REFERENCE SHEET G-100 & C-504 FOR GENERAL NOTES.

STA. 10+69.79, 17.50' LT. ℄ HENRIE ST. = STA. 10+98.74, LINE 1 ~ CONST. STD. 5'X4' CURB INLET (SB). INSTALL 34.73 L.F. 12'R.C.P. (S).

STA. 11+56.58, 17' LT. ℄ HENRIE ST. = STA. 10+07.78, LINE 1 ~ CONST. SPECIAL 5'X3' CURB INLET (SB). INSTALL 85.96 L.F. 12'R.C.P. (NW).

PROPOSED WATER MAIN REPLACEMENT. SEE SHEET C-226.

STA. 12+29.60, 17' LT. ℄ HENRIE ST. = STA. 9+34.37, LINE 1 ~ CONST. SPECIAL 5'X3' CURB INLET (SB). INSTALL 68.31 L.F. 12'R.C.P. (NW).

℄ INTERSECTION STA. 12+69.57, ℄ HENRIE STREET = ℄ MYRTLE AVENUE (N)

℄ INTERSECTION STA. 12+88.71, ℄ HENRIE STREET = ℄ MYRTLE AVENUE (S)

STA. 13+53.98, 15.50' LT. ℄ HENRIE ST. = STA. 0+29.78, LINE 2 ~ CONST. STD. 5'x4' CURB INLET (SB). END LINE 2

STA. 14+90.91, 3.02' LT. ℄ HENRIE ST. = STA. 6+50.59, LINE 1 ~ CONST. 4'-0" I.D. STORM MANHOLE. INSTALL 34.11 L.F. 18" R.C.P. (NW).

PROPOSED SANITARY SEWER REPLACEMENT. SEE SHEET C-300.

STA. 10+60.76, 17.50' RT. ℄ HENRIE ST. = STA. 11+37.41, LINE 1 ~ CONST. STD. 5'X4' CURB INLET (SB). INSTALL 55.47 L.F. 12'R.C.P. (SW).

STA. 10+10, 12' LT. & 32.50' RT. ℄ HENRIE ST. ~ CUT NEAT SAWED LINE FULL DEPTH. MATCH EXISTING PAVEMENT SURFACE. BEGIN 28' BK.-BK. ROADWAY CONSTRUCTION. BEGIN CONSTRUCTION

STA. 12+49.90, 16.63' RT. ℄ HENRIE ST. = STA. 9+00.20, LINE 1 ~ CONST. STD. 5'X4' CURB INLET (SB). INSTALL 31.01 L.F. 15'R.C.P. (N).

NOTE: STA. 12+39.91, 14' LT. & RT. ℄ HENRIE ST. TO STA. 12+85.52, 12' LT. & RT. ℄ HENRIE ST. ~ TRANSITION FROM 28' BK.-BK. ROADWAY TO 24' BK.-BK. ROADWAY.

STA. 13+33.14, 20.69' RT. ℄ HENRIE ST. = STA. 8+16.32, LINE 1 ~ CONST. STD. 5'X4' CURB INLET (SB). INSTALL 79.30 L.F. 15'R.C.P. (NW).

STA. 13+53.98, 5.98' RT. ℄ HENRIE ST. = STA. 7+88.97, LINE 1 = STA. 0+00, LINE 2 ~ CONST. 5'X4' CURB INLET (SB). INSTALL 8 L.F. 18'R.C.P.(W). INSTALL 17.48 L.F. 12" R.C.P. (NE). BEGIN LINE 2

STA. 13+61.02, 15.50' RT. ℄ HENRIE ST. = STA. 7+83.02, LINE 1 ~ CONST. 5'x4' CURB INLET (SB). INSTALL 10.85 L.F. 18'R.C.P. (NW).

STA. 14+62.38, 6.66' RT. ℄ HENRIE ST. = STA. 6+80.70 LINE 1 ~ CONST. 4'-0" I.D. STORM MANHOLE. INSTALL 104.27' L.F. 18'R.C.P. (NW).

℄ INTERSECTION STA. 10+00, ℄ HENRIE STREET = ℄ N. MAPLE AVENUE. SEE INTERSECTION DETAILS SHEET C-504.

CURVE NO. 1
Δ = 17° 57' 51"
R = 250'
L = 78.38'
T = 39.52'
C = 68.77'
P.H.C. = STA. 10+83.66
P.H.T. = STA. 11+62.04

CURVE NO. 2
Δ = 4° 50' 32"
R = 2531.58'
L = 213.94'
T = 107.04'
C = 213.878'
P.H.C. = STA. 14+11.51
P.H.T. = STA. 16+25.45

SCALE: 1"=20'

SHEET REFERENCES:

SEE SHEET C-506 FOR NEW TRAFFIC SIGN PLACEMENT LOCATIONS.

SEE SHEET C-506 FOR NEW SIDEWALK SCHEDULE.

SEE SHEET C-506 FOR NEW CONCRETE DRIVEWAY ENTRANCE SCHEDULE.

PROPOSED PAVEMENT LEGEND

- DENOTES HENRIE STREET PAVEMENT 6" CONCRETE PAVEMENT (KCMMB-4K) & 6" AGGREGATE SUBBASE (AB-3)
- DENOTES ADJACENT STREET PAVEMENT 2" ASPHALTIC CONCRETE SURFACE (TYPE 3-01) & 6" ASPHALTIC CONCRETE BASE (TYPE 1-01)
- DENOTES 6" REINF. CONCRETE DRIVEWAY ENTRANCE (KCMMB-4K) w/ 4" CRUSHED ROCK AGGREGATE SUBBASE. SEE DETAIL, SHEET C-504
- DENOTES 4" NON-REINF. CONCRETE SIDEWALK (KCMMB-4K) w/ 4" CRUSHED ROCK AGGREGATE SUBBASE. SEE DETAIL, SHEET C-506
- DENOTES AREAS TO BE SODDED
- DENOTES AREA WHERE CURB IS DEPRESSED FOR SIDEWALK RAMP

HENRIE STREET

PVI STA: 10+40.00
PVI ELEV: 921.20
K: 14.92
40.00

PVI STA: 11+70.00
PVI ELEV: 895.94
K: 12.10
100.00

PVI STA: 13+25.00
PVI ELEV: 878.63
K: 20.56
60.00

PVI STA: 13+95.00
PVI ELEV: 868.77
K: 43.06
60.00

MATCH LINE ~ STA. 15+30

NO.	DATE	REVISIONS	BY	APP'D
5				
4				
3				
2	10-27-15	REV. STORM PER EX. ELEC 12-DUCTBANK	KLJ	MVE
1	08-24-15	STORM ADJUSTMENTS @ SHOP DWG REVIEW	KLJ	MVE

Designed By: KLJ
Drawn By: KLJ
Checked By: MVE
Issue Date: 05-14-15

STATE OF MISSOURI — MATTHEW VAUGHN EBLEN — NUMBER PE-2000020588 — PROFESSIONAL ENGINEER

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CITY OF EXCELSIOR SPRINGS, MO.
WATERLINE REPLACEMENTS

HENRIE STREET AREA
STREET & STORM: PLAN & PROFILE

108532-130

SHEET NO.
C-501

L:\108532-130_CAD\CIVIL\STREET & STORM\108532-130 HENRIE S&S PP_1_1_0364.DWG
LAYOUT: 01 BY: KJOHNSON DATE: 10/28/2015
XREF DWG1: NONE XREF DWG2: NONE
XREF DWG3: NONE XREF DWG4: NONE