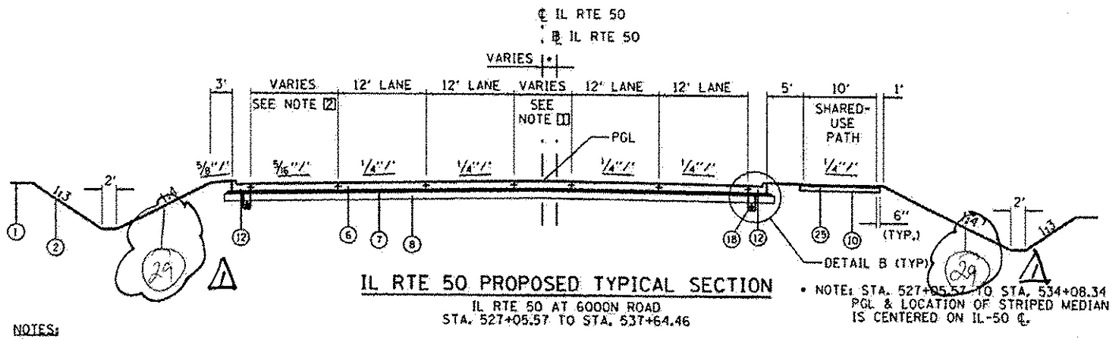
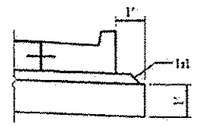


IL RTE 50 PROPOSED TYPICAL SECTION

IL RTE 50 AT 6000N ROAD
STA. 527+05.57 TO STA. 537+64.46

• NOTE: STA. 527+05.57 TO STA. 534+08.34 PGL & LOCATION OF STRIPED MEDIAN IS CENTERED ON IL-50 ℄.

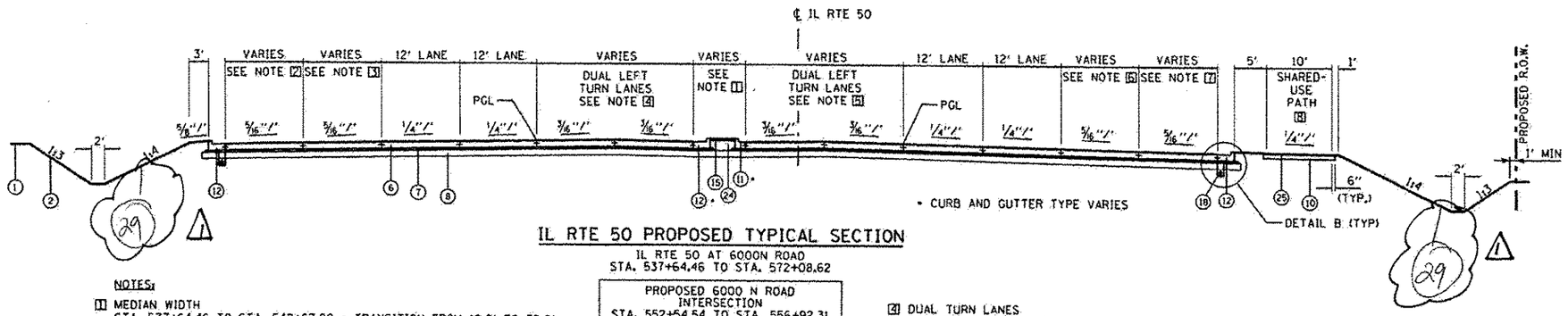


DETAIL B

NOTES:

[1] MEDIAN WIDTH
STA. 527+05.57 TO STA. 534+08.34 = TRANSITION FROM 0.0' TO 12.0' (STRIPED MEDIAN)
STA. 534+08.34 TO STA. 537+64.46 = 12.0' (STRIPED MEDIAN)

[2] LANE DROP
STA. 527+05.57 TO STA. 529+53.38 = NO LANE
STA. 529+53.38 TO STA. 535+53.38 = TRANSITION FROM 0.0' TO 12.0'
STA. 535+53.38 TO STA. 537+64.46 = 12.0'



IL RTE 50 PROPOSED TYPICAL SECTION

IL RTE 50 AT 6000N ROAD
STA. 537+64.46 TO STA. 572+08.62

PROPOSED 6000 N ROAD INTERSECTION
STA. 552+54.54 TO STA. 556+92.31

NOTES:

[1] MEDIAN WIDTH
STA. 537+64.46 TO STA. 542+67.88 = TRANSITION FROM 12.0' TO 32.0'
STA. 542+67.88 TO STA. 547+70.22 = 32.0'
STA. 547+70.22 TO STA. 551+30.22 = TRANSITION FROM 32.0' TO 8.0'
STA. 551+30.22 TO STA. 552+54.54 = 8.0'

STA. 556+92.31 TO STA. 558+87.13 = 8.0'
STA. 558+87.13 TO STA. 561+87.26 = TRANSITION FROM 8.0' TO 32.0'
STA. 561+87.26 TO STA. 562+75.60 = 32.0'
STA. 562+75.60 TO STA. 563+80.32 = TRANSITION FROM 32.0' TO NO MEDIAN
STA. 563+80.32 TO STA. 564+43.00 = NO MEDIAN
STA. 564+43.00 TO STA. 564+58.63 = TRANSITION FROM NO MEDIAN TO 32.0'
STA. 564+58.63 TO STA. 568+78.58 = 32'
STA. 568+78.58 TO STA. 572+08.63 = TRANSITION FROM 32.0' TO NO MEDIAN

[2] AUX. LANE S. OF 6000N / TURN LANE N. OF 6000N
STA. 537+64.46 TO STA. 544+31.92 = NO AUX. LANE
STA. 544+31.92 TO STA. 546+51.92 = TRANSITION FROM 0.0' TO 12.0'
STA. 546+51.92 TO STA. 552+54.54 = 12.0'
STA. 556+92.31 TO STA. 559+81.31 = 14.0'
STA. 559+81.31 TO STA. 564+83.32 = TRANSITION FROM 14.0' TO 0.0'
STA. 564+83.32 TO STA. 572+08.62 = NO TURN LANE

[3] LANE DROP
STA. 527+05.57 TO STA. 529+53.38 = NO LANE
STA. 529+53.38 TO STA. 535+53.02 = TRANSITION FROM 0.0' TO 12.0'
STA. 535+53.02 TO STA. 552+54.54 = 12.0'
STA. 556+92.31 TO STA. 559+81.31 = 10.0'
STA. 559+81.31 TO STA. 564+83.32 = TRANSITION FROM 10.0' TO 0.0'
STA. 564+83.32 TO STA. 572+08.63 = NO LANE

[4] DUAL TURN LANES
STA. 537+64.16 TO STA. 562+43.32 = NO TURN LANES
STA. 556+92.31 TO STA. 558+27.26 = 24.0'
STA. 558+27.26 TO STA. 561+87.26 = TRANSITION FROM 24.0' TO 0.0'
STA. 561+87.26 TO STA. 572+08.62 = NO TURN LANES

[5] DUAL TURN LANES
STA. 537+64.16 TO STA. 547+70.22 = NO TURN LANES
STA. 547+70.22 TO STA. 551+30.22 = TRANSITION FROM 0.0' TO 24.0'
STA. 551+30.22 TO STA. 552+54.54 = 24.0'
STA. 556+92.31 TO STA. 572+08.62 = NO TURN LANES

[6] LANE DROP
STA. 537+64.16 TO STA. 543+92.44 = NO LANE
STA. 543+92.44 TO STA. 546+32.44 = TRANSITION FROM 0.0' TO 12.0'
STA. 546+32.44 TO STA. 552+54.54 = 12.0'
STA. 556+92.31 TO STA. 572+08.62 = NO LANE

[7] TURN LANE
STA. 537+64.16 TO STA. 547+32.44 = NO TURN LANE
STA. 547+32.44 TO STA. 549+52.44 = TRANSITION FROM 0.0' TO 12.0'
STA. 549+52.44 TO STA. 552+54.54 = 12.0'
STA. 556+92.31 TO STA. 572+08.62 = NO TURN LANE

[8] SHARED-USE PATH (SOUTH OF 6000N ONLY)
STA. 552+54.54 TO STA. 553+50.00 = 10' WIDE SHARED USE PATH
STA. 553+50.00 TO STA. 572+08.62 = NO SHARED-USE PATH

LEGEND

1. EXISTING GROUND LINE
2. GROUND LINE
3. CONCRETE MEDIAN, TYPE SB (SPECIAL)
4. PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
5. PORTLAND CEMENT CONCRETE PAVEMENT, 9 1/2" (JOINTED)
6. PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
7. STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
8. AGGREGATE SUBGRADE IMPROVEMENT, 12"
9. UNUSED
10. AGGREGATE BASE COURSE, TYPE A 6"
11. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
12. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
13. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (TIP OUT)
14. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (TIP OUT)
15. CONCRETE MEDIAN SURFACE, 4 INCH
16. CONCRETE MEDIAN SURFACE, CORRUGATED
17. AGGREGATE SUBGRADE IMPROVEMENT, 24"
18. PIPE UNDERDRAINS 4"
19. AGGREGATE SHOULDERS, TYPE B 6"
20. PORTLAND CEMENT CONCRETE SHOULDERS 9"
21. PORTLAND CEMENT CONCRETE SHOULDERS 9 1/2"
22. PORTLAND CEMENT CONCRETE SHOULDERS 10"
23. PORTLAND CEMENT CONCRETE SIDEWALK, 4"
24. AGGREGATE FILL TO BE INCLUDED IN THE COST FOR CONCRETE MEDIAN SURFACE, 4"
25. HOT-MIX ASPHALT SURFACE COURSE, MIX C, N30, 2"
26. HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 2" HOT-MIX ASPHALT BINDER, N50, 8"
27. HMA SURFACE REMOVAL, 2" HMA SURFACE COURSE, MIX C, N50, 2"
28. HMA SURFACE REMOVAL, 2" POLYMERIZED HMA SURFACE COURSE, MIX E, N90, 2"

US 50 : 4770(34) OTHER PRINCIPAL ARTERIAL 10.24 (PCC-20)

Δ1 (29) TOPSOIL EXCAVATION AND PLACEMENT (4")

Δ Rev. 1-20-15

HANSON

LAYOUT	DPA	01.06.2015
DRAWN	MWH	12.22.2015
REVIEWED	DPA	12.22.2015

FILE NAME = D3894A038-sht-typical001.dgn	USER NAME = MWH	DESIGNED - DPA	REVISED -
		DRAWN - MWH	REVISED -
MODEL NAME = TYP6	PLOT SCALE = AS SHOWN	CHECKED - DPA	REVISED -
	PLOT DATE = 8/7/2014	DATE - 12.12.13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS
I-57 AND 6000N RD (BOURBONNAIS PARKWAY)
BOURBONNAIS, IL

SCALE: AS SHOWN | SHEET NO. OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-1)HBK-1	KANKAKEE	819	30
		CONTRACT NO. 66982		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		