

5/14/19

10/12/2023

Griffith Street	2023 PHV AM (PM)
73 (18)	173 (18)
353 (427)	353 (427)
4 (34)	4 (34)
Sloan Street	2023 PHV AM (PM)
585 (190)	202 (157)
406 (504)	212 (88)
214 (193)	10 (17)

Griffith Street	2043 PHV AM (PM)
109 (27)	525 (635)
6 (51)	6 (51)
Sloan Street	2043 PHV AM (PM)
301 (234)	301 (234)
316 (131)	316 (131)
15 (26)	15 (26)

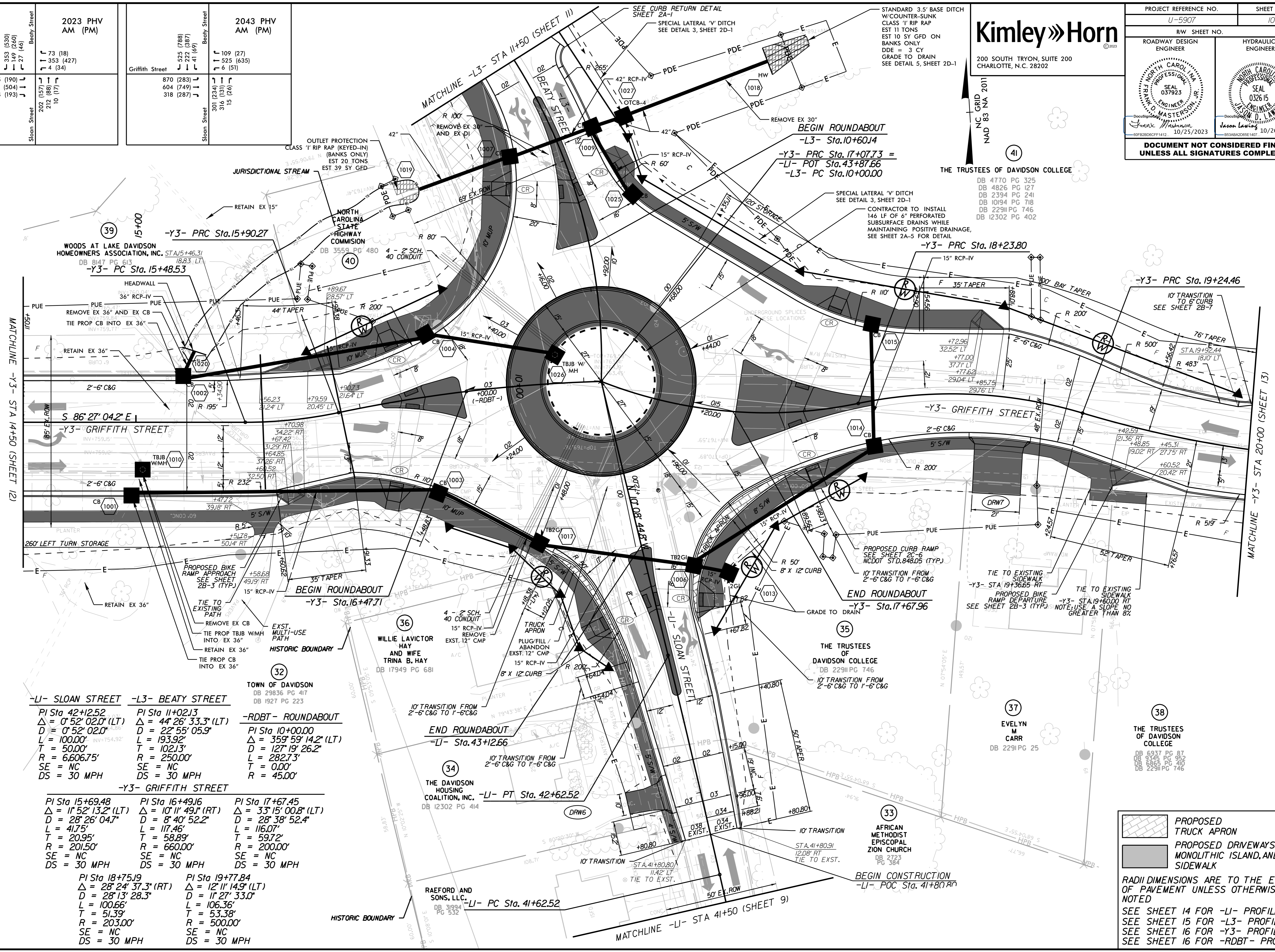
# Kimley»Horn

200 SOUTH TRYON, SUITE 200  
CHARLOTTE, N.C. 28202

NC GRID  
NAD 83 NA 2011

PROJECT REFERENCE NO. U-5907	SHEET NO. 10
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
10/25/2023	10/26/2023

**DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED**



<p><b>-LI- SLOAN STREET</b></p> <p>PI Sta 42+12.52  <math>\Delta = 0^\circ 52' 02.0''</math> (LT)  <math>D = 2^\circ 52' 02.0''</math>  <math>L = 100.00'</math>  <math>T = 50.00'</math>  <math>R = 6606.75'</math>  <math>SE = NC</math>  <math>DS = 30</math> MPH</p>	<p><b>-L3- BEAUTY STREET</b></p> <p>PI Sta 11+02.13  <math>\Delta = 44^\circ 26' 33.3''</math> (LT)  <math>D = 22^\circ 55' 05.9''</math>  <math>L = 193.92'</math>  <math>T = 102.13'</math>  <math>R = 250.00'</math>  <math>SE = NC</math>  <math>DS = 30</math> MPH</p>	<p><b>-RDBT- ROUNDABOUT</b></p> <p>PI Sta 10+00.00  <math>\Delta = 359^\circ 59' 14.2''</math> (LT)  <math>D = 127^\circ 19' 26.2''</math>  <math>L = 282.73'</math>  <math>T = 0.00'</math>  <math>R = 45.00'</math></p>
<p><b>-Y3- GRIFFITH STREET</b></p> <p>PI Sta 15+69.48  <math>\Delta = 1^\circ 52' 13.2''</math> (LT)  <math>D = 28^\circ 26' 04.7''</math>  <math>L = 41.75'</math>  <math>T = 20.95'</math>  <math>R = 201.50'</math>  <math>SE = NC</math>  <math>DS = 30</math> MPH</p>	<p>PI Sta 16+49.16  <math>\Delta = 10^\circ 11' 49.1''</math> (RT)  <math>D = 8^\circ 40' 52.2''</math>  <math>L = 117.46'</math>  <math>T = 58.89'</math>  <math>R = 660.00'</math>  <math>SE = NC</math>  <math>DS = 30</math> MPH</p>	<p>PI Sta 17+67.45  <math>\Delta = 33^\circ 15' 00.8''</math> (LT)  <math>D = 28^\circ 38' 52.4''</math>  <math>L = 116.07'</math>  <math>T = 59.72'</math>  <math>R = 200.00'</math>  <math>SE = NC</math>  <math>DS = 30</math> MPH</p>
<p>PI Sta 18+75.19  <math>\Delta = 28^\circ 24' 37.3''</math> (RT)  <math>D = 28^\circ 13' 28.3''</math>  <math>L = 100.66'</math>  <math>T = 51.39'</math>  <math>R = 203.00'</math>  <math>SE = NC</math>  <math>DS = 30</math> MPH</p>	<p>PI Sta 19+77.84  <math>\Delta = 12^\circ 11' 14.9''</math> (LT)  <math>D = 1^\circ 27' 33.0''</math>  <math>L = 106.36'</math>  <math>T = 53.38'</math>  <math>R = 500.00'</math>  <math>SE = NC</math>  <math>DS = 30</math> MPH</p>	

PROPOSED TRUCK APRON

PROPOSED DRIVEWAYS, MONOLITHIC ISLAND, AND SIDEWALK

RADIi DIMENSIONS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED

SEE SHEET 14 FOR -LI- PROFILE  
 SEE SHEET 15 FOR -L3- PROFILE  
 SEE SHEET 16 FOR -Y3- PROFILE  
 SEE SHEET 16 FOR -RDBT- PROFILE