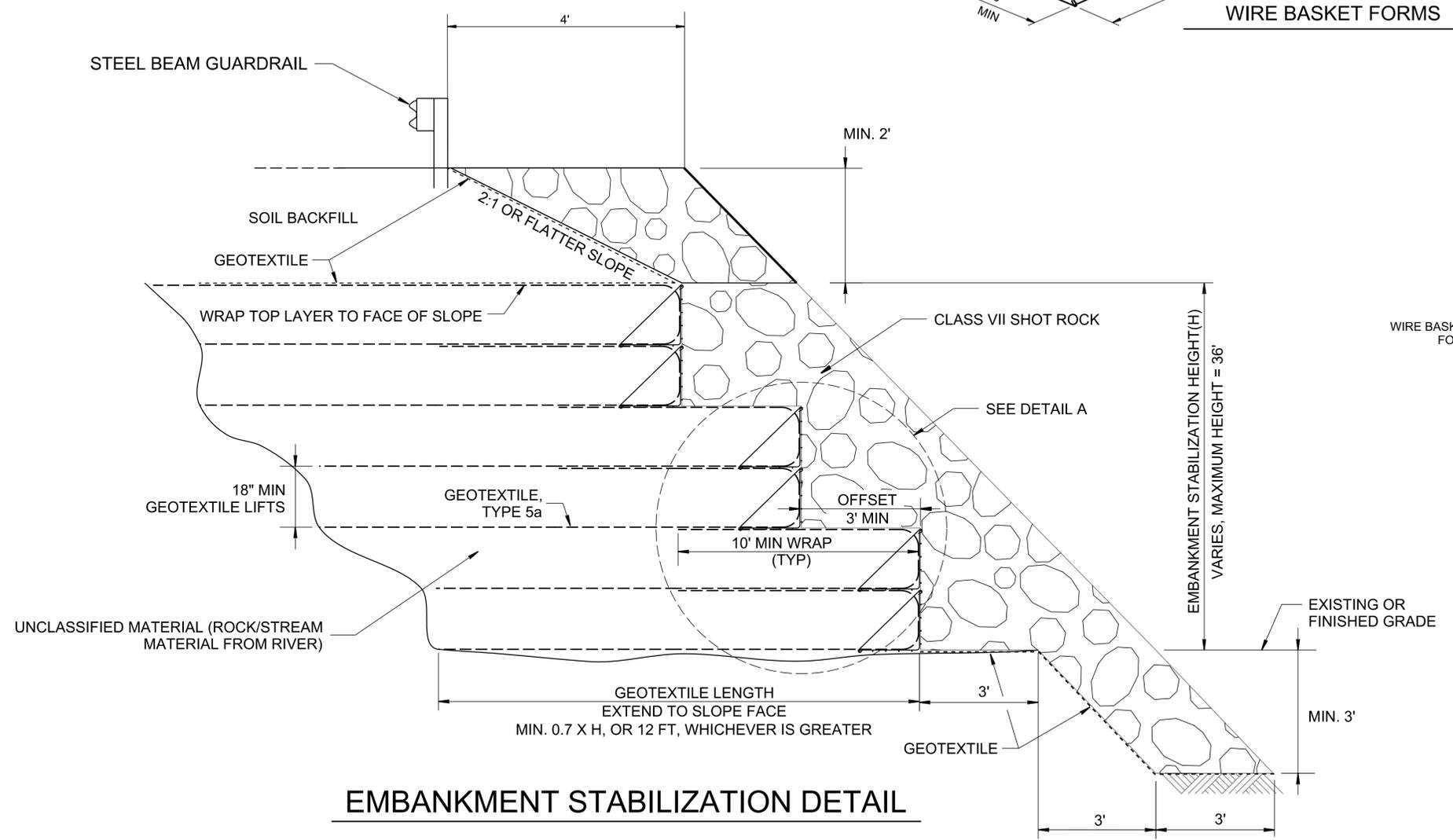
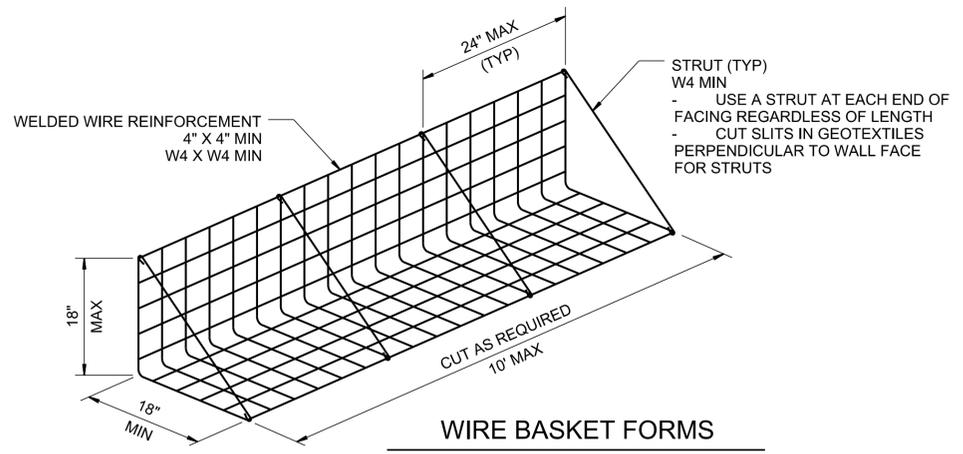


CAROLINAS GEOTECHNICAL GROUP
1805 SARDIS ROAD NORTH
SUITE 100
CHARLOTTE, NC 28270
(980) 339-8684

SITE 941 WIRE FORM EMBANKMENT					
REVISIONS					
NO.	BY	DATE	NO.	BY	DATE
1			3		
2			4		

SHEET NO. 2G-1

GEOTECHNICAL ENGINEER  SEAL 042642 ENGINEER ROBERT E. KRAL	ENGINEER _____ SIGNATURE _____ DATE
Signed by: <u>Robert E. Kral</u> 12/3/2025 DATE	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



EMBANKMENT STABILIZATION DETAIL

- NOTES:
1. USE WIRE BASKET FORMS AND TYPE 5a GEOTEXTILE FOR CONSTRUCTION.
 2. BACKFILL WITH SUITABLE BORROW. MAY ALSO BACKFILL WITH ON-SITE SOILS CONSISTING OF ROCK/SAND FROM STREAM BED WITH MAXIMUM AGGREGATE SIZE OF 6 INCHES.
 3. WRAP GEOTEXTILE BACK 10 FEET AT EACH WIRE FORM FACE AND AT EACH END OF EVERY COURSE OF WIRE FORMS.
 4. MAXIMUM STABILIZATION HEIGHT = 36 FEET

PROJECT NO.: W03293
 POLK COUNTY
 STATION: -L941-937- STA. 11+62.07 TO 13+75.00, LT

PREPARED BY: KND	DATE: 10/25
REVIEWED BY: MJW	DATE: 10/25

Prepared in the Office of:

CAROLINAS GEOTECHNICAL GROUP
 1805 SARDIS ROAD NORTH
 SUITE 100
 CHARLOTTE, NC 28270
 (980) 339-8684

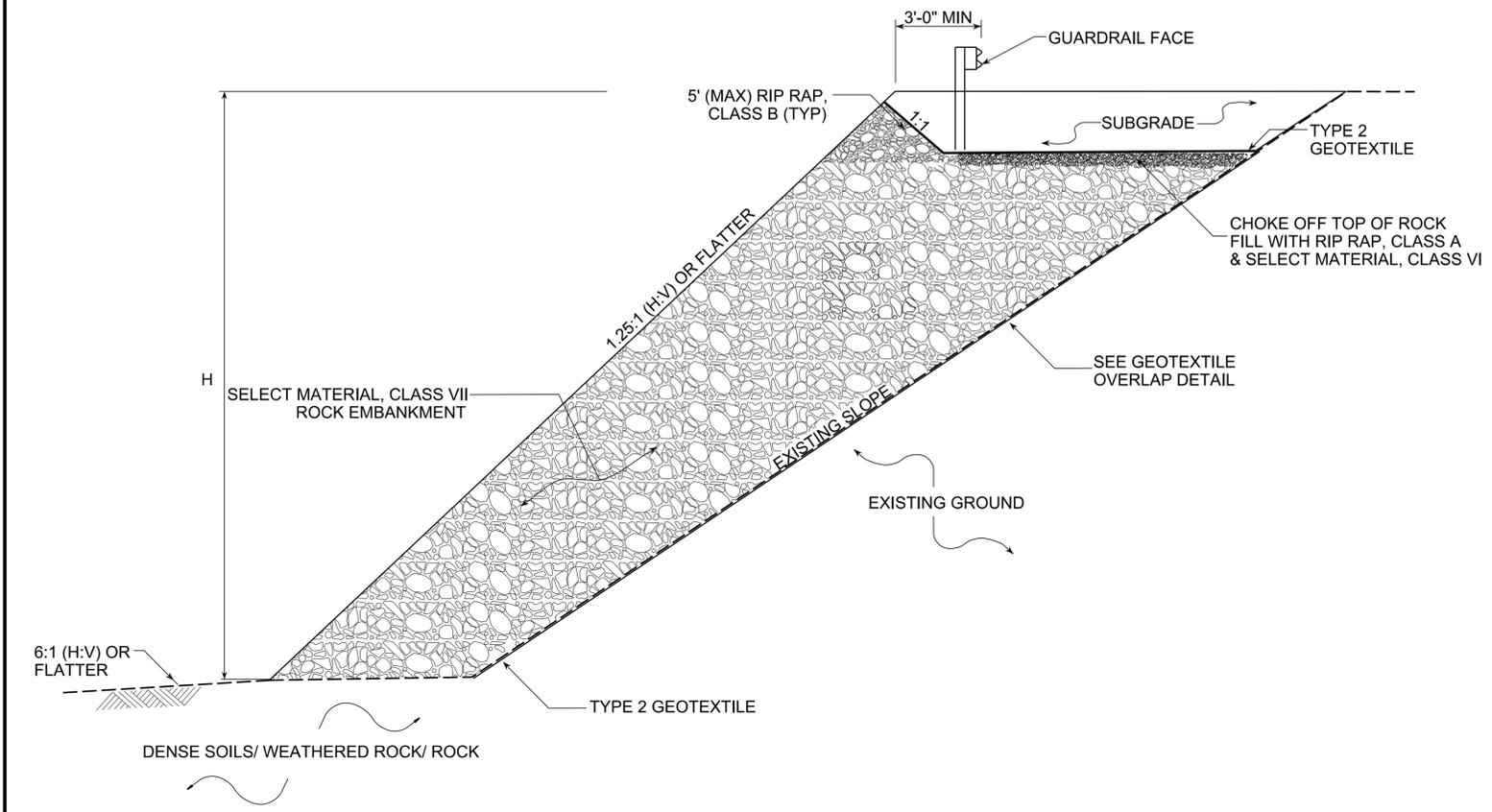

 NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

GEOTECHNICAL ENGINEERING UNIT

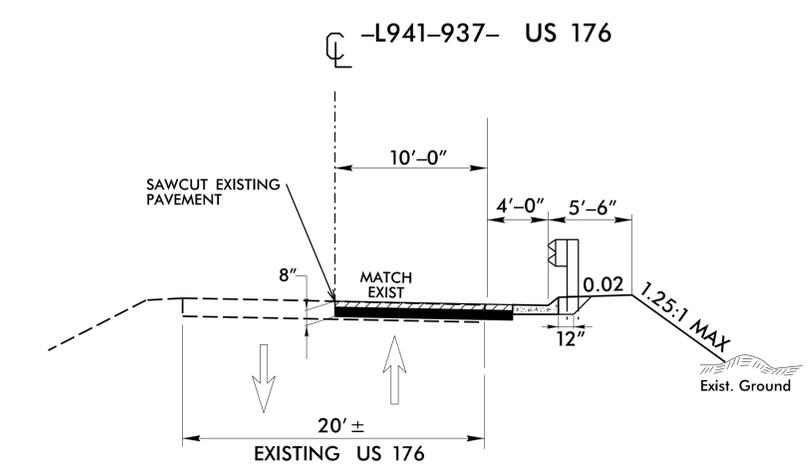
SITE 941 WIRE FORM EMBANKMENT

REVISIONS						SHEET NO. 2G-2
NO.	BY	DATE	NO.	BY	DATE	
1			3			
2			4			

GEOTECHNICAL ENGINEER  Signed by: <i>Kelly de Montellum</i> DATE: 12/2/2025 <small>BASE6070E@BANKARTURE</small>	ENGINEER SIGNATURE _____ DATE _____
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



ROCK EMBANKMENT DETAIL

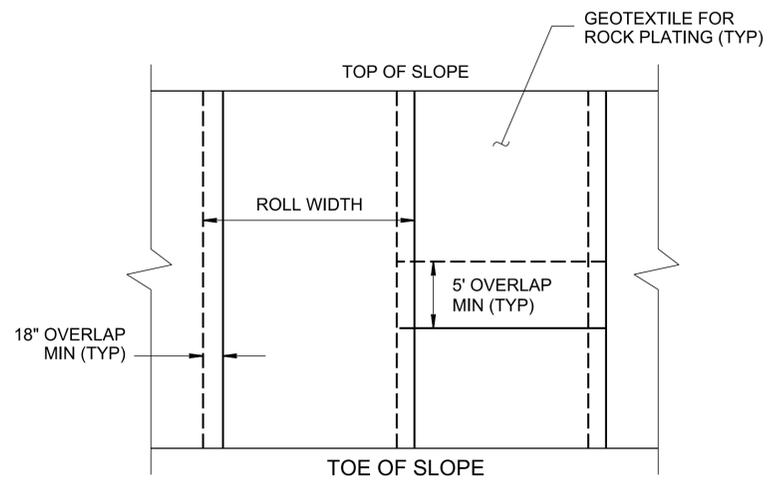


TYPICAL SECTION

-L941-937- STA. 17 + 00.00 TO -L941-937- STA. 18 + 70.00
 TRANSITION BETWEEN EXISTING AND TYP. SECT. AS FOLLOWS:
 -L941-937- STA. 16 + 63.00 TO -L941-937- STA. 17 + 00.00

NOTES:

1. USE ROCK EMBANKMENTS WHERE SLOPES WITH AN INCLINATION OF UP TO 1.25:1 (H:V) ARE PLANNED: -L941-937- STA. 16+63.00 TO -L314- STA. 18+70.00
2. THE MAXIMUM ALLOWABLE HEIGHT FOR THE ROCK EMBANKMENT DETAIL IS 80'.
3. FOR ROCK EMBANKMENT, BENCH EXISTING SLOPE IN ACCORDANCE WITH SECTION 235 OF THE STANDARD SPECIFICATIONS, WHERE POSSIBLE.
4. FOR ROCK EMBANKMENTS, SEE ROCK EMBANKMENTS SPECIAL PROVISION.



GEOTEXTILE OVERLAP DETAIL (PLAN VIEW)

ESTIMATED SITE 940 QUANTITIES	
ROCK EMBANKMENTS	425 TONS
GEOTEXTILE FOR ROCK EMBANKMENTS	500 SY

PROJECT NO.: W03293
 POLK COUNTY
 STATION: -L940- STA. 16+63 TO 18+70, RT

PREPARED BY: KND	DATE: 10/25
REVIEWED BY: MJW	DATE: 10/25

Prepared in the Office of:
 **CAROLINAS GEOTECHNICAL GROUP**
 1805 SARDIS ROAD NORTH
 SUITE 100
 CHARLOTTE, NC 28270
 (980) 339-8684


 NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
GEOTECHNICAL ENGINEERING UNIT

REVISIONS						SHEET NO. 2G-3
NO.	BY	DATE	NO.	BY	DATE	
1			3			
2			4			

**SITE 940
ROCK EMBANKMENTS**

**STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS**

**SUMMARY OF EARTHWORK
 IN CUBIC YARDS**

NOTE: EARTHWORK QUANTITIES ARE CALCULATED BY TGS ENGINEERS. THESE EARTHWORK QUANTITIES ARE BASED IN PART ON SUBSURFACE DATA PROVIDED BY THE GEOTECHNICAL ENGINEERING UNIT.

APPROXIMATE QUANTITIES ONLY. UNCLASSIFIED EXCAVATION, BORROW EXCAVATION, FINE GRADING, CLEARING AND GRUBBING, AND REMOVAL OF EXISTING PAVEMENT WILL BE PAID FOR AT THE LUMP SUM PRICE FOR "GRADING".

PROJECT TOTALS	EXCAVATION TOTAL UNCLASS.	BORROW	WASTE
SITE			
SITE 944	310		273
SITE 943	11	76	
SITE 942	449	277	
SITE 941	2		
SITE 940	100		91
SITE 939	116	515	
SITE 938	37	389	
SITE 937	97	318	
SITE 936	130	425	
GRAND TOTALS	1,252	2,000	364
SAY W03293 (Part II)	1,260	2,050	

SEE SHEET 3B-2 FOR EARTHWORK SUMMARY
 SEE SHEET 3B-3 FOR EARTHWORK SUMMARY
 SEE SHEET 3B-3 FOR EARTHWORK SUMMARY
 SEE SHEET 3B-3 FOR EARTHWORK SUMMARY

BORROW FOR WIRE FORM EMBANKMENT (CY)	4,900
SELECT GRANULAR MATERIAL (CY)	1,800
EST. SHALLOW UNDERCUT (CY)	450
ESTIMATED UNDERCUT TO BE USED AT THE DISCRETION OF THE RESIDENT ENGINEER PER GEOTECH RECOMMENDATION. (CY)	1,800

COMPUTED BY: SGM DATE: 10/6/2025
CHECKED BY: JLT DATE: 11/10/2025

PROJECT NO. W03293 SHEET NO. 3B-2

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

NOTE: EARTHWORK QUANTITIES ARE CALCULATED BY TGS ENGINEERS. THESE EARTHWORK QUANTITIES ARE BASED IN PART ON SUBSURFACE DATA PROVIDED BY THE GEOTECHNICAL ENGINEERING UNIT.

SUMMARY OF EARTHWORK IN CUBIC YARDS

Site 944

Station	Station	Uncl. Excav.	Embank. +%	Borrow	Waste
-L944- 12+00.00	-L944-18+50.00	360	37		323
SUBTOTALS:		360	37		323
TOTALS:		360	37		323
LOSS DUE TO CLEARING & GRUBBING		-50			-50
PROJECT TOTALS:		310	37		273
EST. 5% TO REPLACE TOP SOIL ON BORROW PIT					
GRAND TOTALS:		310	37		273

SELECT GRANULAR MATERIAL = 200 CUBIC YARDS
EST. SHALLOW UNDERCUT = 50 CUBIC YARDS

PER GEOTECH RECOMMENDATION, ESTIMATED 200 CUBIC YARDS OF UNDERCUT TO BE USED IN THE DISCRETION OF THE RESIDENT ENGINEER.

APPROXIMATE QUANTITIES ONLY. UNCLASSIFIED EXCAVATION, FINE GRADING, CLEARING AND GRUBBING, AND REMOVAL OF EXISTING PAVEMENT WILL BE PAID FOR AT THE LUMP SUM PRICE FOR "GRADING".

SUMMARY OF EARTHWORK IN CUBIC YARDS

Site 941

Station	Station	Uncl. Excav.	Embank. +%	Borrow	Waste
-L941- 11+62.07	-L941- 13+75.00	52	2		50
SUBTOTALS:		52	2		50
TOTALS:		52	2		50
LOSS DUE TO CLEARING & GRUBBING		-50			-50
PROJECT TOTALS:		2	2		0
EST. 5% TO REPLACE TOP SOIL ON BORROW PIT					
GRAND TOTALS:		2	2		

BORROW FOR WIRE FORM EMBANKMENT (CY) = 4,900 CUBIC YARDS
SELECT GRANULAR MATERIAL = 200 CUBIC YARDS
EST. SHALLOW UNDERCUT = 50 CUBIC YARDS

PER GEOTECH RECOMMENDATION, ESTIMATED 200 CUBIC YARDS OF UNDERCUT TO BE USED IN THE DISCRETION OF THE RESIDENT ENGINEER.

APPROXIMATE QUANTITIES ONLY. UNCLASSIFIED EXCAVATION, FINE GRADING, CLEARING AND GRUBBING, AND REMOVAL OF EXISTING PAVEMENT WILL BE PAID FOR AT THE LUMP SUM PRICE FOR "GRADING".

SUMMARY OF EARTHWORK IN CUBIC YARDS

Site 943

Station	Station	Uncl. Excav.	Embank. +%	Borrow	Waste
-L943- 13+50.00	-L943- 15+50.00	61	83	22	
SUBTOTALS:		61	83	22	
TOTALS:		61	83	22	
LOSS DUE TO CLEARING & GRUBBING		-50		50	
PROJECT TOTALS:		11	83	72	
EST. 5% TO REPLACE TOP SOIL ON BORROW PIT					
GRAND TOTALS:		11	83	76	

SELECT GRANULAR MATERIAL = 200 CUBIC YARDS
EST. SHALLOW UNDERCUT = 50 CUBIC YARDS

PER GEOTECH RECOMMENDATION, ESTIMATED 200 CUBIC YARDS OF UNDERCUT TO BE USED IN THE DISCRETION OF THE RESIDENT ENGINEER.

APPROXIMATE QUANTITIES ONLY. UNCLASSIFIED EXCAVATION, BORROW EXCAVATION, FINE GRADING, CLEARING AND GRUBBING, AND REMOVAL OF EXISTING PAVEMENT WILL BE PAID FOR AT THE LUMP SUM PRICE FOR "GRADING".

SUMMARY OF EARTHWORK IN CUBIC YARDS

Site 940

Station	Station	Uncl. Excav.	Embank. +%	Borrow	Waste
-L941-937- 16+63.00	-L941-937- 18+70.00	150	9		141
SUBTOTALS:		150	9		141
TOTALS:		150	9		141
LOSS DUE TO CLEARING & GRUBBING		-50			-50
PROJECT TOTALS:		100	9		91
EST. 5% TO REPLACE TOP SOIL ON BORROW PIT					
GRAND TOTALS:		100	9		91

SELECT GRANULAR MATERIAL = 200 CUBIC YARDS
EST. SHALLOW UNDERCUT = 50 CUBIC YARDS

PER GEOTECH RECOMMENDATION, ESTIMATED 200 CUBIC YARDS OF UNDERCUT TO BE USED IN THE DISCRETION OF THE RESIDENT ENGINEER.

APPROXIMATE QUANTITIES ONLY. UNCLASSIFIED EXCAVATION, FINE GRADING, CLEARING AND GRUBBING, AND REMOVAL OF EXISTING PAVEMENT WILL BE PAID FOR AT THE LUMP SUM PRICE FOR "GRADING".

SUMMARY OF EARTHWORK IN CUBIC YARDS

Site 942

Station	Station	Uncl. Excav.	Embank. +%	Borrow	Waste
-L942-942- 15+50.00	-L942-942- 20+20.00	499	713	214	
SUBTOTALS:		499	713	214	
TOTALS:		499	713	214	
LOSS DUE TO CLEARING & GRUBBING		-50		50	
PROJECT TOTALS:		449	713	264	
EST. 5% TO REPLACE TOP SOIL ON BORROW PIT					
GRAND TOTALS:		449	713	277	

SELECT GRANULAR MATERIAL = 200 CUBIC YARDS
EST. SHALLOW UNDERCUT = 50 CUBIC YARDS

PER GEOTECH RECOMMENDATION, ESTIMATED 200 CUBIC YARDS OF UNDERCUT TO BE USED IN THE DISCRETION OF THE RESIDENT ENGINEER.

APPROXIMATE QUANTITIES ONLY. UNCLASSIFIED EXCAVATION, BORROW EXCAVATION, FINE GRADING, CLEARING AND GRUBBING, AND REMOVAL OF EXISTING PAVEMENT WILL BE PAID FOR AT THE LUMP SUM PRICE FOR "GRADING".

SUMMARY OF EARTHWORK IN CUBIC YARDS

Site 939

Station	Station	Uncl. Excav.	Embank. +%	Borrow	Waste
-L941-937- 18+70.00	-L941-937- 21+50.00	166	606	440	
SUBTOTALS:		166	606	440	
TOTALS:		166	606	440	
LOSS DUE TO CLEARING & GRUBBING		-50		50	
PROJECT TOTALS:		116	606	490	
EST. 5% TO REPLACE TOP SOIL ON BORROW PIT					
GRAND TOTALS:		116	606	515	

SELECT GRANULAR MATERIAL = 200 CUBIC YARDS
EST. SHALLOW UNDERCUT = 50 CUBIC YARDS

PER GEOTECH RECOMMENDATION, ESTIMATED 200 CUBIC YARDS OF UNDERCUT TO BE USED IN THE DISCRETION OF THE RESIDENT ENGINEER.

APPROXIMATE QUANTITIES ONLY. UNCLASSIFIED EXCAVATION, BORROW EXCAVATION, FINE GRADING, CLEARING AND GRUBBING, AND REMOVAL OF EXISTING PAVEMENT WILL BE PAID FOR AT THE LUMP SUM PRICE FOR "GRADING".

COMPUTED BY: SGM DATE: 10/6/2025
 CHECKED BY: JLT DATE: 11/10/2025

PROJECT NO. W03293
 SHEET NO. 3B-3

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

NOTE: EARTHWORK QUANTITIES ARE CALCULATED BY TGS ENGINEERS. THESE EARTHWORK QUANTITIES ARE BASED IN PART ON SUBSURFACE DATA PROVIDED BY THE GEOTECHNICAL ENGINEERING UNIT.

SUMMARY OF EARTHWORK

IN CUBIC YARDS

Site 938

Station	Station	Uncl. Excav.	Embank. +%	Borrow	Waste
-L941-937- 21+50.00	-L941-937- 23+50.00	87	407	320	
SUBTOTALS:		87	407	320	
TOTALS:		87	407	320	
LOSS DUE TO CLEARING & GRUBBING		-50		50	
PROJECT TOTALS:		37	407	370	
EST. 5% TO REPLACE TOP SOIL ON BORROW PIT				19	
GRAND TOTALS:		37	407	389	

SELECT GRANULAR MATERIAL = 200 CUBIC YARDS
 EST. SHALLOW UNDERCUT = 50 CUBIC YARDS

PER GEOTECH RECOMMENDATION, ESTIMATED 200 CUBIC YARDS OF UNDERCUT TO BE USED IN THE DISCRETION OF THE RESIDENT ENGINEER.

APPROXIMATE QUANTITIES ONLY. UNCLASSIFIED EXCAVATION, BORROW EXCAVATION, FINE GRADING, CLEARING AND GRUBBING, AND REMOVAL OF EXISTING PAVEMENT WILL BE PAID FOR AT THE LUMP SUM PRICE FOR "GRADING".

SUMMARY OF EARTHWORK

IN CUBIC YARDS

Site 937

Station	Station	Uncl. Excav.	Embank. +%	Borrow	Waste
-L941-937- 23+50.00	-L941-937- 29+00.00	147	400	253	
SUBTOTALS:		147	400	253	
TOTALS:		147	400	253	
LOSS DUE TO CLEARING & GRUBBING		-50		50	
PROJECT TOTALS:		97	400	303	
EST. 5% TO REPLACE TOP SOIL ON BORROW PIT				15	
GRAND TOTALS:		97	400	318	

SELECT GRANULAR MATERIAL = 200 CUBIC YARDS
 EST. SHALLOW UNDERCUT = 50 CUBIC YARDS

PER GEOTECH RECOMMENDATION, ESTIMATED 200 CUBIC YARDS OF UNDERCUT TO BE USED IN THE DISCRETION OF THE RESIDENT ENGINEER.

APPROXIMATE QUANTITIES ONLY. UNCLASSIFIED EXCAVATION, BORROW EXCAVATION, FINE GRADING, CLEARING AND GRUBBING, AND REMOVAL OF EXISTING PAVEMENT WILL BE PAID FOR AT THE LUMP SUM PRICE FOR "GRADING".

SUMMARY OF EARTHWORK

IN CUBIC YARDS

Site 936

Station	Station	Uncl. Excav.	Embank. +%	Borrow	Waste
-L369- 14+00.00	-L936- 18+00.00	180	535	355	
SUBTOTALS:		180	535	355	
TOTALS:		180	535	355	
LOSS DUE TO CLEARING & GRUBBING		-50		50	
PROJECT TOTALS:		130	535	405	
EST. 5% TO REPLACE TOP SOIL ON BORROW PIT				20	
GRAND TOTALS:		130	535	425	

SELECT GRANULAR MATERIAL = 200 CUBIC YARDS
 EST. SHALLOW UNDERCUT = 50 CUBIC YARDS

PER GEOTECH RECOMMENDATION, ESTIMATED 200 CUBIC YARDS OF UNDERCUT TO BE USED IN THE DISCRETION OF THE RESIDENT ENGINEER.

APPROXIMATE QUANTITIES ONLY. UNCLASSIFIED EXCAVATION, BORROW EXCAVATION, FINE GRADING, CLEARING AND GRUBBING, AND REMOVAL OF EXISTING PAVEMENT WILL BE PAID FOR AT THE LUMP SUM PRICE FOR "GRADING".

PAVEMENT REMOVAL SUMMARY

IN SQUARE YARDS

Site	SURVEY LINE	Station	Station	LOCATION LT/RT/CL	ASPHALT REMOVAL	SITE TOTAL
944	-L944-	12+00	18+00	RT	1,298.42	1,298.42
943	-L943-942-	13+50	15+50	RT	273.41	273.41
942	-L943-942	15+50	22+20	RT	743.01	743.01
941	-L941-937	11+62	13+75	LT	246.62	246.62
940	-L941-937-	16+63	18+70	RT	189.75	189.75
320	-L941-937-	18+70	21+50	RT	271.15	271.15
941	-L941-937-	21+50	23+50	RT	211.36	211.36
940	-L941-937-	23+50	29+00	RT	607.00	607.00
940	-L936-	14+00	18+00	RT	464.40	464.40

TOTAL (PART II): 4,305.12

SAY (PART II): 4,350

SHOULDER BERM GUTTER SUMMARY

IN FEET

Site	LINE	Station	Station	LENGTH	SAY
944	-L944-, RT	12+50	18+00	550.00	575
942	-L943-942,RT	15+75	21+70	595.00	625
940	-L941-937,RT	17+83	18+70	87.00	95
939	-L941-937,RT	18+70	21+50	280.00	290
938	-L941-937,RT	21+50	23+50	200.00	210
937	-L941-937,RT	23+50	29+00	550.00	575

TOTAL (PART II): 2,262.00 **2,370**

8" X 12" CONCRETE CURB SUMMARY

IN FEET

Site	LINE	Station	Station	LENGTH	SAY
940	-L941-937,RT	16+73	17+83	110.00	120
936	-L936-, RT	14+00	18+00	400.00	425

TOTAL (PART II): 510.00 **545**

PROJECT REFERENCE NO.		SHEET NO.	
W03293		7	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			
 TGS ENGINEERS 201 W. MARION ST., STE 200 SHELBY, NC 28150 PH: (704) 476-0003 CORP. LICENSE NO.: C-0275			

REVISIONS
 12/15/2005
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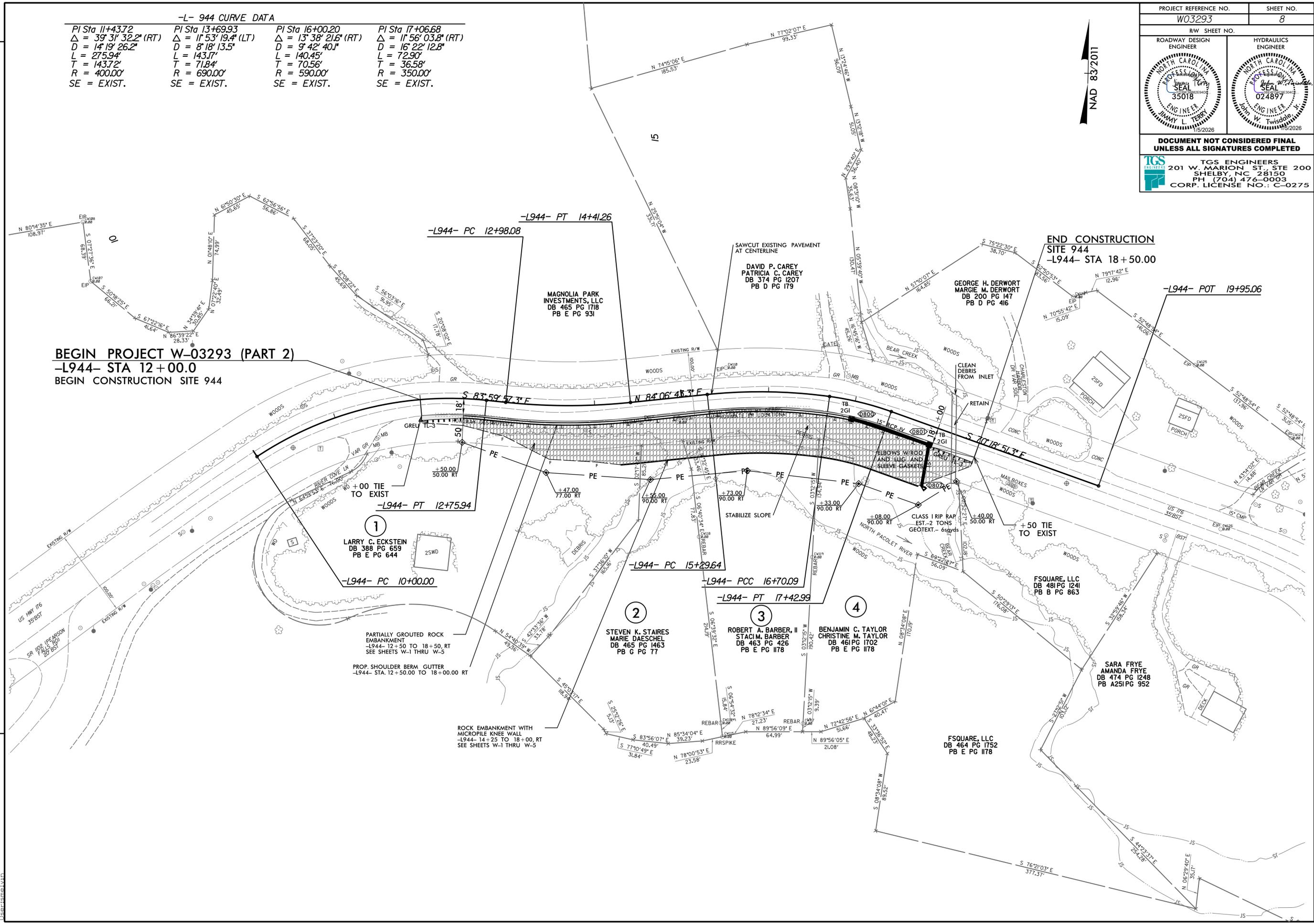
SHEETS 4 THROUGH 7 LEFT INTENTIONALLY BLANK.

-L- 944 CURVE DATA

PI Sta 11+43.72	PI Sta 13+69.93	PI Sta 16+00.20	PI Sta 17+06.68
$\Delta = 39^\circ 31' 32.2''$ (RT)	$\Delta = 11^\circ 53' 19.4''$ (LT)	$\Delta = 13^\circ 38' 21.6''$ (RT)	$\Delta = 11^\circ 56' 03.8''$ (RT)
$D = 14^\circ 19' 26.2''$	$D = 8^\circ 18' 13.5''$	$D = 9^\circ 42' 40.1''$	$D = 16^\circ 22' 12.8''$
$L = 275.94'$	$L = 143.17'$	$L = 140.45'$	$L = 72.90'$
$T = 143.72'$	$T = 71.84'$	$T = 70.56'$	$T = 36.58'$
$R = 400.00'$	$R = 690.00'$	$R = 590.00'$	$R = 350.00'$
SE = EXIST.	SE = EXIST.	SE = EXIST.	SE = EXIST.

PROJECT REFERENCE NO. W03293	SHEET NO. 8
RW SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
 TGS ENGINEERS 201 W. MARION ST., STE 200 SHELBY, NC 28150 PH: (704) 476-0003 CORP. LICENSE NO.: C-0275	

NAD 83/2011



BEGIN PROJECT W-03293 (PART 2)
-L944- STA 12+00.0
BEGIN CONSTRUCTION SITE 944

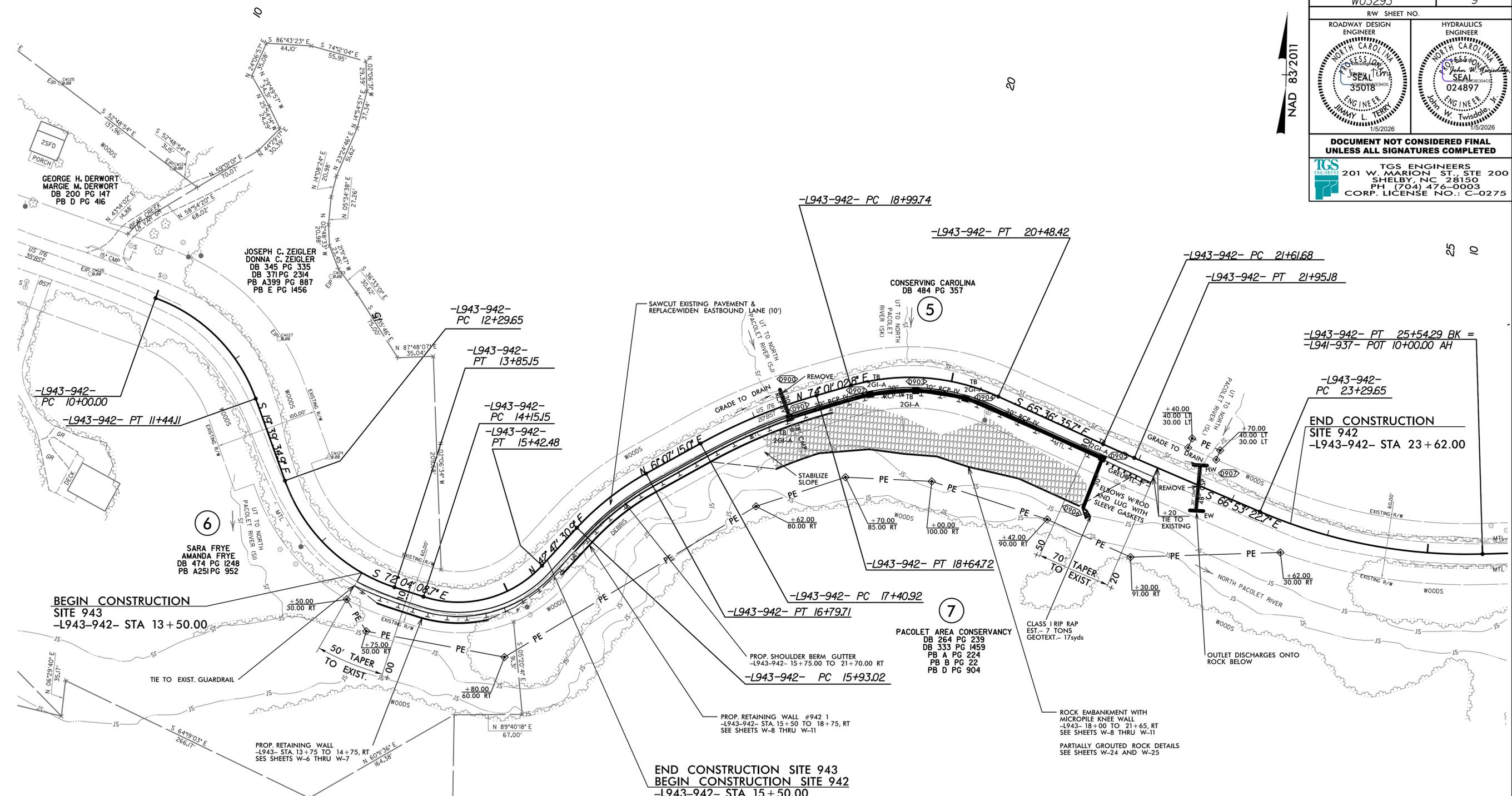
END CONSTRUCTION
SITE 944
-L944- STA 18+50.00

REVISIONS

1/18/2025
 X:\182025\Div 14 US 176 Repair\Roadway\Design\PlanSheets\US176_Rdy_psh_08.dgn
 User: jsmal

PROJECT REFERENCE NO. W03293	SHEET NO. 9
RW SHEET NO.	
ROADWAY DESIGN ENGINEER JOSEPH L. TERRY NORTH CAROLINA PROFESSIONAL ENGINEER NO. 35018 1/5/2026	HYDRAULICS ENGINEER JOHN W. TWISSDALE NORTH CAROLINA PROFESSIONAL ENGINEER NO. 024897 1/5/2026
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
 TGS ENGINEERS 201 W. MARION ST., STE 200 SHELBY, NC 28150 PH: (704) 476-0003 CORP. LICENSE NO.: C-0275	

NAD 83/2011



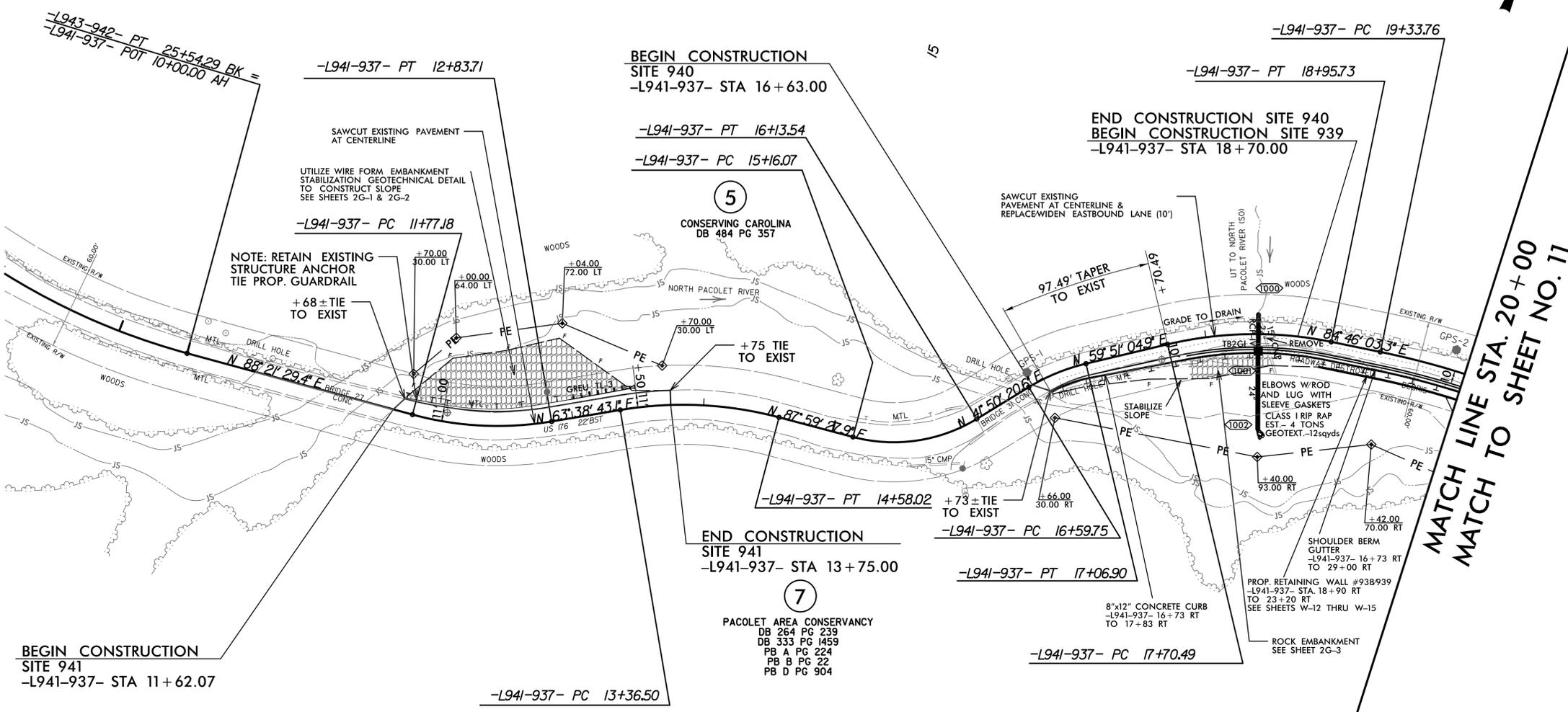
-L943-942- CURVE DATA

PI Sta 10+77.14 $\Delta = 50^{\circ} 39' 16.3''$ (RT) $D = 35^{\circ} 09' 02.8''$ $L = 144.11'$ $T = 77.14'$ $R = 163.00'$	PI Sta 13+13.32 $\Delta = 52^{\circ} 24' 33.7''$ (LT) $D = 33^{\circ} 42' 12.2''$ $L = 155.50'$ $T = 83.67'$ $R = 170.00'$ SE = EXIST.	PI Sta 14+86.69 $\Delta = 65^{\circ} 08' 20.4''$ (LT) $D = 51^{\circ} 09' 25.0''$ $L = 127.33'$ $T = 71.54'$ $R = 112.00'$ SE = EXIST.	PI Sta 16+36.74 $\Delta = 18^{\circ} 19' 44.1''$ (RT) $D = 21^{\circ} 08' 32.5''$ $L = 86.69'$ $T = 43.72'$ $R = 271.00'$ SE = EXIST.
PI Sta 18+03.09 $\Delta = 12^{\circ} 53' 47.9''$ (RT) $D = 10^{\circ} 25' 02.7''$ $L = 123.80'$ $T = 62.16'$ $R = 550.00'$ SE = EXIST.	PI Sta 19+77.31 $\Delta = 40^{\circ} 22' 21.5''$ (RT) $D = 27^{\circ} 09' 15.8''$ $L = 148.68'$ $T = 77.58'$ $R = 211.00'$ SE = EXIST.	PI Sta 21+78.43 $\Delta = 116^{\circ} 47' 0''$ (LT) $D = 3^{\circ} 49' 11.0''$ $L = 33.50'$ $T = 16.75'$ $R = 1,500.00'$ SE = EXIST.	PI Sta 24+43.75 $\Delta = 24^{\circ} 45' 07.9''$ (LT) $D = 11^{\circ} 01' 06.3''$ $L = 224.64'$ $T = 114.10'$ $R = 520.00'$

REVISIONS

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 10/10/2025 10:00 AM
 User: jstam

PROJECT REFERENCE NO. W03293	SHEET NO. 10
RW SHEET NO.	
ROADWAY DESIGN ENGINEER 	HYDRAULICS ENGINEER 
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
 TGS ENGINEERS 201 W. MARION ST., STE 200 SHELBY, NC 28150 PH: (704) 476-0003 CORP. LICENSE NO.: C-0275	



**MATCH LINE STA. 20+00
 MATCH TO SHEET NO. 11**



-L943-942- CURVE DATA

PI Sta 24+43.75	$\Delta = 24^\circ 45' 07.9''$ (LT)	D = 11' 01" 06.3"	L = 224.64'	T = 114.10'	R = 520.00'
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-L941-937- CURVE DATA

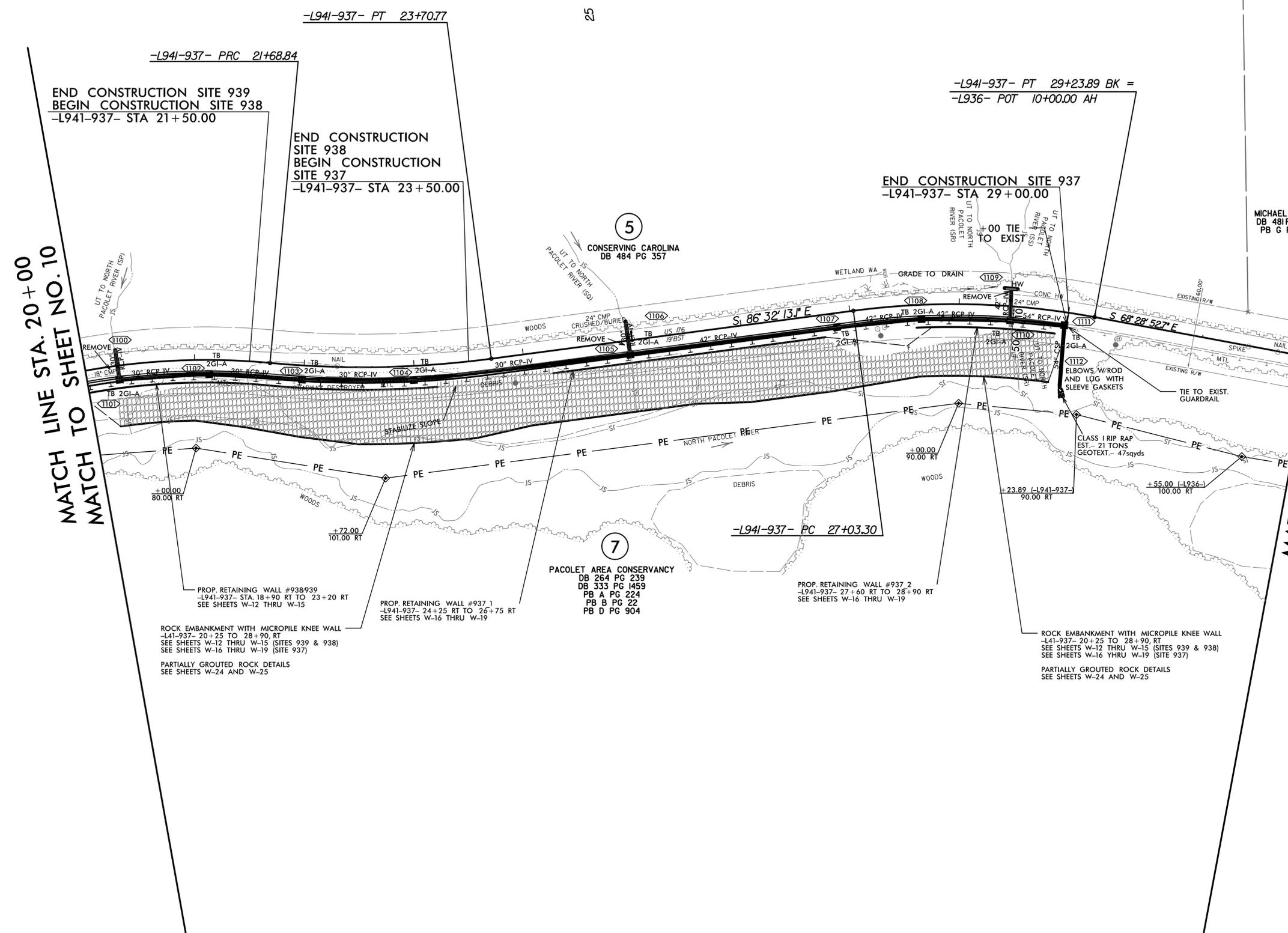
PI Sta 12+31.29	$\Delta = 24^\circ 42' 46.3''$ (LT)	D = 23' 11" 48.0"	L = 106.54'	T = 54.11'	R = 247.00'
PI Sta 13+98.19	$\Delta = 24^\circ 20' 44.8''$ (RT)	D = 20' 02" 00.6"	L = 121.53'	T = 61.69'	R = 286.00'
PI Sta 15+67.62	$\Delta = 46^\circ 09' 07.3''$ (LT)	D = 47' 21" 06.8"	L = 97.47'	T = 51.55'	R = 121.00'
PI Sta 16+83.52	$\Delta = 18^\circ 00' 44.3''$ (RT)	D = 38' 11" 49.9"	L = 47.16'	T = 23.77'	R = 150.00'
PI Sta 18+34.11	$\Delta = 24^\circ 54' 58.4''$ (RT)	D = 19' 53" 39.7"	L = 125.24'	T = 63.63'	R = 288.00'
PI Sta 20+52.71	$\Delta = 21^\circ 33' 01.3''$ (RT)	D = 9' 10" 02.4"	L = 235.08'	T = 118.94'	R = 625.00'

SE = EXIST.

REVISIONS

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 12/28/2025 10:00 AM
 J. K. Riddick, Jr.
 JLR:smal:vm

PROJECT REFERENCE NO. W03293		SHEET NO. 11	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			
TGS ENGINEERS 201 W. MARION ST., STE 200 SHELBY, NC 28150 PH: (704) 476-0003 CORP. LICENSE NO.: C-0275			



MATCH LINE STA. 20+00
 MATCH TO SHEET NO. 10

MATCH LINE STA. 12+00 -L936-
 MATCH TO SHEET NO. 12

-L941-937- CURVE DATA

PI Sta	PI Sta	PI Sta
20+52.71	22+70.23	28+45.2
$\Delta = 2^\circ 33' 01.3" (RT)$	$\Delta = 12^\circ 51' 17.7" (LT)$	$\Delta = 18^\circ 03' 20.5" (RT)$
$D = 9^\circ 10' 02.4"$	$D = 6^\circ 21' 58.3"$	$D = 8^\circ 11' 06.4"$
$L = 235.08'$	$L = 201.92'$	$L = 220.59'$
$T = 118.94'$	$T = 101.39'$	$T = 111.22'$
$R = 625.00'$	$R = 900.00'$	$R = 700.00'$
SE = EXIST.	SE = EXIST.	SE = EXIST.

REVISIONS

12/30/2025
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 User: jsmal

MICHAEL N. BELL
 DB 481 PG 2334
 PB 6 PG 573

