| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| KANSAS | 56-23 KA-6015-01 | 2024 | 2 | 3 |

WILSON & COMPANY
HIGHER RELATIONSHIPS

Kansas
Department of Transportation

This Illustration Should Not Be Used to Determine the Exact Final Design and Right of Way Needs.
This Illustration is Current as of May 23, 2024

John Gary Creten Trust
TOL SE,
Sec. 36, T14S, R19E
Jimmie D. Taul & Carol Taul
W NE,
Sec. 1, T15S, R19W
Johnnie J. Taul et al.
TOL E NE,
Sec. 1, T15S, R19E
Dustin & Marie Taylor
TOL SW,
Sec. 31, T14S, R20E
Craig A. & Tammy R. Davis
TOL SW,
Sec. 31, T14S, R20E
Curtis A. & Bobbie L. Gibeaut Jr.
TOL SW,
Sec. 31, T14S, R20E
Mark J. & Kelly A. Courtney
TOL SW,
Sec. 31, T14S, R20E
Martha J. Christie Trust et al.
TOL W NW,
Sec. 6, T15S, R20E
Michael Eugene Christie Trustee et al.
TOL E NW,
Sec. 6, T15S, R20E
Michael Blevins &
Jennifer Blevins
TOL E NW,
Sec. 6, T15S, R20E
James W. & Melanie A. Cahill
TOL SE,
Sec. 31, T14S, R20E
Blake T. & Kathryn L. Mccall
TOL SE,
Sec. 31, T14S, R20E
Delbert E. Sheldon Trust
TOL SE,
Sec. 31, T14S, R20E
Lawrence W. Woydziak & Dawn M. Hiebert
TOL NE,
Sec. 6, T15S, R20E
The Einhellig Trust
TOL NE,
Sec. 6, T15S, R20E
The Tamera Joy Hostetler Trust
TOL NE,
Sec. 6, T15S, R20E
Wilbur S. Ford et al.
TOL E N NE,
Sec. 6, T15S, R20E
R/W
Const. Limits
Exist. R/W
Temp. Esmt.
Exist. Perm. Esmt.
℄ Proposed Improvement = Sec. Line
+82 ℄ Field Ent.
+82 ℄ Ho. Ent.
+71 ℄ Field Ent.
+56 ℄ Ho. Ent.
+18 ℄ Ho. Ent.
+73 ℄ Dual Ent.
W = 30'
+60 ℄ Ho. Ent.
+95 ℄ Ho. Ent.
+05 ℄ Ho. Ent.
+03 ℄ Ho. Ent.
+61 ℄ Ho. Ent.
+12 ℄ Ho. Ent.
+56 ℄ Field Ent.
+77 ℄ Ho. Ent.
+93 ℄ Ho. Ent.
+34 ℄ Ho. Ent.
E 1400 Rd.
Sec. Line
℄ Sta. 100+00.00
PI +00.00
¼ Sec. Line
℄ Sta. 124+45.72
PI +45.72
Middle Fork Tauy Creek Drainage
Fiber Optic Cable Century Link
Telephone Cable Century Link
Telephone Cable Comedia
Water Line RWD #4
Gas Line Midwest Energy 20" Steel
D.M.
W.M.
W.V.
T.B.
F.P.
Vent P.
C
D
SCALE
100' 0 100' 200'
10' 0
PLAN: Lat. & Long.
PROFILE: Horiz. same as above
Vert.
LEGEND
▨ MILL AND OVERLAY
DRAINAGE DIRECTION
Profile Grade Proposed Improvement
Exist. Ground Line
+ 1.43%
- 1.43%
+ 3.02% Sp. Dt. Lt.
+ 4.06% Sp. Dt. Rt.
O.H.W.
Elev. 1052.08
Sta. 74+26.00
14' x 8' x 167' RCB
Cr. Gr. 1071.23
℄ Lt. = 1050.76
Floor Elev. Lt.= 1048.76
℄ Rt. = 1049.31
Floor Elev. Rt.= 1047.31
- 1.83% Sp. Dt. Lt.
Sta. 86+34.28
Ex. 9' x 3' x 39.8' RCB
Ex. Cr. Gr. 1064.92
Ex. ℄ Lt. = 1058.04
Ex. ℄ Rt. = 1057.51
Sta. 86+34.00
6' x 6' x 225' RCB
Cr. Gr. 1082.20
℄ Lt. = 1060.30
℄ Rt. = 1055.92
Design H.W.
Elev. 1066.09
+1.72% Sp. Dt. Lt.
+7.09% Sp. Dt. Lt.
+3.71% Sp. Dt. Lt.
0.30% Sp. Dt. Lt.
- 0.50% Sp. Dt. Rt.
Design H.W.
Elev. 1083.70
- 1.62% Sp. Dt. Lt.
+ 0.84% Sp. Dt. Lt.
+ 0.69% Sp. Dt. Rt.
Sta. 95+29.79
Ex. 3' x 2' x 38.8' RCB
Ex. Cr. Gr. 1089.39
Ex. ℄ Lt. = 1084.71
Ex. ℄ Rt. = 1088.01
Sta. 95+30.00
36' x 98' CRP
Cr. Gr. 1087.55
℄ Lt. = 1081.95
℄ Rt. = 1081.00
2,100' V.C.
SSD = 854'
K = 338
- 2.45% Sp. Dt. Lt.
- 1.69% Sp. Dt. Rt.
- 0.39% Sp. Dt. Lt.
- 0.65% Sp. Dt. Rt.
- 3.98% Sp. Dt. Lt.
- 2.00% Sp. Dt. Lt.
- 4.79% Sp. Dt. Rt.
- 3.67% Sp. Dt. Lt.
- 3.60%
- 2.22% Sp. Dt. Lt.
- 1.68% Sp. Dt. Rt.
+ 1.79%
+ 2.10% Sp. Dt. Rt.
+ 0.72% Sp. Dt. Rt.
- 0.34% Sp. Dt. Lt.
0.72% Sp. Dt. Lt.
1,500' V.C.
SSD = 1023'
K = 485
1074.55 P.T. +00
1081.72 P.C. +00
1084.27 P.I. +50
Elev. 1102.52
1050.34 P.T. +00
1045.84 +25
Match Exist.
1033.46 +00
Match Exist.
1035.69 P.C. +25
1043.28 P.I. +75
Elev. 1049.08
1070.87 1071.05 1071.50 1072.24 1073.26 1075.98 1077.42 1078.85 1080.29 1083.07 1084.24 1085.24 1086.07 1086.72 1087.20 1087.51 1087.64 1087.60 1087.39 1087.00 1086.44 1085.70 1084.79 1083.71 1082.46 1081.03 1079.42 1077.65 1075.70 1073.57 1071.28 1068.80 1066.16 1063.34 1060.35 1057.19 1053.85 1046.74 1035.16 1036.97 1038.50 1039.82 1040.94 1041.84 1042.55 1043.04 1043.34 1043.42 1043.30 1042.97 1042.44
1000 1010 1020 1030 1040 1050 1060 1070 1080 1090
6 7 8 9 80 1 2 3 4 85 6 7 8 9 90 1 2 3 4 95 6 7 8 9 100 1 2 3 4 105 6 7 8 9 110 1 2 3 4 115 6 7 8 9 120 1 2 3 4 125 6 7 8 9 130 1 2 3 4 135 6 7 8 9 140 1 2 3
TYPICAL SECTION
℄ US-56
10'-0"
12'-0"
Varies
6:1
6:1 or Var.
4:1
1:1
¼:1
Pavement Edge Wedge (Rock) (6" min.)
Aggregate Base (AB-3) (6")
6" HMA Shoulder Pavement
9" HMA Pavement
Aggregate Base (AB-3) (4")
LTSG (6")
SECTION C-C
TYPICAL SECTION
℄ US-56
6:1 or Var.
1.5" Cold Mill
1.5" HMA Surface (SR-9.5A)(PG64-28)
Exist. 10.5" HMA Pavement
SECTION D-D
PROJECT LOCATION
BALDWIN CITY
56
59
35
33
DETOUR
DOUGLAS CO.
FRANKLIN CO.
WELLSVILLE
OTTAWA
DETOUR SKETCH
No Scale

Note:
Traffic shall be carried around construction on a state route detour as shown on the detour sketch. The detour shall be on US-59, I-35, and K-33.

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This Illustration is Current as of May 23, 2024

Drawn By : TAWorcester
Plotted :5/16/2024
File : c:\users\taworcester\appdata\local\bentley\projectwise\wci_projects\d0482562\21100036-Strip Map 2.dgn