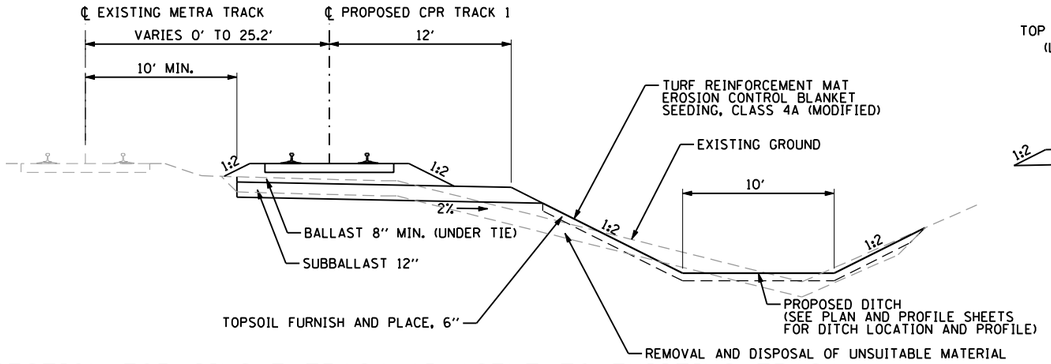
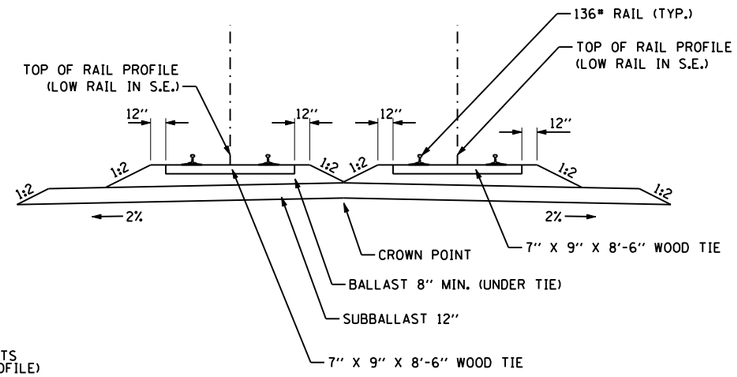
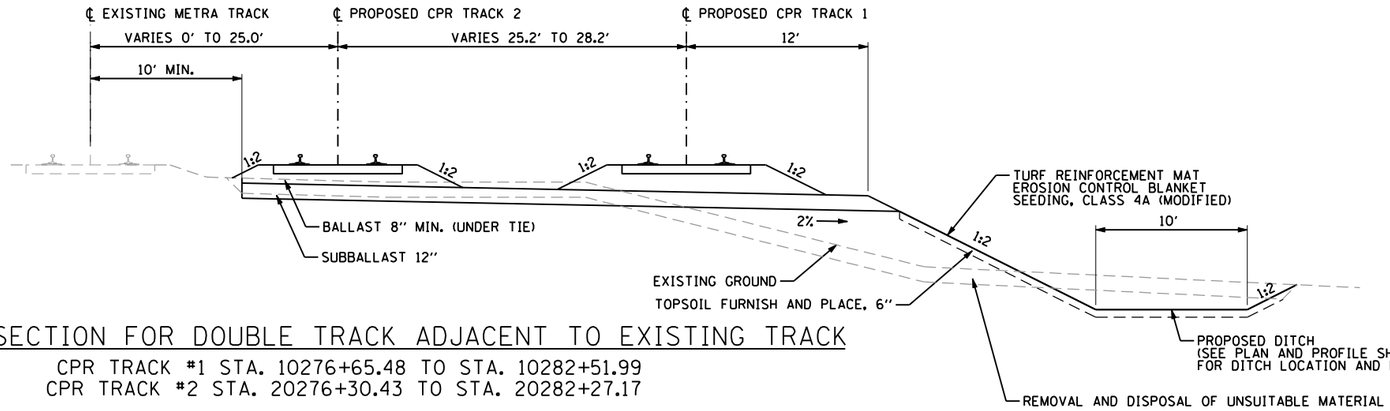


TYPICAL SECTION FOR SINGLE TRACK ADJACENT TO EXISTING TRACK

CPR TRACK #1 STA. 10271+95.48 TO STA. 10276+65.48

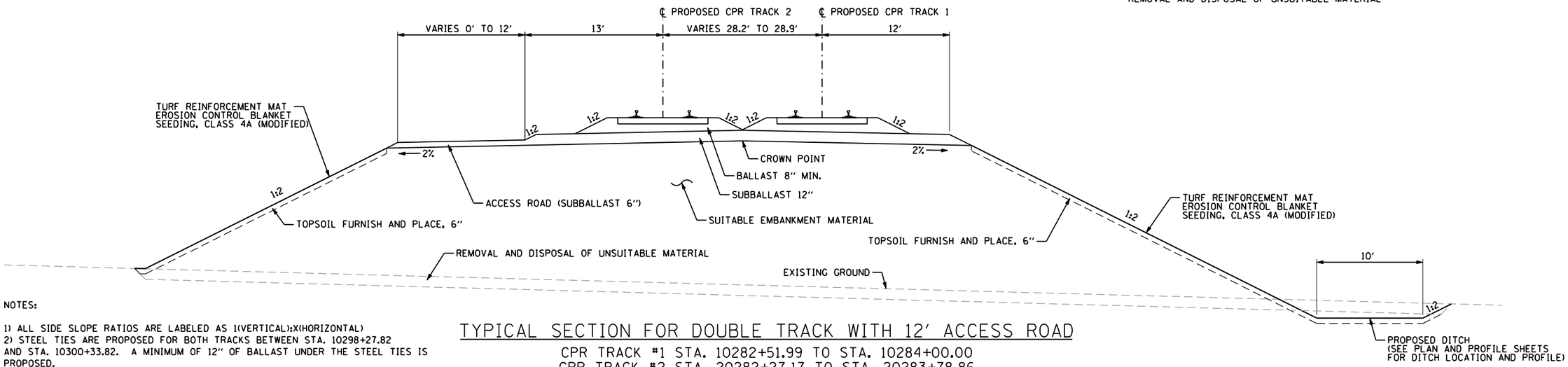


TYPICAL TRACK SECTION



TYPICAL SECTION FOR DOUBLE TRACK ADJACENT TO EXISTING TRACK

CPR TRACK #1 STA. 10276+65.48 TO STA. 10282+51.99
CPR TRACK #2 STA. 20276+30.43 TO STA. 20282+27.17



TYPICAL SECTION FOR DOUBLE TRACK WITH 12' ACCESS ROAD

CPR TRACK #1 STA. 10282+51.99 TO STA. 10284+00.00
CPR TRACK #2 STA. 20282+27.17 TO STA. 20283+78.86

NOTES:

1) ALL SIDE SLOPE RATIOS ARE LABELED AS 1(VERTICAL):X(HORIZONTAL)
2) STEEL TIES ARE PROPOSED FOR BOTH TRACKS BETWEEN STA. 10298+27.82 AND STA. 10300+33.82. A MINIMUM OF 12" OF BALLAST UNDER THE STEEL TIES IS PROPOSED.
3) THE MAXIMUM CUT ADJACENT TO ACTIVE TRACKS SHALL NOT EXCEED 18" AT A DISTANCE OF 10' FROM THE CENTERLINE OF THE EXISTING TRACK.

FILE NAME = ...\D1680W01-SHT-TYPICAL-PROFILE.DGN

HDR ENGINEERING, INC.

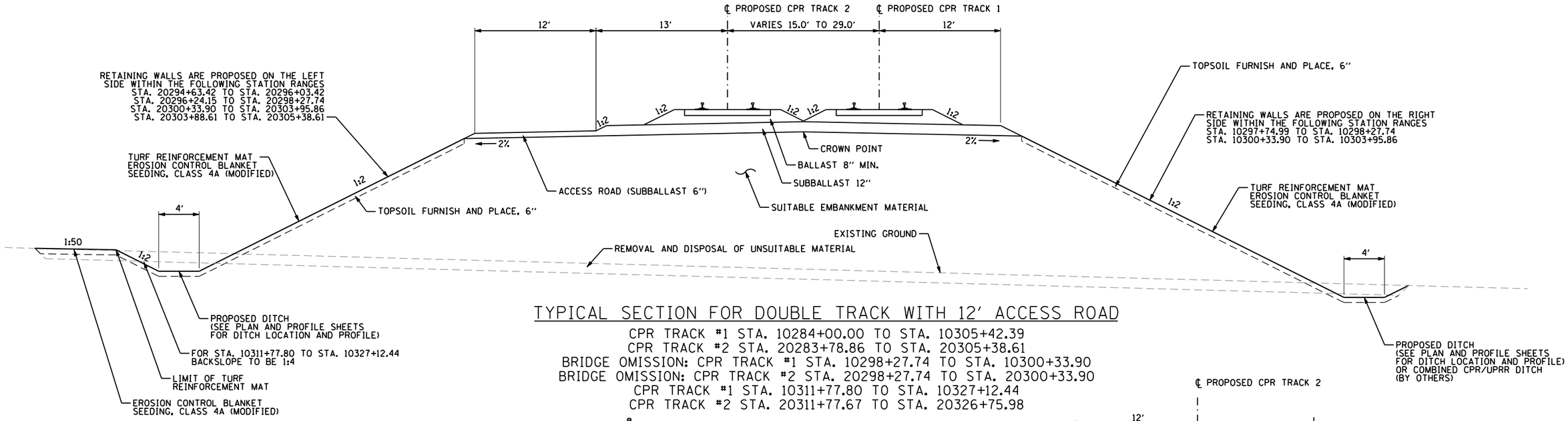
USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = N.T.S. / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
TYPICAL SECTION

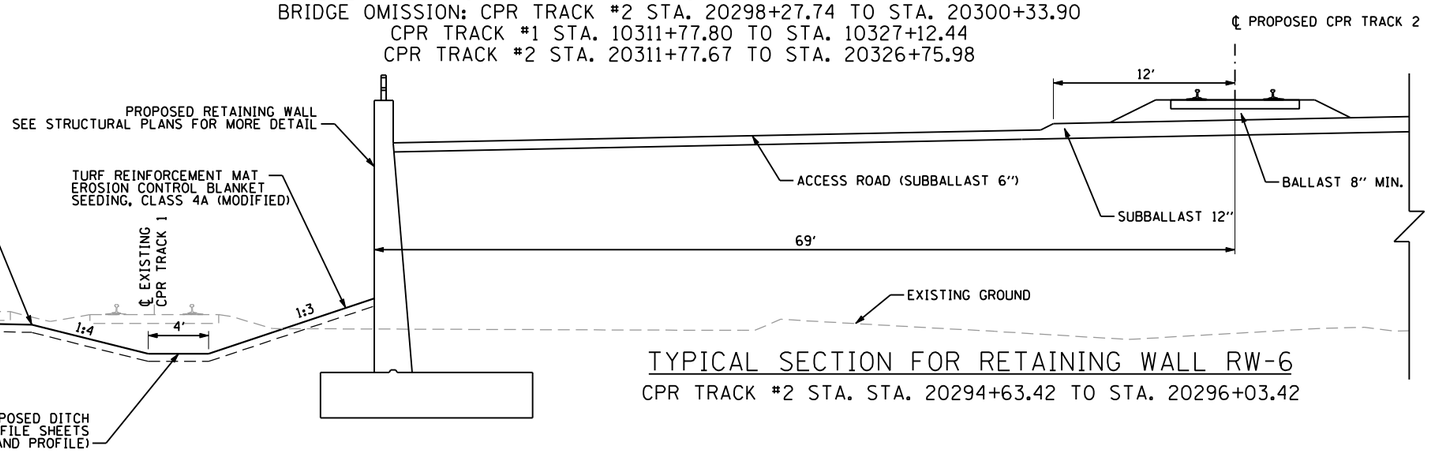
SCALE: N.T.S. | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	301
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			



TYPICAL SECTION FOR DOUBLE TRACK WITH 12' ACCESS ROAD

CPR TRACK #1 STA. 10284+00.00 TO STA. 10305+42.39
CPR TRACK #2 STA. 20283+78.86 TO STA. 20305+38.61
BRIDGE OMISSION: CPR TRACK #1 STA. 10298+27.74 TO STA. 10300+33.90
BRIDGE OMISSION: CPR TRACK #2 STA. 20298+27.74 TO STA. 20300+33.90
CPR TRACK #1 STA. 10311+77.80 TO STA. 10327+12.44
CPR TRACK #2 STA. 20311+77.67 TO STA. 20326+75.98

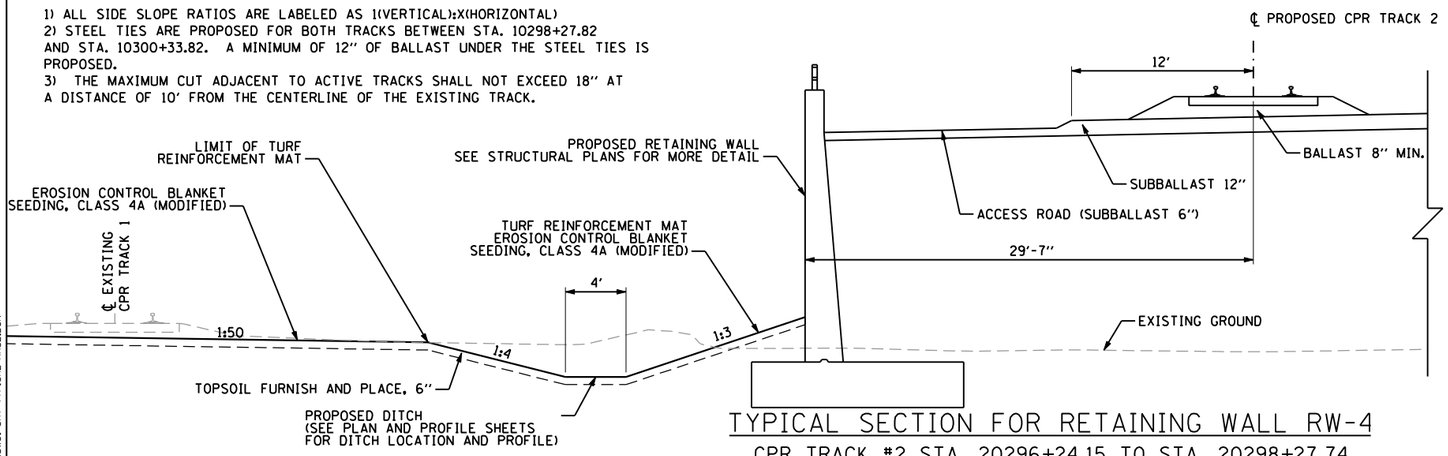


TYPICAL SECTION FOR RETAINING WALL RW-6

CPR TRACK #2 STA. STA. 20294+63.42 TO STA. 20296+03.42

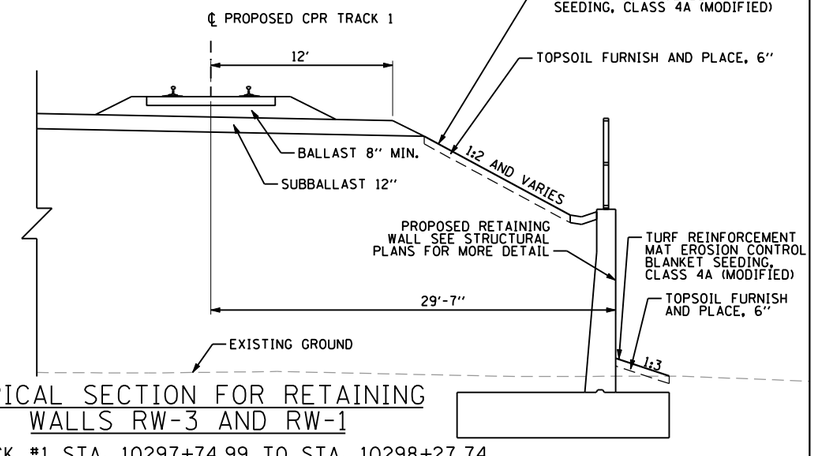
NOTES:

1) ALL SIDE SLOPE RATIOS ARE LABELED AS 1(VERTICAL):X(HORIZONTAL)
2) STEEL TIES ARE PROPOSED FOR BOTH TRACKS BETWEEN STA. 10298+27.82 AND STA. 10300+33.82. A MINIMUM OF 12" OF BALLAST UNDER THE STEEL TIES IS PROPOSED.
3) THE MAXIMUM CUT ADJACENT TO ACTIVE TRACKS SHALL NOT EXCEED 18" AT A DISTANCE OF 10' FROM THE CENTERLINE OF THE EXISTING TRACK.



TYPICAL SECTION FOR RETAINING WALL RW-4

CPR TRACK #2 STA. 20296+24.15 TO STA. 20298+27.74



TYPICAL SECTION FOR RETAINING WALLS RW-3 AND RW-1

CPR TRACK #1 STA. 10297+74.99 TO STA. 10298+27.74
CPR TRACK #1 STA. 10300+33.90 TO STA. 10303+95.86

FILE NAME = ...\D1680W01-SHT-TYPICAL-FRR02.DGN

HDR ENGINEERING, INC.	USER NAME = rpatterm	DESIGNED - NMR	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
		DRAWN - NMR	REVISED -	
	PLOT SCALE = N.T.S. / IN.	CHECKED - MPH	REVISED -	
	PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

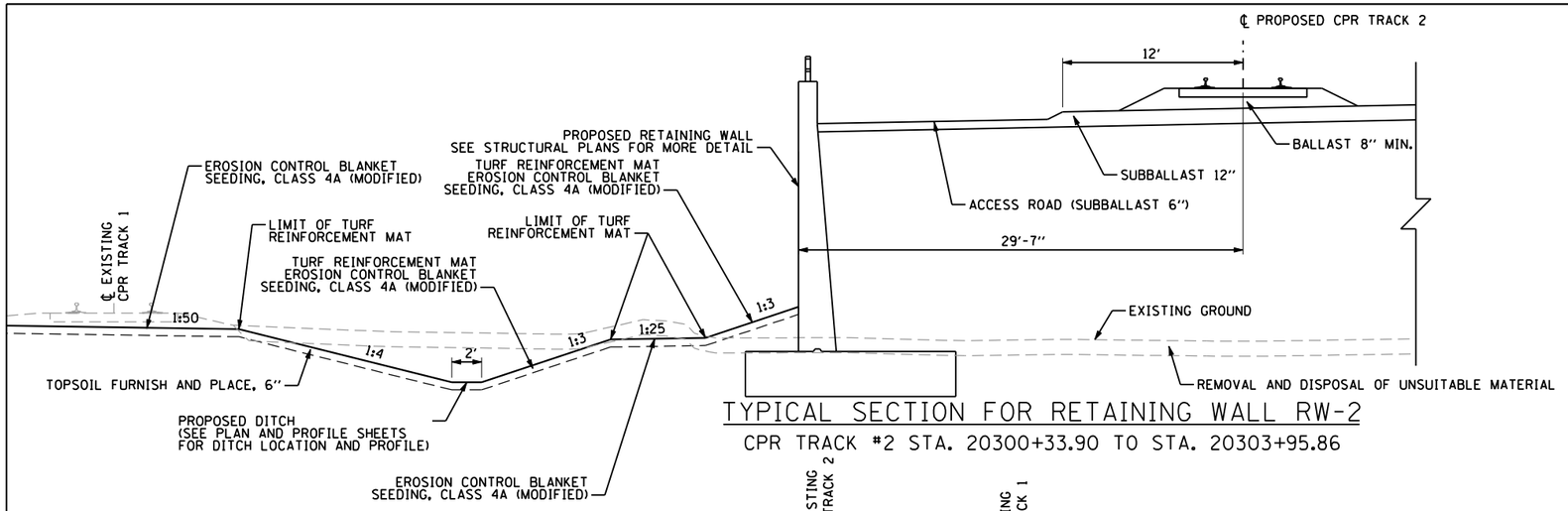
CANADIAN PACIFIC RAILWAY
TYPICAL SECTION

SCALE: N.T.S. | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	302
		CONTRACT NO. 60W01		
		ILLINOIS FED. AID PROJECT		

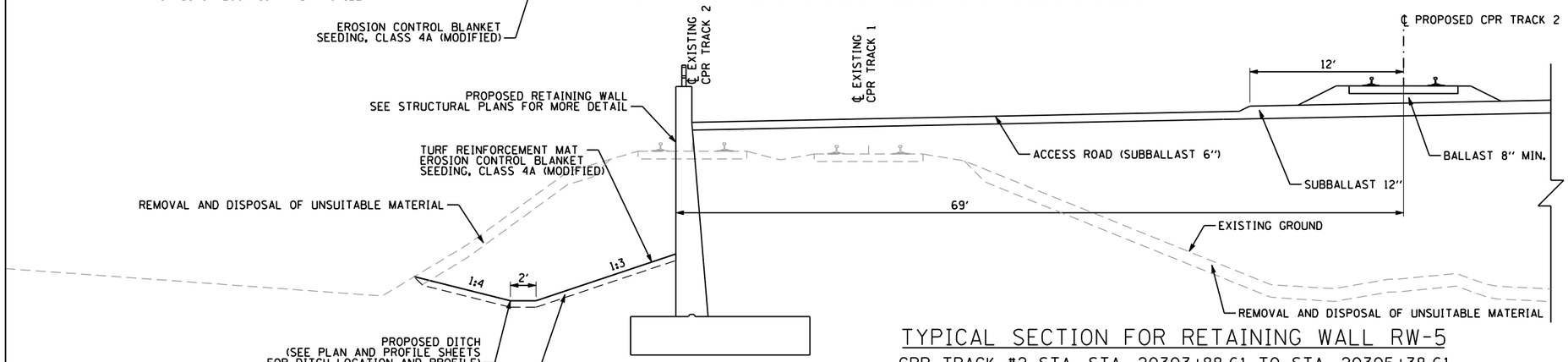
NOTES:

1) ALL SIDE SLOPE RATIOS ARE LABELED AS 1(VERTICAL):X(HORIZONTAL)
2) STEEL TIES ARE PROPOSED FOR BOTH TRACKS BETWEEN STA. 10298+27.82 AND STA. 10300+33.82. A MINIMUM OF 12" OF BALLAST UNDER THE STEEL TIES IS PROPOSED.
3) THE MAXIMUM CUT ADJACENT TO ACTIVE TRACKS SHALL NOT EXCEED 18" AT A DISTANCE OF 10' FROM THE CENTERLINE OF THE EXISTING TRACK.



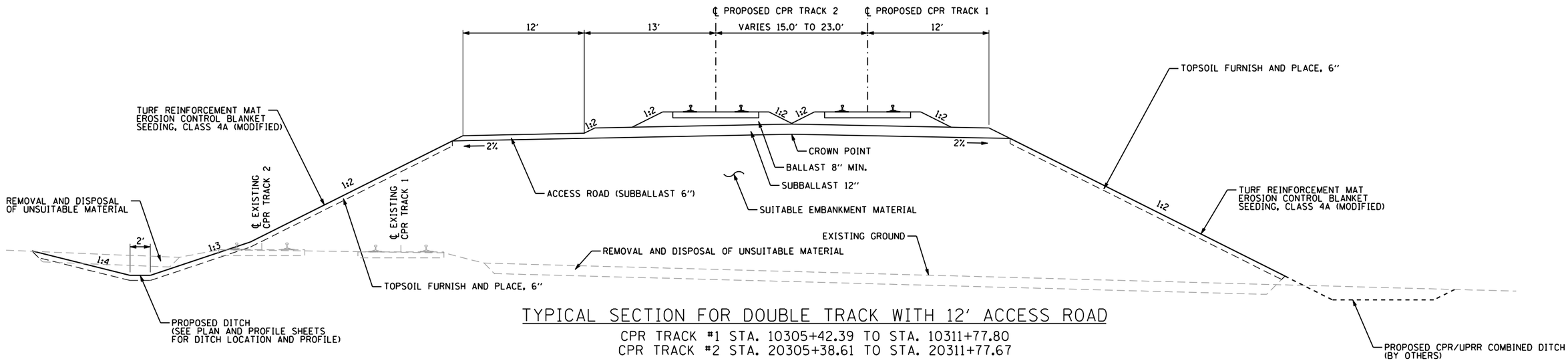
TYPICAL SECTION FOR RETAINING WALL RW-2

CPR TRACK #2 STA. 20300+33.90 TO STA. 20303+95.86



TYPICAL SECTION FOR RETAINING WALL RW-5

CPR TRACK #2 STA. STA. 20303+88.61 TO STA. 20305+38.61



TYPICAL SECTION FOR DOUBLE TRACK WITH 12' ACCESS ROAD

CPR TRACK #1 STA. 10305+42.39 TO STA. 10311+77.80
CPR TRACK #2 STA. 20305+38.61 TO STA. 20311+77.67

FILE NAME = ...\D1680W01-SHT-TYPICAL-PROD.DGN

HDR ENGINEERING, INC.

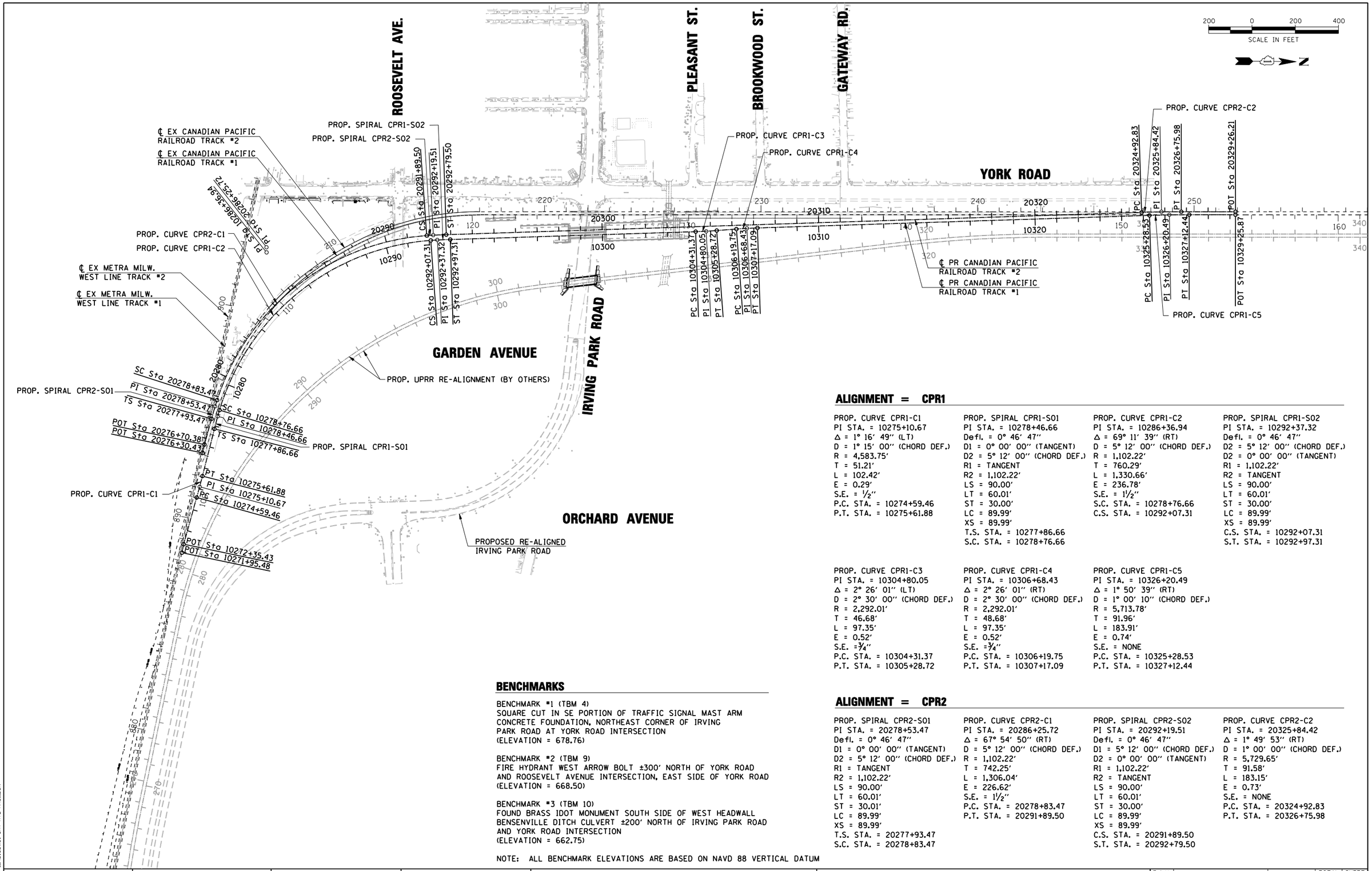
USER NAME = rrotterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = N.T.S. / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
TYPICAL SECTION

SCALE: N.T.S. | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	303
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			



ALIGNMENT = CPR1

PROP. CURVE CPR1-C1
PI STA. = 10275+10.67
Δ = 1° 16′ 49″ (LT)
D = 1° 15′ 00″ (CHORD DEF.)
R = 4,583.75′
T = 51.21′
L = 102.42′
E = 0.29′
S.E. = ½″
P.C. STA. = 10274+59.46
P.T. STA. = 10275+61.88

PROP. SPIRAL CPR1-S01
PI STA. = 10278+46.66
Defl. = 0° 46′ 47″
D1 = 0° 00′ 00″ (TANGENT)
D2 = 5° 12′ 00″ (CHORD DEF.)
R1 = TANGENT
R2 = 1,102.22′
LS = 90.00′
LT = 60.01′
ST = 30.00′
LC = 89.99′
XS = 89.99′
T.S. STA. = 10277+86.66
S.C. STA. = 10278+76.66

PROP. CURVE CPR1-C2
PI STA. = 10286+36.94
Δ = 69° 11′ 39″ (RT)
D = 5° 12′ 00″ (CHORD DEF.)
R = 1,102.22′
T = 760.29′
L = 1,330.66′
E = 236.78′
S.E. = 1½″
S.C. STA. = 10278+76.66
C.S. STA. = 10292+07.31

PROP. SPIRAL CPR1-S02
PI STA. = 10292+37.32
Defl. = 0° 46′ 47″
D2 = 5° 12′ 00″ (CHORD DEF.)
D2 = 0° 00′ 00″ (TANGENT)
R1 = 1,102.22′
R2 = TANGENT
LS = 90.00′
LT = 60.01′
ST = 30.00′
LC = 89.99′
XS = 89.99′
C.S. STA. = 10292+07.31
S.T. STA. = 10292+97.31

PROP. CURVE CPR1-C3
PI STA. = 10304+80.05
Δ = 2° 26′ 01″ (LT)
D = 2° 30′ 00″ (CHORD DEF.)
R = 2,292.01′
T = 46.68′
L = 97.35′
E = 0.52′
S.E. =¾″
P.C. STA. = 10304+31.37
P.T. STA. = 10305+28.72

PROP. CURVE CPR1-C4
PI STA. = 10306+68.43
Δ = 2° 26′ 01″ (RT)
D = 2° 30′ 00″ (CHORD DEF.)
R = 2,292.01′
T = 48.68′
L = 97.35′
E = 0.52′
S.E. =¾″
P.C. STA. = 10306+19.75
P.T. STA. = 10307+17.09

PROP. CURVE CPR1-C5
PI STA. = 10326+20.49
Δ = 1° 50′ 39″ (RT)
D = 1° 00′ 10″ (CHORD DEF.)
R = 5,713.78′
T = 91.96′
L = 183.91′
E = 0.74′
S.E. = NONE
P.C. STA. = 10325+28.53
P.T. STA. = 10327+12.44

ALIGNMENT = CPR2

PROP. SPIRAL CPR2-S01
PI STA. = 20278+53.47
Defl. = 0° 46′ 47″
D1 = 0° 00′ 00″ (TANGENT)
D2 = 5° 12′ 00″ (CHORD DEF.)
R1 = TANGENT
R2 = 1,102.22′
LS = 90.00′
LT = 60.01′
ST = 30.01′
LC = 89.99′
XS = 89.99′
T.S. STA. = 20277+93.47
S.C. STA. = 20278+83.47

PROP. CURVE CPR2-C1
PI STA. = 20286+25.72
Δ = 67° 54′ 50″ (RT)
D = 5° 12′ 00″ (CHORD DEF.)
R = 1,102.22′
T = 742.25′
L = 1,306.04′
E = 226.62′
S.E. = 1½″
P.C. STA. = 20278+83.47
P.T. STA. = 20291+89.50

PROP. SPIRAL CPR2-S02
PI STA. = 20292+19.51
Defl. = 0° 46′ 47″
D1 = 5° 12′ 00″ (CHORD DEF.)
D2 = 0° 00′ 00″ (TANGENT)
R1 = 1,102.22′
R2 = TANGENT
LS = 90.00′
LT = 60.01′
ST = 30.00′
LC = 89.99′
XS = 89.99′
C.S. STA. = 20291+89.50
S.T. STA. = 20292+79.50

PROP. CURVE CPR2-C2
PI STA. = 20325+84.42
Δ = 1° 49′ 53″ (RT)
D = 1° 00′ 00″ (CHORD DEF.)
R = 5,729.65′
T = 91.58′
L = 183.15′
E = 0.73′
S.E. = NONE
P.C. STA. = 20324+92.83
P.T. STA. = 20326+75.98

BENCHMARKS

BENCHMARK #1 (TBM 4)
SQUARE CUT IN SE PORTION OF TRAFFIC SIGNAL MAST ARM CONCRETE FOUNDATION, NORTHEAST CORNER OF IRVING PARK ROAD AT YORK ROAD INTERSECTION
(ELEVATION = 678.76)

BENCHMARK #2 (TBM 9)
FIRE HYDRANT WEST ARROW BOLT ±300′ NORTH OF YORK ROAD AND ROOSEVELT AVENUE INTERSECTION, EAST SIDE OF YORK ROAD
(ELEVATION = 668.50)

BENCHMARK #3 (TBM 10)
FOUND BRASS IDOT MONUMENT SOUTH SIDE OF WEST HEADWALL BENSENVILLE DITCH CULVERT ±200′ NORTH OF IRVING PARK ROAD AND YORK ROAD INTERSECTION
(ELEVATION = 662.75)

NOTE: ALL BENCHMARK ELEVATIONS ARE BASED ON NAVD 88 VERTICAL DATUM

FILE NAME = ...\D1680W01-SHT-ATB-RR01.DGN

HDR ENGINEERING, INC.

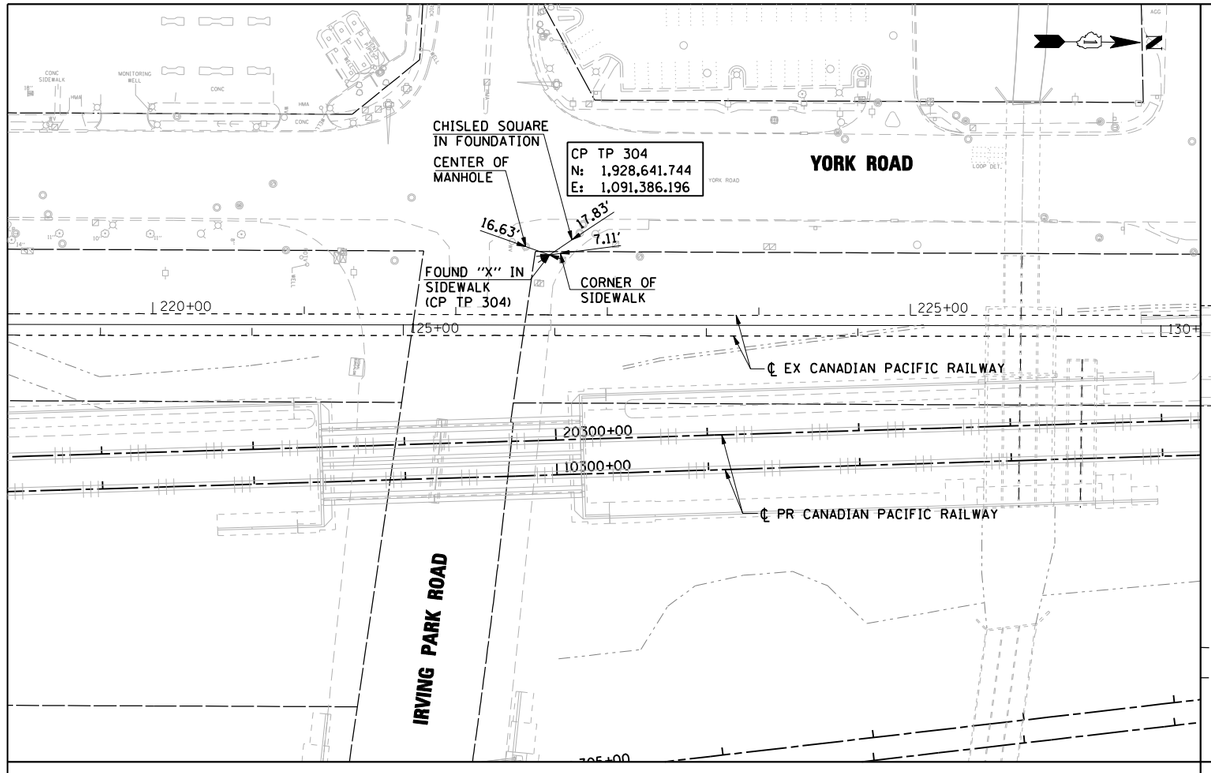
USER NAME = rratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 400.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

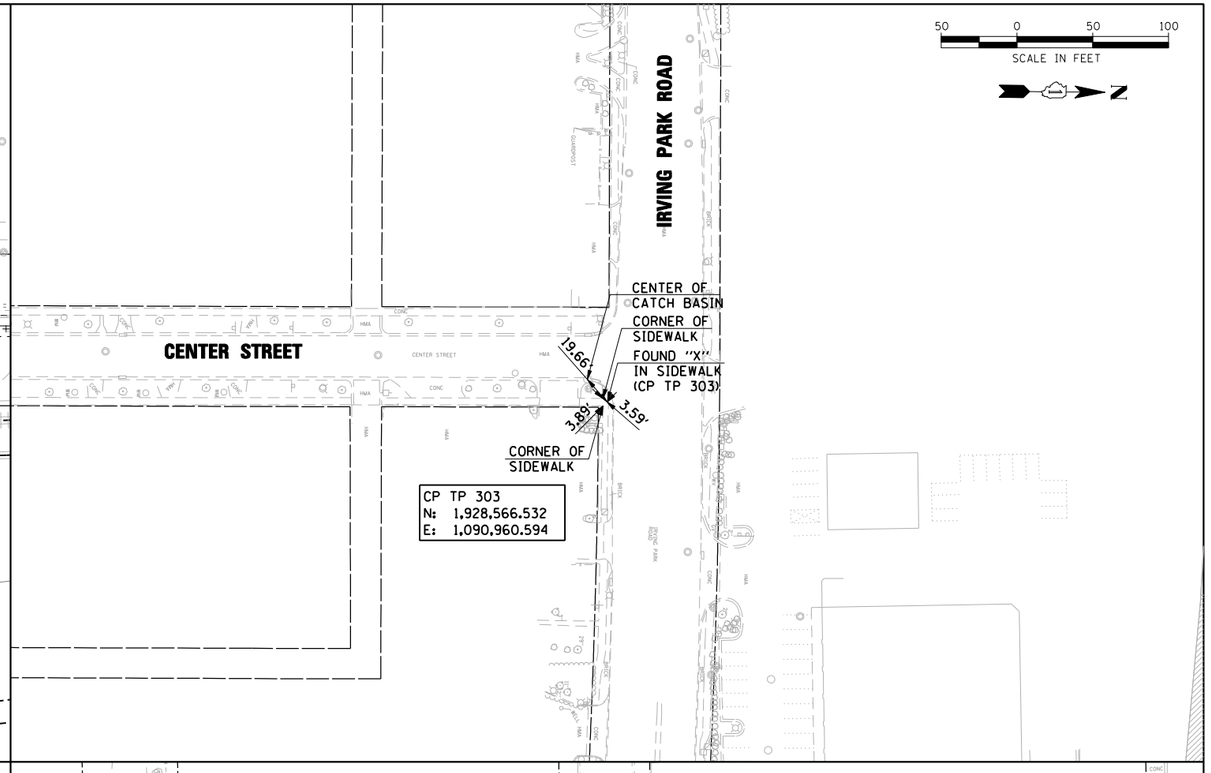
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT TIES & BENCHMARKS
CANADIAN PACIFIC RAILWAY

SCALE: 1"=200′ | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	304
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			



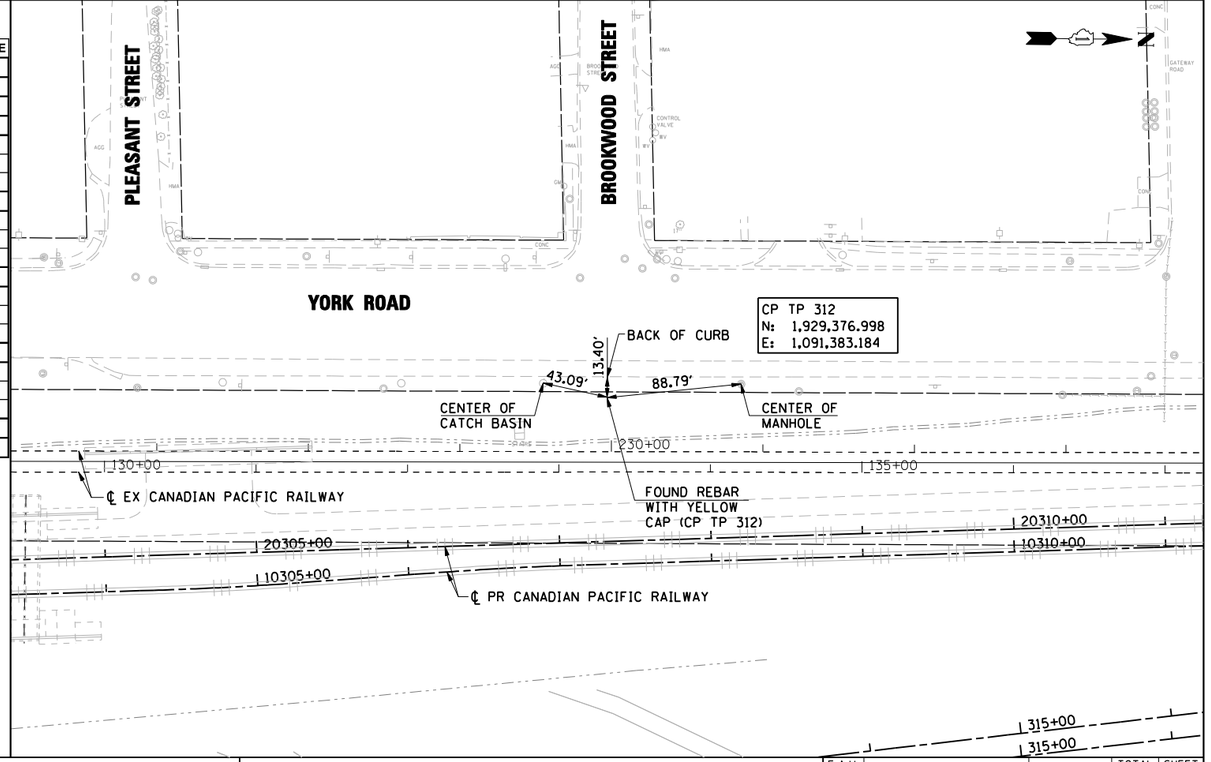


CANADIAN PACIFIC RAILWAY PROP. TRACK #1 COORDINATES

ALIGNMENT CPR 1			NORTHING	EASTING	BEARING	DISTANCE
POINT OF SWITCH	PI STA.	10271+95.48	1,926,719.9532	1,093,017.8861		
					N 78° 46' 00.08" W	39.95
PI TURNOUT	PI STA.	10272+35.43	1,926,727.7357	1,092,978.7014		
					N 74° 56' 54.08" W	224.03
CPR1-C1	PC STA.	10274+59.46	1,926,785.9119	1,092,762.3648		
	PI STA.	10275+10.67	1,926,799.2119	1,092,712.9071		
	PT STA.	10275+61.88	1,926,811.4034	1,092,663.1647		
					N 76° 13' 43.12" W	224.78
CPR1-S01	TS STA.	10277+86.66	1,926,864.9108	1,092,444.8507		
	PI STA.	10278+46.66	1,926,879.1949	1,092,386.5704		
	SC STA.	10278+76.66	1,926,887.5210	1,092,357.7439		
					N 73° 53' 22.01" W	N/A
CPR1-C2	SC STA.	10278+76.66	1,926,887.5210	1,092,357.7439		
	PI STA.	10286+36.94	1,927,098.4945	1,091,627.3139		
	CS STA.	10292+07.31	1,927,856.2311	1,091,565.0795		
					N 4° 41' 42.99" W	N/A
CPR1-S02	CS STA.	10292+07.31	1,927,856.2311	1,091,565.0795		
	PI STA.	10292+37.32	1,927,886.1352	1,091,562.6235		
	ST STA.	10292+97.31	1,927,946.0897	1,091,560.1567		
					N 2° 21' 21.89" W	1134.06
CPR1-C3	PC STA.	10304+31.37	1,929,079.1887	1,091,513.5358		
	PI STA.	10304+80.05	1,929,127.8322	1,091,511.5344		
	PT STA.	10305+28.72	1,929,176.3468	1,091,507.4693		
					N 4° 47' 23.11" W	91.03
CPR1-C4	PC STA.	10306+19.75	1,929,267.0597	1,091,499.8682		
	PI STA.	10306+68.43	1,929,315.5743	1,091,495.8031		
	PT STA.	10307+17.09	1,929,364.2178	1,091,493.8017		
					N 2° 21' 21.89" W	1811.44
CPR1-C5	PC STA.	10325+28.53	1,931,174.1237	1,091,419.3339		
	PI STA.	10326+20.49	1,931,266.0086	1,091,415.5534		
	PT STA.	10327+12.44	1,931,357.9677	1,091,414.7318		
					N 0° 30' 42.83" W	213.43
POT	PI STA.	10329+25.87	1,931,571.3864	1,091,412.8250		

CANADIAN PACIFIC RAILWAY PROP. TRACK #2 COORDINATES

ALIGNMENT CPR 2			NORTHING	EASTING	BEARING	DISTANCE
POINT OF SWITCH	PI STA.	20276+30.43	1,926,811.5813	1,092,556.5383		
					N 78° 46' 00.08" W	39.95
PI TURNOUT	PI STA.	20276+70.38	1,926,819.3637	1,092,517.3537		
					N 74° 56' 54.08" W	123.09
CPR2-S01	TS STA	20277+93.47	1,926,851.3276	1,092,398.4915		
	PI STA.	20278+53.47	1,926,866.9104	1,092,340.5449		
	SC STA.	20278+83.47	1,926,875.8784	1,092,311.9117		
					N 72° 39' 41.78" W	N/A
CPR2-C1	SC STA.	20278+83.47	1,926,875.8784	1,092,311.9117		
	PI STA.	20286+25.72	1,927,097.7289	1,091,603.5892		
	CS STA.	20291+89.50	1,927,837.4903	1,091,542.8312		
					N 4° 38' 34.18" W	N/A
CPR2-S02	CS STA.	20291+89.5	1,927,837.4903	1,091,542.8312		
	PI STA.	20292+19.51	1,927,867.3944	1,091,540.3751		
	ST STA.	20292+79.50	1,927,927.3489	1,091,537.9083		
					N 2° 21' 21.89" W	3213.33
CPR2-C2	PC STA.	20324+92.83	1,931,137.9625	1,091,405.8091		
	PI STA.	20325+84.42	1,931,229.4688	1,091,402.0441		
	PT STA.	20326+75.98	1,931,321.0487	1,091,401.2056		
					N 0° 31' 28.50" W	250.23
POT	PI STA.	20329+26.21	1,931,571.2621	1,091,398.9146		



FILE NAME = ...\D1680W01-SHT-ATB-RR02.DGN

HDR ENGINEERING, INC.

USER NAME = pratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 100.00 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT TIES & BENCHMARKS
CANADIAN PACIFIC RAILWAY

SCALE: 1'=50' | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	305
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

NOTE:
METRA FA = METRA FORCE ACCOUNT WORK
CPR FA = CANADIAN PACIFIC RAILWAY FORCE ACCOUNT WORK

LEGEND

- TREE REMOVAL, ACRES
- Ⓗ EXISTING SWITCH HEATER
- EXISTING TURNOUT

STA. 887+85.36, 6.67' LT
PS EXIST #15 TURNOUT
BEGIN CROSSOVER TO
BE REMOVED (METRA FA)

STA. 887+55.07, 49.09' LT
SIGNAL TO BE REMOVED
(DWARF) (METRA FA)

STA. 887+59.93, 6.67' LT
PS EXISTING #20 TURNOUT
TO BE REMOVED
(METRA FA)

STA. 885+62.12, 33.12' LT
SIGNAL TO BE REMOVED
(METRA FA)

EXISTING CPR
YARD LEAD

STA. 882+07.90, 26.43' LT
GREASE BOX TO BE RELOCATED
(METRA FA)

STA. 883+70.73, 6.67' LT
TURNOUT TO BE REMOVED
(METRA FA)

EXISITNG CRP INBOUND LEAD

EXISTING CPR TAIL TRACK

EXISITNG CRP OUTBOUND LEAD

END CP TAIL TRACK

EXISTING METRA ℄

STA. 885+74.42, 24.87' LT
TURNOUT TO BE REMOVED
(METRA FA)

EXISTING METRA MILWAUKEE WEST DIST. TRACK #2

EXISTING METRA MILWAUKEE WEST DIST. TRACK #1

PROP R.O.W. (UPRR)(SEPARATE PROJECT)

EXISTING R.O.W. (METRA)

STA. 887+83.04, 20.08' RT
SWITCH HEATER TO BE RELOCATED
(METRA FA)

MATCH LINE STA. 889+00.00

STA. 883+32.97, 26.81' RT
GENERATOR TO REMAIN

STA. 883+57.00, 24.64' RT
SIGNAL BUNGALOW TO REMAIN

STA. 883+74.65, 17.82' RT
SWITCH HEATER TO BE RELOCATED
(METRA FA)

STA. 883+90.30, 22.15' RT
SWITCH HEATER TO BE RELOCATED
(METRA FA)

STA. 883+92.43, 6.67' RT
PS EXISTING #20 TURNOUT
TO BE REMOVED
(METRA FA

STA. 887+94.10, 19.05' RT
ELECTRICAL BOX
TO REMAIN

STA. 888+20.61, 18.69' RT
SWITCH HEATER TO BE RELOCATED
(METRA FA)

RELOCATED UPRR TRACKS (BY OTHERS)

STA. 879+86.95, 25.95' RT
SIGNAL BUNGALOW TO BE
RELOCATED (BY OTHERS)

STA. 880+11.00, 21.99' RT
EXISTING CANTILEVER SIGNAL
BRIDGE TO BE REMOVED (CPR FA)

RELOCATED IRVING PARK ROAD (BY OTHERS)

STA. 891+42.58, 17.75' LT
SWITCH HEATER TO
BE RELOCATED
(METRA FA)

STA. 891+22.87, 18.19' LT
SWITCH HEATER TO
BE RELOCATED
(METRA FA)

STA 891+21.11, 6.67' LT
PS #15 TURNOUT TO
BE REMOVED (METRA FA)

STA. 891+45.97, 6.67' LT
PS EXIST #15 TURNOUT
BEGIN CROSSOVER TO
BE REMOVED (METRA FA)

STA. 892+60.44, 70.05' LT
TURNOUT TO REMAIN

STA. 894+28.78, 17.52' LT
SWITCH HEATER
TO BE RELOCATED
(METRA FA)

STA. 894+59.18, 17.42' LT
SWITCH HEATER
TO BE RELOCATED
(METRA FA)

STA. 890+31.16, 58.67' LT
EXISTING SIGNAL (DWARF)
TO REMAIN

MATCH LINE STA. 889+00.00

EXISTING CPR
YARD LEAD

STA. 899+27.81, 6.67' LT
TURNOUT TO REMAIN

EXISTING ROW (METRA)

STA. 899+74.30, 6.67' LT
TURNOUT TO REMAIN

TO YARD LEAD

EXISTING METRA MILWAUKEE WEST DIST. TRACK #2

EXISTING GENERATOR
TO REMAIN

EXISTING TOWER B17 AND ASSOCIATED
STRUCTURES TO REMAIN

STA. 903+38.56, 6.67' RT
TURNOUT TO REMAIN

EXISTING ROW (METRA)

EXISTING ROW

EXISTING LIFT STATION
TO REMAIN

EXISTING METRA MILWAUKEE WEST DIST. TRACK #1

EXISTING ℄ CPR TRACK #2

EXISTING ℄ CPR TRACK #1

EXISTING METRA ℄

STA. 890+67.61, 6.67' RT
PS EXIST #15 TURNOUT
END CROSSOVER TO
BE REMOVED (METRA FA)

STA 890+98.35, 6.67' RT
PS #15 TURNOUT TO
BE REMOVED
(METRA FA)

PROPOSED R.O.W.

STA. 893+28.98, 26.99' RT
EXISTING GREASE BOX
TO BE RELOCATED
(METRA FA)

PROPOSED R.O.W. (UPRR)

STA. 894+62.42, 6.67' RT
PS #10 TURNOUT TO BE
REMOVED (METRA FA)

STA. 894+26.52, 6.67' RT
PS EXIST #15 TURNOUT
END CROSSOVER TO
BE REMOVED (METRA FA)

STA. 890+70.31, 17.54' RT
SWITCH HEATER TO
BE RELOCATED
(METRA FA)

STA. 890+96.34, 17.61' RT
SWITCH HEATER TO
BE RELOCATED
(METRA FA)

RELOCATED UPRR TRACKS (BY OTHERS)

PROPOSED ℄ CPR TRACK #2

EXISTING R.O.W.

PROPOSED ℄ CPR TRACK #1

EXISTING R.O.W.

FOR ADDITIONAL REMOVAL INFORMATION
ALONG PROPOSED CPR ALIGNMENT SEE
REMOVAL SHEETS 2 AND 3

50' 0' 50' 100' 150'

N

FILE NAME = ...\D1680#01-SHT-REM-PROP.DGN

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN
METRA/CANADIAN PACIFIC RAILWAY

SCALE: 1"=50' | SHEET NO. 1 OF 3 SHEETS | STA. 874+00.00 TO STA. 904+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	306
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

NOTE:

METRAFA= METRA FORCE ACCOUNT WORK
CPR FA= CANADIAN PACIFIC RAILWAY FORCE ACCOUNT WORK

FOR ADDITIONAL REMOVAL INFORMATION ON METRA MILWAUKEE WEST DISTRICT ALIGNMENT SEE REMOVAL SHEET 1 OF 3

℄ EXISTING METRA MILWAUKEE DIST. WEST TRACKS

EXISTING METRA ℄

PROPOSED R.O.W

TRACK TO BE REMOVED (SALVAGE) (CPR FA)

REMOVE TURNOUT (CPR FA)

EXISTING R.O.W.

TEMPORARY EASEMENT

PROPOSED R.O.W (UPRR)

PROPOSED UPRR RE-ALIGNMENT (BY OTHERS)

℄ PROPOSED CPR TRACK 2

℄ PROPOSED CPR TRACK 1

℄ EXISTING CPR TRACK #1

℄ EXISTING CPR TRACK #2

EXISTING 12" CULVERT

STA. 10285+00
1.2 CY-CONTR LOW-STRENG MATL

EXISTING 12" CULVERT

STA. 10286+00
1.4 CY-CONTR LOW-STRENG MATL

MATCH LINE STA. 10286+00 SEE BELOW

GRAPHIC SCALE 50' 0' 50' 100' 150'

GRADE CROSSING REMOVAL (CPR FA)

REMOVE SIGNAL BUNGALOW (CPR/METRA FA)

TRACK TO BE REMOVED (SALVAGE) (CPR FA)

SIGNALS TO BE REMOVED (SALVAGE) (METRA FA)

REMOVE TURNOUT (CPR FA)

REMOVE GRADE CROSSING SIGNALS AND GATES (SALVAGE) (CPR FA)

MATCH LINE STA. 10298+00

MATCH LINE SEE ABOVE STA. 10286+00

ROOSEVELT AVE. (CLOSED)

STA. 10290+00
2.6 CY-CONTR LOW-STRENG MATL

STA. 10289+00
2.2 CY-CONTR LOW-STRENG MATL

STA. 10288+00
1.9 CY-CONTR LOW-STRENG MATL

STA. 10287+00
1.6 CY-CONTR LOW-STRENG MATL

LEGEND

TREE REMOVAL, ACRES

FILE NAME = ...\D1680w01-SHT-REM-RR02.DGN

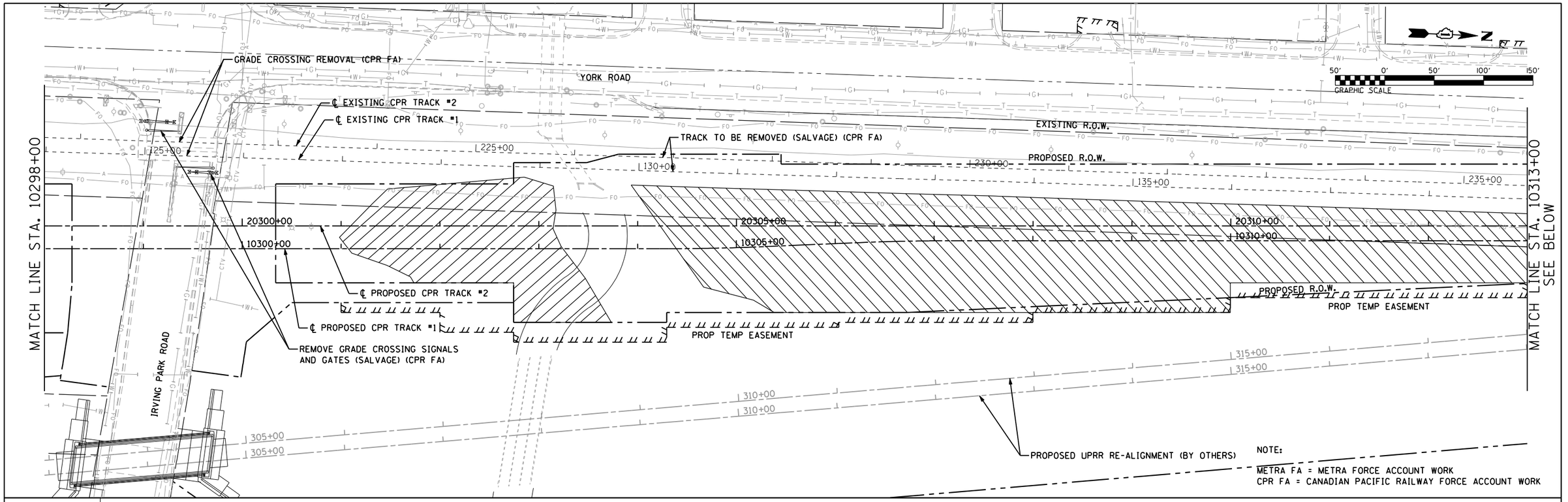
HDR ENGINEERING, INC.	USER NAME = nratterm	DESIGNED - NMR	REVISED -
		DRAWN - NMR	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -
	PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN
CANADIAN PACIFIC RAILWAY

SCALE: 1"=50' | SHEET NO. 2 OF 3 SHEETS | STA. 10272+35.24 TO STA. 10298+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	307
		CONTRACT NO. 60W01		
		ILLINOIS FED. AID PROJECT		



FILE NAME = ...\D1680w01-SHT-REM-PR03.DGN

HDR ENGINEERING, INC.

USER NAME = pratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN
CANADIAN PACIFIC RAILWAY

SCALE: 1"=50' | SHEET NO. 3 OF 3 SHEETS | STA. 10298+00 TO STA. 10326+99.52

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	308
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

NOTES:
1) METRA FA = METRA FORCE ACCOUNT WORK
2) CPR FA = CANADIAN PACIFIC RAILWAY FORCE ACCOUNT WORK

LEGEND
- EXISTING TRACK
- TRACK TO BE REALIGNED
- TRACK TO BE RESURFACED
- Ⓗ RELOCATED SWITCH HEATER (LOCATION APPROXIMATE, FINAL LOCATION TBD IN FIELD)

REALIGNED CP INBOUND LEAD
STA. 877+27.53, 76.14' LT PC PROP. CURVE
Dc = 3°00'00"
STA. 877+96.35, 72.79' LT PT PROP. CURVE
REALIGNED CPR OUTBOUND LEAD (METRA FA)
14' CLEARANCE POINT
Dc = 3°00'00"
STA. 879+48.17, 18.56' LT PT PROP. CURVE
APPROXIMATE LOCATION OF RELOCATED GREASE BOX (METRA FA)
END CPR TAIL TRACK
STA. 878+11.68, 22.78' LT PC PROP. CURVE
STA. 876+90.42, 77.27' LT BEGIN TRACK RESURFACING CPR INBOUND LEAD (METRA FA) MATCH EXISTING
EXISITNG CRP INBOUND LEAD
EXISITNG CRP TAIL TRACK
EXISITNG CRP OUTBOUND LEAD
EXISTING METRA MILWAUKEE DIST. WEST TRACK #2
STA. 872+50.00, 6.67' LT BEGIN TRACK RESURFACING METRA TRACK #2 (METRA FA) MATCH EXISTING
STA. 873+46.94, 20.52' LT BEGIN TRACK RESURFACING CPR OUTBOUND LEAD (METRA FA) MATCH EXISTING
L55+00
L45+00
L50+00
L60+00
L65+00
L70+00
13.33'
25.3'
25'
STA. 881+66.34, 6.67' LT PS PROPOSED #15 RHPO TURNOUT (METRA FA)
PROPOSED SIGNAL (TYPE, LOCATION AND FOUNDATION T.B.D. BY METRA SIGNAL DESIGNER) (METRA FA)
STA. 883+48.02, 35.97' LT PS PROP. #11 LHPO TURNOUT (METRA FA)
STA. 886+45.80, 33.31' LT PC PROP. CURVE
PROPOSED SIGNAL (TYPE, LOCATION AND FOUNDATION T.B.D. BY METRA SIGNAL DESIGNER) (METRA FA)
REALIGNED CPR YARD LEAD (METRA FA)
STA. 885+62.12, 33.12' LT SIGNAL TO BE REMOVED (METRA FA)
L875+00
L880+00
L885+00
L270+00
L275+00
L265+00
Ⓑ EXISTING METRA TRACKS
EXISTING METRA MILWAUKEE DIST. WEST TRACK #1
PROP. R.O.W. (UPRR) (SEPARATE PROJECT)
EXISTING ROW (METRA)
STA. 873+50.00, 6.67' RT BEGIN TRACK RESURFACING METRA TRACK #1 (METRA FA) MATCH EXISTING
PROPOSED UPRR RE-ALIGNMENT (BY OTHERS)
EXISTING SIGNAL BUNGALOW TO BE RELOCATED (BY OTHERS)
EXISTING GENERATOR TO REMAIN
PROP. RETAINING WALL (BY OTHERS)
STA. 878+86.00, 21.99' RT PROP. CANTILEVER SIGNAL BRIDGE TO BE DESIGNED BY METRA SIGNAL DESIGNER (METRA FA)
STA. 880+11.00, 21.99' RT EXISTING CANTILEVER SIGNAL BRIDGE TO BE REMOVED (METRA FA)
EXISTING SIGNAL BUNGALOW TO REMAIN
STA. 884+31.67, 6.67' LT PS PROPOSED #20 LHPO TURNOUT END PROPOSED #20 CROSSOVER (METRA FA)
REALIGNED UPRR TRACKS (BY OTHERS)
STA. 880+65.98, 6.67' RT PS PROPOSED #20 LHPO TURNOUT BEGIN PROPOSED #20 CROSSOVER (METRA FA)
STA. 884+56.67, 6.67' LT PS RELOCATED #15 RHPO TURNOUT BEGIN PROPOSED #15 CROSSOVER (METRA FA)
REALIGNED IRVING PARK ROAD (BY OTHERS)
MATCH LINE STA. 887+00.00
50' 0' 50' 100' 150'

MATCH EXISTING TOP OF RAIL PROFILE
VPI STA. 874+50.00 ELEVATION 667.01
-0.108%
-0.257%
+50.00 EL. 667.11
+50.00 EL. 666.75
ex = -0.04'
K = 1348 (r=-0.07)
200.00' V.C.
+50.00 EL. 666.49
ex = 0.26'
K = 777 (r=0.13)
400.00' V.C.
-0.257%
+0.258%
VPI STA. 878+50.00 ELEVATION 665.98
+50.00 EL. 666.50
FOR METRA TRACK #2 TOP OF RAIL SEE SHEET 315
PROP. TOP OF RAIL (METRA TRACK #1)
EXIST. TOP OF RAIL (METRA TRACK #1)
EXISTING TOP OF RAIL ELEVATION (METRA TRACK 1)
PROPOSED TOP OF RAIL ELEVATION (METRA TRACK 1)
MATCH LINE STA. 887+00.00

685	680	675	670	665	660	655	650	645
667.28	667.25	667.16	667.11 / 667.11	667.06 / 667.05	667.01 / 666.97	666.95 / 666.87	666.86 / 666.75	666.79 / 666.62
666.73 / 666.49	666.68 / 666.38	666.60 / 666.30	666.54 / 666.25	666.47 / 666.24	666.40 / 666.25	666.38 / 666.30	666.37 / 666.38	666.39 / 666.50
666.41 / 666.62	666.45 / 666.75	666.55 / 666.88	666.65 / 667.01	666.77 / 667.14	666.89 / 667.27	667.01 / 667.40	667.16 / 667.53	667.30 / 667.66
667.39 / 667.79	667.51 / 667.92	667.62 / 668.04	667.75 / 668.17					
872+00	873+00	874+00	875+00	876+00	877+00	878+00	879+00	880+00
881+00	882+00	883+00	884+00	885+00	886+00	887+00		

PLAN: SURVEYED; PLOTTED; DRAWN; CHECKED; R.T. OF WAY CHECKED; CADD FILE NAME; NOTE BOOK; NO.; BY; DATE
PROFILE: SURVEYED; PLOTTED; DRAWN; CHECKED; B.M. NOTED; STRUCTURE NO'S/ATN'S CHKD; NOTE BOOK; NO.; BY; DATE
FILE NAME = ...\D1608W01-SHT-PLNPRF-IRR01.DGN

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/19/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

METRA MILWAUKEE DIST. WEST
PLAN AND PROFILE

SCALE: 1" = 50' | SHEET NO. 1 OF 12 SHEETS | STA. 872+00.00 | TO STA. 887+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	309
		CONTRACT NO. 60W01		
		ILLINOIS FED. AID PROJECT		

MATCH LINE STA. 887+00.00

REALIGNED CPR YARD LEAD (METRA FA)

Dc = 5°00'00"

STA. 887+55.07, 49.09' LT
EXISTING DWARF SIGNAL
TO BE REMOVED (METRA FA)

STA. 887+70.96, 40.16' LT
PT PROP. CURVE

STA. 888+27.02, 6.67' LT
PS PROPOSED #15 RHPO TURNOUT
(METRA FA)

STA. 889+27.02, 6.67' LT
PS PROPOSED #15 RHPO TURNOUT
BEGIN PROPOSED #15 CROSSOVER
(METRA FA)

STA. 890+96.27, 70.00' LT
END TRACK RESURFACING
CPR YARD LEAD (METRA FA)
MATCH EXISTING

STA. 892+06.70, 6.67' RT
PS PROPOSED #15 RHPO TURNOUT
END PROPOSED #15 CROSSOVER (METRA FA)

STA. 893+06.70, 6.67' RT
PS PROPOSED #15 RHPO TURNOUT
(METRA FA)

STA. 894+50.00, 6.67' LT
END TRACK RESURFACING
METRA TRACK #2 (METRA FA)
MATCH EXISTING

LEGEND
- EXISTING TRACK
- TRACK TO BE REALIGNED
- TRACK TO BE RESURFACED
- Ⓗ RELOCATED SWITCH HEATER (LOCATION APPROXIMATE, FINAL LOCATION TBD IN FIELD)

N

PROPOSED SIGNAL
(TYPE, LOCATION AND FOUNDATION
T.B.D. BY METRA SIGNAL DESIGNER) (METRA FA)

EXISTING CROSSOVER TO REMAIN

EXISTING TURNOUT TO REMAIN

EXISTING TURNOUT TO REMAIN

ABANDONED
SANITARY SEWER

POT Sta 20276+30.43

POT Sta 20276+70.38

TS Sta 20277+93.47

PI Sta 20278+53.47

SC Sta 20278+83.47

EXISTING R.O.W. (METRA)

STA. 901+00.00, 6.67' RT
END TRACK RESURFACING
METRA TRACK #1
(METRA FA)
MATCH EXISTING

PROP. TEMP. EASEMENT

PROP. R.O.W.

PROP. R.O.W. (UPRR)

EXISTING R.O.W.

PROP. R.O.W.

EXISTING
ELECTRICAL
BOX TO
REMAIN

POT Sta 10271+95.48

POT Sta 10272+35.43

STA. 888+36.34, 6.67' RT
PS PROPOSED #15 RHPO TURNOUT
(METRA FA)

STA. 887+36.34, 6.67' RT
PS PROPOSED #15 RHPO TURNOUT
END PROPOSED #15 CROSSOVER (METRA FA)

POT Sta 10274+59.46

PROPOSED SIGNAL
(TYPE, LOCATION AND FOUNDATION
T.B.D. BY METRA SIGNAL DESIGNER) (METRA FA)

POT Sta 10275+10.67

TS Sta 10276+16.88

APPROXIMATE LOCATION OF
RELOCATED GREASE BOX (METRA FA)

UTILITIES TO BE RELOCATED BY UTILITY COMPANY

PI Sta 10277+86.66

PI Sta 10278+46.66

SC Sta 10278+76.66

PROPOSED ℄ CPR TRACK #2

PROPOSED ℄ CPR TRACK #1

0' 50' 100' 150'

MATCH EXISTING
TOP OF RAIL PROFILE

ex = 0.14'
K = 825 (r=0.12)
300.00' v.c.

+90.00 EL. 670.21

+90.00 EL. 671.53

VPI STA. 900+00.00
ELEVATION 672.84

+0.622%

+0.418%

+0.258%

+0.622%

VPI STA. 896+40.00
ELEVATION 670.60

+00.00 EL. 672.22

+00.00 EL. 673.26

ex = -0.05'
K = 981 (r=-0.10)
200.00' v.c.

FOR METRA TRACK #2 TOP OF RAIL SEE SHEET 315

PROP. TOP OF RAIL (METRA TRACK #1)

EXIST. TOP OF RAIL (METRA TRACK #1)

EXISTING TOP OF RAIL ELEVATION (METRA TRACK 1)

PROPOSED TOP OF RAIL ELEVATION (METRA TRACK 1)

887+00	888+00	889+00	890+00	891+00	892+00	893+00	894+00	895+00	896+00	897+00	898+00	899+00	900+00	901+00	902+00
667.75 / **668.17**	667.80 / **668.30**	667.97 / **668.43**	668.15 / **668.56**	668.30 / **668.69**	668.47 / **668.82**	668.62 / **668.95**	668.76 / **669.08**	668.93 / **669.21**	669.15 / **669.34**	669.39 / **669.46**	669.58 / **669.59**	669.78 / **669.72**	670.00 / **669.85**	670.21 / **669.98**	670.43 / **670.11**	670.70 / **670.24**	670.96 / **670.39**	671.19 / **670.57**	671.42 / **670.78**	671.63 / **671.02**	671.82 / **671.29**	672.01 / **671.59**	672.22 / **671.91**	672.42 / **672.22**	672.63 / **672.51**	672.83 / **672.79**	673.03 / **673.03**	673.26 / **673.26**	673.48	673.64

685 680 675 670 665 660 655 650 645

PLAN — SURVEYED; PLOTTED; CROSS CHECKED; R.O.W. AGREEMENT CHECKED; R.T. OF WAY CHECKED; CADD FILE NAME; NOTE BOOK; NO.; BY; DATE

PROFILE — SURVEYED; PLOTTED; CROSS CHECKED; B.M. NOTED; STRUCTURE NOTATNS CHKD; NOTE BOOK; NO.; BY; DATE

FILE NAME = ...\D160w01-SHT-PLNPRF-RR02.DGN

HDR ENGINEERING, INC.

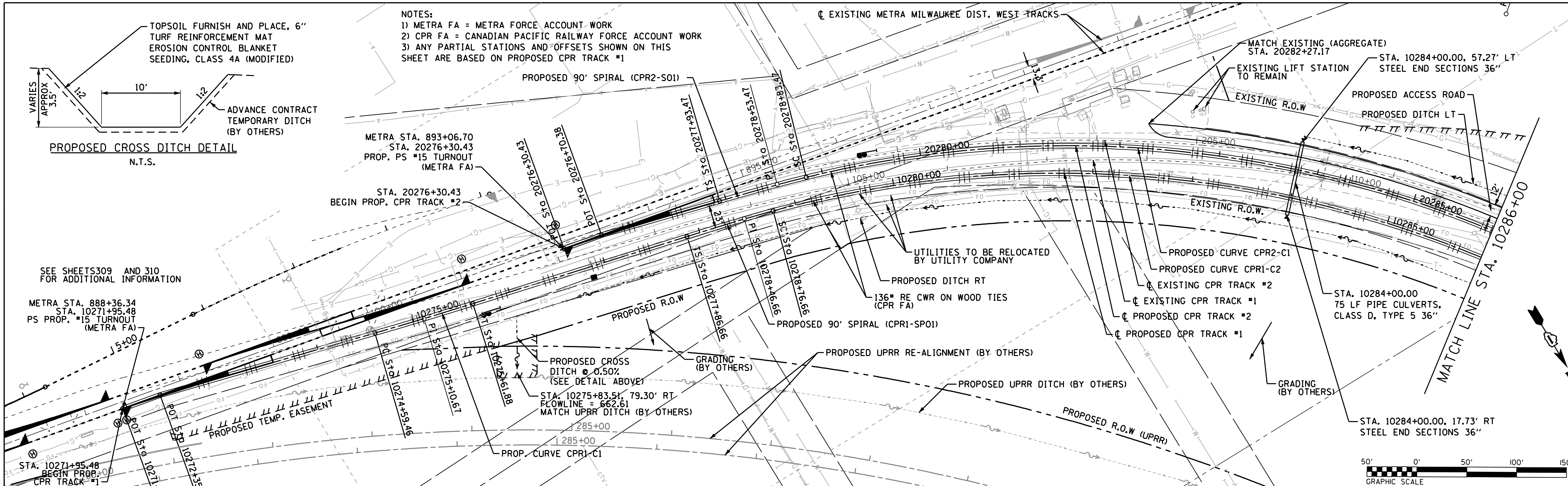
USER NAME = nratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/19/2012	DATE - 11-02-2012	REVISED -	

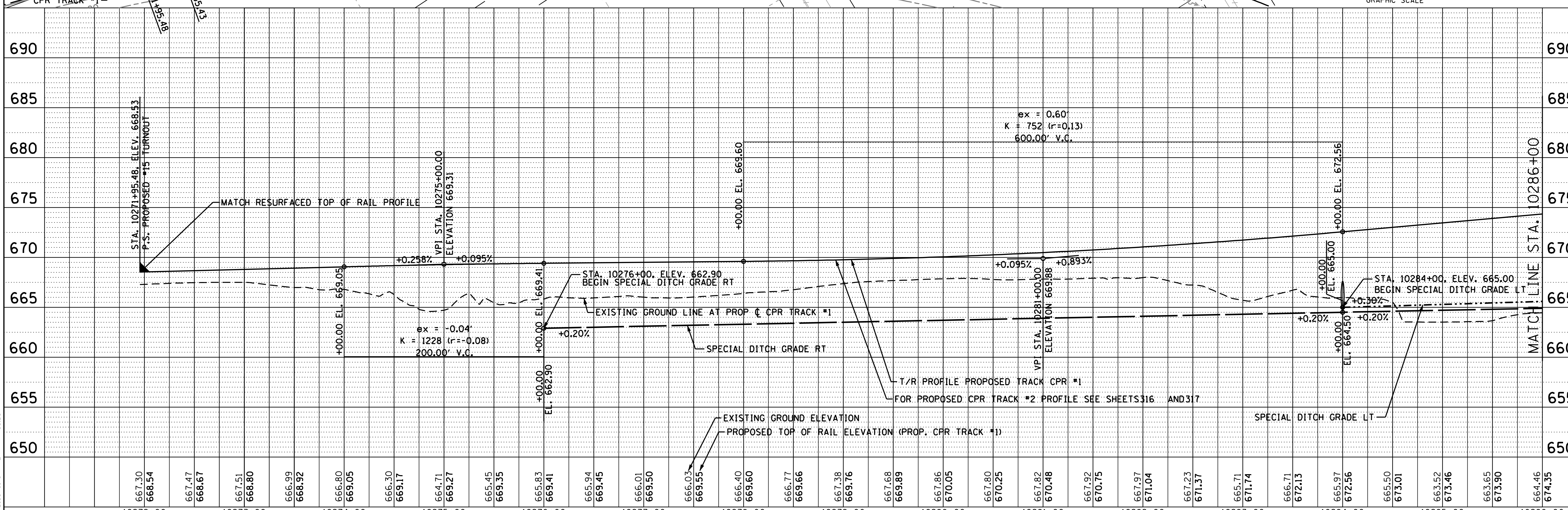
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

METRA MILWAUKEE DIST. WEST
PLAN AND PROFILE

SCALE: 1" = 50' | SHEET NO. 2 OF 12 SHEETS | STA. 872+00.00 TO STA. 887+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	310
		CONTRACT NO. 60W01		
		ILLINOIS FED. AID PROJECT		





PLAN	SURVEYED	PLOTTED	ALIGNMENT CHECKED	RT. OF WAY CHECKED	CADD FILE NAME
NOTE BOOK	NO.				

PROFILE	SURVEYED	PLOTTED	GRADES CHECKED	B.M. NOTED	STRUCTURE NOTAT'NS CH'KD
NOTE BOOK	NO.				

FILE NAME = ...\D160W01-SHT-PLNPRF-RR03.DGN

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/19/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
PLAN AND PROFILE

SCALE: 1" = 50' | SHEET NO. 3 OF 12 SHEETS | STA. 10272+40.23 TO STA. 10286+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	311

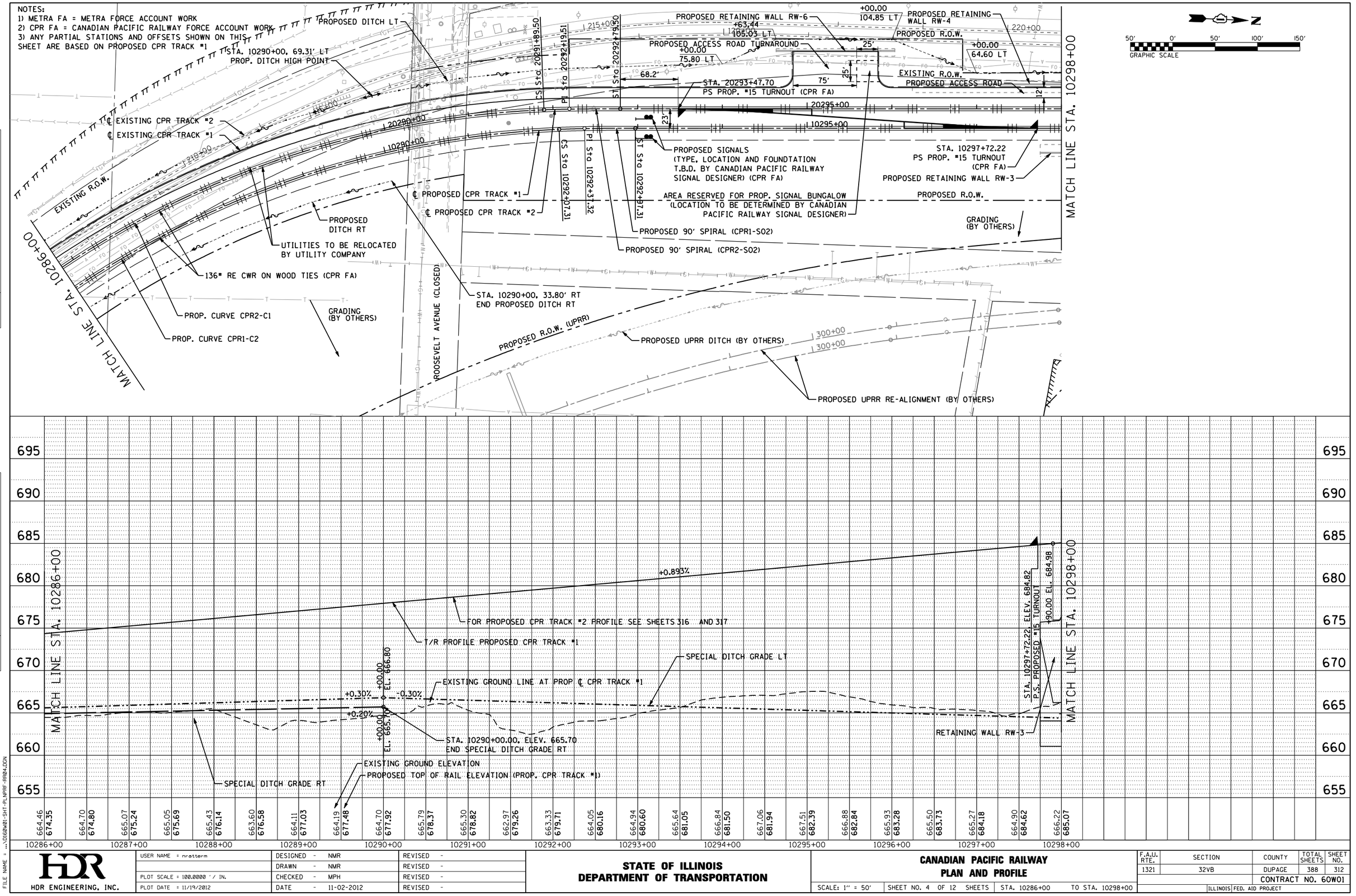
CONTRACT NO. 60W01

ILLINOIS | FED. AID PROJECT

NOTES:
1) METRA FA = METRA FORCE ACCOUNT WORK
2) CPR FA = CANADIAN PACIFIC RAILWAY FORCE ACCOUNT WORK
3) ANY PARTIAL STATIONS AND OFFSETS SHOWN ON THIS SHEET ARE BASED ON PROPOSED CPR TRACK #1

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
PROFILE CHECKED
B.M. NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK
NO.
BY
DATE



FILE NAME = ...\D160W01-SHT-PLNPRF-RR04.DGN

USER NAME = nratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/19/2012	DATE - 11-02-2012	REVISED -	

HDR ENGINEERING, INC.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
PLAN AND PROFILE

SCALE: 1" = 50' | SHEET NO. 4 OF 12 SHEETS | STA. 10286+00 TO STA. 10298+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	312
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

PROPOSED RETAINING WALL RW-4
PROPOSED SIGNAL (TYPE, LOCATION AND FOUNDTATION T.B.D. BY CANADIAN PACIFIC RAILWAY SIGNAL DESIGNER) (CPR FA)
TEMPORARY CROSSING SIGNAL (FOR MOT STAGES 1A AND 2) (CPR FA-SEE NOTE 4)
FURNISH AND INSTALL TIMBER AND ASPHALT CROSSING SURFACE (CPR FA)
TEMPORARY CROSSING SIGNAL (FOR MOT STAGES 1A RELOCATE FOR MOT STAGE 2) (CPR FA-SEE NOTE 4)
TEMPORARY CROSSING SIGNAL (FOR MOT STAGES 1A AND 2) (CPR FA-SEE NOTE 4)
FURNISH AND INSTALL TIMBER AND ASPHALT CROSSING SURFACE (CPR FA)
TEMPORARY CROSSING SIGNAL (FOR MOT STAGES 1A RELOCATE FOR MOT STAGE 2) (CPR FA-SEE NOTE 4)
YORK ROAD
PROPOSED DITCH
EXISTING R.O.W.
PROPOSED R.O.W.
℄ EXISTING CPR TRACK #2
℄ EXISTING CPR TRACK #1
PROPOSED RETAINING WALL RW-2
PROPOSED ACCESS ROAD
PROPOSED RETAINING WALL (RW-5)
PROPOSED ACCESS ROAD TURNAROUND
MATCH LINE STA. 10298+00
MATCH LINE STA. 10313+00
GRAPHIC SCALE 50' 0' 50' 100' 150'
STA. 10298+27.82
STA. 20298+27.82
BEGIN STEEL TIES (CPR FA)
PROPOSED SIGNAL (TYPE, LOCATION AND FOUNDTATION T.B.D. BY CANADIAN PACIFIC RAILWAY SIGNAL DESIGNER) (CPR FA)
PROPOSED RETAINING WALL RW-1
STA. 10300+33.82
STA. 20300+33.82
END STEEL TIES (CPR FA)
PROPOSED STRUCTURE
PROPOSED RETAINING WALL RW-3
IRVING PARK ROAD
PROPOSED TEMPORARY CULVERT
TEMPORARY CHANNEL
PROPOSED CULVERT
PROPOSED CHANNEL
PROP. CURVE CPR1-C3
PROP. CURVE CPR1-C4
UTILITIES TO BE RELOCATED BY UTILITY COMPANY
TEMPORARY EASEMENT
136# RE CWR ON WOOD TIES (CPR FA)
℄ PROPOSED CPR TRACK #2
℄ PROPOSED CPR TRACK #1
COMBINED UPRR / CPR DITCH (BY OTHERS)
PROPOSED UPRR RE-ALIGNMENT (BY OTHERS)

NOTES:
1) METRA FA = METRA FORCE ACCOUNT WORK
2) CPR FA = CANADIAN PACIFIC RAILWAY FORCE ACCOUNT WORK
3) ANY PARTIAL STATIONS AND OFFSETS SHOWN ON THIS SHEET ARE BASED ON PROPOSED CPR TRACK #1
4) SEE MOI DETAIL PLANS FOR MORE DETAILED DESIGN INFORMATION CONCERNING THE TEMPORARY CROSSING SIGNALS

PLAN
SURVEYED
PLOTTED
CHANGES CHECKED
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
CHANGES CHECKED
NOTE BOOK
NO.
BY
DATE
BM. NOTED
STRUCTURE NOTATNS CHKD

VPI STA. 10300+90.00
ELEVATION 687.66
+0.893%
-0.850%
℄ IRVING PARK RD
ex = -1.31'
K = 344 (r=-0.29)
600.00' V.C.
+90.00 EL. 685.11
PROPOSED TEMPORARY CULVERT
RETAINING WALL RW-1
PROPOSED CULVERT
SPECIAL DITCH GRADE LT
EXISTING GROUND LINE AT PROP ℄ CPR TRACK #1
T/R PROFILE PROPOSED CPR TRACK #1
FOR PROPOSED CPR TRACK #2 PROFILE SEE SHEETS 316 AND 317
STA. 10298+45.32, ELEV. 664.56
END PROPOSED DITCH PROFILE
PROPOSED DITCH PROFILE
RETAINING WALL RW-3
STA. 10311+73.52, ELEV. 664.70
BEGIN SPECIAL DITCH GRADE LT
EXISTING GROUND ELEVATION
PROPOSED TOP OF RAIL ELEVATION (PROP. CPR TRACK #1)

10298+00	10299+00	10300+00	10301+00	10302+00	10303+00	10304+00	10305+00	10306+00	10307+00	10308+00	10309+00	10310+00	10311+00	10312+00	10313+00
666.22 / 685.07	667.08 / 685.46	666.98 / 685.79	667.35 / 686.04	663.21 / 686.22	662.73 / 686.32	661.55 / 686.35	663.05 / 686.31	665.88 / 686.20	666.14 / 686.02	666.92 / 685.76	660.20 / 685.43	657.01 / 685.03	657.87 / 684.60	655.33 / 684.18	657.60 / 683.75	658.28 / 683.33	658.46 / 682.90	658.49 / 682.48	659.18 / 682.05	659.50 / 681.63	659.28 / 681.20	659.06 / 680.78	658.81 / 680.35	659.02 / 679.93	660.20 / 679.50	661.80 / 679.08	664.52 / 678.65	666.50 / 678.23	667.02 / 677.80	666.59 / 677.38

	USER NAME = nratterm	DESIGNED - NMR	REVISED -
HDR ENGINEERING, INC.		DRAWN - NMR	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -
	PLOT DATE = 11/19/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
PLAN AND PROFILE

SCALE: 1" = 50' | SHEET NO. 5 OF 12 SHEETS | STA. 20298+00 | TO STA. 20313+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	313
		CONTRACT NO. 60W01		
		ILLINOIS FED. AID PROJECT		

FILE NAME = ...\D1608W01-SHT-PLNPRF-RR05.DGN

NOTES:
1) METRA FA = METRA FORCE ACCOUNT WORK
2) CPR FA = CANADIAN PACIFIC RAILWAY FORCE ACCOUNT WORK
3) ANY PARTIAL STATIONS AND OFFSETS SHOWN ON THIS SHEET ARE BASED ON PROPOSED CPR TRACK #1

GRAPHIC SCALE 50' 0' 50' 100' 150'

N

MATCH LINE STA. 10313+00

STA. 10315+00.00, 53.06' LT
PROPOSED DITCH LT HIGH POINT

PROPOSED ACCESS ROAD

PROPOSED DITCH LT

YORK ROAD

PROPOSED R.O.W.

℄ EXISTING CPR TRACK #2

℄ EXISTING CPR TRACK #1

EXISTING R.O.W.

PROPOSED R.O.W.

TEMPORARY EASEMENT

℄ PROPOSED CPR TRACK #2

℄ PROPOSED CPR TRACK #1

COMBINED UPRR-CPR DITCH (BY OTHERS)

PROPOSED RUNWAY APPROACH LIGHTING (BY OTHERS)

UTILITIES TO BE RELOCATED BY UTILITY COMPANY

136# RE CWR ON WOOD TIES (CPR FA)

ABANDONED/FILLED SANITARY SEWER (BY OTHERS)

PROPOSED UPRR RE-ALIGNMENT (BY OTHERS)

STA. 10326+53.81, 65.82' LT
END PROP. ACCESS ROAD

STA. 10326+53.81, 49.86' LT
38 LF PIPE CULVERTS
CLASS A, TYPE 1 30"

STA. 10326+34.48, 49.31' LT
CONC ES 542001, 30 1:3
11.4 LF TRAVERS PIPE GRATE

℄ = 661.47'

STA. 10326+72.14, 50.43' LT
CONC ES 542001 30 1:3
11.4 LF TRAVERS PIPE GRATE

℄ = 661.28

STA. 20326+75.98
END PROP. CPR TRACK #2
MATCH EXISTING

STA. 10327+12.44,
51.38' LT END
PROPOSED DITCH LT
MATCH EXISTING

PC STA. 20324+92.83
PT STA. 20325+84.42
PC STA. 10325+83.53
PT STA. 10326+20.49
PT STA. 20326+75.98
PT STA. 10327+12.44

STA. 10327+12.44
END PROP.
CPR TRACK #1
MATCH EXISTING

PROP. CURVE CPR2-C2

PROP. CURVE CPR1-C5

13.9'

PLAN
SURVEYED
ADDITIONS
ALIGNMENT CHECKED
NOTE BOOK
NO.
DATE
BY

PROFILE
SURVEYED
ADDITIONS
GRADES CHECKED
BAL. NO.
PAVEMENT
NOTE BOOK
NO.
DATE
BY

MATCH LINE STA. 10313+00

EXISTING GROUND LINE AT PROP ℄ CPR TRACK #1

FOR PROPOSED CPR TRACK #2 PROFILE SEE SHEETS 316 AND 317

T/R PROFILE PROPOSED CPR TRACK #1

TRACK TO BE RESURFACED BY CANADIAN PACIFIC RAILWAY TO RAISE PROFILE BY 12"

STA. 10327+12.44
MATCH RE-SURFACED TOP OF RAIL

ex = 0.30
K = 380 (r=0.26)
300.00' V.C.

SPECIAL DITCH GRADE LT

VPI STA. 10323+75.00
ELEVATION 668.24

+25.00 EL. 669.51
+25.00 EL. 668.15
+25.00 EL. 661.31
+75.00 EL. 661.26
+12.44 EL. 661.19
668.04

+0.30%
+1.09%
-1.05%
-0.30%
-0.850%
-0.060%
-0.06%
-0.30%
-0.50%
0.20%

+00.00 EL. 665.68
+00.00 EL. 664.59

EXISTING GROUND ELEVATION
PROPOSED TOP OF RAIL ELEVATION (PROP. CPR TRACK #1)

STA. 10326+12.44
END SPECIAL DITCH GRADE LT
MATCH EXISTING

10313+00	10314+00	10315+00	10316+00	10317+00	10318+00	10319+00	10320+00	10321+00	10322+00	10323+00	10324+00	10325+00	10326+00	10327+00	10328+00
666.59 / 677.38	667.00 / 676.95	667.87 / 676.53	668.23 / 676.10	668.62 / 675.68	667.31 / 675.25	666.48 / 674.83	665.91 / 674.40	665.28 / 673.98	665.01 / 673.55	665.05 / 673.13	665.14 / 672.70	665.28 / 672.28	665.40 / 671.85	665.38 / 671.43	665.26 / 671.00	665.20 / 670.58	665.41 / 670.15	665.69 / 669.73	665.89 / 669.31	665.97 / 668.95	666.04 / 668.66	666.12 / 668.43	666.25 / 668.27	666.61 / 668.17	667.22 / 668.14	667.24 / 668.11	667.23 / 668.08	667.26 / 668.05	667.22	667.18

690 685 680 675 670 665 660 655

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 12/3/2012	DATE - 11-02-2012	REVISED -

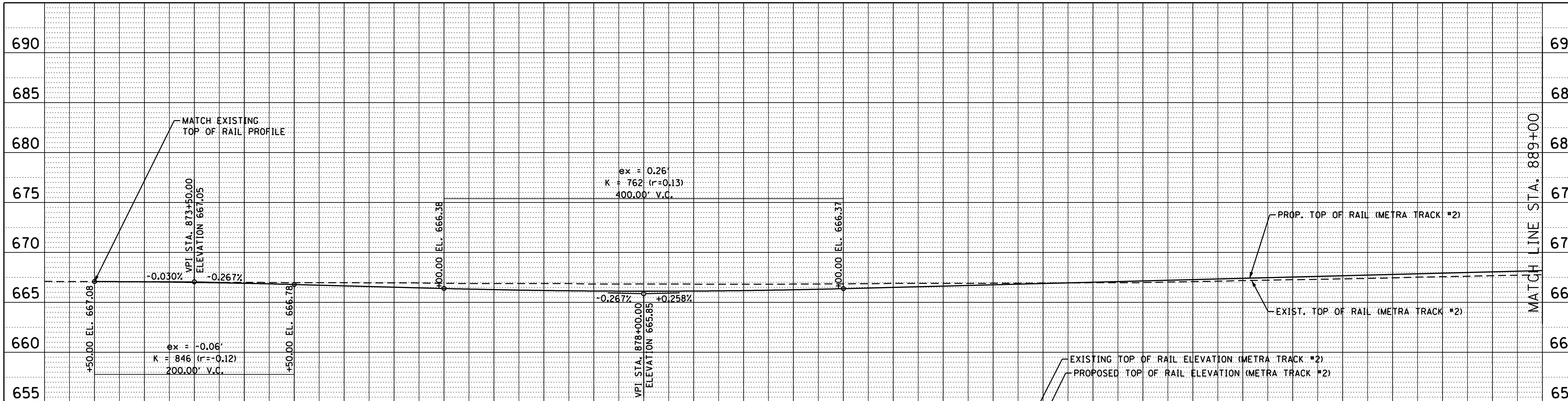
FILE NAME = ...\D1SHP01\SHT-PLPRF-RR06.DGN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
PLAN AND PROFILE

SCALE: 1" = 50' | SHEET NO. 6 OF 12 SHEETS | STA. 10313+00 TO STA. 10328+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	314
		CONTRACT NO. 60W01		
		ILLINOIS FED. AID PROJECT		



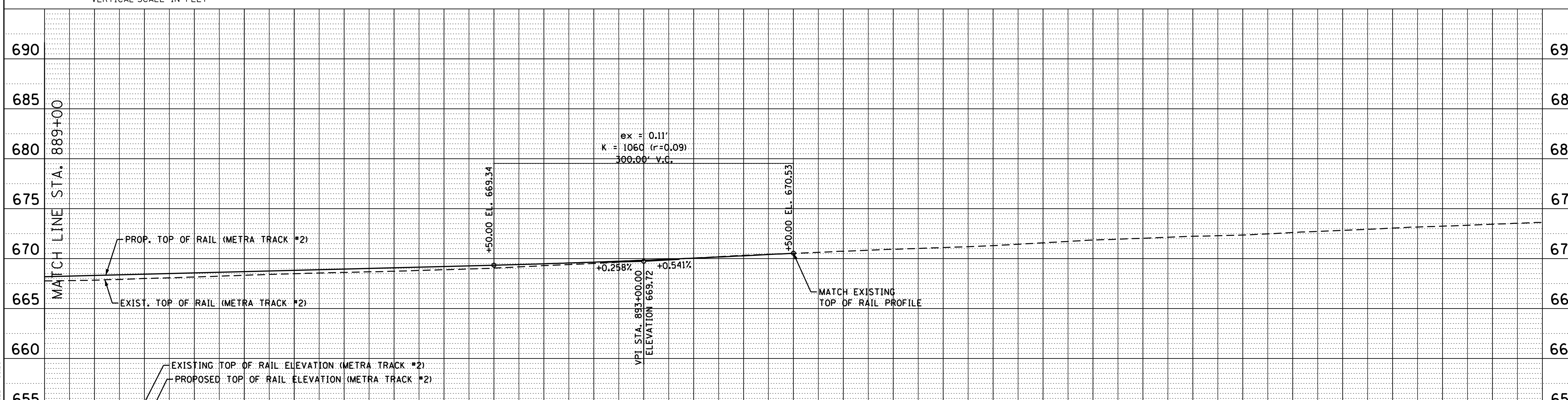
Station	Existing	Proposed
872+00	667.10	
872+50	667.08	667.08
873+00	667.06	667.05
873+50	667.03	666.99
874+00	667.01	666.90
874+50	666.98	666.78
875+00	666.96	666.65
875+50	666.95	666.52
876+00	666.91	666.38
876+50	666.89	666.27
877+00	666.88	666.18
877+50	666.84	666.13
878+00	666.85	666.11
878+50	666.83	666.13
879+00	666.82	666.17
879+50	666.83	666.25
880+00	666.86	666.37
880+50	666.89	666.50
881+00	666.90	666.62
881+50	666.91	666.75
882+00	666.93	666.88
882+50	666.96	667.01
883+00	666.99	667.14
883+50	667.09	667.27
884+00	667.18	667.40
884+50	667.26	667.53
885+00	667.36	667.66
885+50	667.46	667.79
886+00	667.57	667.92
886+50	667.67	668.04
887+00	667.76	668.17

50 0 50 100 150 200 250

HORIZONTAL SCALE IN FEET

5 0 5 10 15 20 25

VERTICAL SCALE IN FEET



Station	Existing	Proposed
887+00	667.76	668.17
887+50	667.84	668.30
888+00	668.00	668.43
888+50	668.16	668.56
889+00	668.33	668.69
889+50	668.48	668.82
890+00	668.62	668.95
890+50	668.74	669.08
891+00	668.88	669.21
891+50	669.05	669.34
892+00	669.29	669.48
892+50	669.52	669.64
893+00	669.79	669.83
893+50	670.06	670.04
894+00	670.33	670.28
894+50	670.53	670.53
895+00	670.74	
895+50	670.93	
896+00	671.11	
896+50	671.30	
897+00	671.58	
897+50	671.85	
898+00	672.03	
898+50	672.23	
899+00	672.36	
899+50	672.61	
900+00	672.83	
900+50	673.06	
901+00	673.25	
901+50	673.43	
902+00	673.64	

PLAN — NOTE BOOK NO. ___ SURVEYED ___ PLOTTED ___ ALIGNMENT CHECKED ___ RT. OF WAY CHECKED ___ CADD FILE NAME ___ | BY | DATE

PROFILE — NOTE BOOK NO. ___ SURVEYED ___ PLOTTED ___ GRADES CHECKED ___ B.M. NOTED ___ STRUCTURE NOTAT'NS CH'KD ___ | BY | DATE

FILE NAME = ...\D160W01-SHT-PROFILE-RR03.DGN

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

METRA TRACK #2 PROFILE

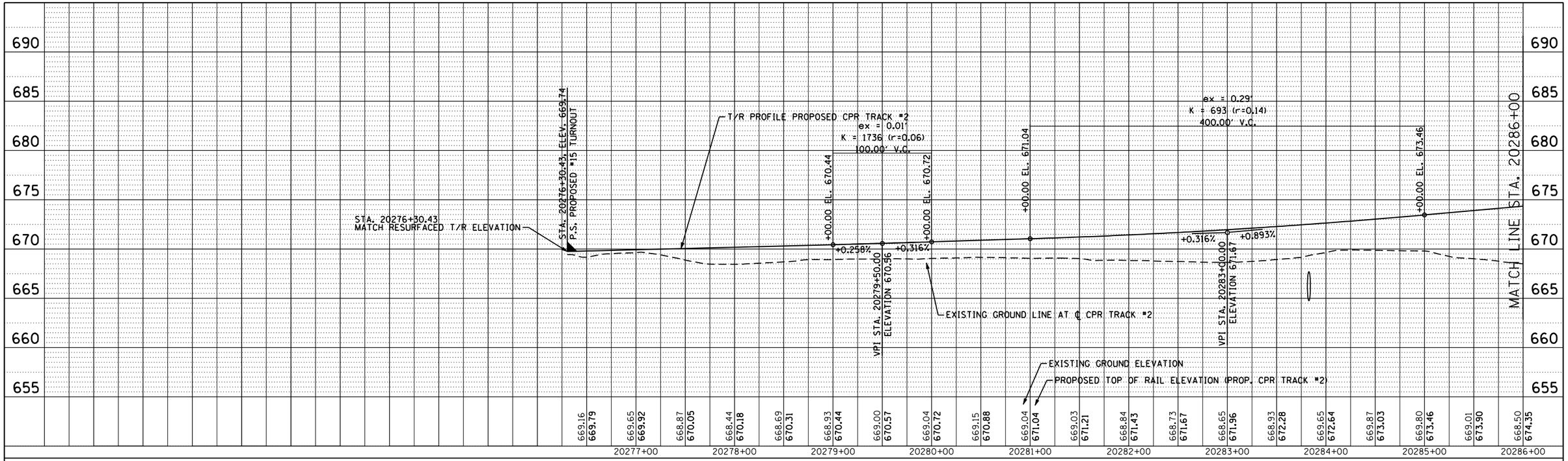
SCALE: | SHEET NO. 7 OF 12 SHEETS | STA. 872+00 TO STA. 902+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	315

CONTRACT NO. 60W01

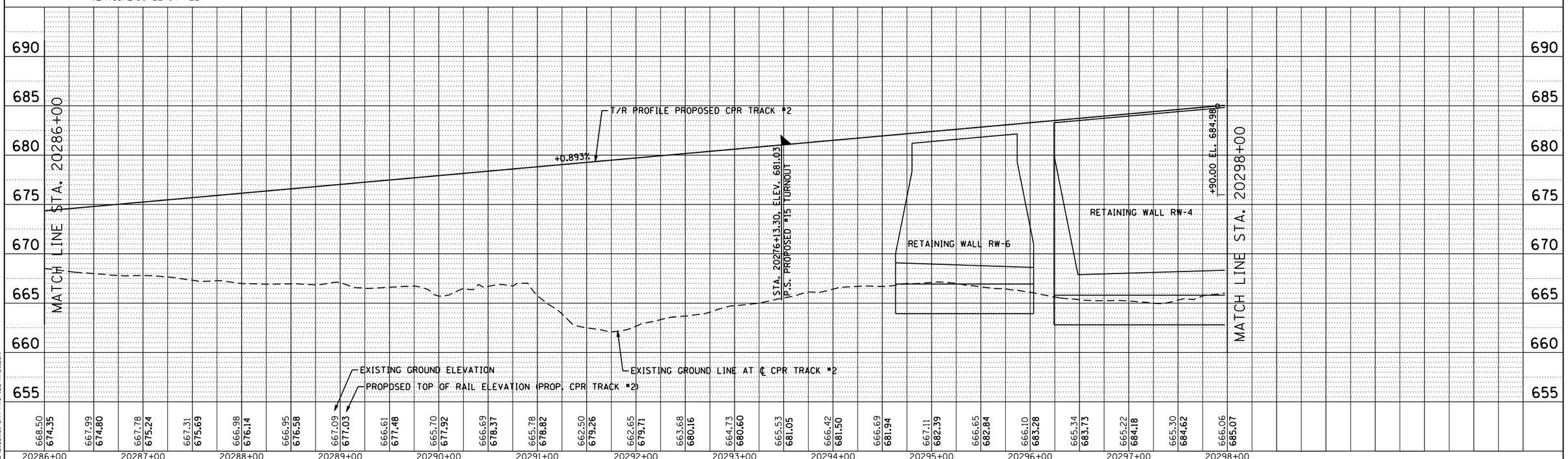
ILLINOIS FED. AID PROJECT

PLAN
SURVEYED
PLOTTED
DRAWN
CHECKED
NOTE BOOK
NO.
ADJACENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
BY
DATE



50 0 50 100 150 200 250
HORIZONTAL SCALE IN FEET
5 0 5 10 15 20 25
VERTICAL SCALE IN FEET

PROFILE
SURVEYED
PLOTTED
DRAWN
CHECKED
NOTE BOOK
B.M. NOTED
STRUCTURE NOTATNS CHKD
NO.
BY
DATE



FILE NAME = ...\D160W01-SHT-PROFILE-RR01.DGN

HDR ENGINEERING, INC.

USER NAME = pratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

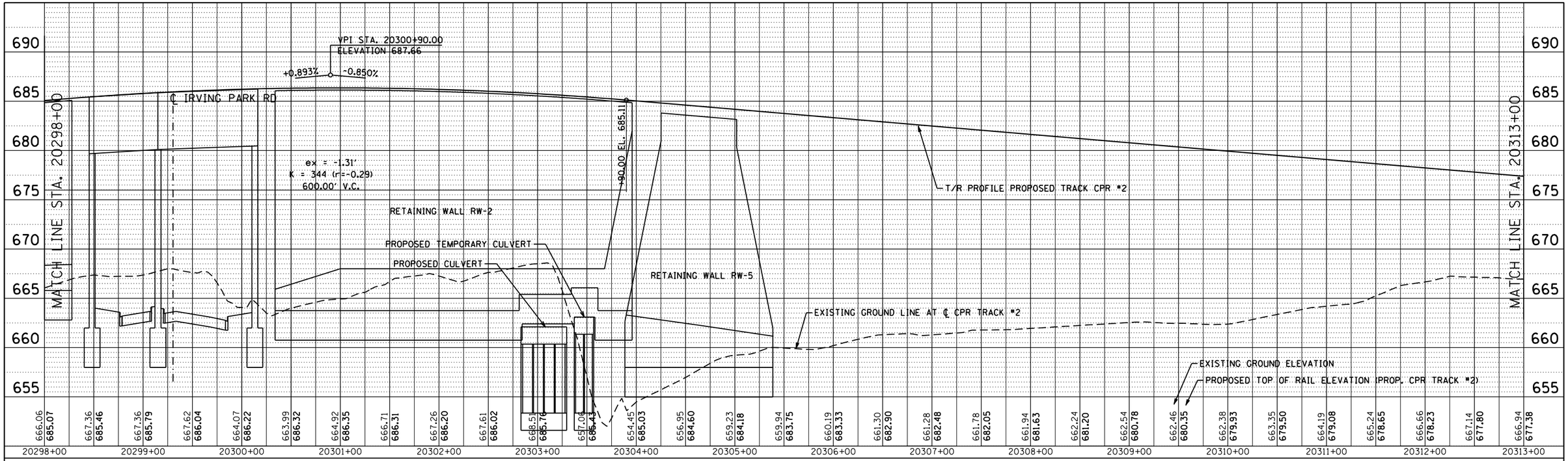
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
PROPOSED TRACK 2 PROFILE

SCALE: | SHEET NO. 8 OF 12 SHEETS | STA. 20276+11 TO STA. 20298+00

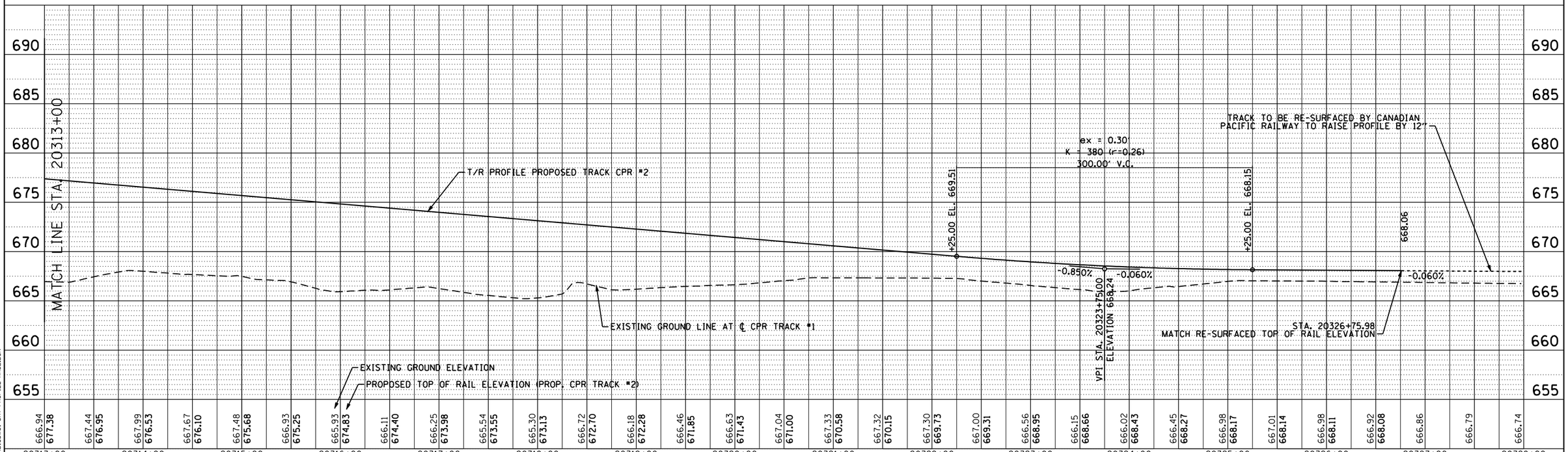
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	316
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE



50 0 50 100 150 200 250
HORIZONTAL SCALE IN FEET
5 0 5 10 15 20 25
VERTICAL SCALE IN FEET

PROFILE
SURVEYED
PLOTTED
CROSSES CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE



FILE NAME = ...\D160W01-SHT-PROFILE-RR02.DGN

HDR ENGINEERING, INC.

USER NAME = pratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
PROPOSED TRACK 2 PROFILE

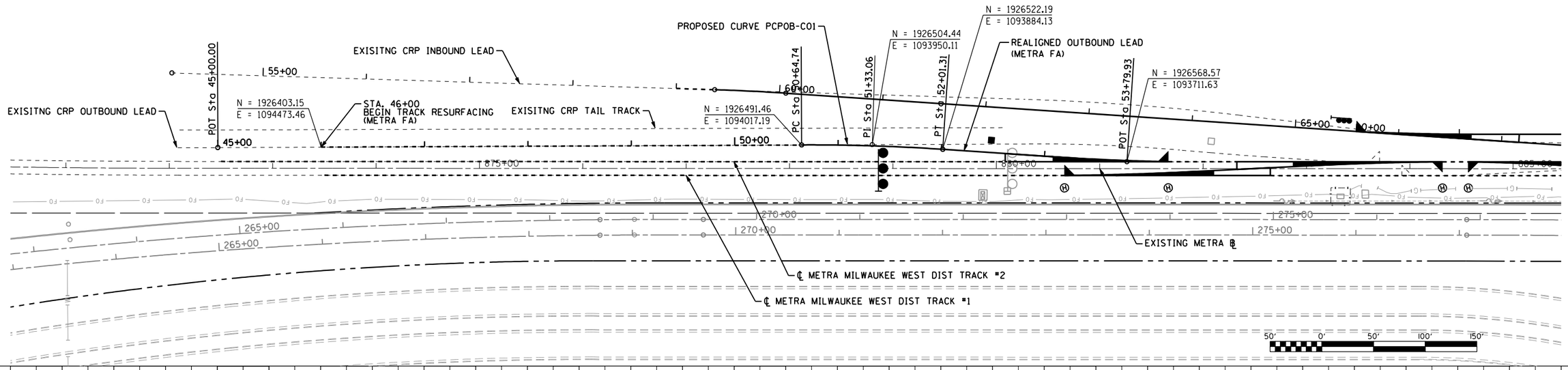
SCALE: | SHEET NO. 9 OF 12 SHEETS | STA. 20298+00 TO STA. 20326+76

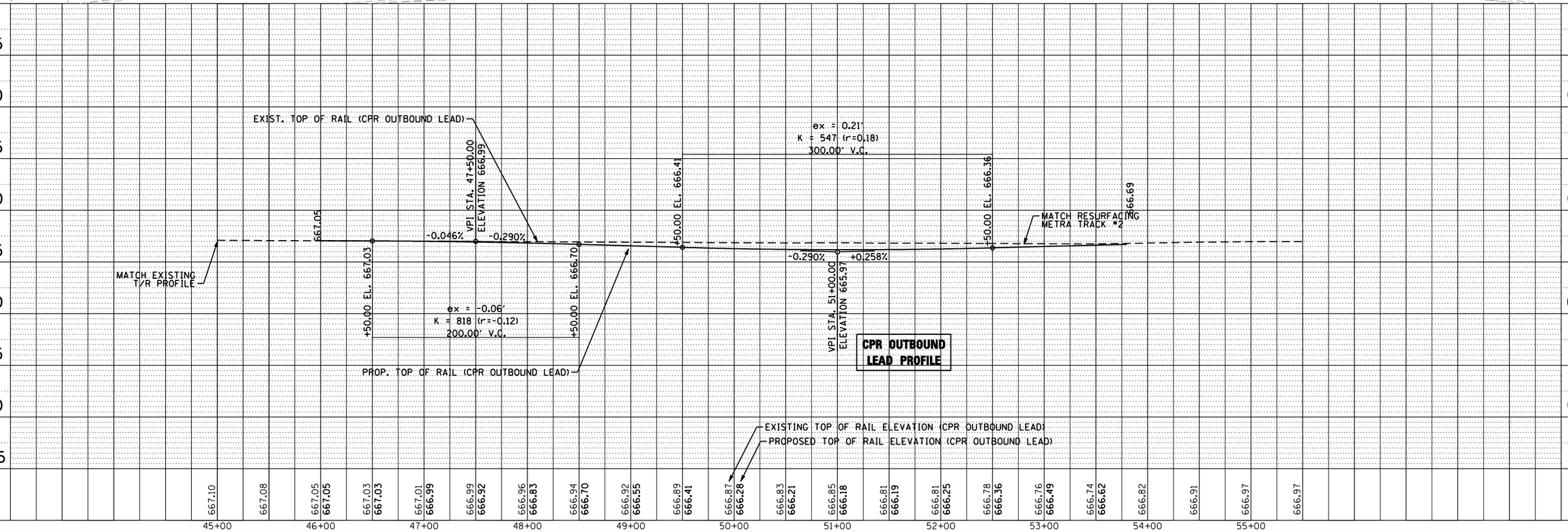
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	317
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

LEGEND

- EXISTING TRACK
- TRACK TO BE REALIGNED
- TRACK TO BE RESURFACED
- Ⓗ RELOCATED SWITCH HEATER (LOCATION APPROXIMATE, FINAL LOCATION TBD IN FIELD)

PROP. CURVE PCPOB-C01
PI STA. = 51+33.06
Δ = 4° 05′ 50″ (RT)
D = 3° 00′ 00″ (CHORD DEF.)
R = 1,910.08′
T = 68.32′
L = 136.57′
E = 1.22′
S.E. = NONE
P.C. STA. = 50+64.74
P.T. STA. = 52+01.31





PLAN — SURVEYED; PLOTTED; ALIGNMENT CHECKED; RT. OF WAY CHECKED; CADD FILE NAME; NOTE BOOK; NO.; BY; DATE

PROFILE — SURVEYED; PLOTTED; GRADES CHECKED; B.M. NOTED; STRUCTURE NOTATNS CHKD; NOTE BOOK; NO.; BY; DATE

FILE NAME = ...\D1608W01-SHT-PLNPRF-RR07.DGN

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 100.0000 ′ / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY OUTBOUND LEAD
PLAN AND PROFILE

SCALE: 1″ = 50′ | SHEET NO. 10 OF 12 SHEETS | STA. 45+00 | TO STA. 55+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	318
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

LEGEND

- EXISTING TRACK
- TRACK TO BE REALIGNED
- TRACK TO BE RESURFACED
- Ⓗ RELOCATED SWITCH HEATER (LOCATION APPROXIMATE, FINAL LOCATION TBD IN FIELD)

PROP. CURVE PCPIB-C01
PI STA. = 59+71.59
Δ = 2° 04′ 01″ (RT)
D = 3° 00′ 00″ (CHORD DEF.)
R = 1,910.08′
T = 34.46′
L = 68.90′
E = 0.31′
S.E. = NONE
P.C. STA. = 59+37.13
P.T. STA. = 60+06.03

N = 1926422.74
E = 1094089.32

N = 1926430.48
E = 1094055.75

STA. 59+00
BEGIN TRACK RESURFACING (METRA FA)

N = 1926414.39
E = 1094125.50

PC Sta 59+37.13

PI Sta 59+71.59

PT Sta 60+06.03

N = 1926439.42
E = 1094022.47

EXISITNG CRP INBOUND LEAD

PROPOSED CURVE PCPIB-C01

REALIGNED CP INBOUND LEAD

REALINGED CPR YARD LEAD

EXISTING CPR YARD LEAD

EXISITNG CRP TAIL TRACK

REALIGNED OUTBOUND LEAD (METRA FA)

POT Sta 69+98.95

N = 1926697.28
E = 1093063.61

50+00 | 55+00 | 60+00 | 65+00 | 70+00 | 75+00

875+00 | 880+00 | 885+00

270+00 | 275+00 | 280+00

EXISTING METRA ℄

℄ METRA MILWAUKEE WEST DIST TRACK # 2

℄ METRA MILWAUKEE WEST DIST TRACK # 1

POT Sta 10271+95.48

POT Sta 10272+35.43

50′ 0′ 50′ 100′ 150′

685 | 680 | 675 | 670 | 665 | 660 | 655 | 650 | 645

MATCH EXISTING T/R PROFILE

666.03

+0.310%

VPI STA. 60+00.00
ELEVATION 666.34

-0.023%

+00.00 EL. 666.03

ex = -0.08′
K = 600 (r=-0.17)
200.00′ V.C.

+00.00 EL. 666.32

+00.00 EL. 666.27

ex = 0.11′
K = 464 (r=0.22)
200.00′ V.C.

+00.00 EL. 666.66

VPI STA. 64+00.00
ELEVATION 666.25

-0.023%

+0.408%

PROP. TOP OF RAIL (CPR INBOUND LEAD)

EXIST. TOP OF RAIL (CPR INBOUND LEAD)

+0.408%

VPI STA. 68+00.00
ELEVATION 667.88

+0.258%

668.40

MATCH RESURFACED METRA TRACK 2

+50.00 EL. 667.68

ex = -0.02′
K = 667 (r=-0.15)
100.00′ V.C.

+50.00 EL. 668.01

EXISTING TOP OF RAIL ELEVATION (CPR INBOUND LEAD)

PROPOSED TOP OF RAIL ELEVATION (CPR INBOUND LEAD)

CPR INBOUND LEAD PROFILE

57+00	58+00	59+00	60+00	61+00	62+00	63+00	64+00	65+00	66+00	67+00	68+00	69+00	70+00	71+00	72+00
665.39	665.59	665.78	665.91	666.03	666.09	666.14	666.16	666.21	666.23	666.20	666.23	666.30	666.30	666.33	666.30
666.03	666.17	666.26	666.31	666.32	666.31	666.30	666.29	666.36	666.48	666.66	666.86	667.07	667.27	667.48	667.68

666.29	666.27	666.29	666.36	666.48	666.66	666.86	667.07	667.27	667.48	667.68	667.87	668.01	668.14	668.27	668.40	667.21	667.50	667.86	668.25	668.58

PLAN — SURVEYED | PLOTTED | CHECKED | RT. OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO. | BY | DATE

PROFILE — SURVEYED | PLOTTED | CHECKED | B.M. NOTED | STRUCTURE NOTATNS CHKD | NOTE BOOK | NO. | BY | DATE

FILE NAME = ...\D1608W01-SHT-PLNPRF-RR08.DGN

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 100.0000 ′ / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY INBOUND LEAD
PLAN AND PROFILE

SCALE: 1″ = 50′ | SHEET NO. 11 OF 12 SHEETS | STA. 57+00 | TO STA. 72+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	319
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

LEGEND

- EXISTING TRACK
- TRACK TO BE REALIGNED
- TRACK TO BE RESURFACED
- Ⓗ RELOCATED SWITCH HEATER (LOCATION APPROXIMATE, FINAL LOCATION TBD IN FIELD)

PROP. CURVE PCPYL-C01
PI STA. = 3+60.63
Δ = 6° 16′ 06″ (LT)
D = 5° 00′ 00″ (CHORD DEF.)
R = 1,146.28′
T = 62.77′
L = 125.37′
E = 1.72′
S.E. = NONE
P.C. STA. = 2+97.87
P.T. STA. = 4+23.23

REALIGNED CPR YARD LEAD
PROPOSED CURVE PCPYL-C01
EXISTING METRA YARD LEAD
MATCH EXISTING CURVE
STA. 7+50 END TRACK RESURFACING

N = 1926583.01
E = 1093488.55
POT Sta 0+00.00
POT Sta 0+39.95
N = 1926593.38
E = 1093449.97
N = 1926643.62
E = 1093196.99
PC Sta 2+97.87
PT Sta 4+23.23
N = 1926661.28
E = 1093072.90
N = 1926655.85
E = 1093135.43
PI Sta 3+60.63
POT Sta 10271+95.48
POT Sta 10272+35.43
POT Sta 20276+30.43
POT Sta 20276+70.38
PC Sta 10274+59.46
PI Sta 10275+10.67
PT Sta 10275+61.88
TS Sta 20277+93.47
TS Sta 10277+96.96
PI Sta 10278+46.66
SC Sta 20278+53.47
SC Sta 10278+76.56
SC Sta 20278+83.47

℄ METRA MILWAUKEE WEST DIST TRACK #2
℄ METRA MILWAUKEE WEST DIST TRACK #1

50′ 0′ 50′ 100′ 150′

PROFILE

PROPOSED TOP OF RAIL (CPR YARD LEAD)
MATCH RESURFACED CPR INBOUND LEAD T/R PROFILE
MATCH EXISTING T/R PROFILE
EXIST. TOP OF RAIL (CPR YARD LEAD)
EXISTING TOP OF RAIL ELEVATION (CPR YARD LEAD)
PROPOSED TOP OF RAIL ELEVATION (CPR YARD LEAD)

666.90
VPI STA. 2+80.00
ELEVATION 668.04
+0.408%
-0.399%
+50.00 EL. 667.36
+50.00 EL. 667.95
+30.00 EL. 667.43
+30.00 EL. 667.44
ex = 0.45
K = 252 (r=0.40)
300.00' V.C.
ex = -0.30'
K = 372 (r= -0.27)
300.00' V.C.
-0.399%
+0.792%
VPI STA. 6+00.00
ELEVATION 666.77

CPR YARD LEAD PROFILE

	0+00	1+00	2+00	3+00	4+00	5+00	6+00	7+00	8+00	9+00
EXISTING	666.20	666.20	666.17	666.24	666.37	666.56	666.78	666.90	666.77	666.64	666.70	666.76	666.94	667.16	667.58	667.95	668.30	668.59	668.79
PROPOSED	666.90	667.10	667.31	667.50	667.65	667.72	667.73	667.68	667.55	667.36	667.21	667.16	667.21	667.36	667.61	667.95			

685 680 675 670 665 660 655 650 645

PLAN: SURVEYED; PLOTTED; CHECKED; R/T. OF WAY CHECKED; CADD FILE NAME; NOTE BOOK; NO.; BY; DATE

PROFILE: SURVEYED; PLOTTED; CHECKED; B.M. NOTED; STRUCTURE NOTATNS CHKD; NOTE BOOK; NO.; BY; DATE

FILE NAME = ...\D1608W01-SHT-PLNPRF-RR09.DGN

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY YARD LEAD
PLAN AND PROFILE

SCALE: 1" = 50' | SHEET NO. 12 OF 12 SHEETS | STA. 0+00 | TO STA. 7+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	320
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

EXISTING R.O.W. (CPR)

PROPOSED R.O.W. (CPR)

EXISTING R.O.W. (CPR)

℄ PROPOSED CPR TRACK #1

℄ PROPOSED CPR TRACK #2

PROPOSED RETAINING WALL RW-2

PROPOSED RETAINING WALL RW-5

℄ EXISTING CPR TRACK #2

℄ EXISTING CPR TRACK #1

EXISTING CPR CULVERT

TEMPORARY CPR CULVERT

PROPOSED RETAINING WALL RW-1

PROP. PERM. EASEMENT (IDOT)

1(V):2(H)

1(V):2(H)

1(V):3(H)

PROPOSED R.O.W. (CPR)

TEMPORARY EASEMENT

STA. 10303+28.94
84.59' RT

STA. 10303+19.02
86.58' RT

TEMPORARY CHANNEL

STA. 10303+03.95
66.10' RT

STA. 10302+81.84
65.59' RT

PROPOSED UPRR CULVERT (BY OTHERS)

PROPOSED YORK ROAD/CPR CULVERT

N

10' 10' 10' 20' 30'
GRAPHIC SCALE

VERTICAL DATUM

ALL ELEVATIONS REFERENCED ON THIS GRADING PLAN ARE NAVD88

FILE NAME = ...\VB60W01-SHT-GRADING-PRMTJOIN

HDR ENGINEERING, INC.

USER NAME = rpatterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
TEMPORARY CULVERT GRADING PLAN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	321
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		

EXISTING R.O.W. (CPR)

PROPOSED R.O.W. (CPR)

PROPOSED RETAINING WALL RW-5

℄ PROPOSED CPR TRACK #1

℄ PROPOSED CPR TRACK #2

PROPOSED RETAINING WALL RW-2

PROPOSED RETAINING WALL RW-1

1(V):2(H)

PROPOSED R.O.W. (CPR)

TEMPORARY EASEMENT

℄ EXISTING CPR TRACK #2

℄ EXISTING CPR TRACK #1

PROPOSED TEMPORARY CULVERT

EXISTING CPR CULVERT

PROPOSED YORK ROAD/CPR CULVERT

PROP. PERM. EASEMENT (IDOT)

1(V):2(H)

PROPOSED YORK ROAD/CPR CULVERT

STA. 10303+38.92
83.95' RT

STA. 10303+19.09
86.02' RT

PROPOSED CHANNEL

PROPOSED UPRR CULVERT (BY OTHERS)

STA. 10302+77.25
81.49' RT

STA. 10302+59.12
74.04' RT

STA. 10302+50.96
45.26' RT

N

10' 0' 10' 20' 30'
GRAPHIC SCALE

VERTICAL DATUM

ALL ELEVATIONS REFERENCED ON THIS GRADING PLAN ARE NAVD88

FILE NAME = ...\060W01-SH-CPRAILRD-PRO2.DGN

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
PROPOSED CULVERT GRADING PLAN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	322
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		

ADVANCE CONTRACT STAGING NOTES

1. THE RESIDENT ENGINEER SHALL NOTIFY THE IDOT TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY CONTROL DEVICES.

2. THE CONTRACTOR SHALL INSTALL AND MAINTAIN PROPOSED AND TEMPORARY DRAINAGE SYSTEMS, AND EROSION CONTROL THROUGHOUT STAGE CONSTRUCTION DURING THE DURATION OF THE PROJECT.

3. THE CONTRACTOR SHALL COORDINATE THE WORK WITH ADJACENT CONTRACTORS.

4. ALL TYPE II BARRICADES, DRUMS, AND VERTICAL BARRICADES SHALL BE EQUIPPED WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS.

5. TYPE III BARRICADES SHALL BE PLACED ACROSS ALL CONSTRUCTION ENTRANCES AT ALL TIMES WORK IS NOT BEING PERFORMED. ADDITIONALLY, TEMPORARY FENCE SHALL BE PLACED ACROSS ALL CONSTRUCTION ENTRANCES AT ALL TIMES WORK IS NOT BEING PERFORMED. THE COST OF THE TYPE III BARRICADES AND TEMPORARY FENCE AND ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO PERFORM THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

6. ALL CONSTRUCTION WARNING SIGNS SHALL BE BLACK LEGEND ON ORANGE BACKGROUND.

7. DIMENSIONS FOR CONSTRUCTION WARNING SIGNS ON IL ROUTE 19 AND YORK ROAD SHALL BE 48" X 48". DIMENSIONS FOR CONSTRUCTION WARNING SIGNS ON SIDE ROADS SHALL BE IN ACCORDANCE WITH IDOT DISTRICT 1 DETAIL TC-10.

8. ALL "TRUCKS ENTERING HIGHWAY" AND "TRUCKS LEAVING HIGHWAY" WARNING SIGNS (W21-1104 AND W21-1105) SHALL BE EQUIPPED WITH HIGH INTENSITY FLASHING LIGHTS.

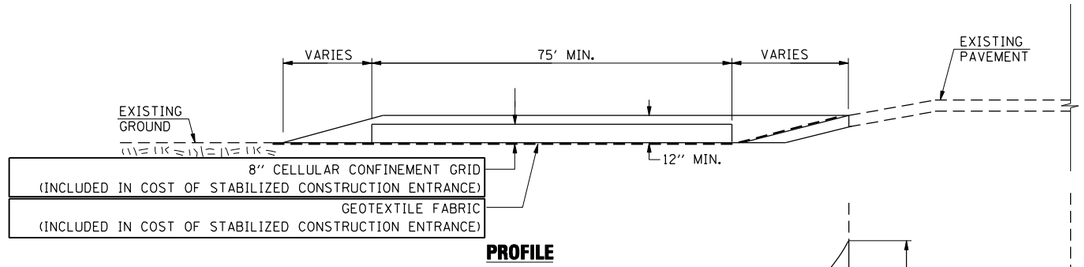
9. EXISTING TRAFFIC SIGNS IN CONFLICT WITH CONSTRUCTION OPERATIONS SHALL BE REMOVED, RELOCATED OR COVERED AS DIRECTED BY THE ENGINEER.

10. TYPE III BARRICADES SHALL HAVE TWO AMBER TYPE 'A' LOW INTENSITY FLASHING LIGHTS SPACED NEAR THE CENTERLINE OF THE SUPPORTS.

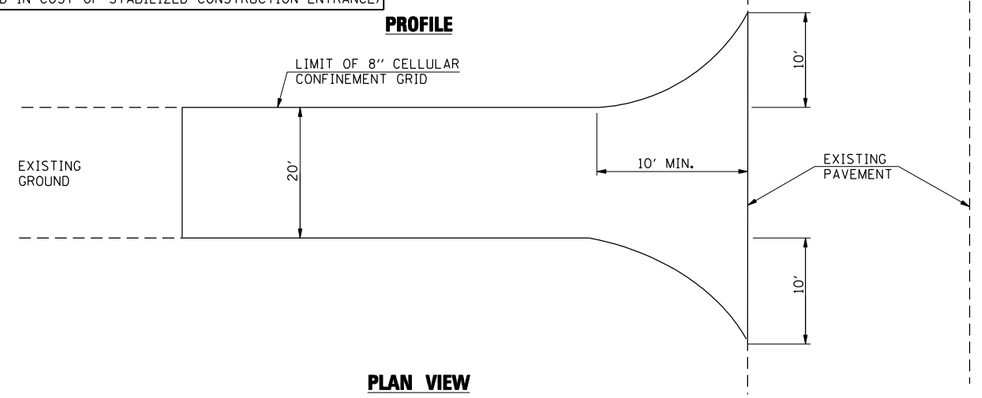
11. CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IMMEDIATELY BEHIND THE TYPE III BARRICADES AT ANY TIME.

12. SHOULD ROADWAY FLAGGERS BE REQUIRED FOR THE INGRESS AND EGRESS OF CONSTRUCTION VEHICLES AT CONSTRUCTION ENTRANCES, ALL LABOR, MATERIALS, TRANSPORTATION, EQUIPMENT AND INCIDENTAL WORK NECESSARY TO PROVIDE FLAGGERS AS WELL AS THE FLAGGING OPERATION ITSELF AT ALL CONSTRUCTION ENTRANCES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

☐ DENOTES ITEMS OR WORK NOT PAID FOR SEPARATELY.



PROFILE



PLAN VIEW

STABILIZED CONSTRUCTION ENTRANCE

NOTES

1. STONE
   A. STONE SIZE - USE IDOT DESIGNATION CA-3
   B. LENGTH - AS SHOWN IN THE MOT PLANS.
   C. THICKNESS - NOT LESS THAN 4" ABOVE TOP OF CELLULAR CONFINEMENT GRID.

2. WIDTH - 20 FEET FULL WIDTH

3. CELLULAR CONFINEMENT GRID NOT LESS THAN EIGHT (8) INCHES IN DEPTH WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.

4. SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED UNDER THE ENTRANCE.

5. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH SHALL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY PER THIS DETAIL AND AS DRIECTED BY THE ENGINEER. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEAN OUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY SHALL BE REMOVED IMMEDIATELY.

6. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED BY THE CONTRACTOR AFTER HEAVY USE AND EACH RAINFALL EVENT.

7. ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY (INCLUDING PIPE) TO CONSTRUCT, MAINTAIN, AND REMOVE STABILIZED CONSTRUCTION ENTRANCES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR STABILIZED CONSTRUCTION ENTRANCE.

APPLICATION: TO BE USED TO REDUCE OR ELIMINATE TRACKING OF SEDIMENT ONTO PUBLIC STREETS. PLACE AT ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS.

FILE NAME = ...\D1GOW01-SHT-STAGING00-RR01.DGN

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 100.0000 ' / IN.	CHECKED - LGP	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
STAGING NOTES

SCALE: N.T.S. | SHEET NO. 1 OF 25 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	323
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		

START

1	CONTRACTOR
SITE CLEARING AND PREPARATION	
FROM:	AS NEEDED
TO:	AS NEEDED

4	CPR (FA)
CONSTRUCT TEMP CROSSING SURFACE & WARNING DEVICES	
FROM:	AS NEEDED
TO:	AS NEEDED

7	CONTRACTOR
CONSTRUCT TEMPORARY SOIL RETENTION SYSTEM	
FROM:	10303+59.94
TO:	10321+22.82

10	CONTRACTOR
CONSTRUCT LEFT RETAINING WALL (RW-4)	
FROM:	20296+24.15
TO:	20298+27.74

11	CONTRACTOR
CONSTRUCT RIGHT RETAINING WALL (RW-3)	
FROM:	10297+74.99
TO:	10298+27.74

12	CONTRACTOR
CONSTRUCT NEW CP BRIDGE	
FROM:	10298+27.74
TO:	10300+33.90

13	CONTRACTOR
CONSTRUCT LEFT RETAINING WALL (RW-2)	
FROM:	20300+33.90
TO:	20303+95.86

14	CONTRACTOR
CONSTRUCT RIGHT RETAINING WALL (RW-1)	
FROM:	10300+33.90
TO:	10303+95.86

15	CONTRACTOR
CONSTRUCT TEMP CULVERT & PROP. CULVERT (EAST END)	
FROM:	10302+82.13
TO:	10303+55.90

28	CPR (FA)
CONSTRUCT NEW CP TRACK #2	
FROM:	20290+00.00
TO:	20293+47.70

31	CPR (FA)
CONSTRUCT NEW #15 TURNOUT (RH)	
FROM:	20293+47.70
TO:	20295+05.38

ADVANCE CONTRACT

2	CONTRACTOR
SITE CLEARING AND PREPARATION	
FROM:	AS NEEDED
TO:	AS NEEDED

ADVANCE CONTRACT

5	CONTRACTOR
CONSTR. STAGE RR-1 TEMPORARY SOIL RETENTION SYSTEM	
FROM:	10284+54.31
TO:	10291+00.00

ADV. CONT./STG RR-1

8	CONTRACTOR
GRADING NEW CP TRACK #1	
FROM:	10271+95.48
TO:	10289+00.00

ADV. CONT./STG RR-1

16	CONTRACTOR
GRADING NEW CP TRACK #1 AND CP TRACK #2	
FROM:	10289+00.00
TO:	10290+00.00

ADV. CONT./STG RR-1

18	CONTRACTOR
GRADING NEW CP TRACKS #1 & #2 AND CP ACCESS RD.	
FROM:	10290+00.00
TO:	10294+84.83

20	CONTRACTOR
GRADING NEW CP TRACKS #1 & #2 AND CP ACCESS RD.	
FROM:	10294+84.83
TO:	10298+45.32

22	CONTRACTOR
GRADING NEW CP TRACKS #1 & #2 AND CP ACCESS RD.	
FROM:	10300+16.32
TO:	10305+00.00

24	CONTRACTOR
GRADING NEW CP TRACK #1 AND CP TRACK #2	
FROM:	10305+00.00
TO:	10314+00.00

26	CONTRACTOR
GRADING NEW CP TRACK #1	
FROM:	10314+00.00
TO:	10319+00.00

29	CPR (FA)
CONSTRUCT NEW CP TRACK #1	
FROM:	10285+00.00
TO:	10296+14.54

32	CPR (FA)
CONSTRUCT NEW #15 TURNOUT (RH)	
FROM:	10296+14.54
TO:	10297+72.22

3	METRA (FA)
FURN. AND INSTALL CANT. SIG. BRDG./ REMOVE EXISTING	
FROM:	878+86.00
TO:	880+11.00

6	METRA (FA)
REMOVE EXIST. #15 TURNOUT (RH)	
FROM:	882+13.05
TO:	883+70.73

9	METRA (FA)
REALIGN/RESURFACE CP OUTBOUND LEAD CONST. #15 T.O. (RH)	
FROM:	837+46.93
TO:	881+66.34

17	METRA (FA)
REMOVE EXISTING #20 CROSSOVER (LH)	
FROM:	883+92.42
TO:	887+59.93

19	METRA (FA)
CONSTRUCT NEW #20 CROSSOVER (LH)	
FROM:	880+65.98
TO:	884+31.67

21	METRA (FA)
REMOVE EXIST. #15 CROSSOVER (RH)	
FROM:	887+85.36
TO:	890+67.61

23	METRA (FA)
CONSTRUCT NEW #15 CROSSOVER (RH)	
FROM:	884+56.67
TO:	887+36.34

25	METRA (FA)
CONSTRUCT NEW #15 TURNOUT (RH)	
FROM:	886+69.34
TO:	888+27.02

27	METRA (FA)
REMOVE EXISTING #9 TURNOUT REPLACE W/ NEW #11 TURNOUT	
FROM:	883+48.02
TO:	887+00.00

30	METRA (FA)
REALIGN/RESURFACE CP INBOUND LEAD CP YARD LEAD	
FROM:	876+90.42
TO:	890+96.27

33	METRA (FA)
REMOVE EXIST. #15 TURNOUT (RH)	
FROM:	889+63.43
TO:	891+21.11

MATCHLINE #1 SEE BELOW

MATCHLINE #1 SEE ABOVE

STAGE RR-1

STAGE RR-1A

STAGE RR-2

STAGE RR-2A

34	CPR (FA)
CONSTRUCT NEW CP TRACK #2	
FROM:	20293+47.70
TO:	20314+00.00

35	CPR (FA)
CONSTRUCT NEW CP TRACK #1	
FROM:	10297+72.22
TO:	10321+00.00

THIS WORK CAN OCCUR ANY TIME DURING STAGE RR-1

44	CPR (FA)
RAISE EXISTING CP PROFILE 12" AT NORTH END	
FROM:	T.B.D.
TO:	T.B.D.

36	CPR (FA)
CONSTRUCT NEW CROSSOVER TRACK	
FROM:	20293+47.70
TO:	10296+14.54

8	CONTRACTOR
GRADING NEW CP TRACK #1	
FROM:	10272+40.23
TO:	10285+00.00

39	CPR (FA)
INSTALL NB AND SB SIGNALS FOR NEW CPR CROSSOVER	
FROM:	T.B.D.
TO:	T.B.D.

39	METRA (FA)
UPDATE SIGNAL SYSTEM TO INCLUDE NEW SIGNALS	
FROM:	T.B.D.
TO:	T.B.D.

50	CPR (FA)
REMOVE EXIST. CP TRACK #1	
FROM:	10316+60.00
TO:	10327+12.44

49	CONTRACTOR
GRADING NEW CP TRACK #1	
FROM:	10316+60.00
TO:	10327+12.44

53	CPR (FA)
CONSTRUCT NEW CP TRACK #1	
FROM:	10319+00.00
TO:	10327+12.44

30	CPR (FA)
REMOVE EXISTING CP TRK. #1	
FROM:	10277+86.66
TO:	10285+00.00

51	CONTRACTOR
CONSTRUCT EAST PORTION OF 36" CULVERT	
FROM:	10284+00.00
TO:	10284+00.00

30	METRA (FA)
REMOVE EXISTING CP TRK. #1	
FROM:	10276+15.21
TO:	10277+86.66

48	CONTRACTOR
GRADING NEW CP TRACK #1	
FROM:	10275+27.30
TO:	10285+00.00

33	CPR (FA)
CONSTRUCT NEW CP TRACK #1	
FROM:	10277+86.66
TO:	10285+00.00

27	METRA (FA)
REMOVE EXIST. #15 TURNOUT (RH)	
FROM:	890+98.35
TO:	892+56.03

27	METRA (FA)
CONSTRUCT NEW #15 TURNOUT (RH) (FOR PROP TRK. #1)	
FROM:	10271+95.48
TO:	10273+53.43

33	METRA (FA)
CONSTRUCT NEW CP TRACK #1 AND NEW SB SIGNAL	
FROM:	10273+53.43
TO:	10277+86.66

54	CPR (FA)
REMOVE EXIST. CP TRACK #1	
FROM:	10285+00.00
TO:	10316+60.00

56	CONTRACTOR
CONSTRUCT TURNAROUND RET. WALL (RW-6)	
FROM:	20294+88.42
TO:	20296+08.42

72	CONTRACTOR
GRADING/CONSTRUCT SOUTH ACCESS ROAD TURNAROUND	
FROM:	20294+02.17
TO:	20296+65.02

57	CONTRACTOR
CONSTR. STAGE RR-2 TEMPORARY SOIL RETENTION SYSTEM	
FROM:	20312+00.00
TO:	20320+40.00

55	CONTRACTOR
GRADING NEW CP TRACK #2	
FROM:	20305+45.00
TO:	20319+40.00

60	CPR (FA)
CONSTRUCT NEW CP TRACK #2	
FROM:	20314+00.00
TO:	20319+00.00

55	CONTRACTOR
GRADING NEW CP TRACK #2	
FROM:	20284+84.74
TO:	20288+00.00

38	METRA (FA)
REMOVE EXISTING #15 CROSSOVER (RH)	
FROM:	891+45.97
TO:	894+26.52

38	METRA (FA)
CONSTRUCT NEW #15 CROSSOVER (RH)	
FROM:	889+27.02
TO:	892+06.70

62	CPR (FA)
REMOVE EXISTING CP TRACK #2	
FROM:	20316+00.00
TO:	20326+75.98

65	CONTRACTOR
GRADING NEW CP TRACK #2	
FROM:	20319+00.00
TO:	20326+75.98

61	CPR (FA)
REMOVE EXISTING CP TRACK #2	
FROM:	20280+00.00
TO:	20288+21.40

63	CONTRACTOR
CONSTRUCT WEST PORTION OF 36" CULVERT	
FROM:	10284+00.00
TO:	10284+00.00

41	METRA (FA)
REMOVE EXISTING CP TRK. #2	
FROM:	20279+05.07
TO:	20280+00.00

40	CONTRACTOR
GRADING NEW/TEMP CP TRACK #2	
FROM:	20277+73.56
TO:	20288+21.40

42	METRA (FA)
REMOVE EXISTING #10 TURNOUT (RH)	
FROM:	894+26.43
TO:	895+22.43

43	METRA (FA)
CONSTRUCT NEW #15 TURNOUT (RH) (FOR PROP TRK. #2)	
FROM:	20276+30.43
TO:	20277+88.37

MATCHLINE #2 SEE BELOW

MATCHLINE #2 SEE ABOVE

STAGE RR-2A

STAGE RR-3

67	CPR (FA)
CONSTRUCT NEW CP TRACK #2	
FROM:	20319+00.00
TO:	20326+75.98

44	METRA (FA)
CONSTRUCT NEW CP TRACK #2 AND NEW SB SIGNAL	
FROM:	20277+88.37
TO:	20280+00.00

66	CPR (FA)
CONSTRUCT NEW CP TRACK #2	
FROM:	20280+00.00
TO:	20289+00.00

68	CPR (FA)
REMOVE EXISTING CP TRACK #2	
FROM:	20289+00.00
TO:	20316+00.00

69	CPR (FA)
REMOVE EXISTING CROSSING SURFACE AND SIGNALS	
FROM:	AS NEEDED
TO:	AS NEEDED

70	CONTRACTOR
CONSTRUCT TURNAROUND RET. WALL (RW-5)	
FROM:	20303+88.61
TO:	20305+38.61

72	CONTRACTOR
GRADING/CONSTRUCT NORTH ACCESS ROAD TURNAROUND	
FROM:	20303+88.20
TO:	20305+39.03

71	CONTRACTOR
CONSTRUCT PROPOSED CULVERT (WEST END)	
FROM:	20303+11.46
TO:	20303+11.46

73	CONTRACTOR
CONSTRUCT 30" CULVERT FOR ACCESS ROAD	
FROM:	10326+34.48
TO:	10326+72.14

75	CONTRACTOR
GRADING NEW CP ACCESS ROAD	
FROM:	20305+00.00
TO:	20326+75.98

74	CONTRACTOR
GRADING NEW CP ACCESS ROAD	
FROM:	20282+31.20
TO:	20290+00.00

END

LEGEND

#	RESP. PARTY
DESCRIPTION OF WORK	
FROM:	BEGIN WORK
TO:	END WORK

FILE NAME = ...\D16BOW01-SHT-STAGING08-RR02.DGN

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 2.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
RAILROAD WORK STAGING DIAGRAM

SCALE: N.T.S. | SHEET NO. 2 OF 25 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	324
		CONTRACT NO. 60W01		
		ILLINOIS FED. AID PROJECT		

STAGE RR-1 NOTES:

1) CONTRACTOR TO COMPLETE GRADING IN THE LOCATIONS SHOWN ON THE PLANS INCLUDING THE CONSTRUCTION OF A TEMPORARY SOIL RETENTION SYSTEM.

2) METRA TO CONSTRUCT CANTILEVER SIGNAL, REMOVE CANTILEVER SIGNAL, CONSTRUCT #20 LHPO CROSSOVER, REMOVE EXISTING #20 CROSSOVER, CONSTRUCT 1 #15 RH CROSSOVER, REMOVE 1 #15 CROSSOVER, CONSTRUCT 2 #15 TURNOUTS, CONSTRUCT 1 #11 TURNOUT, REMOVE THREE TURNOUTS. RESURFACE RE-ALIGN LEAD TRACKS.

3) CPR TO CONSTRUCT PROPOSED TRACKS 1 AND 2 TO THE LIMITS SHOWN ON THE PLANS.

4) CONTRACTOR TO CONSTRUCT STABALIZED CONSTRUCTION ENTRANCE AS SHOWN ON THE PLANS.

5) CPR TO INSTALL TEMPORARY CROSSING AT TE STABALIZED CONSTRUCTION ENTRANCE.

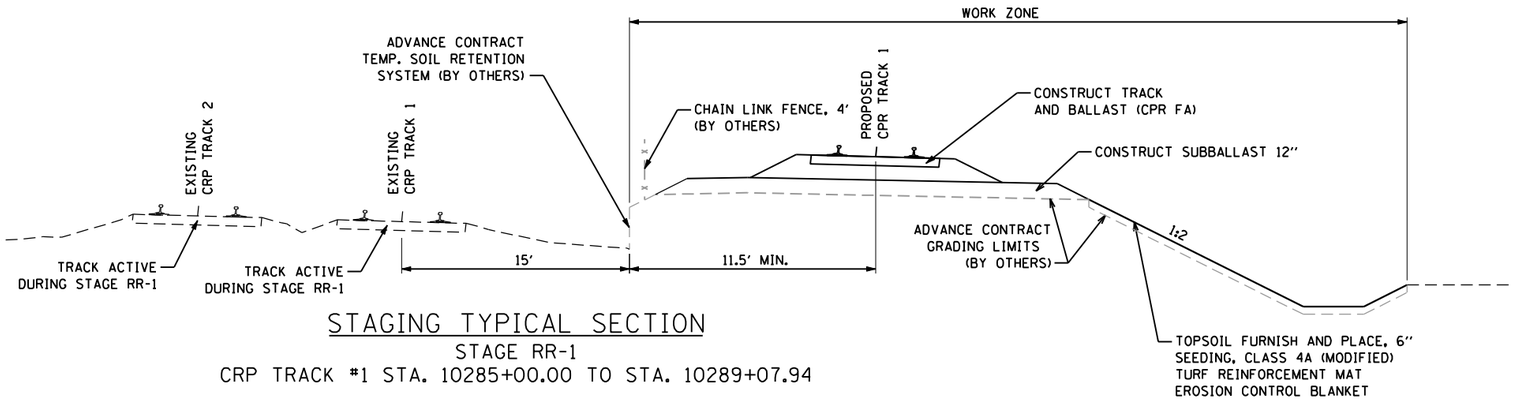
6) DURING STAGE RR-1 TRAINS WILL OPERATE ON EXISTING CPR TRACKS 1 AND 2.

7) CONTRACTOR TO CONSTRUCT RETAINING WALLS RW-1, RW-2, RW-3, AND RW-4.

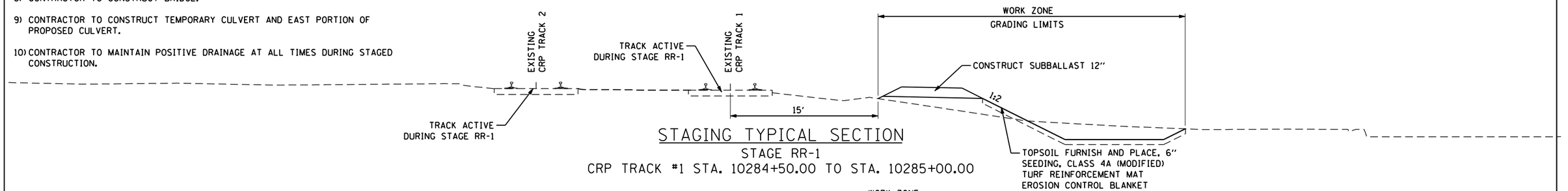
8) CONTRACTOR TO CONSTRUCT BRIDGE.

9) CONTRACTOR TO CONSTRUCT TEMPORARY CULVERT AND EAST PORTION OF PROPOSED CULVERT.

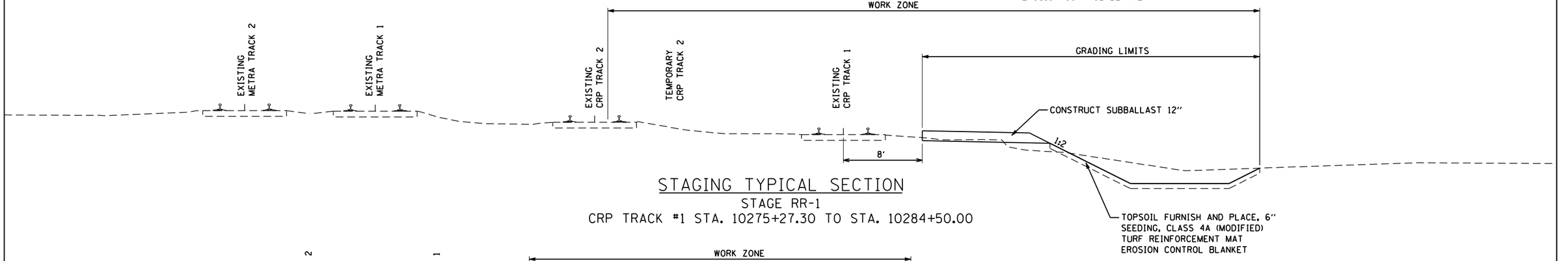
10) CONTRACTOR TO MAINTAIN POSITIVE DRAINAGE AT ALL TIMES DURING STAGED CONSTRUCTION.



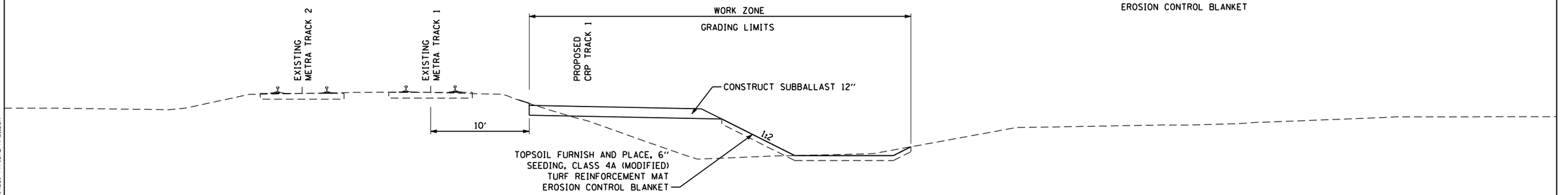
STAGING TYPICAL SECTION
STAGE RR-1
CRP TRACK #1 STA. 10285+00.00 TO STA. 10289+07.94



STAGING TYPICAL SECTION
STAGE RR-1
CRP TRACK #1 STA. 10284+50.00 TO STA. 10285+00.00



STAGING TYPICAL SECTION
STAGE RR-1
CRP TRACK #1 STA. 10275+27.30 TO STA. 10284+50.00



STAGING TYPICAL SECTION
STAGE RR-1
CRP TRACK #1 STA. 10271+95.48 TO STA. 10275+27.30

FILE NAME = ...\D16BW01-SHT-STAGING01-TYPICAL-RR01.DGN

HDR ENGINEERING, INC.

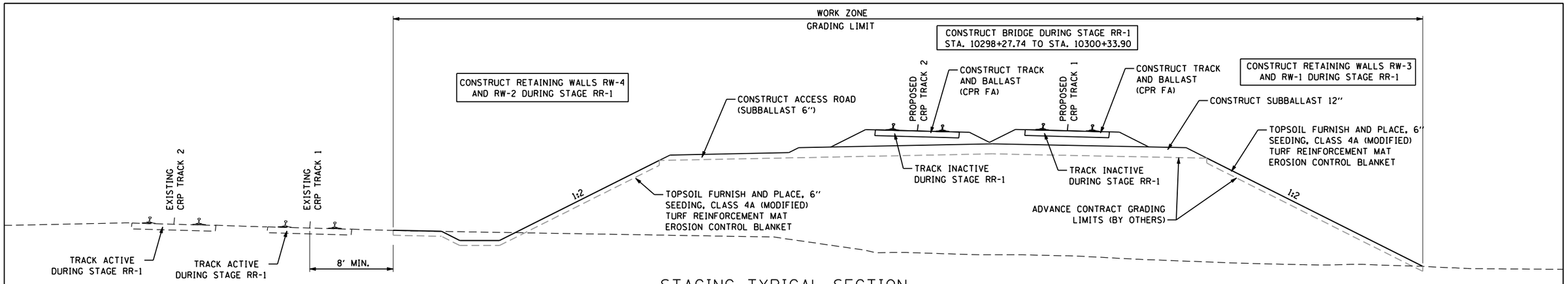
USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = N.T.S. / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
STAGING TYPICAL SECTION (STAGE RR-1)

SCALE: N.T.S. | SHEET NO. 3 OF 25 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	325
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

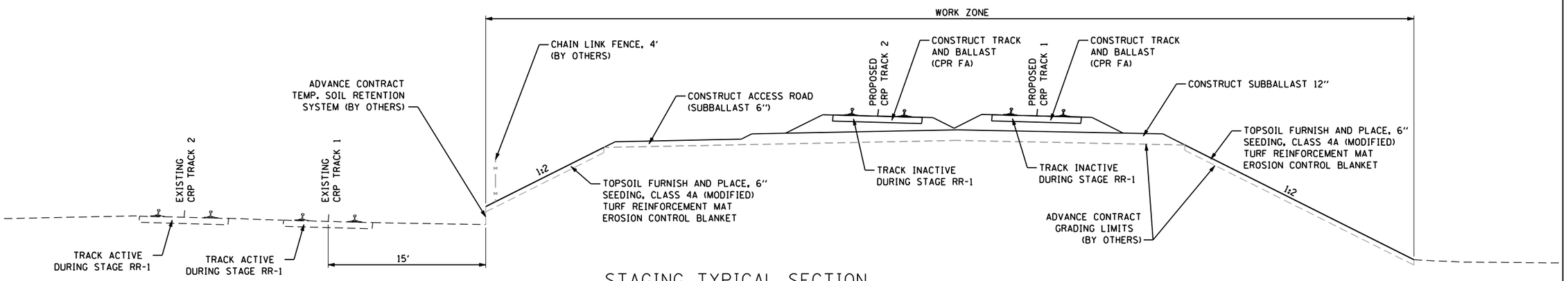


STAGING TYPICAL SECTION

STAGE RR-1

CRP TRACK #1 STA. 10291+00.00 TO STA. 10294+61.42

CRP TRACK #2 STA. 20290+96.93 TO STA. 20294+61.42

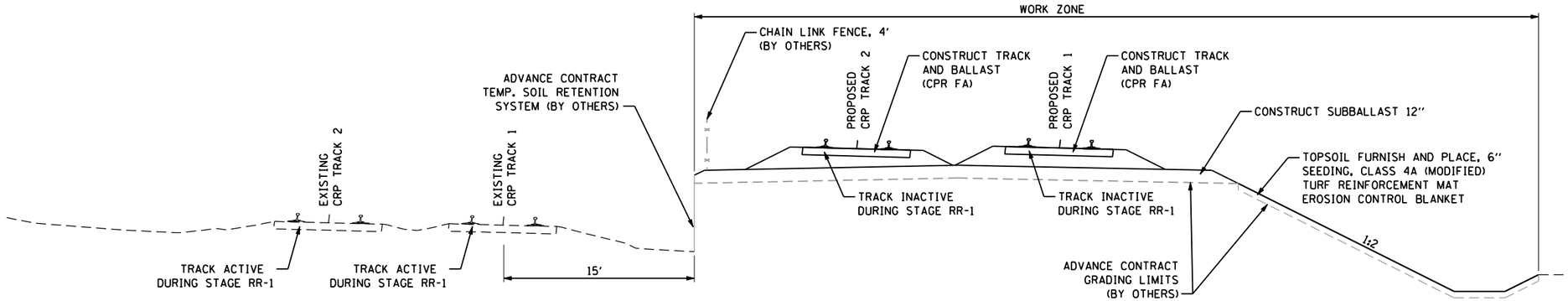


STAGING TYPICAL SECTION

STAGE RR-1

CRP TRACK #1 STA. 10290+05.76 TO STA. 10291+00.00

CRP TRACK #2 STA. 20290+00.00 TO STA. 20290+96.11



STAGING TYPICAL SECTION

STAGE RR-1

CRP TRACK #1 STA. 10289+07.94 TO STA. 10290+05.76

CRP TRACK #2 STA. 20289+00.00 TO STA. 20290+00.00

NOTE:

1) CONTRACTOR TO MAINTAIN POSITIVE DRAINAGE AT ALL TIMES DURING STAGED CONSTRUCTION

FILE NAME = ...\D1680#01-SHT-STAGING01-TYPICAL-RR02.DGN

HDR ENGINEERING, INC.

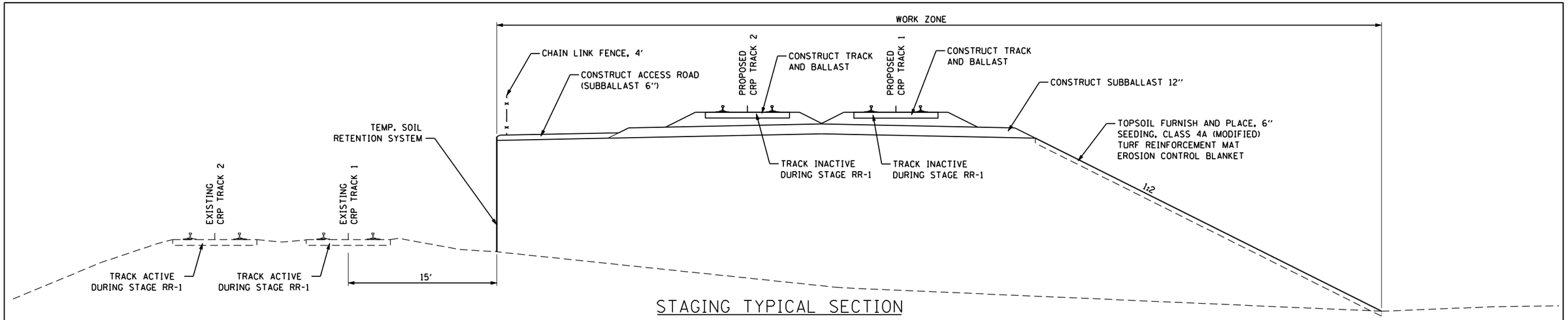
USER NAME = rratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = N.T.S. / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
STAGING TYPICAL SECTION (STAGE RR-1)

SCALE: N.T.S. | SHEET NO. 4 OF 25 SHEETS | STA. | TO STA.

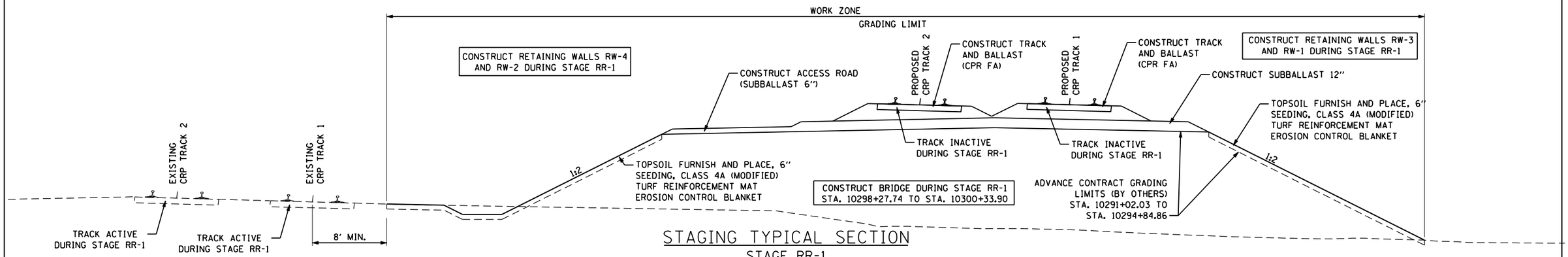
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	326
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			



STAGING TYPICAL SECTION

STAGE RR-1

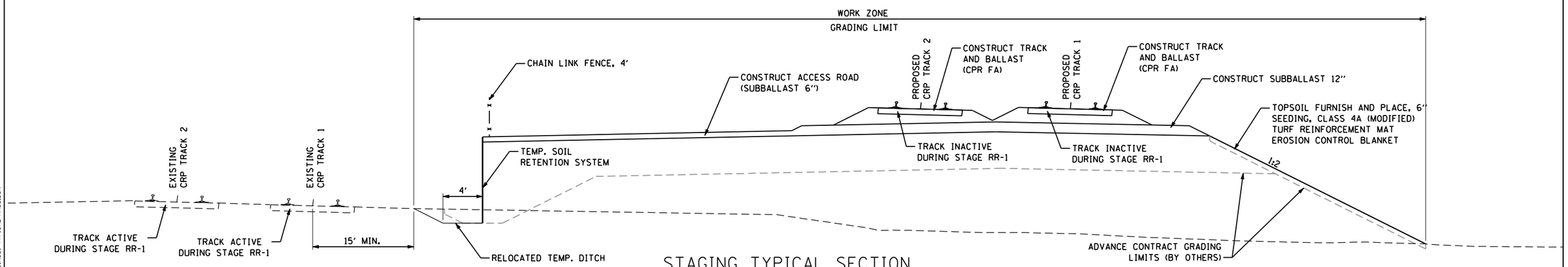
CRP TRACK #1 STA. 10303+59.94 TO STA. 10305+00.00
CRP TRACK #2 STA. 20303+59.94 TO STA. 20305+00.00



STAGING TYPICAL SECTION

STAGE RR-1

CRP TRACK #1 STA. 10296+05.42 TO STA. 10303+59.94
CRP TRACK #2 STA. 20296+05.42 TO STA. 20303+59.94



STAGING TYPICAL SECTION

STAGE RR-1

CRP TRACK #1 STA. 10294+61.42 TO STA. 10296+05.42
CRP TRACK #2 STA. 20294+61.42 TO STA. 20296+05.42

NOTE:

1) CONTRACTOR TO MAINTAIN POSITIVE DRAINAGE AT AT ALL TIMES DURING STAGED CONSTRUCTION

FILE NAME = ...\D1608W01-SHT-STAGING01-TYPICAL-RR01.DGN

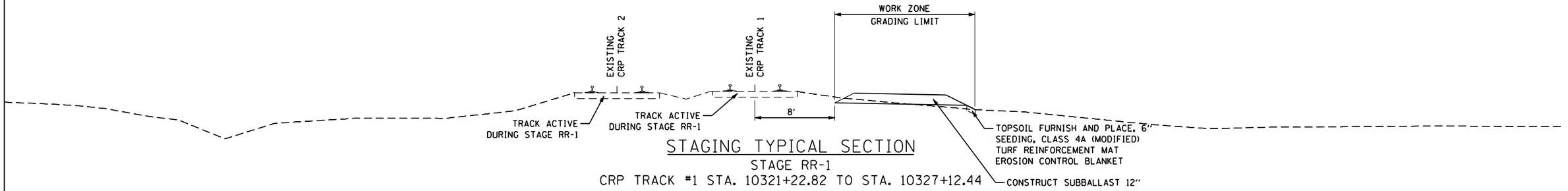
HDR ENGINEERING, INC.	USER NAME = nratterm	DESIGNED - NMR	REVISED -
		DRAWN - NMR	REVISED -
	PLOT SCALE = N.T.S. / IN.	CHECKED - MPH	REVISED -
	PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
STAGING TYPICAL SECTION (STAGE RR-1)

SCALE: N.T.S. | SHEET NO. 5 OF 25 SHEETS | STA. | TO STA.

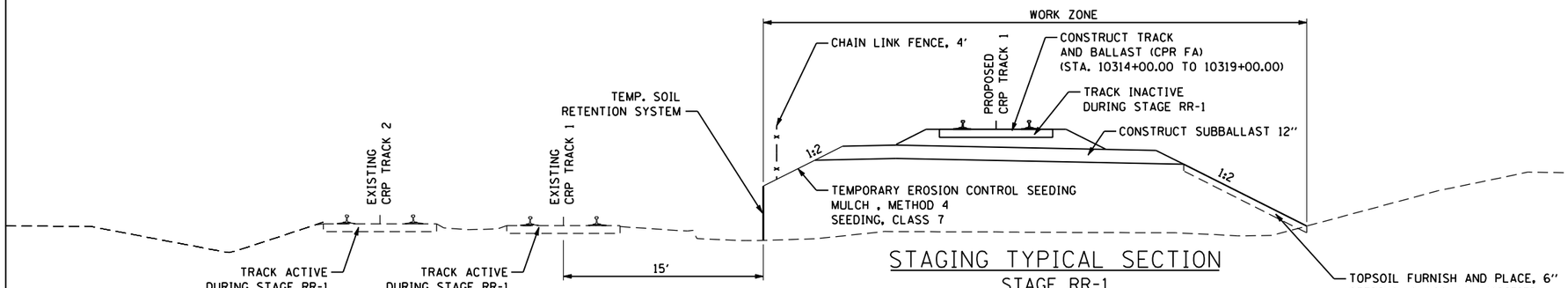
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	327
		CONTRACT NO. 60W01		
		ILLINOIS FED. AID PROJECT		



STAGING TYPICAL SECTION

STAGE RR-1

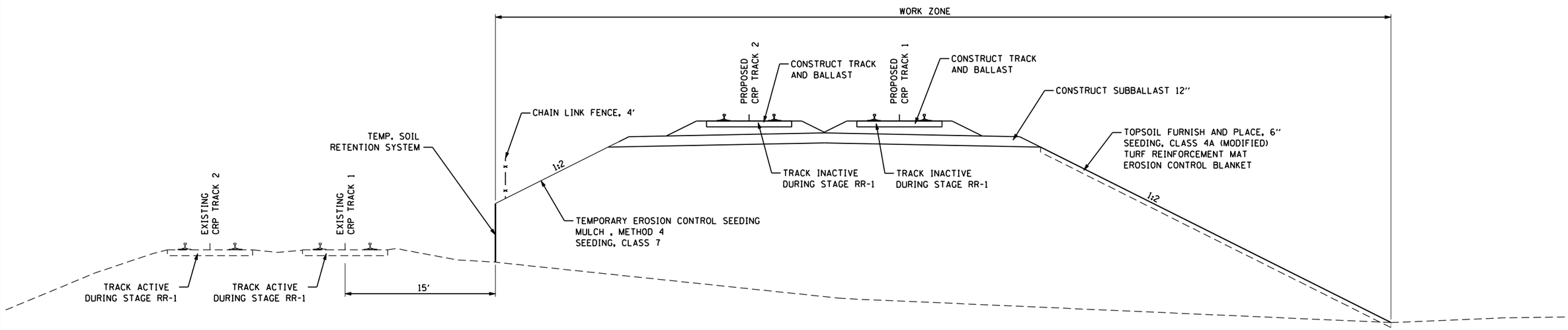
CRP TRACK #1 STA. 10321+22.82 TO STA. 10327+12.44



STAGING TYPICAL SECTION

STAGE RR-1

CRP TRACK #1 STA. 10314+00.00 TO STA. 10321+22.82



STAGING TYPICAL SECTION

STAGE RR-1

CRP TRACK #1 STA. 10303+59.94 TO STA. 10314+00.00

CRP TRACK #2 STA. 20303+59.94 TO STA. 20314+00.00

NOTE:

1) CONTRACTOR TO MAINTAIN POSITIVE DRAINAGE AT AT ALL TIMES DURING STAGED CONSTRUCTION

FILE NAME = ...\D1608W01-SHT-STAGING01-TYPICAL-RR04.DGN

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = N.T.S. / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
STAGING TYPICAL SECTION (STAGE RR-1)

SCALE: N.T.S. | SHEET NO. 6 OF 25 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	328
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

METRA FORCE ACCOUNT WORK TO BE COMPLETED DURING STAGE RR1:
1) CONSTRUCT CANTILEVER SIGNAL BRIDGE
2) REMOVE EXISTING CANTILEVER SIGNAL BRIDGE
3) REMOVE #15 TURNOUT AT STA 883+70.73
4) CONSTRUCT #15 TURNOUT AT STA 881+66.34
5) RESURFACE/REALIGN CPR OUTBOUND LEAD
6) REMOVE #20 CROSSOVER FROM STA 883+92.43 TO STA 887+59.93
7) CONSTRUCT #20 CROSSOVER FROM STA 880+65.98 TO STA 884+31.67
8) REMOVE #15 CROSSOVER FROM STA 887+85.36 TO STA 890+70.31
9) CONSTRUCT #15 CROSSOVER FROM STA 884+56.67 TO STA 887+36.34
10) CONSTURCT #15 TURNOUT AT STA 888+27.02
11) REMOVE #15 TURNOUT AT STA 891+21.11
12) REMOVE YARD LEAD TURNOUT AT STA 885+74.42
13) CONSTRUCT #11 TURNOUT AT STA 883+48.02
14) RESURFACE/REALIGN CPR INBOUND LEAD
15) RESURFACE/REALIGN CPR YARD LEAD
16) COMPLETE JUNCTION B-17 SIGNAL UPGRADE
17) SEE REMOVAL PLANS AND PLAN AND PROFILE SHEETS FOR DESIGN INFORMATION

DURING STAGE RR-1 CPR TRAINS WILL OPERATE ON EXISTING TRACKS 1 & 2

℄ EXISTING METRA MILWAUKEE DIST. WEST TRACKS
ADVANCE CONTRACT TEMP. SOIL RETENTION SYSTEM (BY OTHERS)
EXISTING R.O.W
℄ EXISTING CPR TRACK #2
STAGE RR-1 GRADING LIMIT
℄ EXISTING CPR TRACK #1
L 20280+00
10280+00
EXISTING R.O.W
L 20285+00
10285+00
STAGE RR-1 GRADING LIMIT
STA. 10285+00.00
BEGIN PROP. CPR TRACK #1 (CPR FA)
℄ PROPOSED CPR TRACK #2
℄ PROPOSED CPR TRACK #1
MATCH LINE STA. 10286+00 SEE BELOW
PROPOSED R.O.W
L 10275+00
CONSTRUCT PROPOSED DITCH
PROPOSED R.O.W (UPRR)
CHAIN LINK FENCE, 4' (BY OTHERS)
TEMP. EASEMENT
PROPOSED UPRR RE-ALIGNMENT (BY OTHERS)
L 285+00
L 285+00
STA. 10271+95.48 BEGIN STAGE RR-1 GRADING
L 280+00
L 280+00
50' 0' 50' 100' 150'
GRAPHIC SCALE

ADVANCE CONTRACT TEMP. SOIL RETENTION SYSTEM (BY OTHERS)
EXISTING R.O.W.
STAGE RR-1 GRADING LIMIT
STA. 10294+61.42, 80.00' LT
TEMP. SOIL RETENTION SYSTEM
STA. 10294+61.42, 79.00' LT
BEGIN CHAIN LINK FENCE, 4'
TEMP. SOIL RETENTION SYSTEM
STA. 10296+05.42, 80.00' LT
END TEMP. SOIL RETENTION SYSTEM
STA. 10296+05.42, 79.00' LT
END CHAIN LINK FENCE, 4'
PROPOSED DITCH
PROPOSED ACCESS ROAD
PROPOSED R.O.W.
CONSTRUCT PROPOSED RETAINING WALL RW-4
EXISTING R.O.W.
STA. 20290+00
BEGIN PROP. ACCESS ROAD
STA. 20289+00
BEGIN PROP. CPR TRACK #2 (CPR FA)
CHAIN LINK FENCE, 4'
L 20295+00
10295+00
℄ EXISTING CPR TRACK #2
℄ EXISTING CPR TRACK #1
L 20290+00
10290+00
CONSTRUCT SIGNALS (CPR FA) FINAL LOCATION TO BE DETERMINED BY CANADIAN PACIFIC RAILWAY SIGNAL DESIGNER
AREA RESERVED FOR PROPOSED SIGNAL BUNGALOW. FINAL LOCATION TBD BY CANADIAN PACIFIC RAILWAY SIGNAL DESIGNER
STA. 10297+72.22
CONSTRUCT TURNOUT (CPR FA)
PROPOSED R.O.W.
STA. 20293+47.70
CONSTRUCT TURNOUT (CPR FA)
ADVANCE CONTRACT STABILIZED CONSTRUCTION ENTRANCE (BY OTHERS)
CONSTRUCT PROPOSED RETAINING WALL RW-3
MATCH LINE STA. 10298+00
℄ PROPOSED CPR TRACK #2
℄ PROPOSED CPR TRACK #1
CHAIN LINK FENCE, 4' (BY OTHERS)
STAGE RR-1 GRADING LIMIT
ADVANCE CONTRACT CULVERT (TYP.)
MATCH LINE SEE STA. 10286+00 ABOVE
ROOSEVELT AVENUE (CLOSED)
PROPOSED R.O.W (UPRR)
300+00
300+00
PROPOSED UPRR RE-ALIGNMENT (BY OTHERS)
50' 0' 50' 100' 150'
GRAPHIC SCALE

DURING STAGE RR-1 CPR TRAINS WILL OPERATE ON EXISTING TRACKS 1 & 2

LEGEND
GRADING AREA
FENCE REMOVAL

FILE NAME = ...\D1680W01-SHT-STAGING01-RR01.DGN

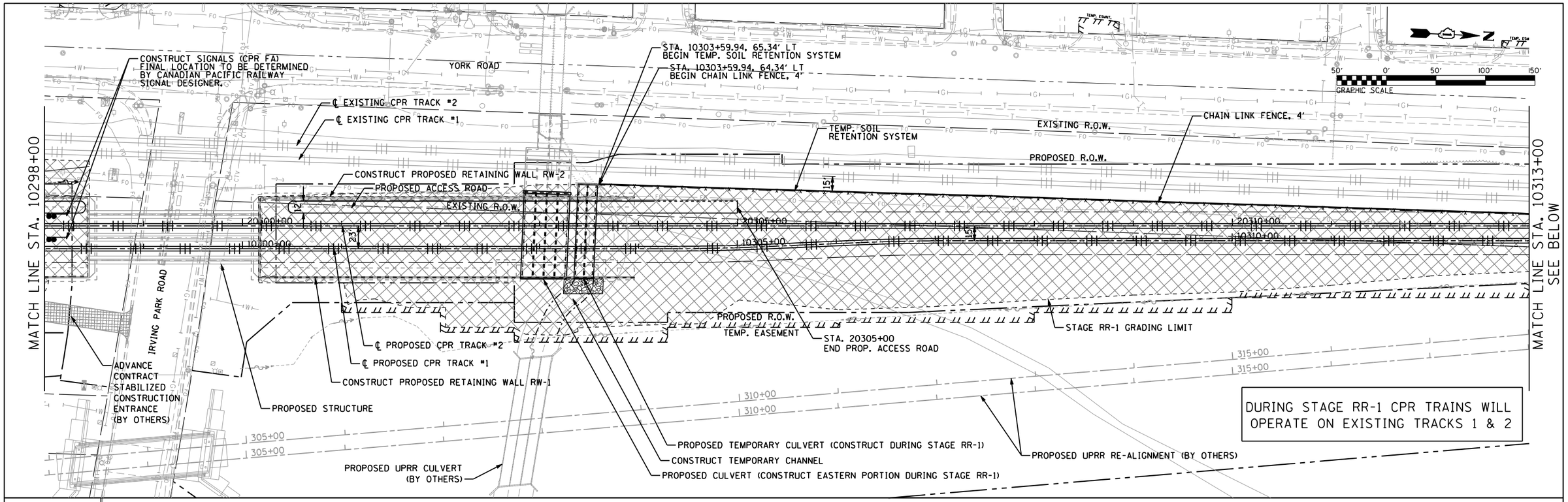
HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CONSTRUCTION STAGING PLAN STAGE RR-1 (RAILROAD)
SCALE: 1"=50' | SHEET NO. 7 OF 25 SHEETS | STA. 10272+40.23 TO STA. 10298+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	329
		CONTRACT NO. 60W01		
		ILLINOIS FED. AID PROJECT		



FILE NAME = ...\D1680w01-SHT-STAGING01-RR02.DGN

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CONSTRUCTION STAGING PLAN STAGE RR-1 (RAILROAD)

SCALE: 1"=50' | SHEET NO. 8 OF 25 SHEETS | STA. 10298+00 TO STA. 10327+12.44

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	330
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

STA. 10294+61.42 BEGIN TEMP. SOIL RETENTION SYSTEM
TEMP. SOIL RETENTION SYSTEM
STA. 10296+05.42 END TEMP. SOIL RETENTION SYSTEM
WATER UTILITY QUALITY LEVEL "D" FROM THIS POINT SOUTH
YORK ROAD
℄ EXISTING CPR TRACK #2
℄ EXISTING CPR TRACK #1
STA. 10303+59.94 BEGIN TEMP. SOIL RETENTION SYSTEM
EXISTING R.O.W. (CPR)
TEMP. SOIL RETENTION SYSTEM
PROPOSED R.O.W. (CPR)
PROPOSED RETAINING WALL RW-2
PROPOSED R.O.W. (CPR)
EXISTING R.O.W. (CPR)
PROPOSED R.O.W. (CPR)
PROPOSED STRUCTURE
℄ PROPOSED CPR TRACK #2
℄ PROPOSED CPR TRACK #1
PROPOSED RETAINING WALL RW-1
AREA RESERVED FOR SIGNAL BUNGALOW
FINAL LOCATION TO BE DETERMINED BY
CANADIAN PACIFIC RAILWAY
SIGNAL DESIGNER
PROPOSED R.O.W. (UPRR)
IRVING PARK ROAD
TEMP. EASEMENT
PROPOSED TEMPORARY CULVERT
PROPOSED UPRR RE-ALIGNMENT (BY OTHERS)
PROPOSED CULVERT
MATCH LINE STA. 10308+00
SCALE IN FEET 50 0 50 100

LEGEND
SOIL BORING LOCATION
SEE BORING LOG SHEETS FOR SOIL BORING LOG INFORMATION

PROP. TOP PAYMENT LIMIT OF TEMP. SOIL RETENTION SYSTEM
EXISTING GROUND LINE AT TEMP. SOIL RETENTION SYSTEM (PRIOR TO ADVANCE CONTRACT GRADING)
PROP. BOTTOM PAYMENT LIMIT OF TEMP. SOIL RETENTION SYSTEM (AT BOTTOM OF ADVANCE CONTRACT TEMPORARY DITCH)
EXISTING GROUND ELEVATION AT TEMP. SOIL RETENTION SYSTEM (PRIOR TO ADVANCE CONTRACT GRADING)
PROP. TOP OF TEMP. SOIL RETENTION SYSTEM

PROFILE | SURVEYED | PLOTTED | CHECKED | BM. NOTED | STRUCTURE NO'S CHKD | NOTE BOOK | NO. | BY | DATE

PLAN | SURVEYED | PLOTTED | CHECKED | RT. OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO. | BY | DATE

FILE NAME = ...\D1608W01-SHT-STAGING01-DETAIL-RR01.DGN

HDR ENGINEERING, INC.

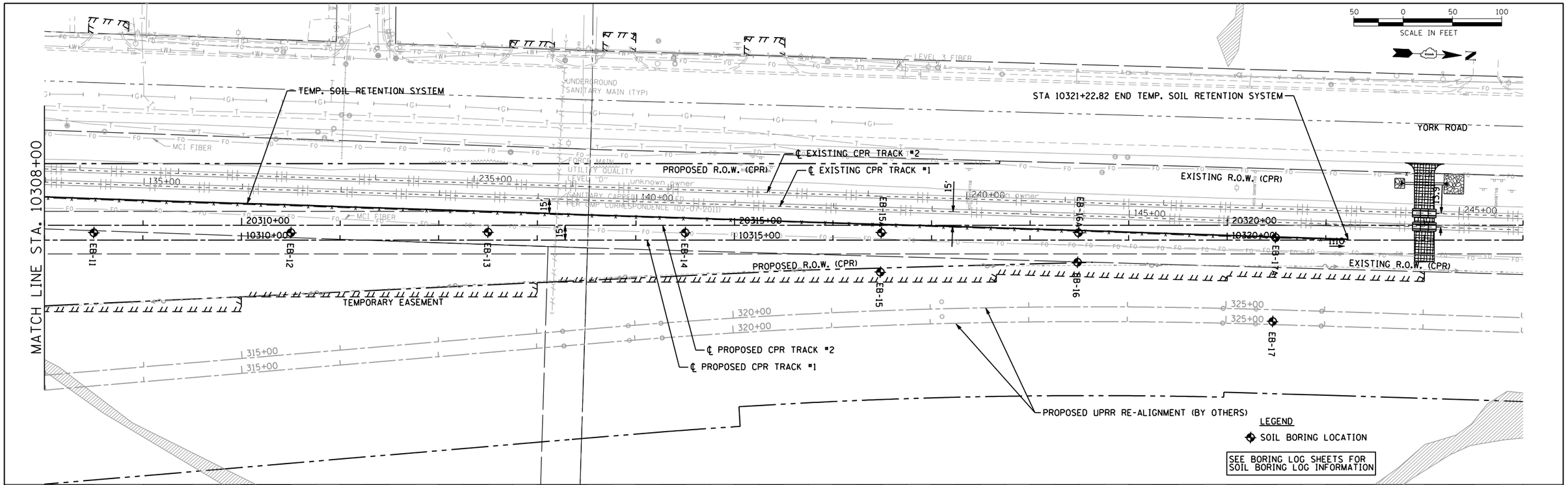
USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
TEMPORARY SOIL RETENTION SYSTEM (STAGE RR-1)

SCALE: 1" = 50' | SHEET NO. 9 OF 25 SHEETS | STA. 10293+00 TO STA. 10308+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	331
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			



PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
PROFILES CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.

FILE NAME = ...\D160W01-SHT-STAGING01-DETAIL-RR02.DGN

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
TEMPORARY SOIL RETENTION SYSTEM (STAGE RR-1)

SCALE: 1" = 50' | SHEET NO. 10 OF 25 SHEETS | STA. 10308+00 | TO STA. 10323+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	332
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

STAGE RR-1A NOTES:

1) CONTRACTOR TO WORK IN CLOSE COORDINATION WITH CPR TO COMPLETE THE GRADING NECESSARY TO CUT-IN PROPOSED CPR TRACK.

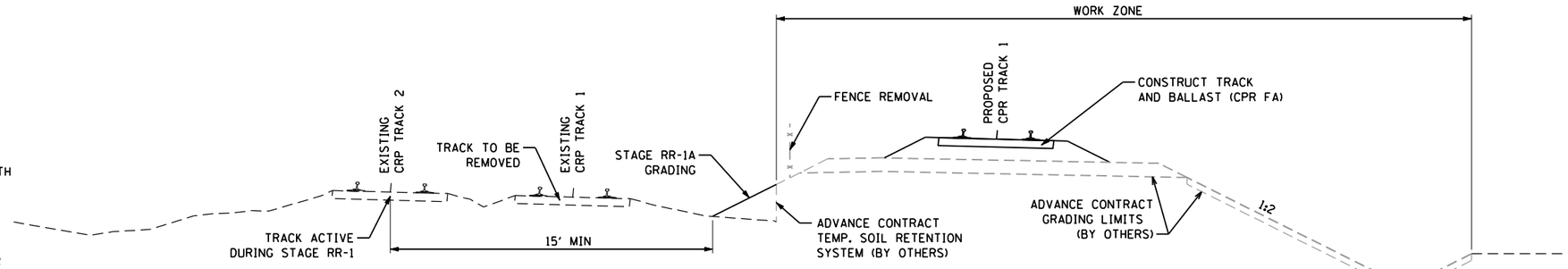
2) METRA TO REMOVE 1 #15 TURNOUT, CONSTRUCT 1 #15 TURNOUT, AND CONSTRUCT PROPOSED CPR TRACK #1 TO THE LIMITS SHOWN ON THE PLANS.

3) CPR TO CUT-IN PROPOSED CPR TRACK 1 AT THE NORTH AND SOUTH LIMITS OF THE PROJECT.

4) CONTRACTOR TO CONSTRUCT EAST PORTION OF 36" CULVERT AT STATION 10284+00.

5) DURING STAGE RR-1A TRAINS WILL USE EXISTING CPR TRACK #2.

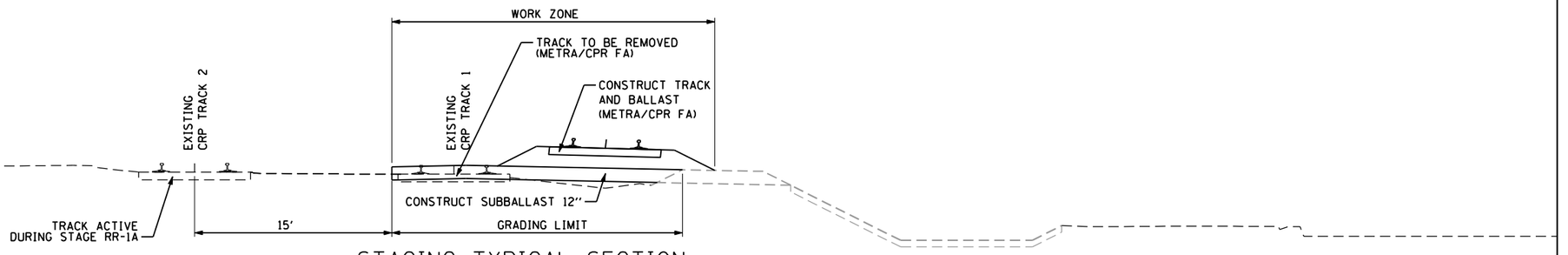
6) CONTRACTOR TO MAINTAIN POSITIVE DRAINAGE AT AT ALL TIMES DURING STAGED CONSTRUCTION.



STAGING TYPICAL SECTION

STAGE RR-1A

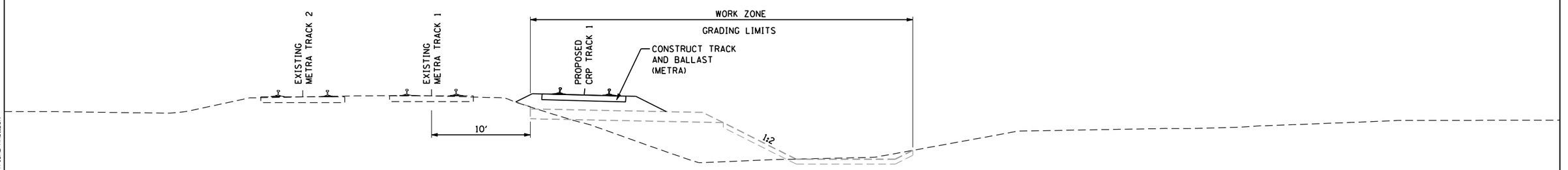
CRP TRACK #1 STA. 10284+50.00 TO STA. 10285+00.00



STAGING TYPICAL SECTION

STAGE RR-1A

CRP TRACK #1 STA. 10275+27.30 TO STA. 10284+50.00



STAGING TYPICAL SECTION

STAGE RR-1A

CRP TRACK #1 STA. 10271+95.48 TO STA. 10275+27.30

FILE NAME = ...\D16BW01-SHT-STAGING01A-TYPICAL_RR01.DGN

HDR ENGINEERING, INC.

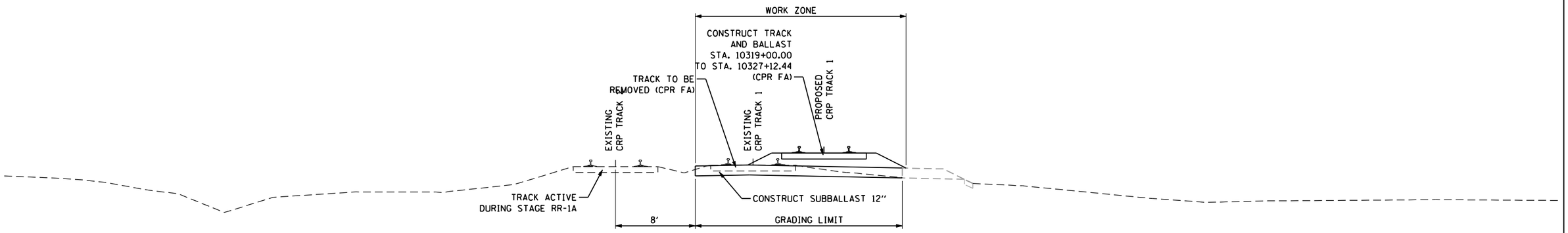
USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = N.T.S. / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
STAGING TYPICAL SECTION (STAGE RR-1A)

SCALE: N.T.S. | SHEET NO. 11 OF 25 SHEETS | STA. | TO STA.

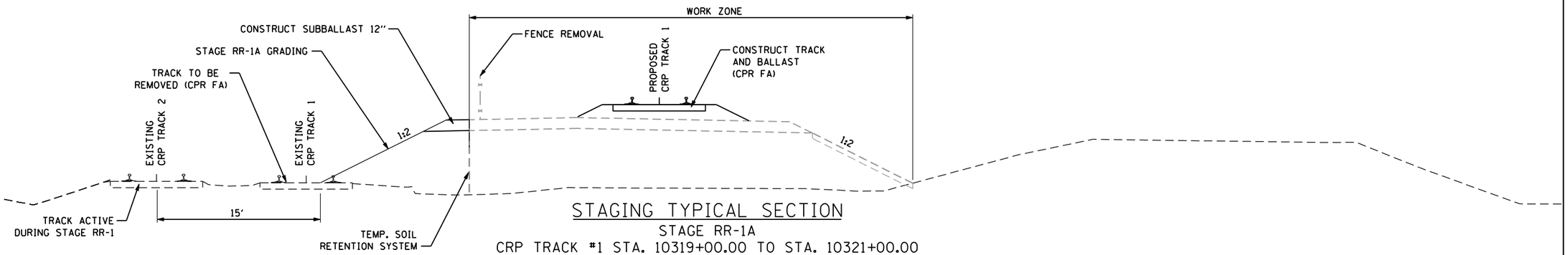
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	333
		CONTRACT NO. 60W01		
		ILLINOIS	FED. AID PROJECT	



STAGING TYPICAL SECTION

STAGE RR-1A

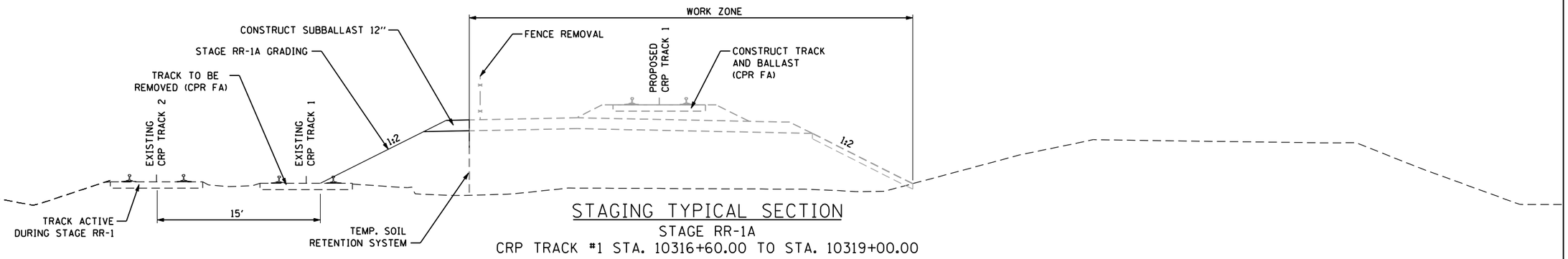
CRP TRACK #1 STA. 10321+00.00 TO STA. 10327+12.44



STAGING TYPICAL SECTION

STAGE RR-1A

CRP TRACK #1 STA. 10319+00.00 TO STA. 10321+00.00



STAGING TYPICAL SECTION

STAGE RR-1A

CRP TRACK #1 STA. 10316+60.00 TO STA. 10319+00.00

FILE NAME = ...\D1680W01-SHT-STAGING01A-TYPICAL-PROD.DGN

HDR ENGINEERING, INC.	USER NAME = nratterm	DESIGNED -	REVISED -
		DRAWN - NMR	REVISED -
	PLOT SCALE = N.T.S. / IN.	CHECKED - MPH	REVISED -
	PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
STAGING TYPICAL SECTION (STAGE RR-1A)

SCALE: N.T.S. | SHEET NO. 12 OF 25 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	334
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

METRA FORCE ACCOUNT WORK TO BE COMPLETED DURING STAGE RR1A:
1) REMOVE #15 TURNOUT AT STA 890+98.35 (STA 10274+57.00)
2) CONSTRUCT #15 TURNOUT AT STA 888+36.34 (STA 10271+95.48)
3) REMOVE EXISTING CPR TRACK #1 FROM STA. 10274+57.00 TO STA 10277+86.66
4) CONSTRUCT PROPOSED CPR TRACK #1 FROM STA. 10272+40.23 TO STA 10277+86.66
5) CONSTRUCT CPR TRACK #1 SB SIGNAL (LOCATION T.B.D. BY METRA SIGNAL DESIGNER)
6) SEE REMOVAL PLANS AND PLAN AND PROFILE SHEETS FOR DESIGN INFORMATION

DURING STAGE 1A CPR TRAINS WILL OPERATE ON EXISTING TRACK 2

℄ EXISTING METRA MILWAUKEE DIST. WEST TRACKS

ADVANCE CONTRACT TEMP. SOIL RETENTION SYSTEM (BY OTHERS)

STA. 10285+00 END TRACK REMOVAL (CPR FA)

STAGE RR-1A GRADING LIMIT

℄ EXISTING CPR TRACK #2

EXISTING R.O.W.

STA 10274+57.00, 14.79' LT REMOVE TURNOUT BEGIN TRACK REMOVAL (METRA FA)

STAGE RR-1A GRADING

L 20280+00

10280+00

EXISTING R.O.W

L 20285+00

10285+00

PROPOSED R.O.W.

℄ PROPOSED CPR TRACK #2

℄ PROPOSED CPR TRACK #1

REMOVE EXISTING CPR TRACK #1 (CPR FA)

CONSTRUCT PROPOSED CPR TRACK #1 (CPR FA)

STA 10271+95.48 BEGIN CPR TRACK 1 CONSTRUCTION (METRA FA)

10275+00

APPROXIMATE LOCATION OF RELOCATED GREASE BOX (METRA FA)

STA. 10277+86.66 END METRA TRACK REMOVAL (METRA FA) BEGIN CPR TRACK REMOVAL (CPR FA)

STA. 10284+00 CONSTRUCT EAST PORTION OF CULVERT

STA. 10284+50 BEGIN FENCE REMOVAL

REMOVE EXISTING CPR TRACK #1 (METRA FA)

STA. 10277+86.66 END METRA TRACK CONSTRUCTION (METRA FA) BEGIN CPR TRACK CONSTRUCTION (CPR FA)

FENCE REMOVAL

CONSTRUCT SIGNAL (METRA FA) FINAL LOCATION TO BE DETERMINED BY METRA SIGNAL DESIGNER

STA. 10285+00 END PROP. CPR TRACK #1 (CPR FA)

TEMPORARY EASEMENT

PROPOSED R.O.W. (UPRR)

STA. 10285+00.00 END FENCE REMOVAL

CONSTRUCT PROPOSED CPR TRACK #1 (METRA FA)

CHAIN LINK FENCE, 4' (BY OTHERS)

MATCH LINE STA. 10286+00 SEE BELOW

L 280+00

L 285+00

50' 0' 50' 100' 150'
GRAPHIC SCALE

N

NO ADDITIONAL WORK DURNING STAGE RR-1A IN THIS STATION RANGE

MATCH LINE STA. 10286+00 SEE ABOVE

TEMP. SOIL RETENTION SYSTEM

STA. 10316+60 BEGIN TRACK REMOVAL (CPR FA)

REMOVE EXISTING CPR TRACK #1 (CPR FA)

STAGE RR-1A GRADING LIMIT

PROPOSED R.O.W.

EXISTING R.O.W.

15'

8'

L 20320+00

10320+00

L 20325+00

10325+00

PROPOSED R.O.W.

TEMPORARY EASEMENT

EXISTING R.O.W.

L 325+00

L 330+00

FENCE REMOVAL

10321+22.82 END FENCE REMOVAL

CONSTRUCT PROPOSED CPR TRACK #1 (CPR FA)

STA. 10316+60.00 BEGIN FENCE REMOVAL

STA. 10319+00.00 BEGIN PROP. CPR TRACK #1 (CPR FA)

PROPOSED UPRR RE-ALIGNMENT (BY OTHERS)

STA. 10327+12.44 END PROP. CPR TRACK #1 END TRACK REMOVAL (CPR FA)

CHAIN LINK FENCE, 4'

50' 0' 50' 100' 150'
GRAPHIC SCALE

N

DURING STAGE RR-1A CPR TRAINS WILL OPERATE ON EXISTING TRACK 2

LEGEND
GRADING AREA
FENCE REMOVAL

FILE NAME = ...\D60W01-SHT-STAGING01A-RR01.DGN

HDR ENGINEERING, INC.

USER NAME = rrotterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

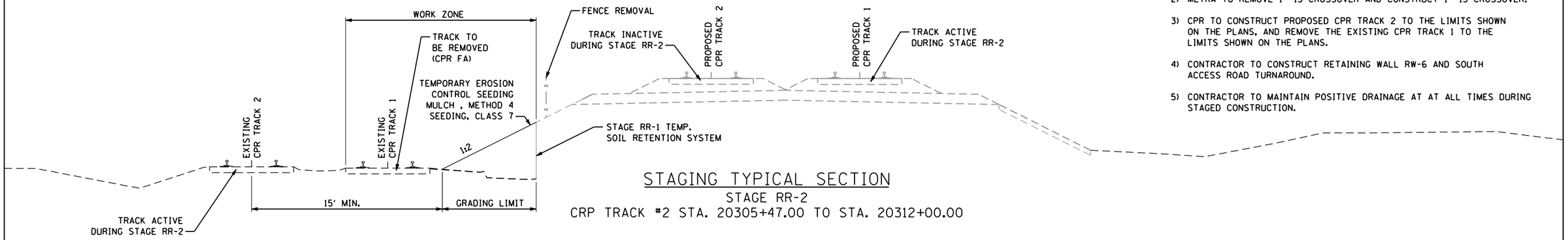
CANADIAN PACIFIC RAILWAY
CONSTRUCTION STAGING PLAN STAGE RR-1A (RAILROAD)

SCALE: 1"=50' | SHEET NO. 13 OF 25 SHEETS | STA. 10272+29.10 TO STA. 10327+12.44

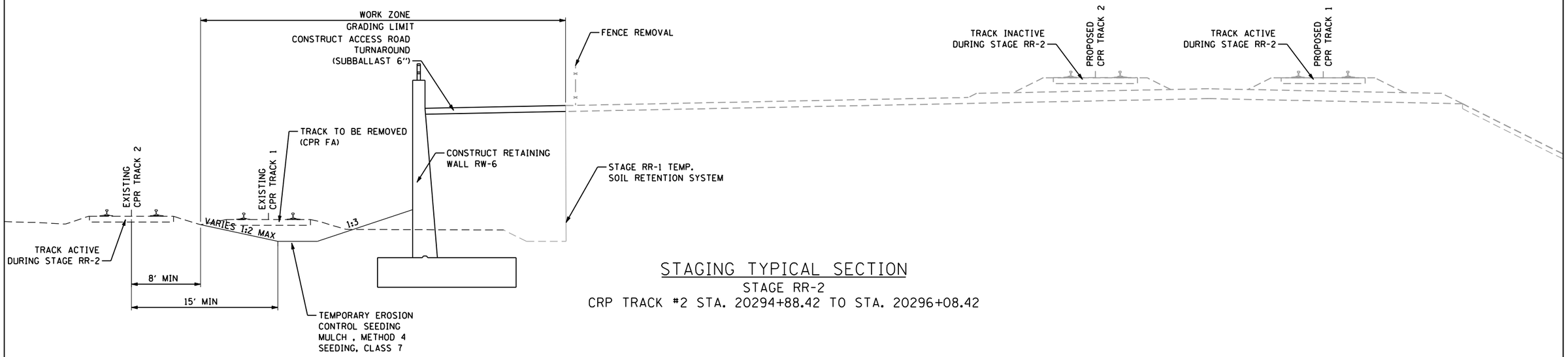
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	335
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

STAGE RR-2 NOTES:

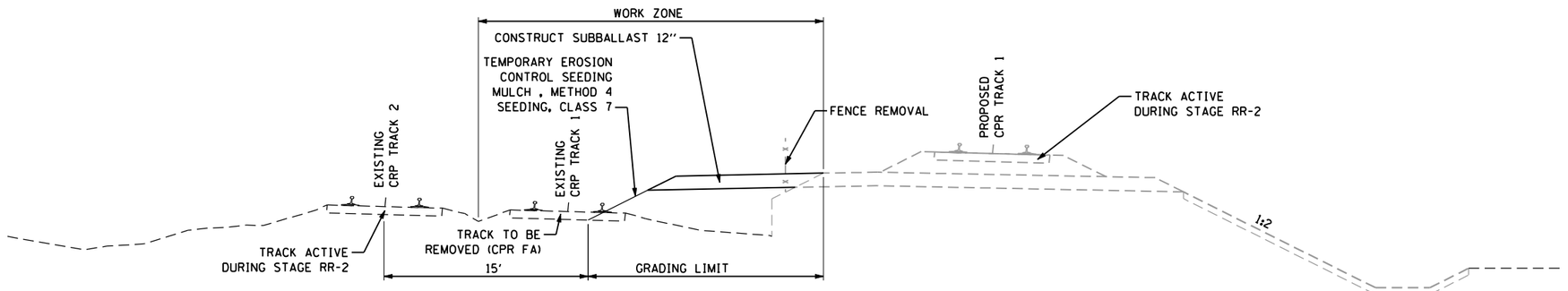
1) CONTRACTOR TO COMPLETE GRADING TO THE LIMITS SHOWN ON THE PLANS. GRADING WORK INCLUDES CONSTRUCTING TEMPORARY SOIL RETENTION SYSTEM AS SHOWN ON THE PLANS.
2) METRA TO REMOVE 1 #15 CROSSOVER AND CONSTRUCT 1 #15 CROSSOVER.
3) CPR TO CONSTRUCT PROPOSED CPR TRACK 2 TO THE LIMITS SHOWN ON THE PLANS, AND REMOVE THE EXISTING CPR TRACK 1 TO THE LIMITS SHOWN ON THE PLANS.
4) CONTRACTOR TO CONSTRUCT RETAINING WALL RW-6 AND SOUTH ACCESS ROAD TURNAROUND.
5) CONTRACTOR TO MAINTAIN POSITIVE DRAINAGE AT AT ALL TIMES DURING STAGED CONSTRUCTION.



STAGING TYPICAL SECTION
STAGE RR-2
CRP TRACK #2 STA. 20305+47.00 TO STA. 20312+00.00



STAGING TYPICAL SECTION
STAGE RR-2
CRP TRACK #2 STA. 20294+88.42 TO STA. 20296+08.42



STAGING TYPICAL SECTION
STAGE RR-2
CRP TRACK #1 STA. 10285+00.00 TO STA. 10288+09.08

FILE NAME = ...\D1608W01-SHT-STAGING02-TYPICAL-RR01.DGN

HDR ENGINEERING, INC.

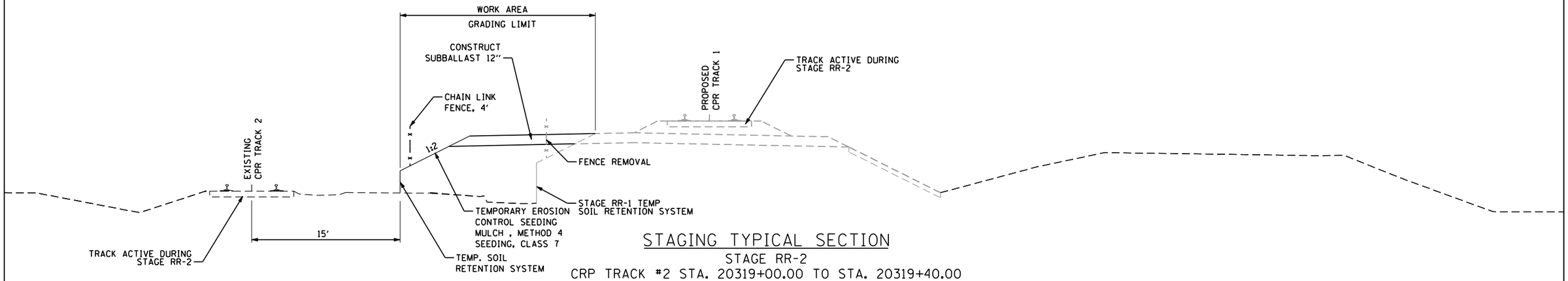
USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = N.T.S. / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
STAGING TYPICAL SECTION (STAGE RR-2)

SCALE: N.T.S. | SHEET NO. 14 OF 25 SHEETS | STA. | TO STA.

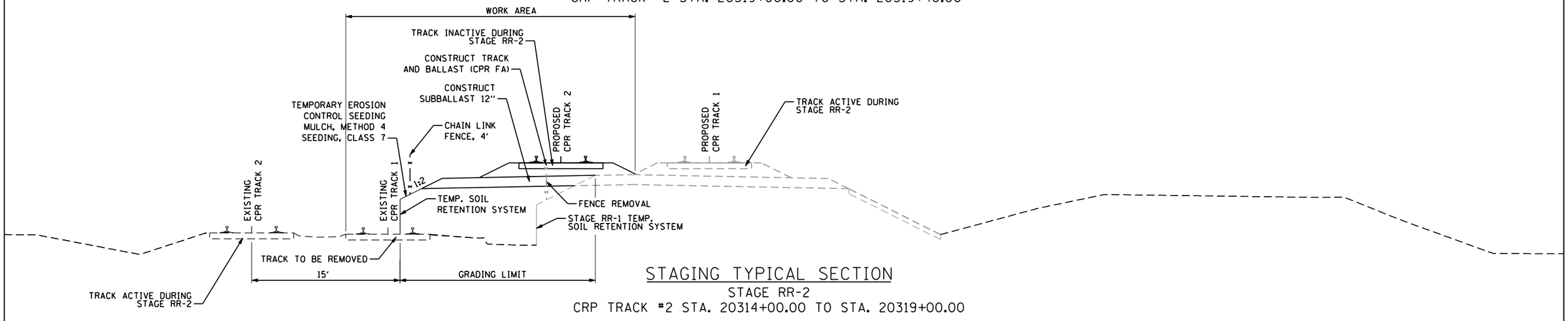
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	336
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			



STAGING TYPICAL SECTION

STAGE RR-2

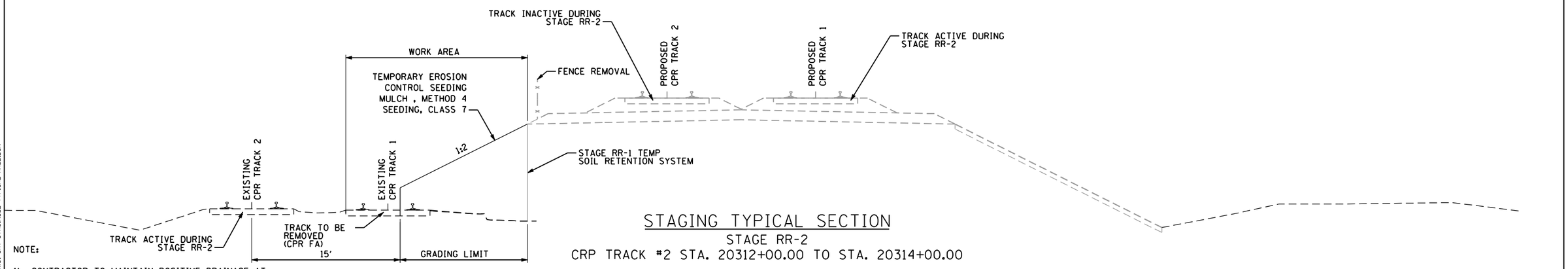
CRP TRACK #2 STA. 20319+00.00 TO STA. 20319+40.00



STAGING TYPICAL SECTION

STAGE RR-2

CRP TRACK #2 STA. 20314+00.00 TO STA. 20319+00.00



STAGING TYPICAL SECTION

STAGE RR-2

CRP TRACK #2 STA. 20312+00.00 TO STA. 20314+00.00

NOTE:

1) CONTRACTOR TO MAINTAIN POSITIVE DRAINAGE AT AT ALL TIMES DURING STAGED CONSTRUCTION

FILE NAME = ...\DIB0W01-SHT-STAGING02-TYPICAL-RR02.DGN

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = N.T.S. / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
STAGING TYPICAL SECTION (STAGE RR-2)

SCALE: N.T.S. | SHEET NO. 15 OF 25 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	337
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		

METRA FORCE ACCOUNT WORK TO BE COMPLETED DURING STAGE RR2:
1) REMOVE #15 CROSSOVER FROM STA 891+45.97 TO STA 894+26.52
2) CONSTRUCT #15 CROSSOVER FROM STA 889+27.02 TO STA 892+06.70
3) SEE REMOVAL PLANS AND PLAN AND PROFILE SHEETS FOR DESIGN INFORMATION

DURING STAGE RR-2 CPR TRAINS WILL OPERATE ON PROPOSED TRACK 1 AND EXISTING TRACK 2

℄ EXISTING METRA MILWAUKEE DIST. WEST TRACKS

STA 894+26.52
END #15 CROSSOVER REMOVAL
(METRA FA)

STA 891+45.97
BEGIN #15 CROSSOVER REMOVAL
(METRA FA)

STA 889+27.02
BEGIN PROPOSED
#15 CROSSOVER
(METRA FA)

STA 892+06.70
END PROPOSED
#15 CROSSOVER
(METRA FA)

TEMP EASEMENT

PROPOSED R.O.W

PROPOSED R.O.W (UPRR)

PROPOSED UPRR RE-ALIGNMENT (BY OTHERS)

EXISTING R.O.W.

℄ EXISTING CPR TRACK #2

℄ EXISTING CPR TRACK #1

℄ PROPOSED CPR TRACK 2

℄ PROPOSED CPR TRACK 1

STA. 10285+00 BEGIN
TRACK REMOVAL (CPR FA)

STA. 10285+00.00
CULVERT TO BE FILLED

STA. 10285+00 BEGIN
FENCE REMOVAL

FENCE REMOVAL

STA. 10286+00.00
CULVERT TO BE FILLED

MATCH LINE STA. 10286+00
SEE BELOW

20280+00
10280+00
10275+00
285+00
280+00
20285+00
10285+00

50' 0' 50' 100' 150'
GRAPHIC SCALE

N

TRACK TO BE REMOVED (CPR FA)

℄ EXISTING CPR TRACK #2

℄ EXISTING CPR TRACK #1

CONSTRUCT PROP. RETAINING WALL RW-6

STAGE RR-2 GRADING LIMIT

STA. 10296+05.42
END FENCE REMOVAL

CONSTRUCT PROPOSED DITCH

STA. 10294+61.42
BEGIN FENCE REMOVAL

FENCE REMOVAL

PROPOSED R.O.W.

EXISTING R.O.W.

12'

23'

20295+00
10295+00
20290+00
10290+00

℄ PROPOSED CPR TRACK #2

℄ PROPOSED CPR TRACK #1

PROPOSED R.O.W.

MATCH LINE STA. 10298+00

MATCH LINE SEE ABOVE STA. 10286+00

STA. 10288+00.00
CULVERT TO BE FILLED

STA. 10288+00
END FENCE REMOVAL

FENCE REMOVAL

STA. 10287+00.00
CULVERT TO BE FILLED

ROOSEVELT ROAD (CLOSED)

PROPOSED R.O.W (UPRR)

300+00

PROPOSED UPRR RE-ALIGNMENT (BY OTHERS)

DURING STAGE RR-2 CPR TRAINS WILL OPERATE ON PROPOSED TRACK 1 AND EXISTING TRACK 2

LEGEND

GRADING AREA

FENCE REMOVAL

FILE NAME = ...\D1680#01-SHT-STAGING02-RR01.DGN

HDR ENGINEERING, INC.

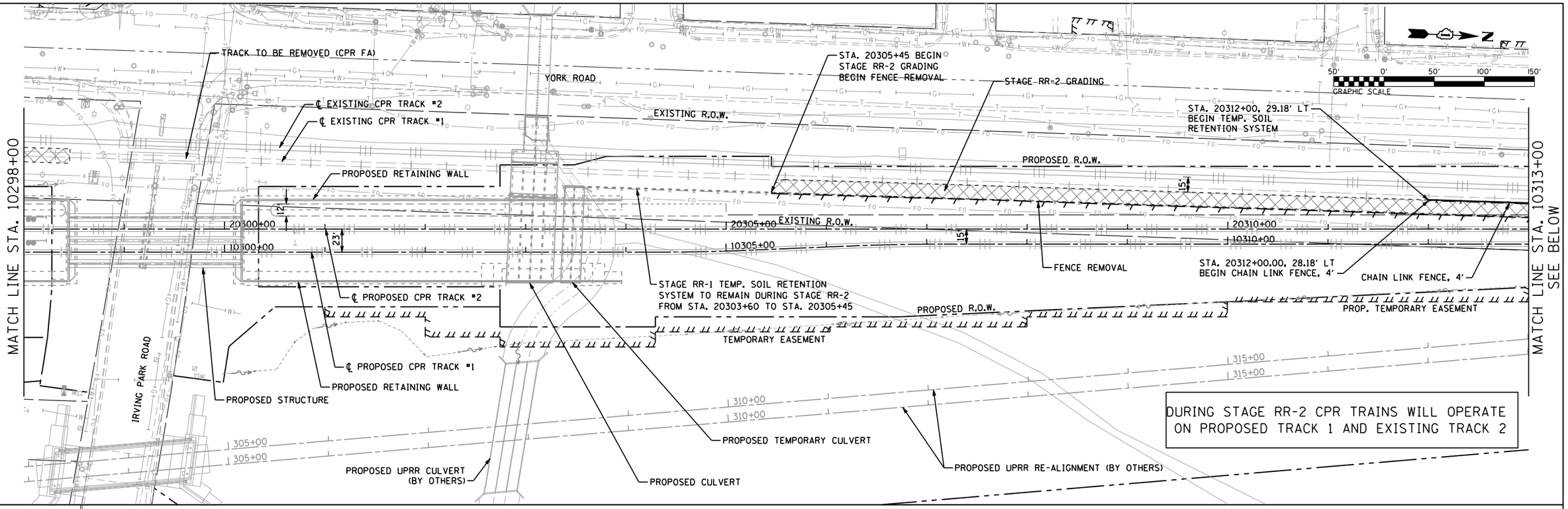
USER NAME = rratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CONSTRUCTION STAGING PLAN STAGE RR-2 (RAILROAD)

SCALE: 1"=50' | SHEET NO. 16 OF 25 SHEETS | STA. 10272+40.23 TO STA. 10298+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	338
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			



FILE NAME = ...\DE60W01-SHT-STAGING02-RR02.DGN

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CONSTRUCTION STAGING PLAN STAGE RR-2 (RAILROAD)

SCALE: 1"=50' | SHEET NO. 17 OF 25 SHEETS | STA. 10298+00 TO STA. 10327+12.44

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	339
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
CROSS SECTS CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

YORK ROAD

STA. 20312+00.00, 29.18' LT
BEGIN TEMP. SOIL RETENTION SYSTEM

TEMP. SOIL RETENTION SYSTEM

STA. 20320+40.00, 5.33' LT
END TEMP. SOIL RETENTION SYSTEM

℄ EXISTING CPR TRACK #2
℄ EXISTING CPR TRACK #1

PROPOSED R.O.W. (CPR)

EXISTING R.O.W. (CPR)

SANITARY MAIN (TYP)

SANITARY CAPPED AT EXIST. CURB STOP UNDERCUT (TO BE LOCATED)

BILLBOARD SIGN

GRAPHIC SCALE 50' 0' 50' 100' 150'

230+00 135+00 235+00 140+00 240+00 145+00

20310+00 10310+00 20315+00 10315+00 20320+00 10320+00

EB-10 EB-11 EB-12 EB-13 EB-14 EB-15A EB-15 EB-16 EB-17

PC Sta 10306+19.75
PI Sta 10306+88.43
PT Sta 10307+17.09

℄ PROPOSED CPR TRACK #2
℄ PROPOSED CPR TRACK #1

TEMPORARY EASEMENT

EXISTING R.O.W. (CPR)
PROPOSED R.O.W. (CPR)
PROP. TEMP. EASEMENT

315+00 320+00 325+00

SANITARY SEWER ABANDONED/FILLED (BY OTHERS)

PROPOSED UPRR RE-ALIGNMENT (BY OTHERS)

LEGEND
SOIL BORING LOCATION

SEE BORING LOG SHEETS FOR SOIL BORING INFORMATION

PROP. TOP PAYMENT LIMIT OF TEMP. SOIL RETENTION SYSTEM

PROP. BOTTOM PAYMENT LIMIT OF TEMP. SOIL RETENTION SYSTEM

EXISTING GROUND LINE AT TEMP SOIL RETENTION SYSTEM (TOP OF RAIL EXISTING CPR TRACK #2)

EXISTING GROUND ELEVATION AT TEMP. SOIL RETENTION SYSTEM (TOP OF RAIL EX. CPR TRK #2)

PROP. TOP OF TEMP. SOIL RETENTION SYSTEM

	20306+00	20307+00	20308+00	20309+00	20310+00	20311+00	20312+00	20313+00	20314+00	20315+00	20316+00	20317+00	20318+00	20319+00	20320+00	20321+00
EXISTING GROUND ELEVATION AT TEMP. SOIL RETENTION SYSTEM (TOP OF RAIL EX. CPR TRK #2)							667.92 667.45	667.92 667.83	667.90 668.21	667.89 668.58	667.86 668.95	667.84 669.32	667.77 669.69	667.69 670.08	667.62 670.47	667.53 670.85	667.50 671.24	667.45 671.09	667.44 670.93	667.41 670.54	667.38 670.15	
PROP. TOP OF TEMP. SOIL RETENTION SYSTEM							+00.00 667.45	+00.00 668.21	+00.00 668.95	+00.00 669.69	+00.00 670.47	+00.00 671.24	+00.00 670.93	+00.00 670.15	+40.00 666.71	
PROP. BOTTOM PAYMENT LIMIT OF TEMP. SOIL RETENTION SYSTEM							+00.00 666.67	+00.00 666.65	+00.00 666.61	+00.00 666.50	+00.00 666.36	+00.00 666.25	+00.00 666.19	+00.00 666.14	+40.00 666.13	

690 685 680 675 670 665 660 655

FILE NAME = ...\D1604001-SHT-STAGING02-DETAIL-RR01.DGN

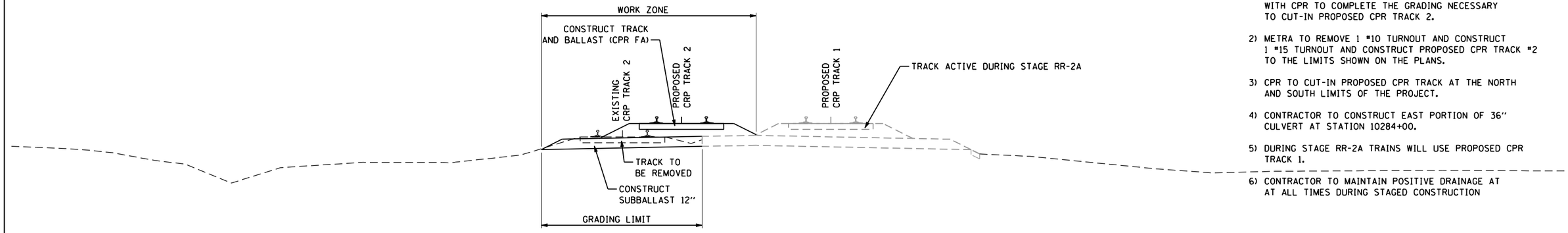
HDR ENGINEERING, INC.	USER NAME = nratterm	DESIGNED - NMR	REVISED -	
		DRAWN - NMR	REVISED -	
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -	
	PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
TEMPORARY SOIL RETENTION SYSTEM (STAGE RR-2)

SCALE: 1" = 50' | SHEET NO. 18 OF 25 SHEETS | STA. 10298+00 | TO STA. 10313+00

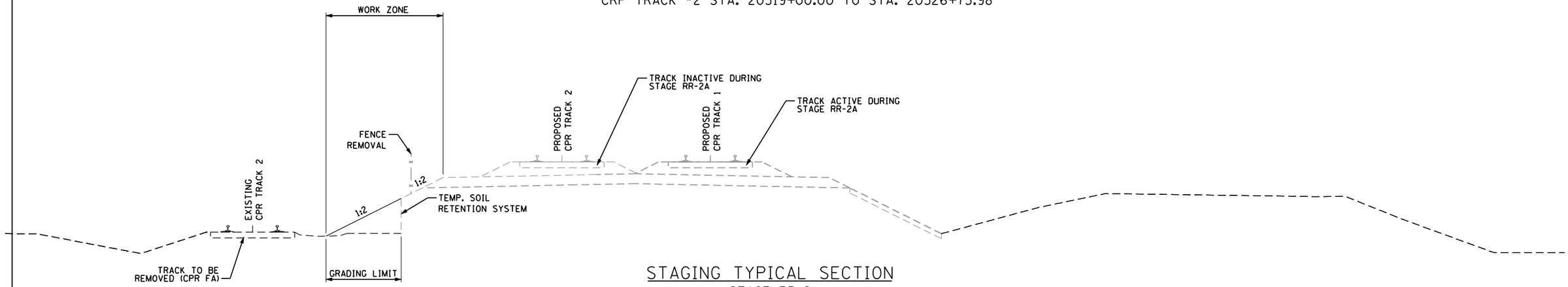
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	340
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			



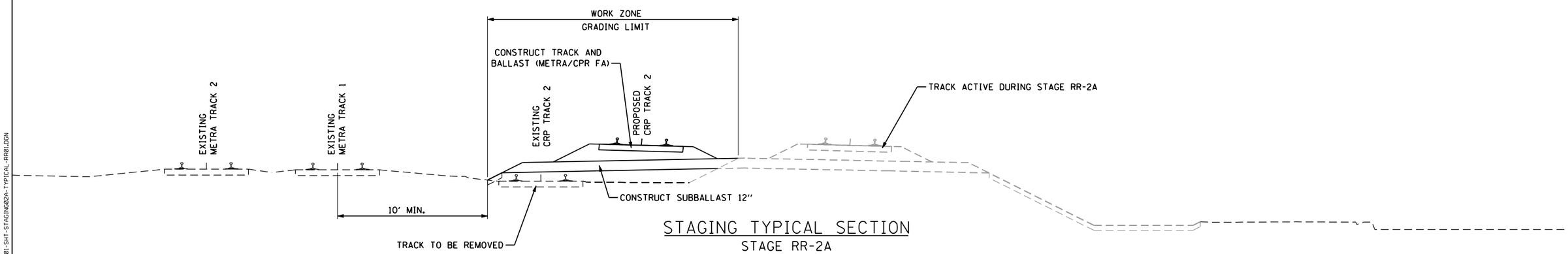
STAGE RR-2A NOTES:

1) CONTRACTOR TO WORK IN CLOSE COORDINATION WITH CPR TO COMPLETE THE GRADING NECESSARY TO CUT-IN PROPOSED CPR TRACK 2.
2) METRA TO REMOVE 1 #10 TURNOUT AND CONSTRUCT 1 #15 TURNOUT AND CONSTRUCT PROPOSED CPR TRACK #2 TO THE LIMITS SHOWN ON THE PLANS.
3) CPR TO CUT-IN PROPOSED CPR TRACK AT THE NORTH AND SOUTH LIMITS OF THE PROJECT.
4) CONTRACTOR TO CONSTRUCT EAST PORTION OF 36" CULVERT AT STATION 10284+00.
5) DURING STAGE RR-2A TRAINS WILL USE PROPOSED CPR TRACK 1.
6) CONTRACTOR TO MAINTAIN POSITIVE DRAINAGE AT AT ALL TIMES DURING STAGED CONSTRUCTION

STAGING TYPICAL SECTION
STAGE RR-2A
CRP TRACK #2 STA. 20319+00.00 TO STA. 20326+75.98



STAGING TYPICAL SECTION
STAGE RR-2
CRP TRACK #2 STA. 20316+30.00 TO STA. 20319+00.00



STAGING TYPICAL SECTION
STAGE RR-2A
CRP TRACK #2 STA. 20276+30.43 TO STA. 20289+00.00

FILE NAME = ...\D1608W01-SHT-STAGING02A-TYPICAL-RR01.DGN

HDR ENGINEERING, INC.

USER NAME = rpatterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = N.T.S. / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
STAGING TYPICAL SECTION (STAGE RR-2A)

SCALE: N.T.S. | SHEET NO. 19 OF 25 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	341
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		

METRA FORCE ACCOUNT WORK TO BE COMPLETED DURING STAGE RR2A:
1) REMOVE #10 TURNOUT AT STA 894+26.42 (STA 20277+85.99)
2) CONSTRUCT #15 TURNOUT AT STA 893+06.70 (STA 20276+30.43)
3) REMOVE EXISTING CPR TRACK #2 FROM STA. 20277+92.22 TO STA 20280+00.00
4) CONSTRUCT PROPOSED CPR TRACK #2 FROM STA. 20276+11.43 TO STA 20280+00.00
5) CONSTRUCT CPR TRACK #2 SB SIGNAL (LOCATION T.B.D. BY METRA SIGNAL DESIGNER)
6) SEE REMOVAL PLANS AND PLAN AND PROFILE SHEETS FOR DESIGN INFORMATION

DURING STAGE 2A CPR TRAINS WILL OPERATE ON PROPOSED TRACK 1

℄ EXISTING METRA MILWAUKEE DIST. WEST TRACKS

STA. 20280+00.00
END METRA TRACK REMOVAL (METRA FA)
BEGIN CPR TRACK REMOVAL (CPR FA)

CONSTRUCT SIGNAL (METRA FA)
FINAL LOCATION TO BE DETERMINED BY METRA SIGNAL DESIGNER

STA 20277+85.90, 7.67' LT
REMOVE TURNOUT
BEGIN TRACK REMOVAL (METRA FA)

TRACK TO BE REMOVED (METRA FA)

STA. 10284+00
CONSTRUCT WEST PORTION OF CULVERT

STAGE RR-2A GRADING LIMIT

STAGE RR-2A GRADING
TRACK TO BE REMOVED (CPR FA)

EXISTING R.O.W.

20280+00
10280+00
10285+00
20285+00
EXISTING R.O.W

CONSTRUCT PROPOSED CPR TRACK #2 (CPR FA)

℄ PROPOSED CPR TRACK #2

℄ PROPOSED CPR TRACK #1

MATCH LINE STA. 10286+00
SEE BELOW

CONSTRUCT PROPOSED CPR TRACK #2 (METRA FA)

STA. 20280+00.00
END METRA TRACK CONSTRUCTION (METRA FA)
BEGIN CPR TRACK CONSTRUCTION (CPR FA)

PROPOSED R.O.W

10275+00

PROP. TEMP. EASEMENT

STA 20276+30.43
BEGIN PROPOSED CPR TRACK #2 CONSTRUCTION (METRA FA)

PROPOSED R.O.W (UPRR)

285+00
285+00
280+00
280+00

50' 0' 50' 100' 150'
GRAPHIC SCALE

N

STA. 20288+82.96, 44.36' LT
END TRACK REMOVAL

STA. 20288+83
END FENCE REMOVAL

FENCE REMOVAL

STA. 20287+15
BEGIN FENCE REMOVAL

TRACK TO BE REMOVED (CPR FA)

NO ADDITIONAL WORK DURNING STAGE RR-2A IN THIS STATION RANGE

EXISTING R.O.W

EXISTING R.O.W

PROPOSED R.O.W

MATCH LINE STA. 10286+00 ABOVE

C PROPOSED CPR TRACK #2

C PROPOSED CPR TRACK #1

STA. 20289+00
END PROP. CPR TRACK #2 (CPR FA)

STA. 20316+00.00
BEGIN TRACK REMOVAL (CPR FA)

STA. 20316+30.00
BEGIN FENCE REMOVAL

FENCE REMOVAL

STA. 20319+40.00
END FENCE REMOVAL

TRACK TO BE REMOVED (CPR FA)

STAGE RR-2A GRADING LIMIT

EXISTING R.O.W

PROPOSED R.O.W

20320+00
10320+00
20325+00
10325+00

PROPOSED R.O.W

TEMP. EASEMENT

EXISTING R.O.W

℄ PROPOSED CPR TRACK #2

CONSTRUCT PROPOSED CPR TRACK #2 (CPR FA)

325+00
325+00
330+00
330+00

℄ PROPOSED CPR TRACK #1

PROPOSED UPRR RE-ALIGNMENT (BY OTHERS)

STA. 20326+75.98
END PROP. CPR TRACK #2
END TRACK REMOVAL (CPR FA)

STA 20319+00.00
BEGIN PROPOSED CPR TRACK #2 CONSTRUCTION (CPR FA)

50' 0' 50' 100' 150'
GRAPHIC SCALE

N

DURING STAGE RR-2A CPR TRAINS WILL OPERATE ON PROPOSED TRACK 1

LEGEND
GRADING AREA
FENCE REMOVAL

FILE NAME = ...\D0680w01-SHT-STAGING02A-RR01.DGN

HDR ENGINEERING, INC.

USER NAME = rrotterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CONSTRUCTION STAGING PLAN STAGE RR-2A (RAILROAD)

SCALE: 1"=50' | SHEET NO. 20 OF 25 SHEETS | STA. 10272+29.10 TO STA. 10327+12.44

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	342
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

STAGE RR-3 NOTES:

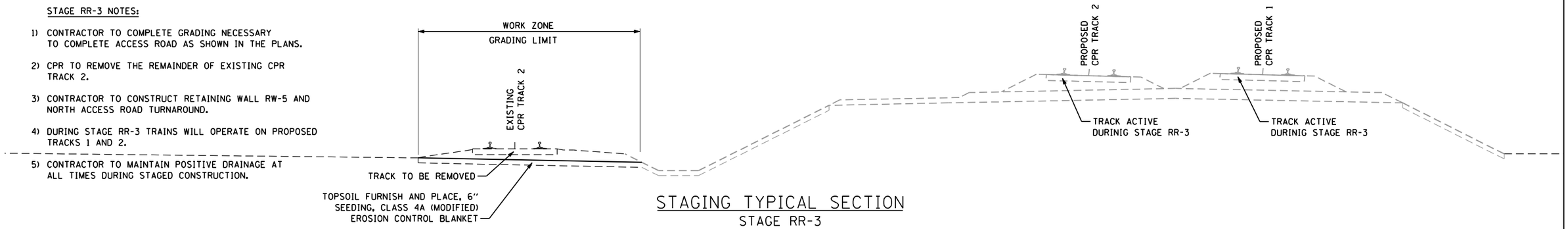
1) CONTRACTOR TO COMPLETE GRADING NECESSARY TO COMPLETE ACCESS ROAD AS SHOWN IN THE PLANS.

2) CPR TO REMOVE THE REMAINDER OF EXISTING CPR TRACK 2.

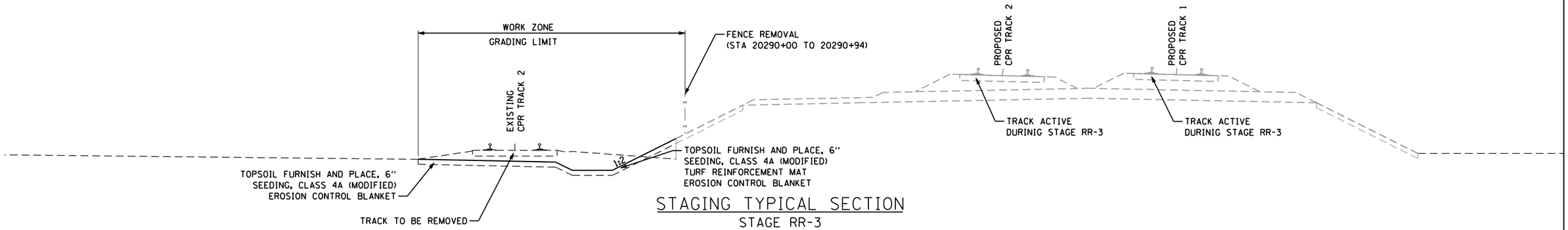
3) CONTRACTOR TO CONSTRUCT RETAINING WALL RW-5 AND NORTH ACCESS ROAD TURNAROUND.

4) DURING STAGE RR-3 TRAINS WILL OPERATE ON PROPOSED TRACKS 1 AND 2.

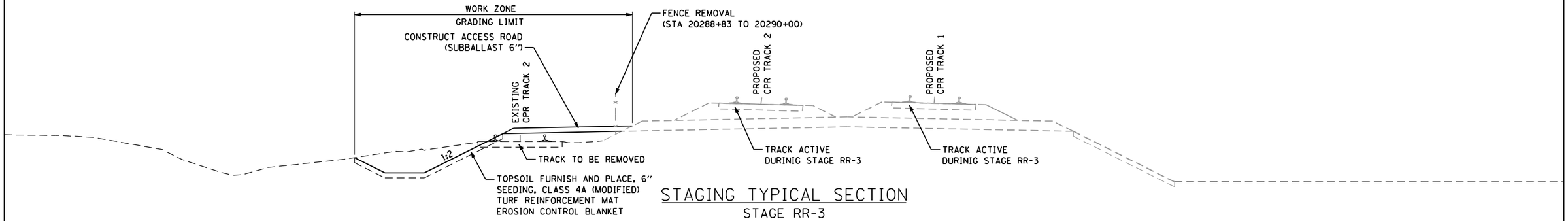
5) CONTRACTOR TO MAINTAIN POSITIVE DRAINAGE AT ALL TIMES DURING STAGED CONSTRUCTION.



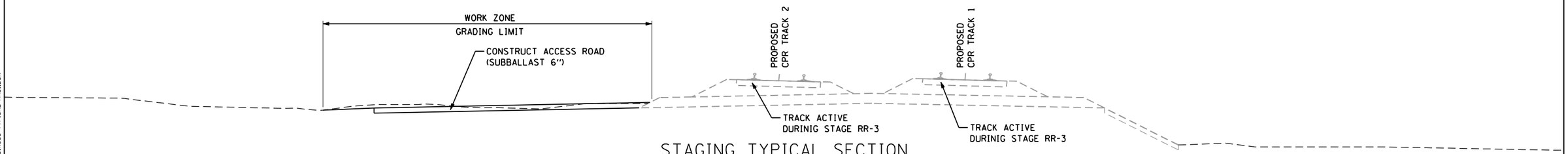
STAGING TYPICAL SECTION
STAGE RR-3
CRP TRACK #2 STA. 20292+00.00 TO STA. 20294+88.42



STAGING TYPICAL SECTION
STAGE RR-3
CRP TRACK #2 STA. 20290+00.00 TO STA. 20292+00.00



STAGING TYPICAL SECTION
STAGE RR-3
CRP TRACK #2 STA. 20283+78.93 TO STA. 20290+00.00



STAGING TYPICAL SECTION
STAGE RR-3
CRP TRACK #2 STA. 20282+27.17 TO STA. 20283+78.93

FILE NAME = ...\D1680W01-SHT-STAGING03-TYPICAL-RR01.DGN

HDR ENGINEERING, INC.

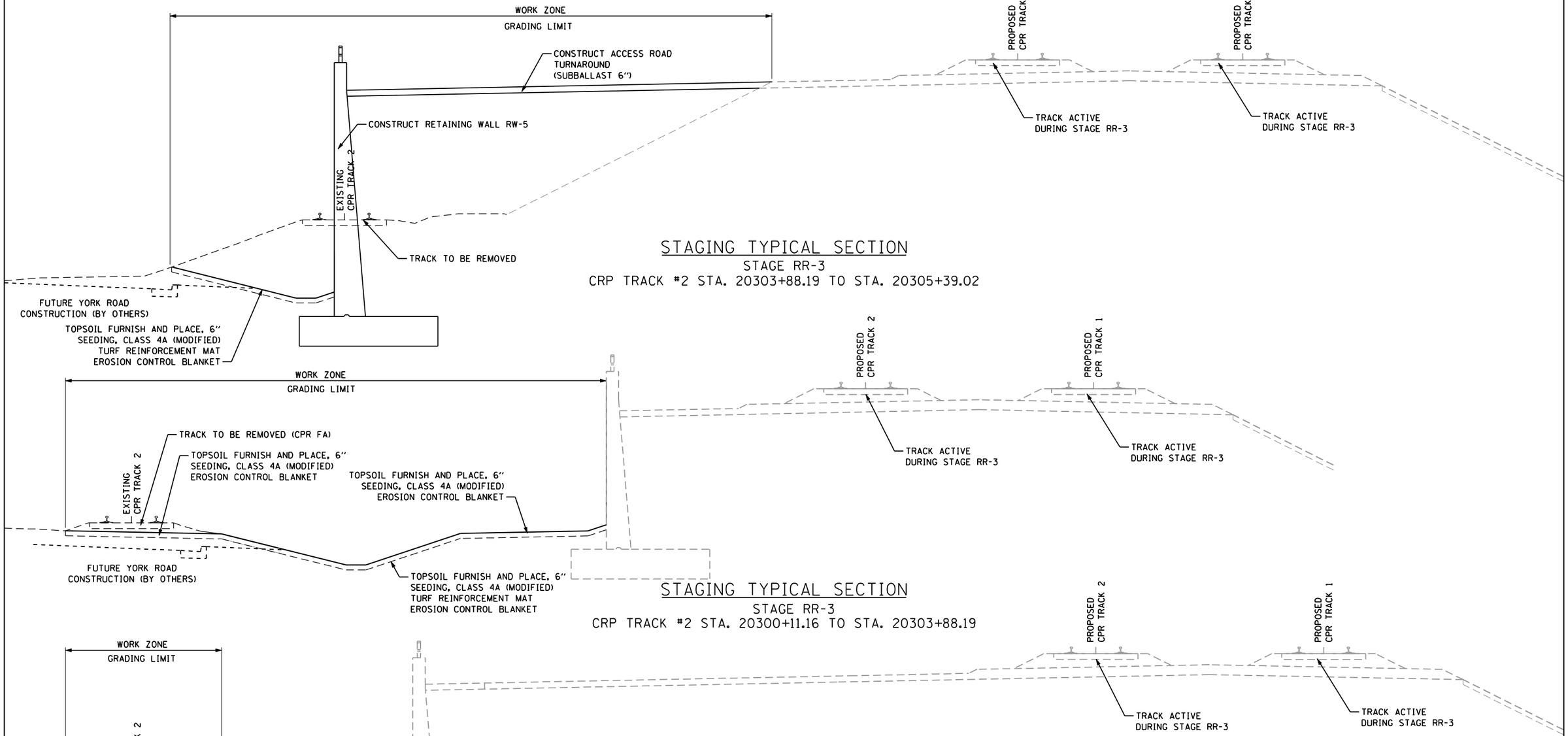
USER NAME = rratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = N.T.S. / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
STAGING TYPICAL SECTION (STAGE RR-3)

SCALE: N.T.S. | SHEET NO. 21 OF 25 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	343
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		



STAGING TYPICAL SECTION

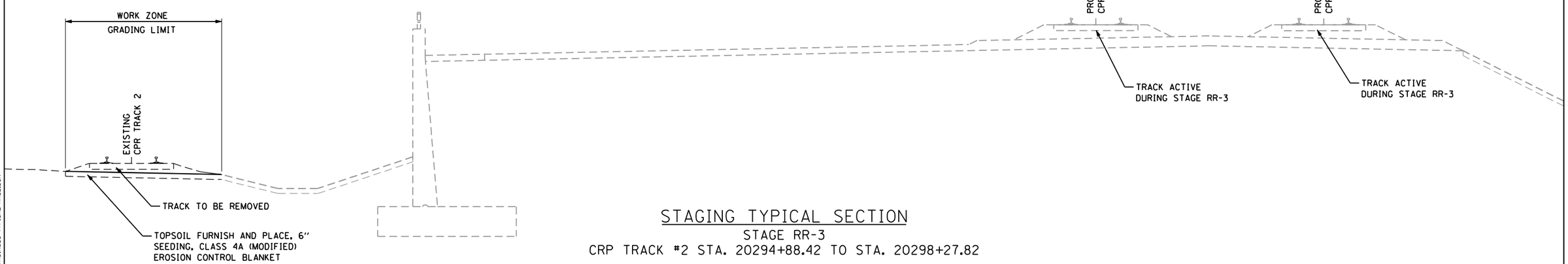
STAGE RR-3

CRP TRACK #2 STA. 20303+88.19 TO STA. 20305+39.02

STAGING TYPICAL SECTION

STAGE RR-3

CRP TRACK #2 STA. 20300+11.16 TO STA. 20303+88.19



STAGING TYPICAL SECTION

STAGE RR-3

CRP TRACK #2 STA. 20294+88.42 TO STA. 20298+27.82

NOTE:

1) CONTRACTOR TO MAINTAIN POSITIVE DRAINAGE AT AT ALL TIMES DURING STAGED CONSTRUCTION

FILE NAME = ...\D1680W01-SHT-STAGING03-TYPICAL-RR02.DGN

HDR ENGINEERING, INC.

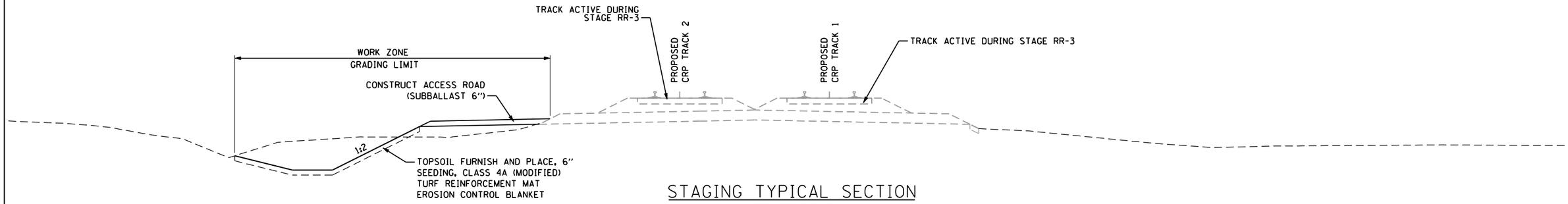
USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = N.T.S. / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
STAGING TYPICAL SECTION (STAGE RR-3)

SCALE: N.T.S. | SHEET NO. 22 OF 25 SHEETS | STA. | TO STA.

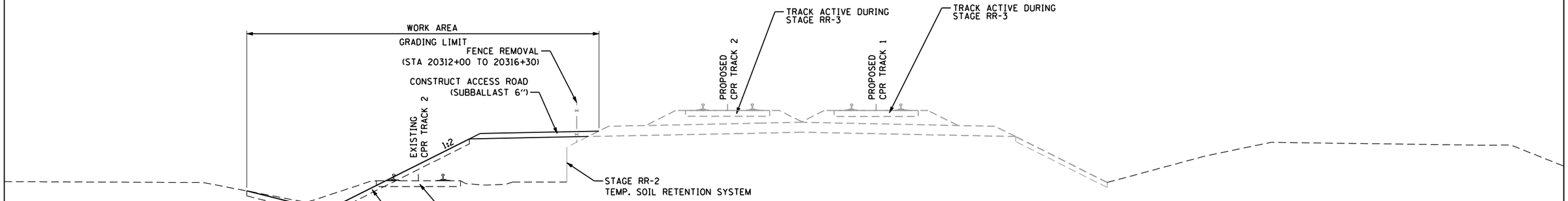
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	344
		CONTRACT NO. 60W01		
		ILLINOIS FED. AID PROJECT		



STAGING TYPICAL SECTION

STAGE RR-3

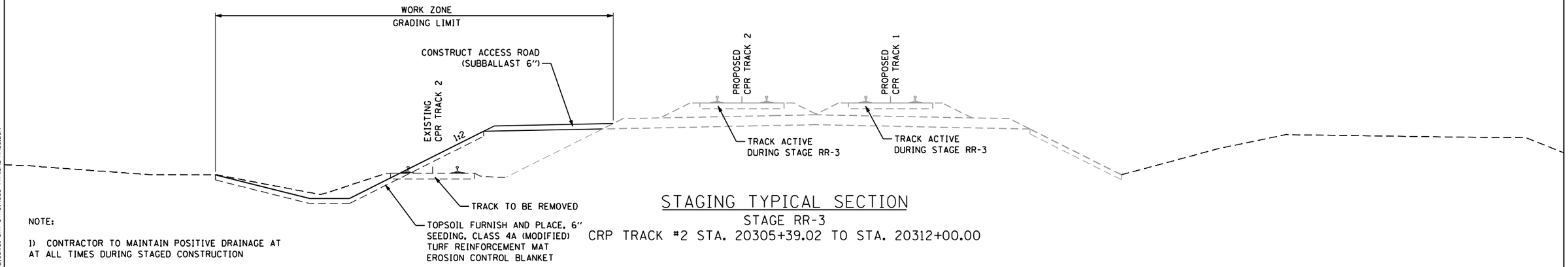
CRP TRACK #2 STA. 20319+00.00 TO STA. 20326+75.98



STAGING TYPICAL SECTION

STAGE RR-3

CRP TRACK #2 STA. 20312+00.00 TO STA. 20319+00.00



STAGING TYPICAL SECTION

STAGE RR-3

CRP TRACK #2 STA. 20305+39.02 TO STA. 20312+00.00

NOTE:

1) CONTRACTOR TO MAINTAIN POSITIVE DRAINAGE AT AT ALL TIMES DURING STAGED CONSTRUCTION

FILE NAME = ...\D1680W01-SHT-STAGING03-TYPICAL-RR03.DGN

HDR ENGINEERING, INC.

USER NAME = pratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = N.T.S. / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
STAGING TYPICAL SECTION (STAGE RR-3)

SCALE: N.T.S. | SHEET NO. 23 OF 25 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	345
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

METRA FORCE ACCOUNT WORK TO BE COMPLETED DURING STAGE RR2:
1) COMPLETE ANY FINAL RESURFACING NECESSARY

DURING STAGE RR-3 CPR TRAINS WILL OPERATE ON PROPOSED TRACKS 1 AND 2

℄ EXISTING METRA MILWAUKEE DISTRICT WEST TRACKS

PROPOSED DITCH

STA. 20282+27.17
BEGIN PROP. ACCESS ROAD
MATCH EXISTING

STAGE RR-3 GRADING LIMIT

EXISTING R.O.W

20280+00

10280+00

20285+00

EXISTING R.O.W

10285+00

℄ PROPOSED CPR TRACK 2

℄ PROPOSED CPR TRACK 1

MATCH LINE STA. 10286+00
SEE BELOW

10275+00

PROPOSED R.O.W

PROPOSED R.O.W (UPRR)

PROPOSED UPRR RE-ALIGNMENT (BY OTHERS)

TEMP. EASEMENT

285+00

285+00

280+00

280+00

50' 0' 50' 100' 150'
GRAPHIC SCALE

N

STA. 20290+00
END PROP. ACCESS ROAD
MATCH STAGE RR-1 CONSTRUCTION

STA. 20290+94
END FENCE REMOVAL

TRACK TO BE REMOVED (CPR FA)

℄ EXISTING CPR TRACK #2

PROPOSED R.O.W.

STA. 20288+82.96, 44.36' LT
BEGIN TRACK REMOVAL (CPR FA)

STA. 20288+83
BEGIN FENCE REMOVAL

EXISTING R.O.W.

EXISTING R.O.W.

STAGE RR-3
GRADING LIMIT

20290+00

10290+00

20295+00

10295+00

23'

12'

PROPOSED DITCH

℄ PROPOSED CPR TRACK #2

℄ PROPOSED CPR TRACK #1

STA. 20293+00
END PROP. DITCH
MATCH STAGE 1 CONSTRUCTION

PROPOSED R.O.W.

MATCH LINE STA. 10298+00

MATCH LINE SEE STA. 10286+00 ABOVE

STA. 10289+00.00
CULVERT TO BE FILLED

STA. 10290+00.00
CULVERT TO BE FILLED

ROOSEVELT ROAD (CLOSED)

PROPOSED R.O.W (UPRR)

300+00

300+00

PROPOSED UPRR RE-ALIGNMENT (BY OTHERS)

N

DURING STAGE RR-3 CPR TRAINS WILL OPERATE ON PROPOSED TRACKS 1 AND 2

LEGEND

GRADING AREA

FENCE REMOVAL

FILE NAME = ...\D1680001-SHT-STAGING03-RR01.DGN

HDR ENGINEERING, INC.

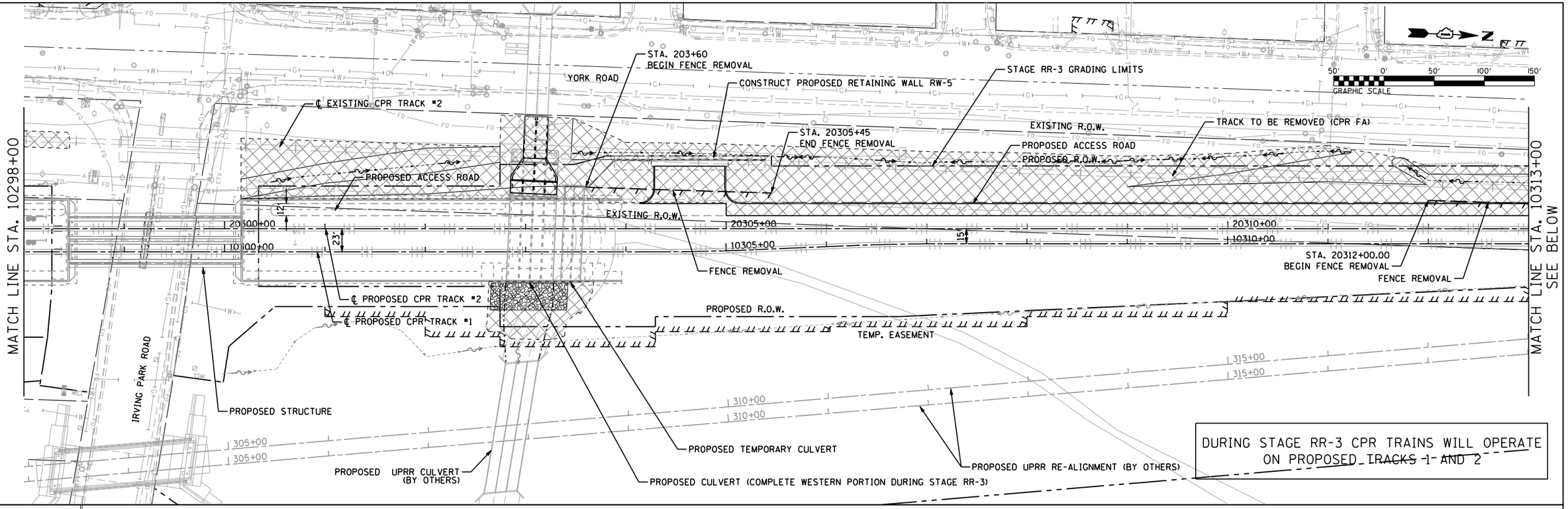
USER NAME = rratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CONSTRUCTION STAGING PLAN STAGE RR-3 (RAILROAD)

SCALE: 1"=50' | SHEET NO. 24 OF 25 SHEETS | STA. 10272+40.23 TO STA. 10298+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	346
		CONTRACT NO. 60W01		
		ILLINOIS FED. AID PROJECT		



FILE NAME = ...\D1680w01-SHT-STAGING03-RR02.DGN

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CONSTRUCTION STAGING PLAN STAGE RR-3 (RAILROAD)

SCALE: 1"=50' | SHEET NO. 25 OF 25 SHEETS | STA. 10298+00 TO STA. 10327+12.44

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	347
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

NOTES:

1) SEE EROSION CONTROL GENERAL NOTES FOR ADDITIONAL APPLICATION OF TEMPORARY EROSION CONTROL SEEDING

2) THE SEEDING DATES FOR BARE EARTH SEEDING OF MIXTURE CLASS 4A (MODIFIED) SHALL BE FROM NOVEMBER 15 TO MARCH 15. ALL SEEDING NOT SOWN ACCORDING TO THE SPECIFIED SEASONAL DATE SHALL REQUIRE PRIOR WRITTEN APPROVAL FROM THE ENGINEER. FAILURE TO SECURE SUCH APPROVAL SHALL RESULT IN THE REJECTION OF THE SEEDING AND REPLACEMENT BY THE CONTRACTOR AT HIS/HER EXPENSE.

℄ EXISTING METRA MILWAUKEE DIST. WEST TRACKS

TEMPORARY SOIL RETENTION SYSTEM (BY OTHERS)

℄ EXISTING CPR TRACK #2

℄ EXISTING CPR TRACK #1

EXISTING R.O.W.

13.33'

20280+00

10280+00

20285+00

10285+00

EXISTING R.O.W

2,685 SY

℄ PROPOSED CPR TRACK 2

℄ PROPOSED CPR TRACK 1

MATCH LINE STA. 10286+00 SEE BELOW

10275+00

PROPOSED R.O.W.

PROPOSED DITCH

PROPOSED R.O.W (UPRR)

TEMPORARY EASEMENT

PROPOSED UPRR DITCH (BY OTHERS)

PROPOSED UPRR RE-ALIGNMENT (BY OTHERS)

285+00

285+00

280+00

280+00

50' 0' 50' 100' 150'

GRAPHIC SCALE

N

TEMPORARY SOIL RETENTION SYSTEM (BY OTHERS)

℄ EXISTING CPR TRACK #2

℄ EXISTING CPR TRACK #1

EXISTING R.O.W.

130 SY

479 SY

931 SY

769 SY

210 SY

406 SY

PROPOSED R.O.W.

EXISTING R.O.W.

20295+00

10295+00

23'

20290+00

10290+00

℄ PROPOSED CPR TRACK #2

℄ PROPOSED CPR TRACK #1

3,277 SY

PROPOSED R.O.W.

MATCH LINE STA. 10298+00

SEE ABOVE STA. 10286+00

PROPOSED DITCH

ROOSEVELT AVENUE (CLOSED)

PROPOSED R.O.W (UPRR)

300+00

300+00

PROPOSED UPRR DITCH (BY OTHERS)

PROPOSED UPRR RE-ALIGNMENT (BY OTHERS)

N

LEGEND

- PERIMETER EROSION BARRIER
- TOPSOIL FURNISH AND PLACE, 6" SEEDING, CLASS 4A (MODIFIED) TURF REINFORCEMENT MAT EROSION CONTROL BLANKET
- TOPSOIL FURNISH AND PLACE, 6" SEEDING, CLASS 4A (MODIFIED) EROSION CONTROL BLANKET
- TEMPORARY EROSION CONTROL SEEDING MULCH, METHOD 4 SEEDING, CLASS 7
- TEMPORARY DITCH CHECKS
- INLET AND PIPE PROTECTION
- STONE RIPRAP

FILE NAME = ...\D1680001-SHT-EROS01-RR01.DGN

HDR ENGINEERING, INC.

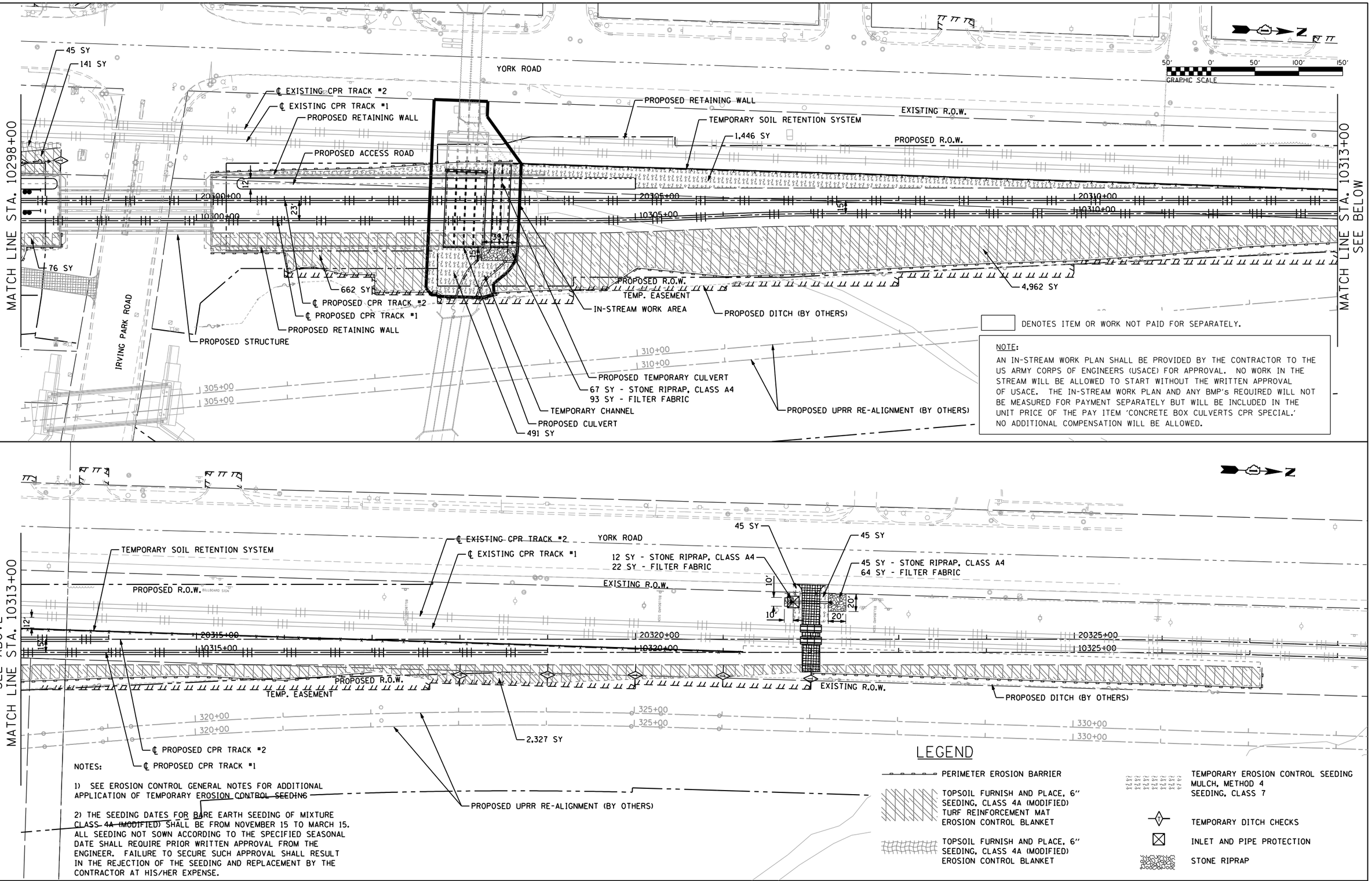
USER NAME = rratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
EROSION CONTROL PLAN STAGE RR-1 (RAILROAD)

SCALE: 1"=50' | SHEET NO. 1 OF 6 SHEETS | STA. 10272+40.23 TO STA. 10298+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	348
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			



FILE NAME = ...\D160W01-SHT-EROS01-RR02.DGN

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
EROSION CONTROL PLAN STAGE RR-1 (RAILROAD)

SCALE: 1"=50' | SHEET NO. 2 OF 6 SHEETS | STA. 10298+00 TO STA. 10326+99.52

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	349
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

NOTES:

1) SEE EROSION CONTROL GENERAL NOTES FOR ADDITIONAL APPLICATION OF TEMPORARY EROSION CONTROL SEEDING

2) THE SEEDING DATES FOR BARE EARTH SEEDING OF MIXTURE CLASS 4A (MODIFIED) SHALL BE FROM NOVEMBER 15 TO MARCH 15. ALL SEEDING NOT SOWN ACCORDING TO THE SPECIFIED SEASONAL DATE SHALL REQUIRE PRIOR WRITTEN APPROVAL FROM THE ENGINEER. FAILURE TO SECURE SUCH APPROVAL SHALL RESULT IN THE REJECTION OF THE SEEDING AND REPLACEMENT BY THE CONTRACTOR AT HIS/HER EXPENSE.

℄ EXISTING METRA MILWAUKEE DIST. WEST TRACKS

℄ EXISTING CPR TRACK #2

℄ EXISTING CPR TRACK #1

EXISTING R.O.W.

20280+00

10280+00

EXISTING R.O.W

163 SY

20285+00

10285+00

9'

22'

42 SY - STONE RIPRAP, CLASS A5
61 SY - FILTER FABRIC

25'

℄ PROPOSED CPR TRACK 2

℄ PROPOSED CPR TRACK 1

MATCH LINE STA. 10286+00
SEE BELOW

10275+00

PROPOSED R.O.W.

PROPOSED R.O.W (UPRR)

TEMPORARY EASEMENT

PROPOSED UPRR DITCH
(BY OTHERS)

PROPOSED UPRR RE-ALIGNMENT (BY OTHERS)

285+00

285+00

280+00

280+00

50' 0' 50' 100' 150'
GRAPHIC SCALE

TEMPORARY SOIL RETENTION
SYSTEM (BY OTHERS)

EXISTING R.O.W.

℄ EXISTING CPR TRACK #2

℄ EXISTING CPR TRACK #1

20290+00

10290+00

335 SY

16'

MATCH LINE SEE ABOVE STA. 10286+00

ROOSEVELT AVENUE (CLOSED)

451 SY

PROPOSED RETAINING WALL

355 SY

PROPOSED DITCH

286 SY

386 SY

398 SY

PROPOSED R.O.W.

12'

EXISTING R.O.W.

20295+00

10295+00

22'

℄ PROPOSED CPR TRACK #2

℄ PROPOSED CPR TRACK #1

PROPOSED R.O.W.

MATCH LINE STA. 10298+00

PROPOSED R.O.W (UPRR)

300+00

300+00

PROPOSED UPRR RE-ALIGNMENT (BY OTHERS)

N

LEGEND

- PERIMETER EROSION BARRIER
- TOPSOIL FURNISH AND PLACE, 6" SEEDING, CLASS 4A (MODIFIED) TURF REINFORCEMENT MAT EROSION CONTROL BLANKET
- TOPSOIL FURNISH AND PLACE, 6" SEEDING, CLASS 4A (MODIFIED) EROSION CONTROL BLANKET
- TEMPORARY EROSION CONTROL SEEDING MULCH, METHOD 4 SEEDING, CLASS 7
- TEMPORARY DITCH CHECKS
- INLET AND PIPE PROTECTION
- STONE RIPRAP

FILE NAME = ...\D1680W01-SHT-ERO502-RR01.DGN

HDR ENGINEERING, INC.

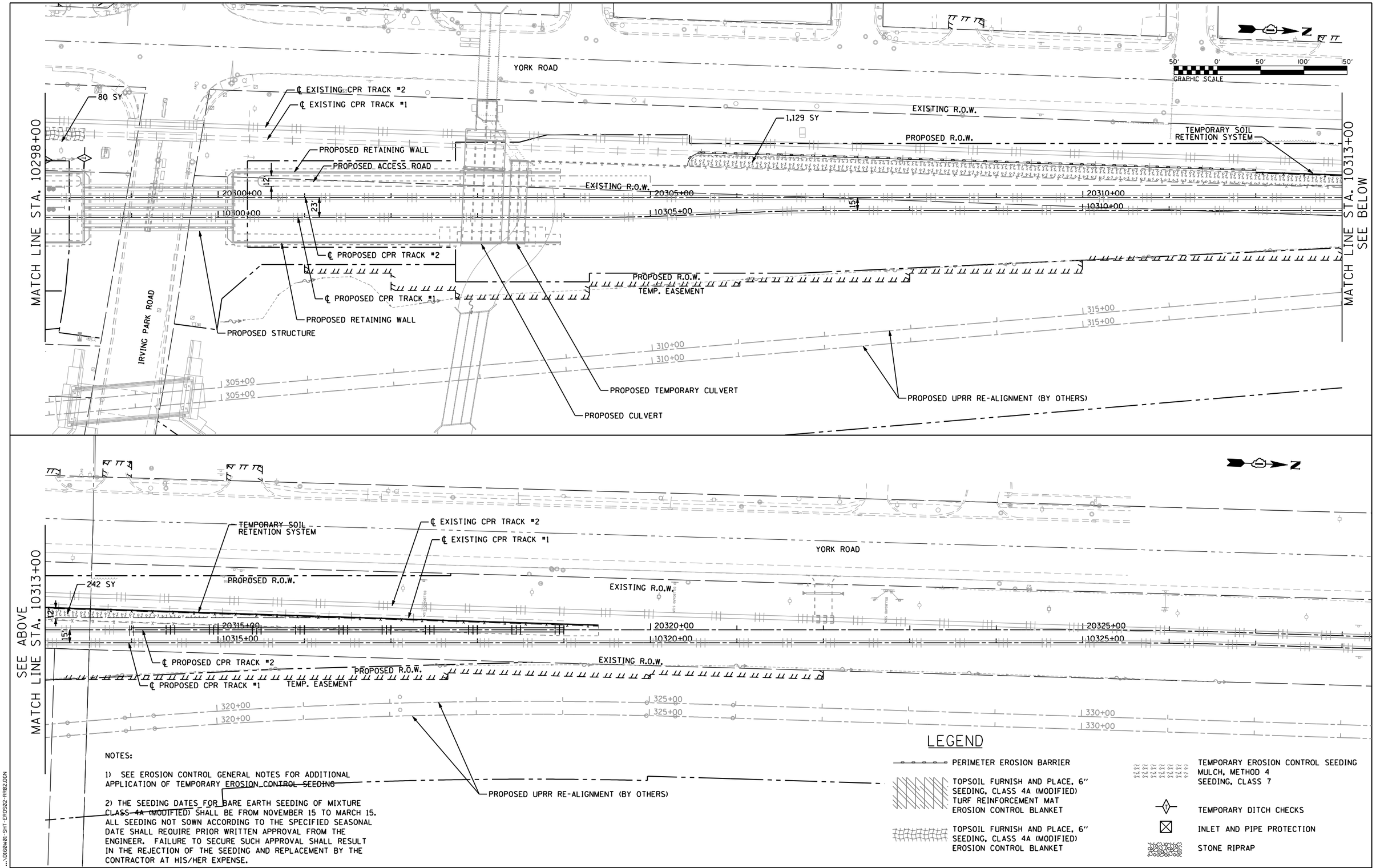
USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
EROSION CONTROL PLAN STAGE RR-2 (RAILROAD)

SCALE: 1"=50' | SHEET NO. 3 OF 6 SHEETS | STA. 10272+26.24 TO STA. 10298+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	350
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			



NOTES:

1) SEE EROSION CONTROL GENERAL NOTES FOR ADDITIONAL APPLICATION OF TEMPORARY EROSION CONTROL SEEDING

2) THE SEEDING DATES FOR BARE EARTH SEEDING OF MIXTURE CLASS 4A (MODIFIED) SHALL BE FROM NOVEMBER 15 TO MARCH 15. ALL SEEDING NOT SOWN ACCORDING TO THE SPECIFIED SEASONAL DATE SHALL REQUIRE PRIOR WRITTEN APPROVAL FROM THE ENGINEER. FAILURE TO SECURE SUCH APPROVAL SHALL RESULT IN THE REJECTION OF THE SEEDING AND REPLACEMENT BY THE CONTRACTOR AT HIS/HER EXPENSE.

LEGEND

- PERIMETER EROSION BARRIER
- TOPSOIL FURNISH AND PLACE, 6" SEEDING, CLASS 4A (MODIFIED) TURF REINFORCEMENT MAT EROSION CONTROL BLANKET
- TOPSOIL FURNISH AND PLACE, 6" SEEDING, CLASS 4A (MODIFIED) EROSION CONTROL BLANKET
- TEMPORARY EROSION CONTROL SEEDING MULCH, METHOD 4 SEEDING, CLASS 7
- TEMPORARY DITCH CHECKS
- INLET AND PIPE PROTECTION
- STONE RIPRAP

FILE NAME = ...\D160W01-SHT-EROS02-RR02.DGN

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
EROSION CONTROL PLAN STAGE RR-2 (RAILROAD)

SCALE: 1"=50' | SHEET NO. 4 OF 6 SHEETS | STA. 10298+00 TO STA. 10326+99.52

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	351
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

NOTES:

1) SEE EROSION CONTROL GENERAL NOTES FOR ADDITIONAL APPLICATION OF TEMPORARY EROSION CONTROL SEEDING

2) THE SEEDING DATES FOR BARE EARTH SEEDING OF MIXTURE CLASS 4A (MODIFIED) SHALL BE FROM NOVEMBER 15 TO MARCH 15. ALL SEEDING NOT SOWN ACCORDING TO THE SPECIFIED SEASONAL DATE SHALL REQUIRE PRIOR WRITTEN APPROVAL FROM THE ENGINEER. FAILURE TO SECURE SUCH APPROVAL SHALL RESULT IN THE REJECTION OF THE SEEDING AND REPLACEMENT BY THE CONTRACTOR AT HIS/HER EXPENSE.

℄ EXISTING METRA MILWAUKEE DIST. WEST TRACKS

PROPOSED 66' SPIRAL (CPR2-SO1)

53'

EXISTING R.O.W.

10'

12 SY - STONE RIPRAP, CLASS A4
22 SY - FILTER FABRIC

537 SY

417 SY

20280+00

10280+00

EXISTING R.O.W

20285+00

10285+00

℄ PROPOSED CPR TRACK 2

℄ PROPOSED CPR TRACK 1

MATCH LINE STA. 10286+00 SEE BELOW

10275+00

PROPOSED R.O.W.

PROPOSED R.O.W (UPRR)

PROPOSED UPRR RE-ALIGNMENT (BY OTHERS)

TEMPORARY EASEMENT

285+00

285+00

280+00

280+00

50' 0' 50' 100' 150'
GRAPHIC SCALE

N

417 SY

2,052 SY

PROPOSED R.O.W.

EXISTING R.O.W.

PROPOSED DITCH

EXISTING R.O.W.

℄ EXISTING CPR TRACK #2

20295+00

20290+00

10295+00

23'

1,139 SY

10290+00

℄ PROPOSED CPR TRACK #2

℄ PROPOSED CPR TRACK #1

PROPOSED R.O.W.

MATCH LINE STA. 10298+00

MATCH LINE SEE ABOVE STA. 10286+00

ROOSEVELT AVENUE (CLOSED)

PROPOSED R.O.W (UPRR)

300+00

300+00

PROPOSED UPRR RE-ALIGNMENT (BY OTHERS)

N

LEGEND

- PERIMETER EROSION BARRIER
- TOPSOIL FURNISH AND PLACE, 6" SEEDING, CLASS 4A (MODIFIED) TURF REINFORCEMENT MAT EROSION CONTROL BLANKET
- TOPSOIL FURNISH AND PLACE, 6" SEEDING, CLASS 4A (MODIFIED) EROSION CONTROL BLANKET
- TEMPORARY EROSION CONTROL SEEDING MULCH, METHOD 4 SEEDING, CLASS 7
- TEMPORARY DITCH CHECKS
- INLET AND PIPE PROTECTION
- STONE RIPRAP

FILE NAME = ...\D1680W01-SHT-ERO5803-RR01.DGN

HDR ENGINEERING, INC.

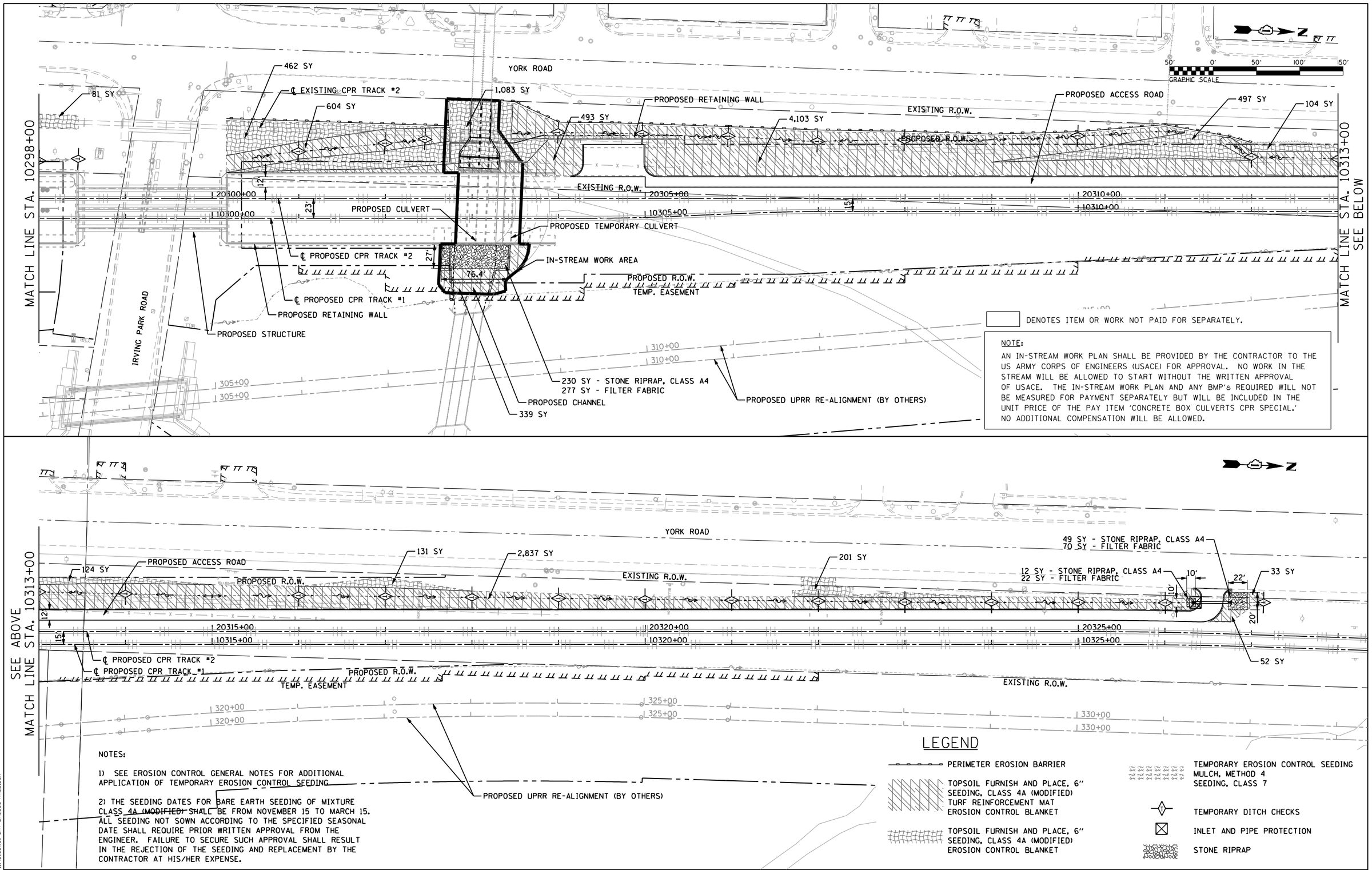
USER NAME = rratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
EROSION CONTROL PLAN STAGE RR-3 (RAILROAD)

SCALE: 1"=50' | SHEET NO. 5 OF 6 SHEETS | STA. 10272+40.23 TO STA. 10298+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	352
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			



NOTES:

1) SEE EROSION CONTROL GENERAL NOTES FOR ADDITIONAL APPLICATION OF TEMPORARY EROSION CONTROL SEEDING.

2) THE SEEDING DATES FOR BARE EARTH SEEDING OF MIXTURE CLASS 4A ~~(MODIFIED)~~ SHALL BE FROM NOVEMBER 15 TO MARCH 15. ALL SEEDING NOT SOWN ACCORDING TO THE SPECIFIED SEASONAL DATE SHALL REQUIRE PRIOR WRITTEN APPROVAL FROM THE ENGINEER. FAILURE TO SECURE SUCH APPROVAL SHALL RESULT IN THE REJECTION OF THE SEEDING AND REPLACEMENT BY THE CONTRACTOR AT HIS/HER EXPENSE.

LEGEND

- PERIMETER EROSION BARRIER
- TOPSOIL FURNISH AND PLACE, 6" SEEDING, CLASS 4A (MODIFIED) TURF REINFORCEMENT MAT EROSION CONTROL BLANKET
- TOPSOIL FURNISH AND PLACE, 6" SEEDING, CLASS 4A (MODIFIED) EROSION CONTROL BLANKET
- TEMPORARY EROSION CONTROL SEEDING MULCH, METHOD 4 SEEDING, CLASS 7
- TEMPORARY DITCH CHECKS
- INLET AND PIPE PROTECTION
- STONE RIPRAP

FILE NAME = ...\D160W01-SHT-EROS03-RR02.DGN

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 100.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
EROSION CONTROL PLAN STAGE RR-3 (RAILROAD)

SCALE: 1"=50' | SHEET NO. 6 OF 6 SHEETS | STA. 10298+00 TO STA. 10326+99.52

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	353
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Arbhurst Court, Suite 204
Naperville, Illinois 60565
(630)-355-2838

SOIL BORING LOG

PAGE 1 of 1
DATE 4/26/2010
LOGGED BY DR
GSI JOB No. 09165

ROUTE IL RTE 19 DESCRIPTION Irving Park Rd, York Rd, CNRR Grade Separation Prj D-91-332-06
SECTION 32 WRS-5 LOCATION Addison Township T40 N, R11 E, NW 1/4 Section 13
COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic
STRUCT. NO. – Station –
BORING NO. **EB-01**
Station: 20284+17
Offset: 31.5' Right
Ground Surface Elev. 665.1

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 659.1
Upon Completion Dry
After ____ Hrs. ____

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3.0" ASPHALT, 5.0" SAND & GRAVEL 664.3			
	2		
	3		
	3	NP	17
SANDY LOAM to LOAM– brown–loose (A–2/A–4)			
	2		
	3		
–5	4	NP	19
▼659.1			
	2		*110*
	4		
	5	1.6B	20
CLAY–gray–stiff (A–6)			
	4		*108*
	9		
–10	8	1.8B	20
654.6			
	6		
	7		
	9	3.75P	19
SILTY CLAY–gray– stiff to very stiff (A–4/A–6)			
	5		
	7		
–15	10	1.5P	16
649.6			
	2		
	4		
	5	NP	18
647.1			
CLAY–gray–very stiff (A–6)			
	3		
End Of Boring @ –20.0' Hollow Stem Augers CME Automatic Hammer 645.1	4		
–20	5	2.0P	22
–25			
–30			
–35			
–40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS–Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR–No Recovery

NOTE: EB-02 DOES NOT EXIST.

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Naperville, Illinois 60565
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SOIL BORING LOG

PAGE 1 of 1
DATE 4/26/2010
LOGGED BY DR
GSI JOB No. 09165

ROUTE IL RTE 19 DESCRIPTION Irving Park Rd, York Rd, CNRR Grade Separation Prj D-91-332-06
SECTION 32 WRS-5 LOCATION Addison Township T40 N, R11 E, NW 1/4 Section 13
COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic
STRUCT. NO. – Station –
BORING NO. **EB-03**
Station: 20288+62
Offset: 19.5' Right
Ground Surface Elev. 664.7

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 652.2
Upon Completion 655.7
After ____ Hrs. ____

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3.0" ASPHALT, 7.0" SAND & GRAVEL 663.8			
	3		
	3		
	4	4.5+P	17
	5		*111*
CLAY–brown & gray– very stiff to hard (A–6)	6		
–5	7	4.75B	18
	5		
	8		
	10	3.75P	20
▽	5		
	7		
–10	8	3.0P	20
654.2			
	4		*113*
CLAY–gray–very stiff (A–6)	6		
▼652.2	8	2.5B	17
SAND–gray–loose (A–3)	2		
	2		
–15	3	NP	24
649.2			
	2		
SANDY CLAY LOAM–gray– medium dense (A–2)	5		
	6	–	14
646.7			
CLAY LOAM–gray–very stiff (A–6)			
	2		*112*
End Of Boring @ –20.0' Hollow Stem Augers CME Automatic Hammer 644.7	4		
–20	7	2.1B	18
–25			
–30			
–35			
–40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS–Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR–No Recovery

FILE NAME = ...\D1680W01-SHT-BORINGS-RR01.dgn

HDR ENGINEERING, INC.

USER NAME = rrotterm	DESIGNED - DP	REVISED -	
	DRAWN - JM	REVISED -	
PLOT SCALE = 2.0000 ' / IN.	CHECKED - NMR	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EMBANKMENT SOIL BORING LOGS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	354
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

Geo Services, Inc.
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805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 355-2838

SOIL BORING LOG

PAGE 1 of 1
DATE 4/26/2010
LOGGED BY DR
GSI JOB No. 09165

ROUTE Il. RTE 19
DESCRIPTION Irving Park Rd. York Rd. CNRR Grade Separation Pri. D-91-332-06
SECTION 32 WRS-5
LOCATION Addison Township T40 N, R11 E, NW 1/4 Section 13
COUNTY DuPage
DRILLING METHOD Hollow Stem Auger
HAMMER TYPE CME Automatic
STRUCT. NO. –
Station –
BORING NO. **EB-04**
Station: 20290+49
Offset: 4.0' Right
Ground Surface Elev. 666.6

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 658.1
Upon Completion 654.1
After _____ Hrs.

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
665.8			
10.0" ASPHALT			
	24		
	29		
	19	NP	8
GRAVEL & STONE– medium dense to dense (Fill)			
	7		
	6		
–5	6	NP	8
	5		
	5		
	7		
▼ 658.1	7	NP	6
	4		
	2		
–10	1	1.0P	26
CLAY–brown & gray–stiff (A–6)			
	3		
	2		
654.1 ▽	2	1.0P	22
SAND–gray–loose (A–3)			
	3		
	3		
–15	4	NP	22
651.1			
	3		*109*
	4		
CLAY LOAM–gray–stiff (A–6)	4	1.3B	20
	3		*108*
End Of Boring @ –20.0'			
Hollow Stem Augers	4		
CME Automatic Hammer 646.6 –20	4	1.1B	19
			–40

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR–No Recovery

Geo Services, Inc.
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805 Amherst Court, Suite 204
Naperville, Illinois 60565
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SOIL BORING LOG

PAGE 1 of 1
DATE 4/27/2010
LOGGED BY DR
GSI JOB No. 09165

ROUTE Il. RTE 19
DESCRIPTION Irving Park Rd. York Rd. CNRR Grade Separation Pri. D-91-332-06
SECTION 32 WRS-5
LOCATION Addison Township T40 N, R11 E, NW 1/4 Section 13
COUNTY DuPage
DRILLING METHOD Hollow Stem Auger
HAMMER TYPE CME Automatic
STRUCT. NO. –
Station –
BORING NO. **EB-05**
Station: 20292+50
Offset: 7.0' Right
Ground Surface Elev. 663.9

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 655.4
Upon Completion 654.9
After _____ Hrs.

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
663.1			
8.0" TOPSOIL–black	AS	–	29
	3		
	3		
	4	2.5P	17
CLAY–brown & gray–very stiff (A–6)			
	2		
	4		
–5	4	–	18
658.4			
	6		
SILTY LOAM–brown & gray– medium dense (A–4)	11		
	13	NP	17
▼ 655.4 ▽	4		
	5		
–10	6	NP	17
SAND–gray–medium dense (A–3)			
	3		
	5		
650.9	6	NP	20
	2		*111*
	2		
–15	3	1.9B	18
CLAY LOAM–gray–stiff (A–6)			
	2		
	3		
	4	1.25P	20
End Of Boring @ –20.0'			
Hollow Stem Augers	3		*108*
CME Automatic Hammer 643.9 –20	4	1.2B	19
			–40

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR–No Recovery

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 355-2838

SOIL BORING LOG

PAGE 1 of 1
DATE 4/27/2010
LOGGED BY DR
GSI JOB No. 09165

ROUTE Il. RTE 19
DESCRIPTION Irving Park Rd. York Rd. CNRR Grade Separation Pri. D-91-332-06
SECTION 32 WRS-5
LOCATION Addison Township T40 N, R11 E, NW 1/4 Section 13
COUNTY DuPage
DRILLING METHOD Hollow Stem Auger
HAMMER TYPE CME Automatic
STRUCT. NO. –
Station –
BORING NO. **EB-06**
Station: 20294+50
Offset: 7.5' Right
Ground Surface Elev. 667.7

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 659.2
Upon Completion 656.7
After _____ Hrs.

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
666.9			
8.0" TOPSOIL–black	AS	–	31
	3		
	4		
	5	3.25P	18
SILTY CLAY to CLAY–brown & gray– very stiff to hard (A–6)			
	5		*117*
	9		
–5	13	8.0B	12
662.2			
	5		
SANDY LOAM–brown– medium dense (A–2)	6		
	8	NP	16
▼ 659.2	7		*112*
	11		
–10	14	6.9B	15
CLAY–gray– very stiff to hard (A–6) ▽			
	7		*119*
	8		
	9	2.5B	14
	3		*113*
	7		
–15	10	2.4B	15
	3		
650.7	7		
	10	NP	14
SAND–gray–medium dense (A–3)			
649.2			
CLAY–gray–stiff (A–6)	3		*115*
End Of Boring @ –20.0'			
Hollow Stem Augers	3		
CME Automatic Hammer 647.7 –20	4	1.5B	16
			–40

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR–No Recovery

FILE NAME = ...\D1608W01-SHT-BORINGS-RR02.dgn

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - DP	REVISED -
	DRAWN - JM	REVISED -
PLOT SCALE = 2.0000 ' / IN.	CHECKED - NMR	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EMBANKMENT SOIL BORING LOGS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	355
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		

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SOIL BORING LOG

PAGE 1 of 1
DATE 4/27/2010
LOGGED BY DR
GSI JOB No. 09165

ROUTE Il. RTE 19
DESCRIPTION Irving Park Rd, York Rd, CNRR Grade Separation Pri. D-91-332-06
SECTION 32 WRS-5
LOCATION Addison Township T40 N, R11 E, NW 1/4 Section 13
COUNTY DuPage
DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. –
Station –
BORING NO. **EB-07**
Station: 20296+50
Offset: 7.5' Right
Ground Surface Elev. 665.1

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 656.6
Upon Completion 652.1
After _____ Hrs. _____

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
664.1			
12.0" TOPSOIL–black	AS	–	30
	2		*94*
	3		
	3	1.5B	16
SILTY CLAY–brown & gray–stiff to hard (A-6)			
	3		
	4		
–5	4	4.25P	13
	3		*111*
	4		
	6	3.6B	15
656.6 ▼			
	5		*115*
	7		
–10	10	4.5B	13
	4		*114*
CLAY–gray–stiff to hard (A-6)	5		
	9	2.4B	15
▽			
	3		
	4		
–15	7	–	21
	2		*111*
	3		
	5	1.25P	16
647.1			
SAND–gray–loose (A-3)	4		
End Of Boring @ –20.0'			
Hollow Stem Augers	4		
CME Automatic Hammer 645.1 –20	5	NP	16

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
–25			
–30			
–35			
–40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

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SOIL BORING LOG

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DATE 4/30/2010
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GSI JOB No. 09165

ROUTE Il. RTE 19
DESCRIPTION Irving Park Rd, York Rd, CNRR Grade Separation Pri. D-91-332-06
SECTION 32 WRS-5
LOCATION Addison Township T40 N, R11 E, NW 1/4 Section 13
COUNTY DuPage
DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. –
Station –
BORING NO. **EB-08**
Station: 20302+50
Offset: 7.0' Right
Ground Surface Elev. 668.5

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter Dry
Upon Completion Dry
After _____ Hrs. _____

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Silty SAND, CINDERS & STONE–black–medium dense (Fill)	AS	NP	20
	4		
	6		
	7	NP	18
665.5			
CLAY LOAM–dark brown–very stiff (A-6) Fill, Wet			
	3		
–5	4	3.5P	25
	3		
	4		
	7	3.5P	26
660.5			
	5		*108*
	8	5.6S@	
CLAY–brown & gray–hard (A-6) –10	13	12.7%	18
	5		*109*
	7		
655.5	9	4.1B	20
SANDY CLAY–brown–very stiff (A-6)	5		
	7		
–15	7	2.25P	12
653.0			
	4		*104*
CLAY to CLAY LOAM–gray–very stiff to hard (A-6)	5		
	6	2.4B	22
	6		
End Of Boring @ –20.0'			
Hollow Stem Augers	6		
CME Automatic Hammer 648.5 –20	8	4.5+P	12

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
–25			
–30			
–35			
–40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

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SOIL BORING LOG

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DATE 4/30/2010
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ROUTE Il. RTE 19
DESCRIPTION Irving Park Rd, York Rd, CNRR Grade Separation Pri. D-91-332-06
SECTION 32 WRS-5
LOCATION Addison Township T40 N, R11 E, NW 1/4 Section 13
COUNTY DuPage
DRILLING METHOD Hollow Stem Auger/ Rotary HAMMER TYPE CME Automatic

STRUCT. NO. –
Station –
BORING NO. **EB-09**
Station: 20304+50
Offset: 22.5' Left
Ground Surface Elev. 655.5

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter n/a
Upon Completion n/a
After _____ Hrs. _____

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	AS	NP	4
	5		
	6		
SAND, CINDERS & STONE–brown & black–loose to medium dense (Fill)	6	NP	6
	3		
	3		
–5	3	NP	9
650.0			
	4		
	5		
	7	3.0P	24
	4		*95*
	6		
SILTY CLAY to CLAY–brown & gray–medium stiff to very stiff (A-6) Wet –10	6	2.4B	26
	1		*85*
	1		
	1	0.8B	35
	1		*93*
	0		
–15	1	0.8B	30
	1		*96*
	2		
	1	0.8B	28
637.5			
CLAY–gray–stiff (A-6)	2		*107*
	2		
–20	3	1.1B	21

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	2		*109*
	3		
	3	1.0B	19
CLAY–gray–stiff (A-6)			
	4		*108*
	5		
–25	5	1.7B	18
	7		*102*
	8		
	9	1.75B	23
	5		*103*
	5		
625.5 –30	6	1.5B	23
End Of Boring @ –30.0'			
Hollow Stem Augers To –10.0'			
Rotary Drilling To Completion			
CME Automatic Hammer			
10.0' Of 4.0"ø Casing Used			
–35			
–40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

FILE NAME = ...\D160W01-SHT-BORINGS-RR03.dgn

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - DP	REVISED -	
	DRAWN - JM	REVISED -	
PLOT SCALE = 2.0000 ' / IN.	CHECKED - NMR	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EMBANKMENT SOIL BORING LOGS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	356
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		

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SOIL BORING LOG

PAGE 1 of 1
DATE 4/29/2010
LOGGED BY DR
GSI JOB No. 09165

ROUTE IL RTE 19
SECTION 32 WRS-5
COUNTY DuPage
DESCRIPTION Irving Park Rd, York Rd, CNRR Grade Separation Prj. D-91-332-06
LOCATION Addison Township T40 N, R11 E, NW 1/4 Section 13
DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. –
Station –
BORING NO. **EB-10**
Station: 20306+50
Offset: 7.5' Right
Ground Surface Elev. 658.3

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 649.8
Upon Completion 654.8
After _____ Hrs. _____

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	AS	–	29
TOPSOIL–black	2		
	2	–	27
654.8 ▽			
	2		
	2		
–5	3	1.5P	16
SILTY CLAY to CLAY–brown & gray–stiff to very stiff (A–6)	2		*107*
	2		
	3	2.4B	16
▼			
	2		*103*
	1		
–10	2	1.1B	19
647.8			
SILTY LOAM–gray–loose (A–4)	3		
	3		
	4	2.5P	14
645.3			
SANDY LOAM–brown & gray–loose (A–2)	3		
	3		
–15	4	–	15
642.8			
SILTY CLAY LOAM–gray–very loose (A–4)	1		
	2		
	1	0.25P	20
640.3			
CLAY–gray–very stiff (A–6)			
	3		*114*
End Of Boring @ –20.0'	5		
Hollow Stem Augers			
CME Automatic Hammer 638.3 –20	8	2.3B	15

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
–25			
–30			
–35			
–40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in Italics above moist (%)
NR–No Recovery

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SOIL BORING LOG

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DATE 4/29/2010
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GSI JOB No. 09165

ROUTE IL RTE 19
SECTION 32 WRS-5
COUNTY DuPage
DESCRIPTION Irving Park Rd, York Rd, CNRR Grade Separation Prj. D-91-332-06
LOCATION Addison Township T40 N, R11 E, NW 1/4 Section 13
DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. –
Station –
BORING NO. **EB-11**
Station: 20308+50
Offset: 7.5' Right
Ground Surface Elev. 660.2

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 654.2
Upon Completion 655.2
After _____ Hrs. _____

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12.0" TOPSOIL–black	AS	–	25
659.2	3		
	3		
	4	2.0P	16
SILTY CLAY–brown & gray–stiff to very stiff (A–6)	2		*103*
▽	2		
–5	3	1.6B	18
▼654.2			
	3		*114*
	4		
	5	2.7B	17
	2		
–10	3	1.25P	18
CLAY–gray–stiff to very stiff (A–6)	3		*113*
	4		
	6	1.5P	17
	3		*111*
	5		
–15	7	1.6B	16
	2		*111*
	3		
	5	1.4B	18
End Of Boring @ –20.0'	3		
Hollow Stem Augers	5		
CME Automatic Hammer 640.2 –20	8	1.5P	19

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
–25			
–30			
–35			
–40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in Italics above moist (%)
NR–No Recovery

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SOIL BORING LOG

PAGE 1 of 1
DATE 4/29/2010
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GSI JOB No. 09165

ROUTE IL RTE 19
SECTION 32 WRS-5
COUNTY DuPage
DESCRIPTION Irving Park Rd, York Rd, CNRR Grade Separation Prj. D-91-332-06
LOCATION Addison Township T40 N, R11 E, NW 1/4 Section 13
DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. –
Station –
BORING NO. **EB-12**
Station: 20310+50
Offset: 7.5' Right
Ground Surface Elev. 660.7

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 652.2
Upon Completion 655.7
After _____ Hrs. _____

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	AS	–	57
TOPSOIL–black	2		*91*
658.2	3		
	4	1.6B	21
	3		
▽			
–5	4	1.5P	18
SILTY CLAY–brown & gray–soft to stiff (A–6)	2		*100*
	3		
	3	1.25P	21
▼652.2			
	4		
	7		
–10	7	NP	15
SAND–brown–medium dense (A–3)			
650.2			
	3		
SILTY CLAY LOAM–brown–loose (A–4)	4		
	5	3.0P	16
647.7			
	3		
	5		
–15	7	3.0P	14
CLAY–gray–very stiff (A–6)			
	3		*115*
	4		
	6	2.3B	15
	4		*117*
End Of Boring @ –20.0'	6		
Hollow Stem Augers			
CME Automatic Hammer 640.7 –20	9	3.3B	14

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
–25			
–30			
–35			
–40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in Italics above moist (%)
NR–No Recovery

FILE NAME = ...\D1680W01-SHT-BORINGS-RR04.dgn

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - DP	REVISED -	
	DRAWN - JM	REVISED -	
PLOT SCALE = 2.0000 ' / IN.	CHECKED - NMR	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EMBANKMENT SOIL BORING LOGS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	357
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

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SOIL BORING LOG

PAGE 1 of 1
DATE 4/29/2010
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ROUTE IL RTE 19
DESCRIPTION Irving Park Rd, York Rd, CNRR Grade Separation Prj. D-91-332-06
SECTION 32 WRS-5
LOCATION Addison Township T40 N, R11 E, NW 1/4 Section 13
COUNTY DuPage
DRILLING METHOD Hollow Stem Auger
HAMMER TYPE CME Automatic

STRUCT. NO. –
Station –
BORING NO. **EB-13**
Station: 20312+50
Offset: 7.0' Right
Ground Surface Elev. 667.3

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 656.3
Upon Completion 657.3
After _____ Hrs. _____

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
667.3			
12.0" TOPSOIL–black	AS	–	23
	3		
	4		
	5	4.5P	15
CLAY–brown & gray–hard (A–6)			
	4		*113*
	6		
–5	6	4.0B	14
661.8			
	5		
	7		
	6	1.5P	13
SILTY CLAY LOAM–brown & gray–medium dense (A–4)			
	3		
	6		
▽ –10	6	2.0P	12
▼			
	4		*112*
	5		
	6	1.8B	15
654.3			
	3		*115*
	4		
–15	7	1.3B	15
CLAY–gray–stiff (A–6)			
	4		*109*
	5		
	8	1.7B	12
649.3			
SAND–gray–medium dense (A–3)	5		
End Of Boring @ –20.0'			
Hollow Stem Augers	5		
CME Automatic Hammer 647.3 –20	6	NP	13

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
–25			
–30			
–35			
–40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in Italics above moist (%)
NR–No Recovery

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SOIL BORING LOG

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ROUTE IL RTE 19
DESCRIPTION Irving Park Rd, York Rd, CNRR Grade Separation Prj. D-91-332-06
SECTION 32 WRS-5
LOCATION Addison Township T40 N, R11 E, NW 1/4 Section 13
COUNTY DuPage
DRILLING METHOD Hollow Stem Auger
HAMMER TYPE CME Automatic

STRUCT. NO. –
Station –
BORING NO. **EB-14**
Station: 20314+50
Offset: 7.5' Right
Ground Surface Elev. 668.6

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter Dry
Upon Completion Dry
After _____ Hrs. _____

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
668.6			
TOPSOIL–black	AS	–	25
	2		*90*
	3		
SILTY CLAY–brown & gray–very stiff (A–6) Apparent Fill, Wet	4	2.1B	26
665.6			
	5		
	11		
–5	14	4.5+P	18
CLAY–brown & gray–hard (A–6)	5		*107*
	8		
	12	5.25B	19
	5		
	10		
–10	14	4.5+P	19
	4		*108*
	8		
	11	4.0B	19
655.6			
	4		*110*
	5		
–15	6	3.8B	20
CLAY–gray–very stiff (A–6)			
	3		*109*
	5		
	7	2.3B	20
	4		*105*
End Of Boring @ –20.0'			
Hollow Stem Augers	8		
CME Automatic Hammer 648.6 –20	10	3.25B	21

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
–25			
–30			
–35			
–40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in Italics above moist (%)
NR–No Recovery

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SOIL BORING LOG

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DATE 5/3/2010
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ROUTE IL RTE 19
DESCRIPTION Irving Park Rd, York Rd, CNRR Grade Separation Prj. D-91-332-06
SECTION 32 WRS-5
LOCATION Addison Township T40 N, R11 E, NW 1/4 Section 13
COUNTY DuPage
DRILLING METHOD Hollow Stem Auger
HAMMER TYPE CME Automatic

STRUCT. NO. –
Station –
BORING NO. **EB-15**
Station: 20316+48
Offset: 47.5' Right
Ground Surface Elev. 666.0

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 642.5
Upon Completion 644.5
After _____ Hrs. _____

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	AS	–	27
	4		
	6		
	8	–	28
TOPSOIL–black			
	3		
	4		
–5	6	–	39
659.0			
	4		
	7	3.75P	25
SILTY CLAY–dark brown & gray–very stiff (A–6) Wet			
657.5			
	4		*110*
	6		
–10	8	6.5B	18
CLAY–brown & gray–hard (A–6)			
	4		*108*
	10		
	11	7.9B	18
	5		*108*
	7	5.2S@	
–15	9	14.1%	19
650.5			
SANDY CLAY LOAM–brown & gray–medium dense (A–2)	11		
	13		
	8	–	11
648.0			
CLAY–gray–stiff to very stiff (A–6)	4		*108*
	5		
–20	7	2.75B	20

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	4		*106*
	5		
	6	2.7B	20
CLAY–gray–stiff to very stiff (A–6)			
	7		*102*
	9		
641.0 –25	10	1.9B	24
End Of Boring @ –25.0'			
Hollow Stem Augers			
CME Automatic Hammer			
–30			
–35			
–40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in Italics above moist (%)
NR–No Recovery

FILE NAME = ...\D1GBW01-SHT-BORINGS-RR05.dgn

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - DP	REVISED -	
	DRAWN - JM	REVISED -	
PLOT SCALE = 2.0000 ' / IN.	CHECKED - NMR	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EMBANKMENT SOIL BORING LOGS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	358
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 355-2838

SOIL BORING LOG

PAGE 1 of 1
DATE 11/2/2010
LOGGED BY RR
GSI JOB No. 09165

ROUTE IL RTE 19 DESCRIPTION Irving Park Rd. York Rd. CNRR Grade Separation Prj. D-91-332-06
SECTION 32 WRS-5 LOCATION Addison Township T40 N, R11 E, NW 1/4 Section 13
COUNTY DuPage DRILLING METHOD Hand Auger HAMMER TYPE CME Automatic
STRUCT. NO. –
Station –
BORING NO. **EB-15A**
Station: 20316+49
Offset: 7.5' Right
Ground Surface Elev. 666.6

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter Dry
Upon Completion Dry
After ____ Hrs. ____

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
665.6 TOPSOIL–black	AS	–	20
	AS	0.5P	19
CLAY LOAM–brown & gray– medium stiff to very stiff (A–6)			
–5	AS	1.25P	19
	AS	2.75P	20
656.6 –10	AS	3.5P	21
End Of Boring @ –10.0' Hand Auger			
–15			
–20			
–25			
–30			
–35			
–40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS–Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR–No Recovery

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 355-2838

SOIL BORING LOG

PAGE 1 of 1
DATE 5/3/2010
LOGGED BY DR
GSI JOB No. 09165

ROUTE IL RTE 19 DESCRIPTION Irving Park Rd. York Rd. CNRR Grade Separation Prj. D-91-332-06
SECTION 32 WRS-5 LOCATION Addison Township T40 N, R11 E, NW 1/4 Section 13
COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic
STRUCT. NO. –
Station –
BORING NO. **EB-16**
Station: 20318+48
Offset: 37.5' Right
Ground Surface Elev. 665.6

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter Dry
Upon Completion Dry
After ____ Hrs. ____

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	AS	–	25
	4		
	4		
TOPSOIL–black	6	–	36
	4		87
–5	6	1.7B	30
660.1	7		
	3		104
	5		
	6	4.1B	21
CLAY–brown & gray– very stiff to hard (A–6)	3		100
–10	3		
	5	2.9B	22
	7		108
	13	6.6S@	
	14	12.7%	19
652.6			
	4		111
	5		
–15 CLAY–gray–very stiff (A–6)	7	3.2B	18
	3		100
	4		
	5	2.1B	23
	3		111
End Of Boring @ –20.0' Hollow Stem Augers CME Automatic Hammer	5		
645.6 –20	7	2.1B	19
–25			
–30			
–35			
–40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS–Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR–No Recovery

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 355-2838

SOIL BORING LOG

PAGE 1 of 1
DATE 11/2/2010
LOGGED BY RR
GSI JOB No. 09165

ROUTE IL RTE 19 DESCRIPTION Irving Park Rd. York Rd. CNRR Grade Separation Prj. D-91-332-06
SECTION 32 WRS-5 LOCATION Addison Township T40 N, R11 E, NW 1/4 Section 13
COUNTY DuPage DRILLING METHOD Hand Auger HAMMER TYPE CME Automatic
STRUCT. NO. –
Station –
BORING NO. **EB-16A**
Station: 20318+49
Offset: 7.5' Right
Ground Surface Elev. 665.6

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter Dry
Upon Completion Dry
After ____ Hrs. ____

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
664.6 TOPSOIL–black	AS	–	24
SILTY CLAY–dark gray to black– very stiff (A–6) Possible Fill	AS	2.0P	21
662.6			
–5 CLAY LOAM–brown & gray– stiff to very stiff (A–6) Wet	AS	2.0P	25
	AS	1.5P	26
657.6			
SILTY CLAY–gray–stiff (A–6/A–7) Wet			
655.6 –10	AS	1.0P	33
End Of Boring @ –10.0' Hand Auger			
–15			
–20			
–25			
–30			
–35			
–40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS–Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR–No Recovery

FILE NAME = ...\D16OW01-SHT-BORINGS-RR06.dgn

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - DP	REVISED -	
	DRAWN - JM	REVISED -	
PLOT SCALE = 2.0000 ' / IN.	CHECKED - NMR	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EMBANKMENT SOIL BORING LOGS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	359
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 355-2838

SOIL BORING LOG

PAGE 1 of 1
DATE 5/3/2010
LOGGED BY DR
GSI JOB No. 09165

ROUTE IL RTE 19
SECTION 32 WRS-5
COUNTY DuPage
STRUCT. NO. –
Station –
BORING NO. EB-17
Station: 20320+46
Offset: 97.5' Right
Ground Surface Elev. 662.0

DESCRIPTION Irving Park Rd. York Rd. CNRR Grade Separation Pri. D-91-332-06
LOCATION Addison Township T40 N, R11 E, NW 1/4 Section 13
DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 653.5
Upon Completion 658.5
After ____ Hrs. ____

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)	Description
	AS	–	32	
	2			
	2			TOPSOIL–black
	2	–	37	
	2			
–5	2 3	–	35	
656.5				
	2		98	
	2			SILTY CLAY–brown & gray–
	2	0.6B	28	medium stiff (A–6) Wet
653.5				
	3			
–10	4 4	NP	24	SILTY LOAM–brown–loose (A–4)
651.5				
	1		99	
	2			SILTY CLAY–gray–medium stiff (A–6)
	3	0.5B	23	
649.0				
	3			
	4			SILT–gray–loose (A–4)
–15	5	NP	21	
646.5				
	3			
	4			SILTY CLAY–gray–very stiff (A–6)
	7	2.75P	20	
	4			
	6			End Of Boring @ –20.0'
				Hollow Stem Augers
				CME Automatic Hammer
642.0 –20	11	2.5P	18	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR–No Recovery

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 355-2838

SOIL BORING LOG

PAGE 1 of 1
DATE 11/2/2010
LOGGED BY RR
GSI JOB No. 09165

ROUTE IL RTE 19
SECTION 32 WRS-5
COUNTY DuPage
STRUCT. NO. –
Station –
BORING NO. EB-17A
Station: 20320+49
Offset: 12.5' Right
Ground Surface Elev. 663.4

DESCRIPTION Irving Park Rd. York Rd. CNRR Grade Separation Pri. D-91-332-06
LOCATION Addison Township T40 N, R11 E, NW 1/4 Section 13
DRILLING METHOD Hand Auger HAMMER TYPE CME Automatic

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter Dry
Upon Completion 663.4
After ____ Hrs. ____

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)	Description
				TOPSOIL–black
662.4	AS	–	25	
	AS	1.5P	22	CLAY LOAM–brown & gray–
				medium stiff to stiff (A–6)
–5	AS	0.75P	20	
				SILTY CLAY–brown & gray–
	AS	0.25P	28	soft (A–6) Wet
653.4 –10	AS	0.25P	27	
				End Of Boring @ –10.0'
				Hand Auger
–15				
–20				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR–No Recovery

FILE NAME = ...\D1680W01-SHT-BORINGS-RR07.dgn

HDR ENGINEERING, INC.

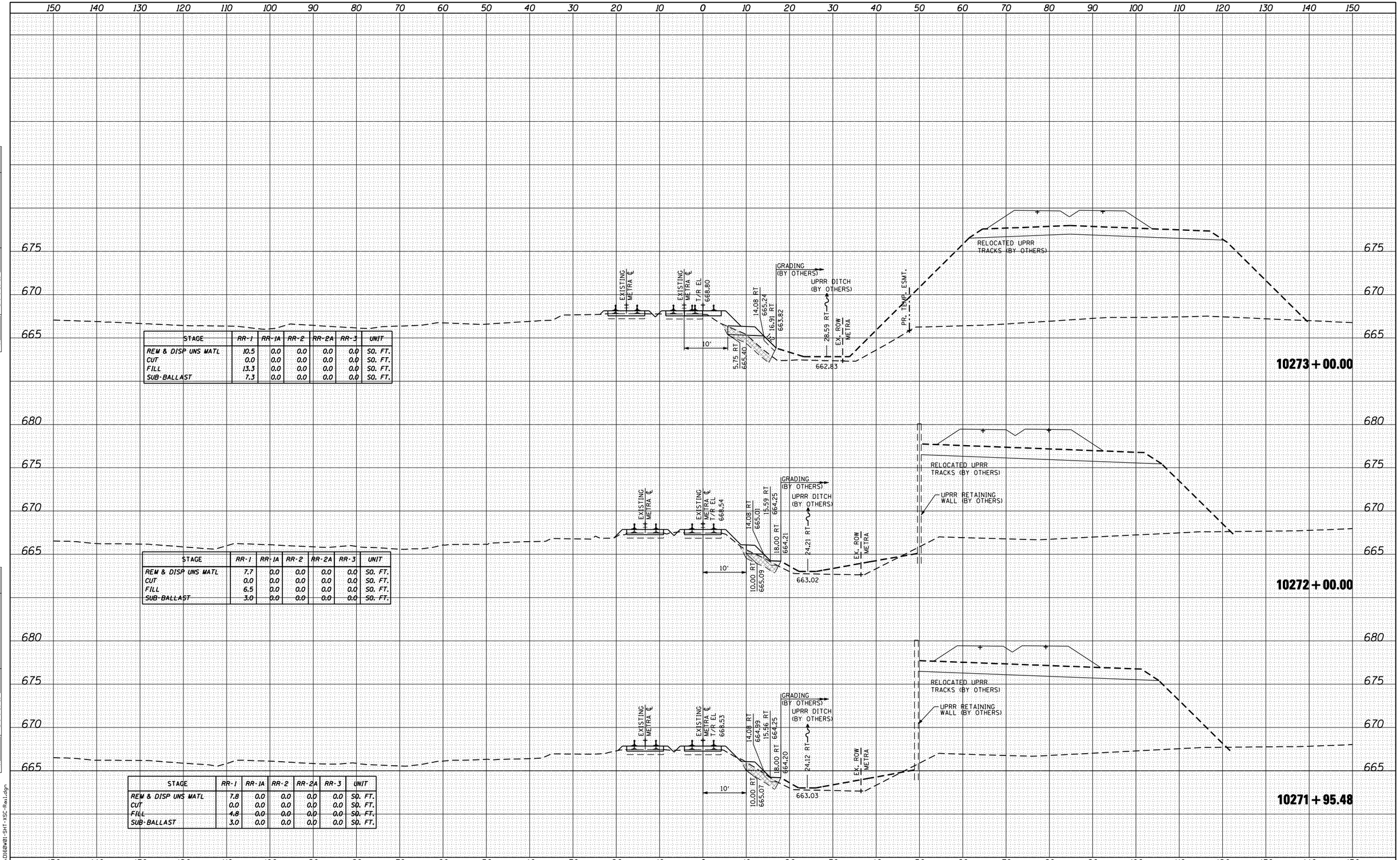
USER NAME = rrotterm	DESIGNED - DP	REVISED -	
	DRAWN - JM	REVISED -	
PLOT SCALE = 2.0000 ' / IN.	CHECKED - NMR	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EMBANKMENT SOIL BORING LOGS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	360
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

FILE NAME = ...\D160W01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

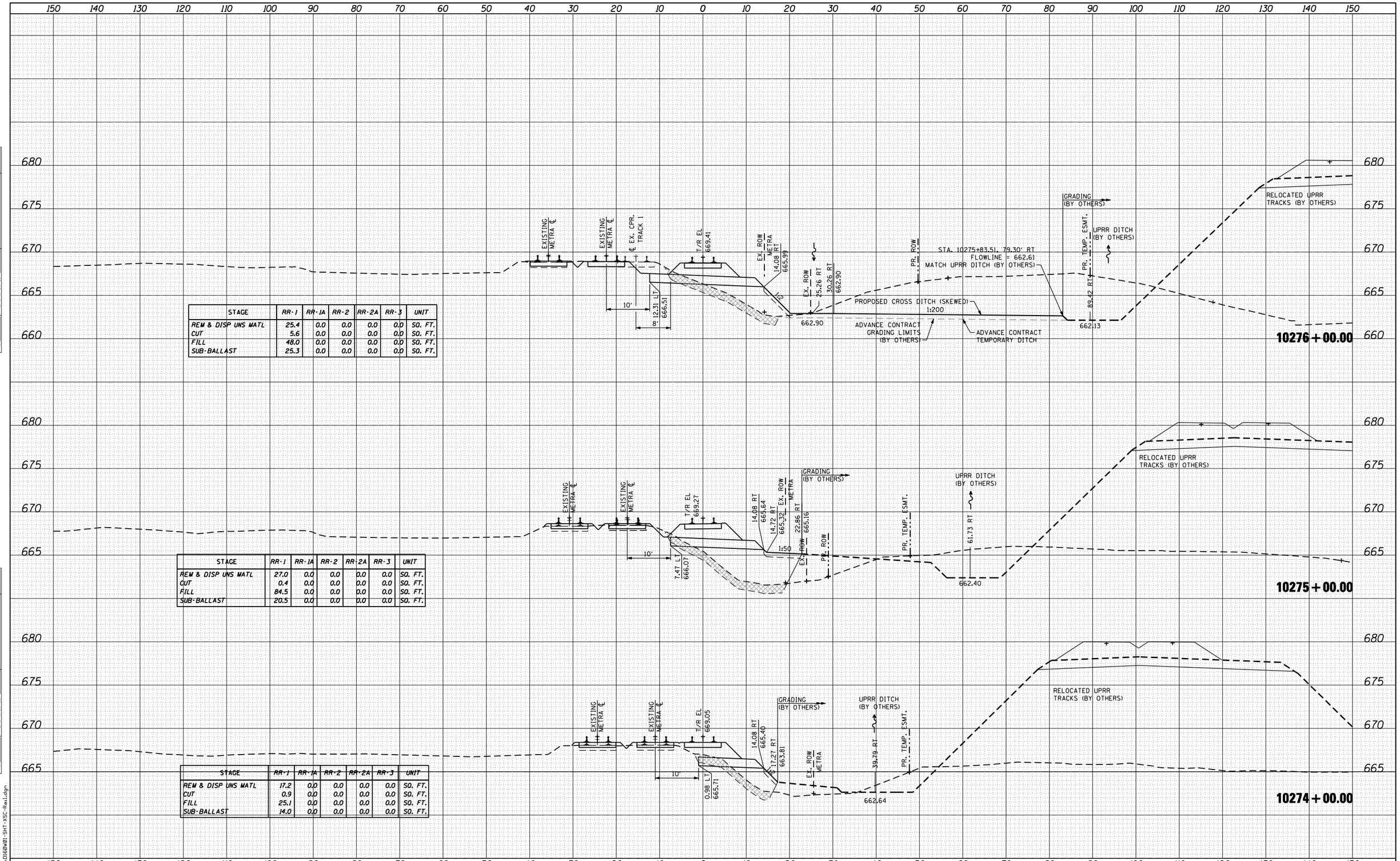
USER NAME = rratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 1 OF 28 SHEETS | STA. 10271+95.48 TO STA. 10273+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	361
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	25.4	0.0	0.0	0.0	0.0	SQ. FT.
CUT	5.6	0.0	0.0	0.0	0.0	SQ. FT.
FILL	48.0	0.0	0.0	0.0	0.0	SQ. FT.
SUB-BALLAST	25.3	0.0	0.0	0.0	0.0	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	27.0	0.0	0.0	0.0	0.0	SQ. FT.
CUT	0.4	0.0	0.0	0.0	0.0	SQ. FT.
FILL	84.5	0.0	0.0	0.0	0.0	SQ. FT.
SUB-BALLAST	20.5	0.0	0.0	0.0	0.0	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	17.2	0.0	0.0	0.0	0.0	SQ. FT.
CUT	0.9	0.0	0.0	0.0	0.0	SQ. FT.
FILL	25.1	0.0	0.0	0.0	0.0	SQ. FT.
SUB-BALLAST	14.0	0.0	0.0	0.0	0.0	SQ. FT.

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

FILE NAME = ...\D1260#01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

USER NAME = mratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

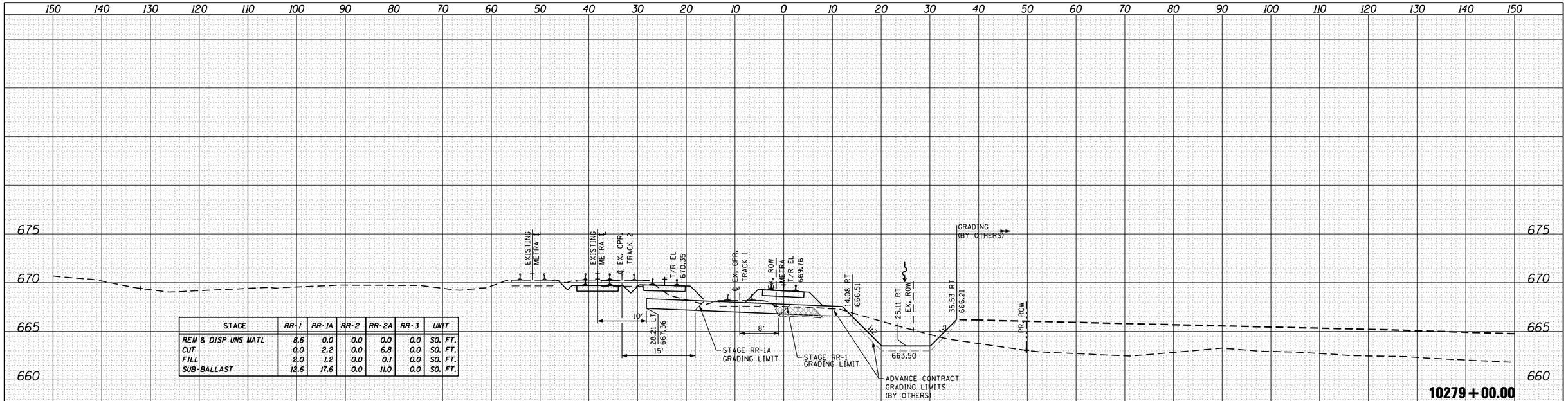
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

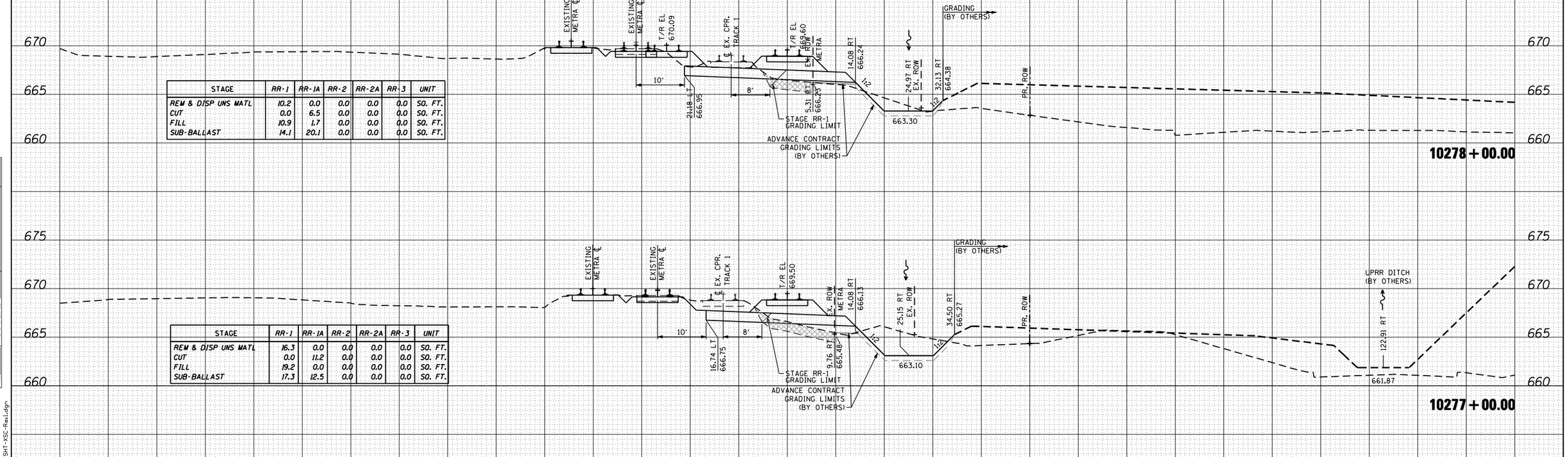
SCALE: | SHEET NO. 2 OF 28 SHEETS | STA. 10274+00.00 TO STA. 10276+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	362
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	8.6	0.0	0.0	0.0	0.0	SQ. FT.
CUT	0.0	2.2	0.0	6.8	0.0	SQ. FT.
FILL	2.0	1.2	0.0	0.1	0.0	SQ. FT.
SUB-BALLAST	12.6	17.6	0.0	11.0	0.0	SQ. FT.



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	10.2	0.0	0.0	0.0	0.0	SQ. FT.
CUT	0.0	6.5	0.0	0.0	0.0	SQ. FT.
FILL	10.9	1.7	0.0	0.0	0.0	SQ. FT.
SUB-BALLAST	14.1	20.1	0.0	0.0	0.0	SQ. FT.



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	16.3	0.0	0.0	0.0	0.0	SQ. FT.
CUT	0.0	11.2	0.0	0.0	0.0	SQ. FT.
FILL	19.2	0.0	0.0	0.0	0.0	SQ. FT.
SUB-BALLAST	17.3	12.5	0.0	0.0	0.0	SQ. FT.

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

FILE NAME = ...\D1608W01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

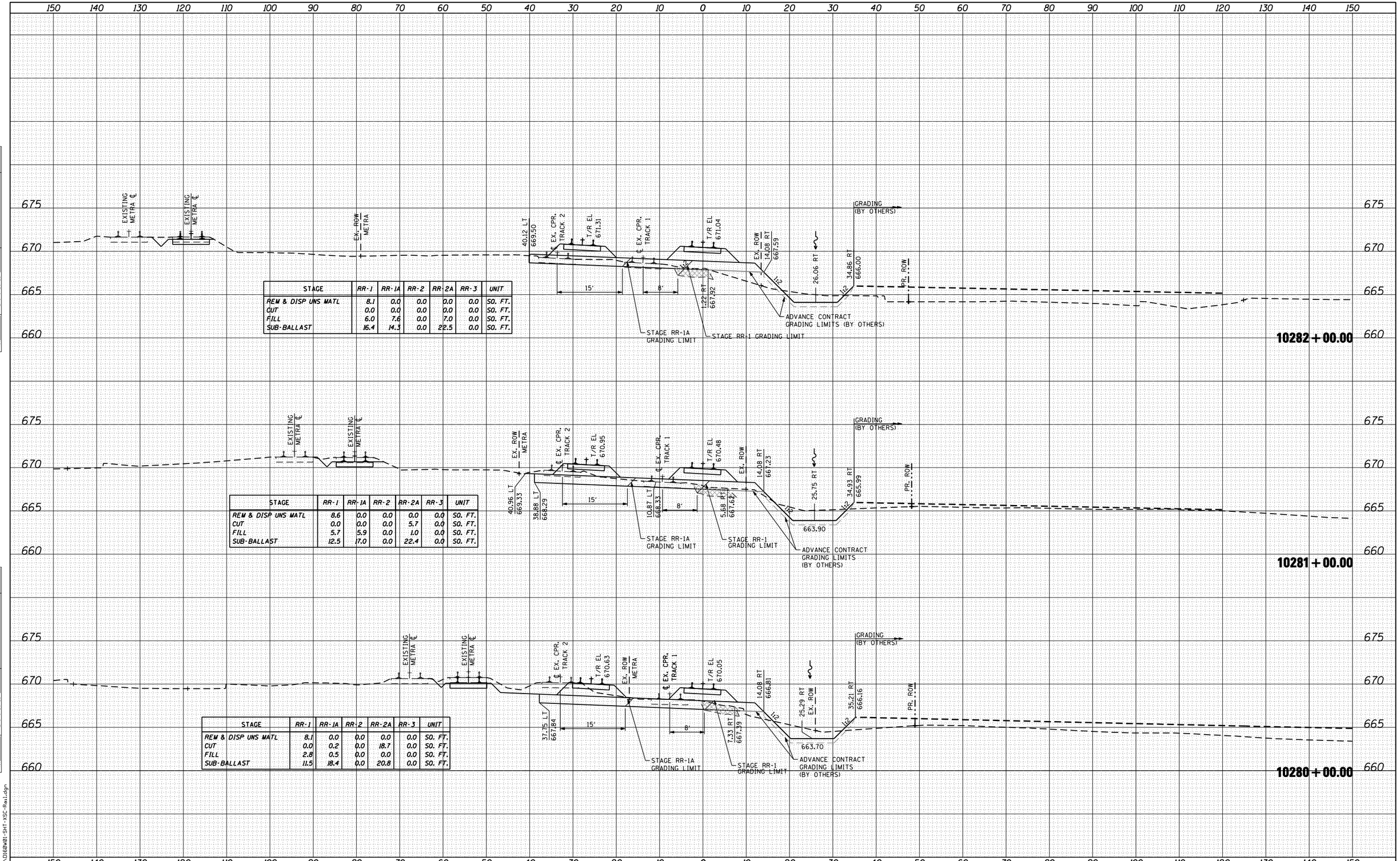
USER NAME = rratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 3 OF 28 SHEETS | STA. 10277+00.00 TO STA. 10279+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	363
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	8.1	0.0	0.0	0.0	0.0	SQ. FT.
CUT	0.0	0.0	0.0	0.0	0.0	SQ. FT.
FILL	6.0	7.6	0.0	7.0	0.0	SQ. FT.
SUB-BALLAST	16.4	14.3	0.0	22.5	0.0	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	8.6	0.0	0.0	0.0	0.0	SQ. FT.
CUT	0.0	0.0	0.0	5.7	0.0	SQ. FT.
FILL	5.7	5.9	0.0	1.0	0.0	SQ. FT.
SUB-BALLAST	12.5	17.0	0.0	22.4	0.0	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	8.1	0.0	0.0	0.0	0.0	SQ. FT.
CUT	0.0	0.2	0.0	18.7	0.0	SQ. FT.
FILL	2.8	0.5	0.0	0.0	0.0	SQ. FT.
SUB-BALLAST	11.5	18.4	0.0	20.8	0.0	SQ. FT.

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

FILE NAME = ...\D160W01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

USER NAME = nratterm | PLOT SCALE = 20.0000 ' / IN. | PLOT DATE = 11/2/2012

DESIGNED - NMR | DRAWN - NMR | CHECKED - MPH | DATE - 11-02-2012

REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

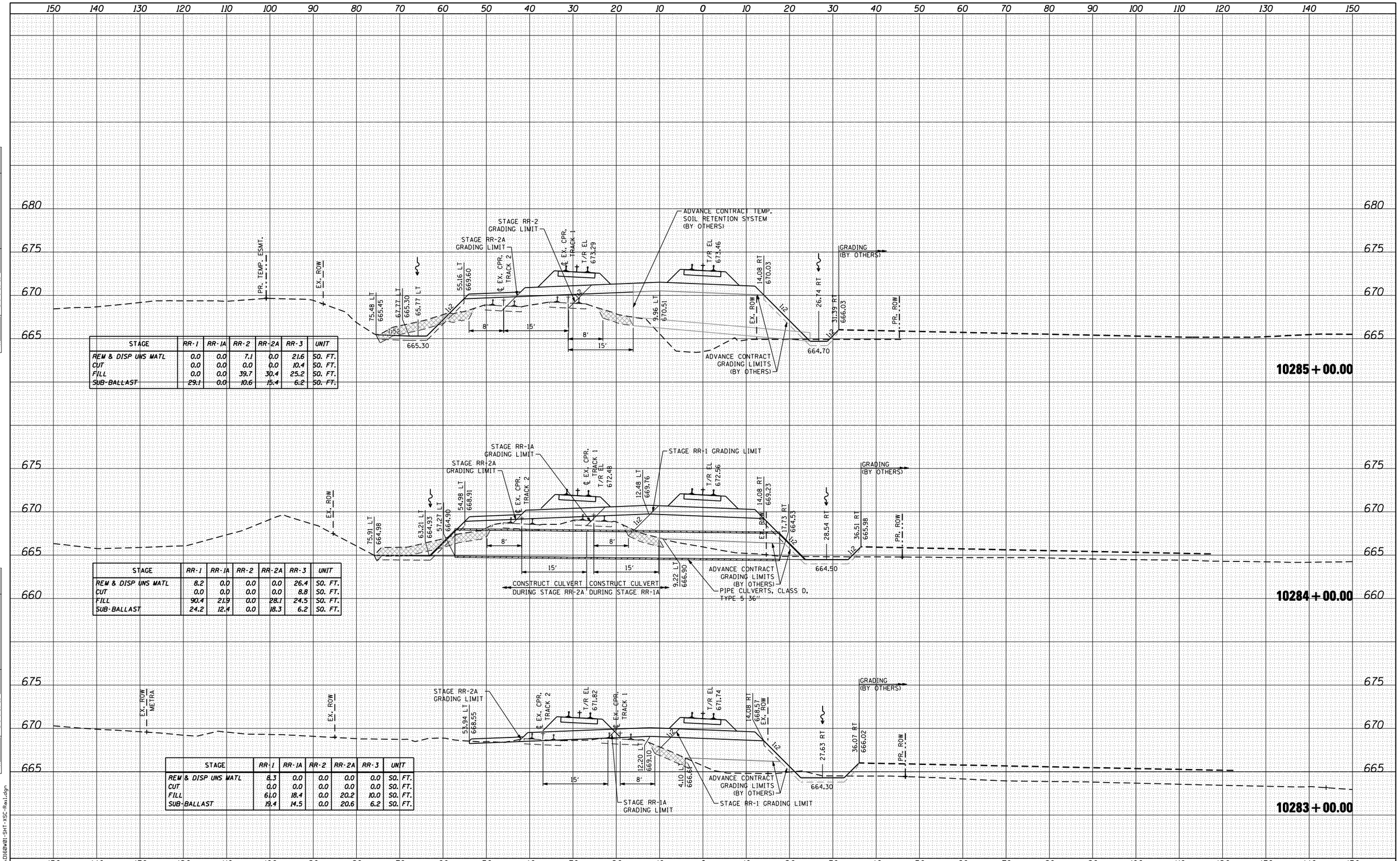
CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 4 OF 28 SHEETS | STA. 10280+00.00 TO STA. 10282+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	364

CONTRACT NO. 60W01

ILLINOIS | FED. AID PROJECT



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	0.0	0.0	7.1	0.0	21.6	SQ. FT.
CUT	0.0	0.0	0.0	0.0	10.4	SQ. FT.
FILL	0.0	0.0	39.7	30.4	25.2	SQ. FT.
SUB-BALLAST	29.1	0.0	10.6	15.4	6.2	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	8.2	0.0	0.0	0.0	26.4	SQ. FT.
CUT	0.0	0.0	0.0	0.0	8.8	SQ. FT.
FILL	90.4	21.9	0.0	28.1	24.5	SQ. FT.
SUB-BALLAST	24.2	12.4	0.0	18.3	6.2	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	8.3	0.0	0.0	0.0	0.0	SQ. FT.
CUT	0.0	0.0	0.0	0.0	0.0	SQ. FT.
FILL	61.0	18.4	0.0	20.2	10.0	SQ. FT.
SUB-BALLAST	19.4	14.5	0.0	20.6	6.2	SQ. FT.

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

FILE NAME = ...\D1608W01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

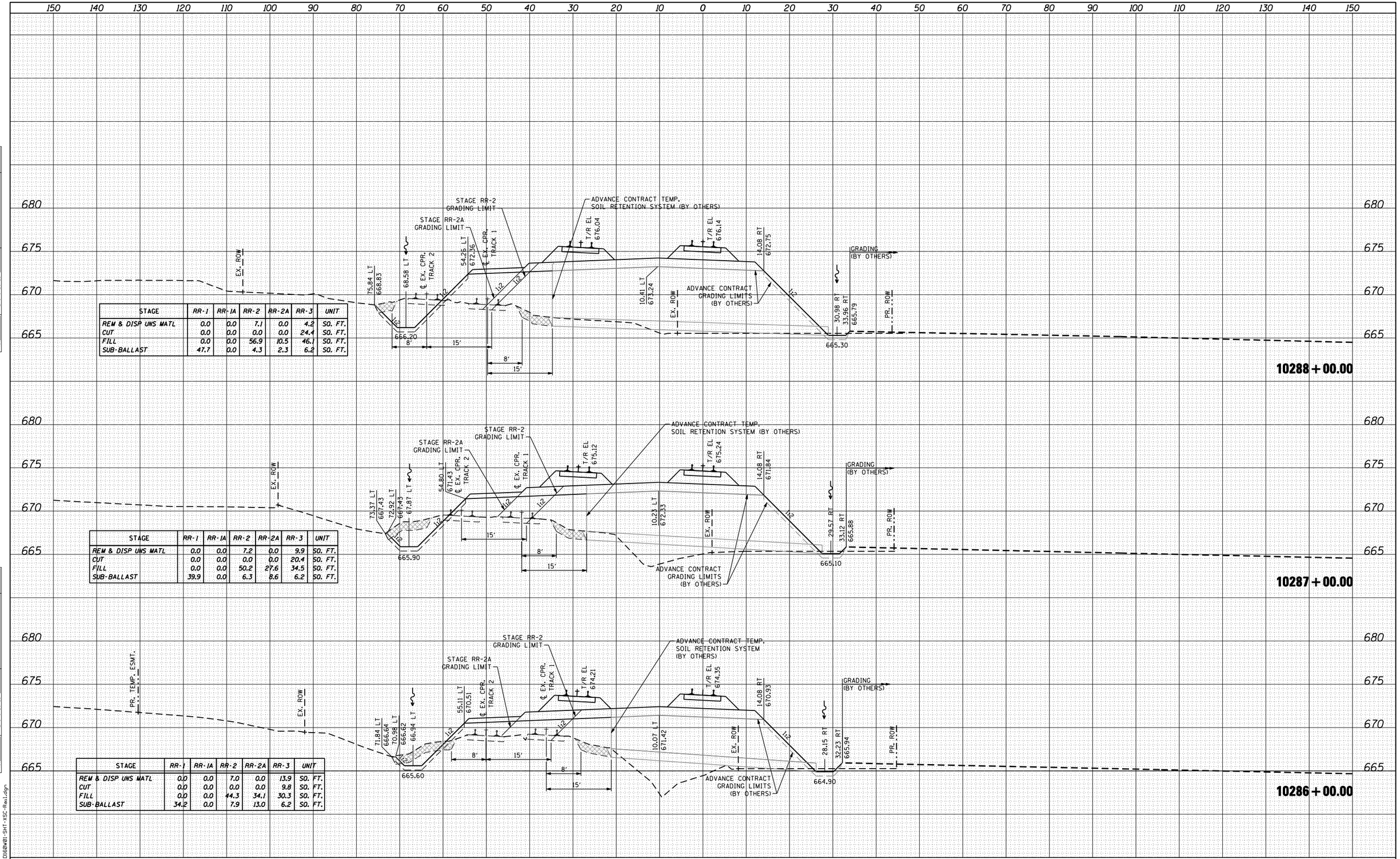
CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 5 OF 28 SHEETS | STA. 10283+00.00 TO STA. 10285+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	365
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	NOTE BOOK		SURVEYED		BY	
	PAGES		PLOTTED			
	NO.		TEMPLATE			
			AREAS			
			AREAS CHECKED		DATE	

ORIGINAL SURVEY	NOTE BOOK		SURVEYED		BY	
	PAGES		PLOTTED			
	NO.		TEMPLATE			
			AREAS			
			AREAS CHECKED		DATE	



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	0.0	0.0	7.1	0.0	4.2	SQ. FT.
CUT	0.0	0.0	0.0	0.0	24.4	SQ. FT.
FILL	0.0	0.0	56.9	10.5	46.1	SQ. FT.
SUB-BALLAST	47.7	0.0	4.3	2.3	6.2	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	0.0	0.0	7.2	0.0	9.9	SQ. FT.
CUT	0.0	0.0	0.0	0.0	20.4	SQ. FT.
FILL	0.0	0.0	50.2	27.6	34.5	SQ. FT.
SUB-BALLAST	39.9	0.0	6.3	8.6	6.2	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	0.0	0.0	7.0	0.0	13.9	SQ. FT.
CUT	0.0	0.0	0.0	0.0	9.8	SQ. FT.
FILL	0.0	0.0	44.3	34.1	30.3	SQ. FT.
SUB-BALLAST	34.2	0.0	7.9	13.0	6.2	SQ. FT.

FILE NAME = ...\D1680W01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

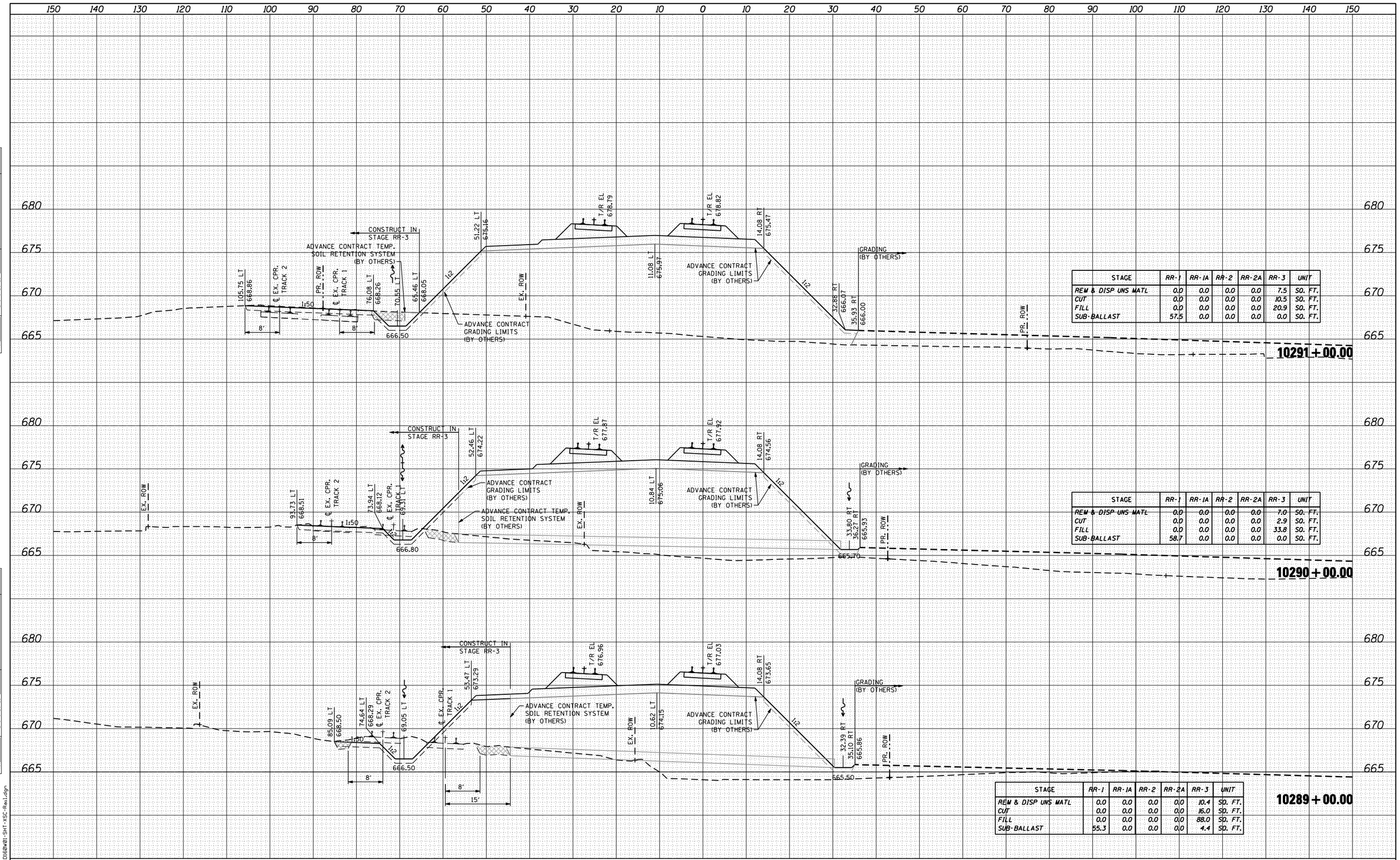
USER NAME = rratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 6 OF 28 SHEETS | STA. 10286+00.00 TO STA. 10288+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	366
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	0.0	0.0	0.0	0.0	7.5	SQ. FT.
CUT	0.0	0.0	0.0	0.0	10.5	SQ. FT.
FILL	0.0	0.0	0.0	0.0	20.9	SQ. FT.
SUB-BALLAST	57.5	0.0	0.0	0.0	0.0	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	0.0	0.0	0.0	0.0	7.0	SQ. FT.
CUT	0.0	0.0	0.0	0.0	2.9	SQ. FT.
FILL	0.0	0.0	0.0	0.0	33.8	SQ. FT.
SUB-BALLAST	58.7	0.0	0.0	0.0	0.0	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	0.0	0.0	0.0	0.0	10.4	SQ. FT.
CUT	0.0	0.0	0.0	0.0	16.0	SQ. FT.
FILL	0.0	0.0	0.0	0.0	88.0	SQ. FT.
SUB-BALLAST	55.3	0.0	0.0	0.0	4.4	SQ. FT.

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
NOTE BOOK		
AREAS		
NO.	AREAS CHECKED	

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
NOTE BOOK		
AREAS		
NO.	AREAS CHECKED	

FILE NAME = ...\D160W01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

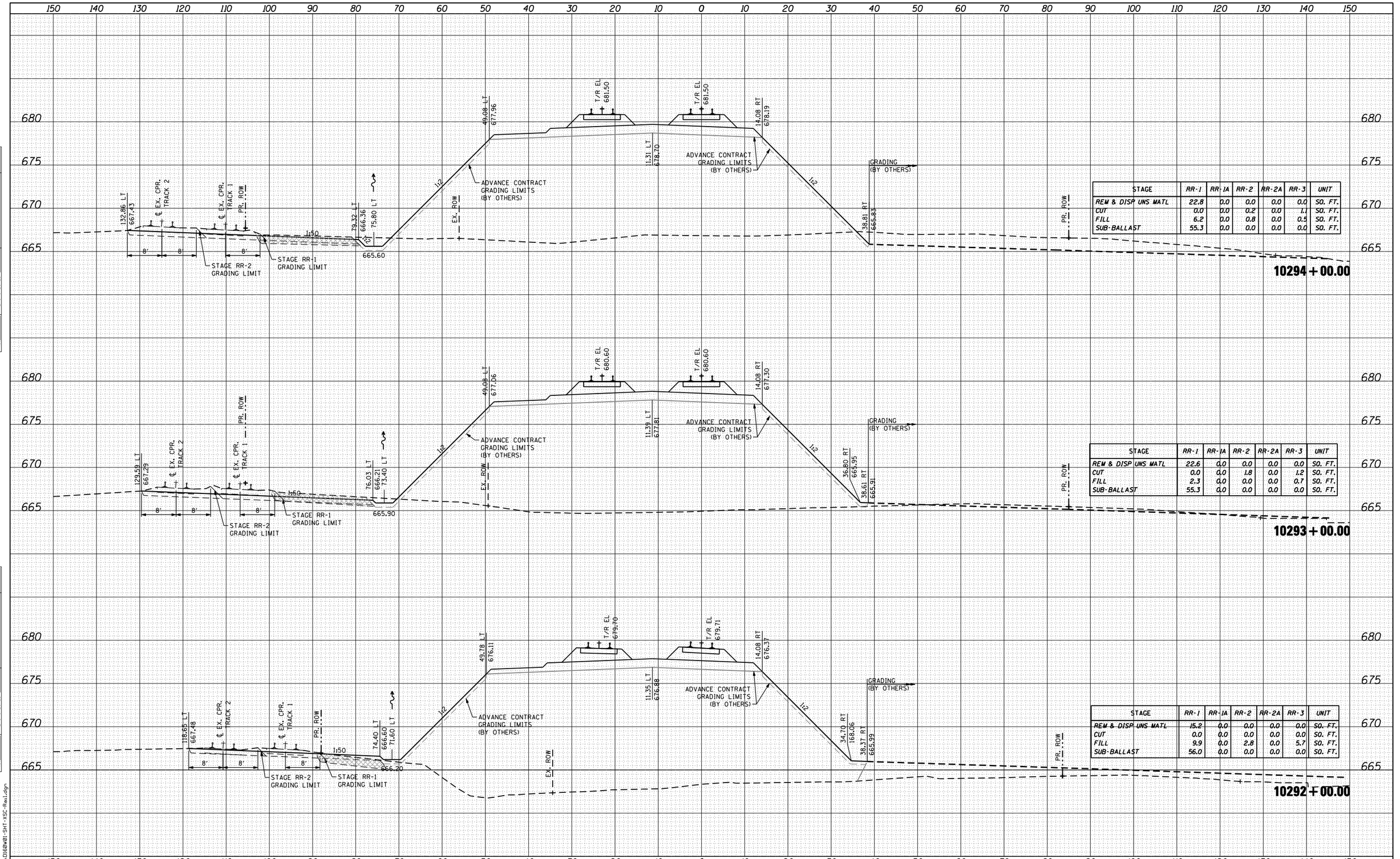
USER NAME = pratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 7 OF 28 SHEETS | STA. 10289+00.00 TO STA. 10291+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	367
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

FILE NAME = ...\D160W01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

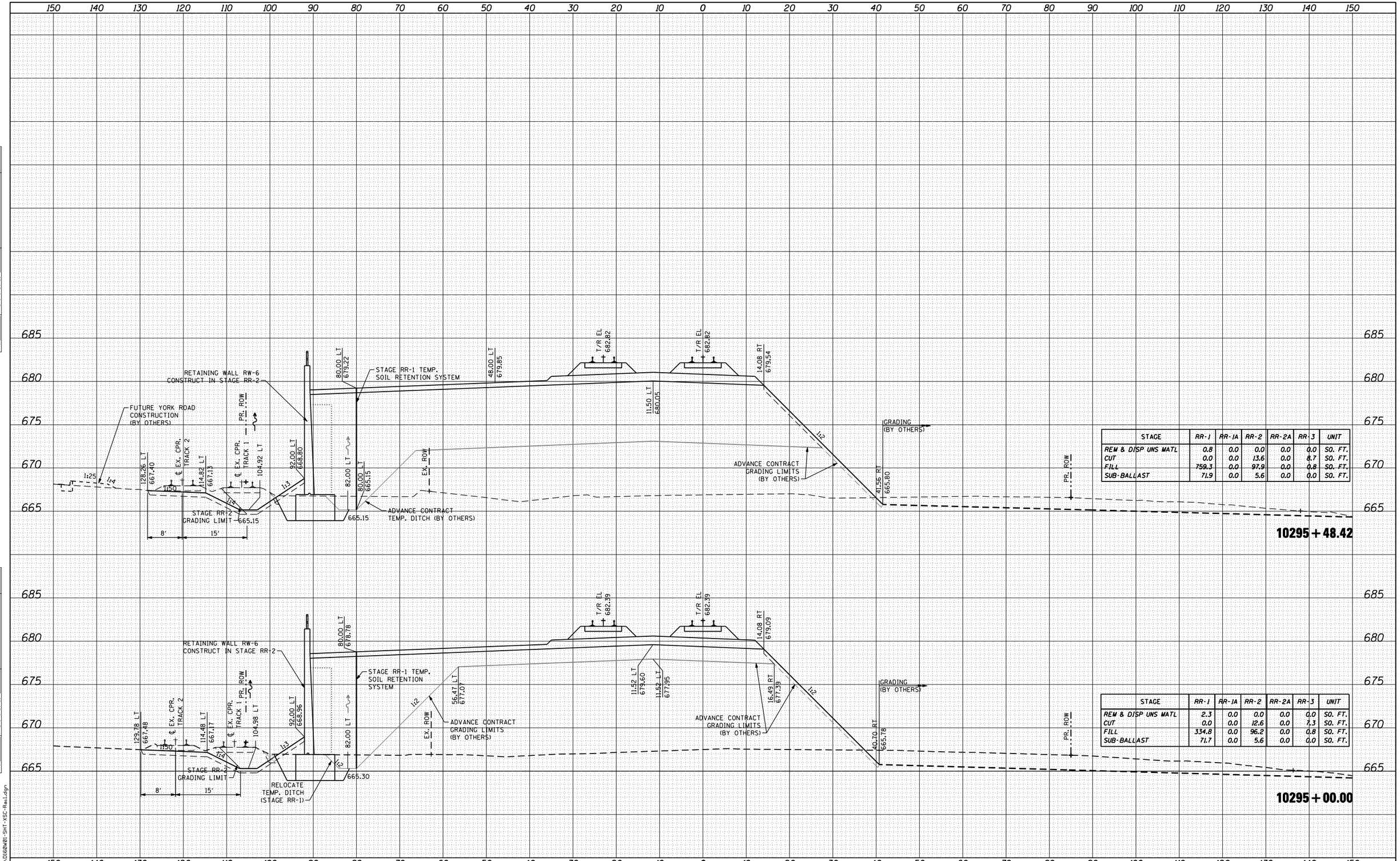
USER NAME = nratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 8 OF 28 SHEETS | STA. 10292+00.00 TO STA. 10294+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	368
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	0.8	0.0	0.0	0.0	0.0	SQ. FT.
CUT	0.0	0.0	13.6	0.0	8.7	SQ. FT.
FILL	759.3	0.0	97.9	0.0	0.8	SQ. FT.
SUB-BALLAST	71.9	0.0	5.6	0.0	0.0	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	2.3	0.0	0.0	0.0	0.0	SQ. FT.
CUT	0.0	0.0	12.6	0.0	7.3	SQ. FT.
FILL	334.8	0.0	96.2	0.0	0.8	SQ. FT.
SUB-BALLAST	71.7	0.0	5.6	0.0	0.0	SQ. FT.

FINAL SURVEY	BY	DATE
NOTE BOOK	SURVEYED	
NO.	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

ORIGINAL SURVEY	BY	DATE
NOTE BOOK	SURVEYED	
NO.	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

FILE NAME = ...\D160W01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

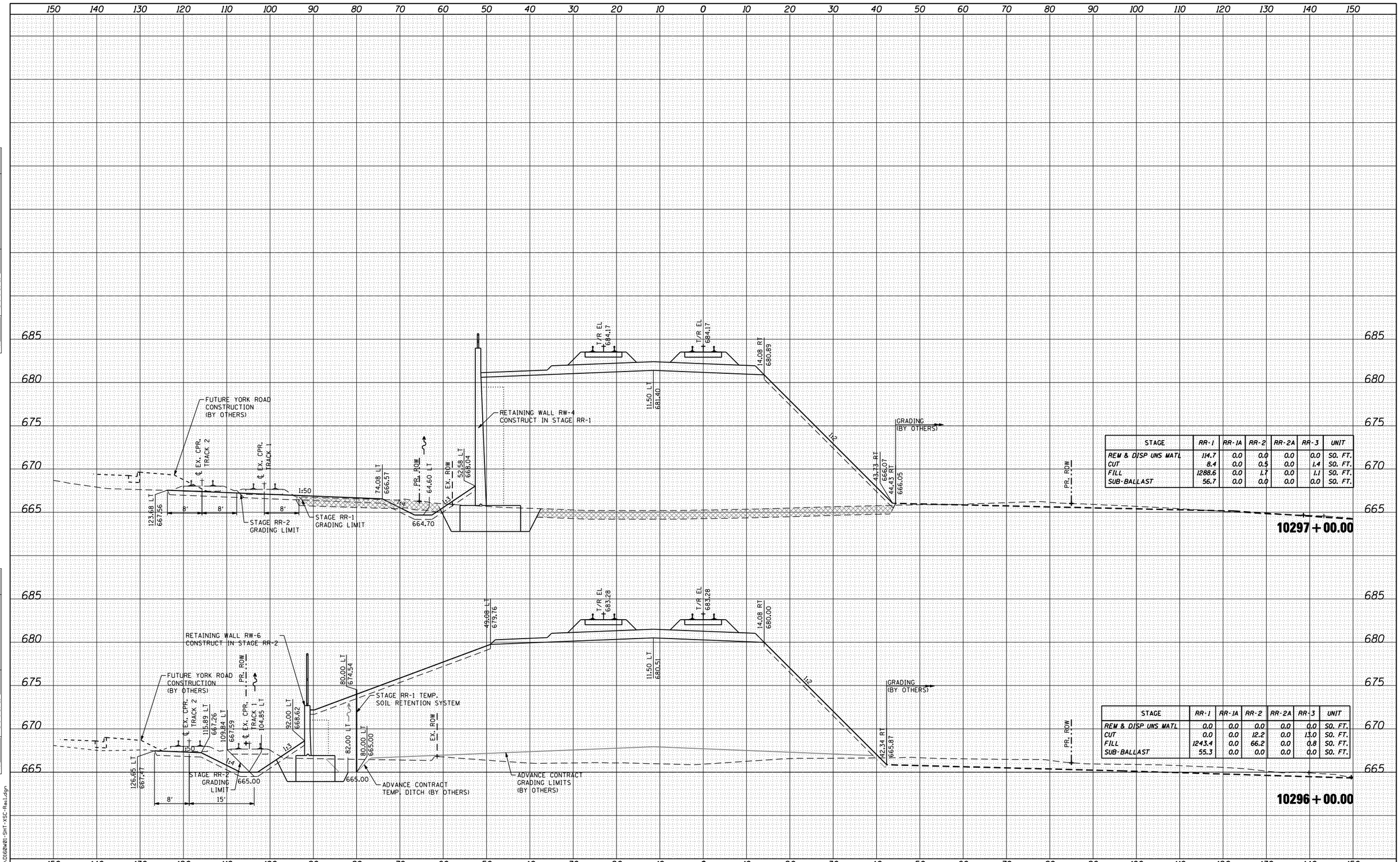
USER NAME = nratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 9 OF 28 SHEETS | STA. 10295+00.00 TO STA. 10295+48.42

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	369
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	114.7	0.0	0.0	0.0	0.0	SQ. FT.
CUT	8.4	0.0	0.5	0.0	1.4	SQ. FT.
FILL	1288.6	0.0	1.7	0.0	1.1	SQ. FT.
SUB-BALLAST	56.7	0.0	0.0	0.0	0.0	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	0.0	0.0	0.0	0.0	0.0	SQ. FT.
CUT	0.0	0.0	12.2	0.0	13.0	SQ. FT.
FILL	1243.4	0.0	66.2	0.0	0.8	SQ. FT.
SUB-BALLAST	55.3	0.0	0.0	0.0	0.0	SQ. FT.

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

FILE NAME = ...\D1260401-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

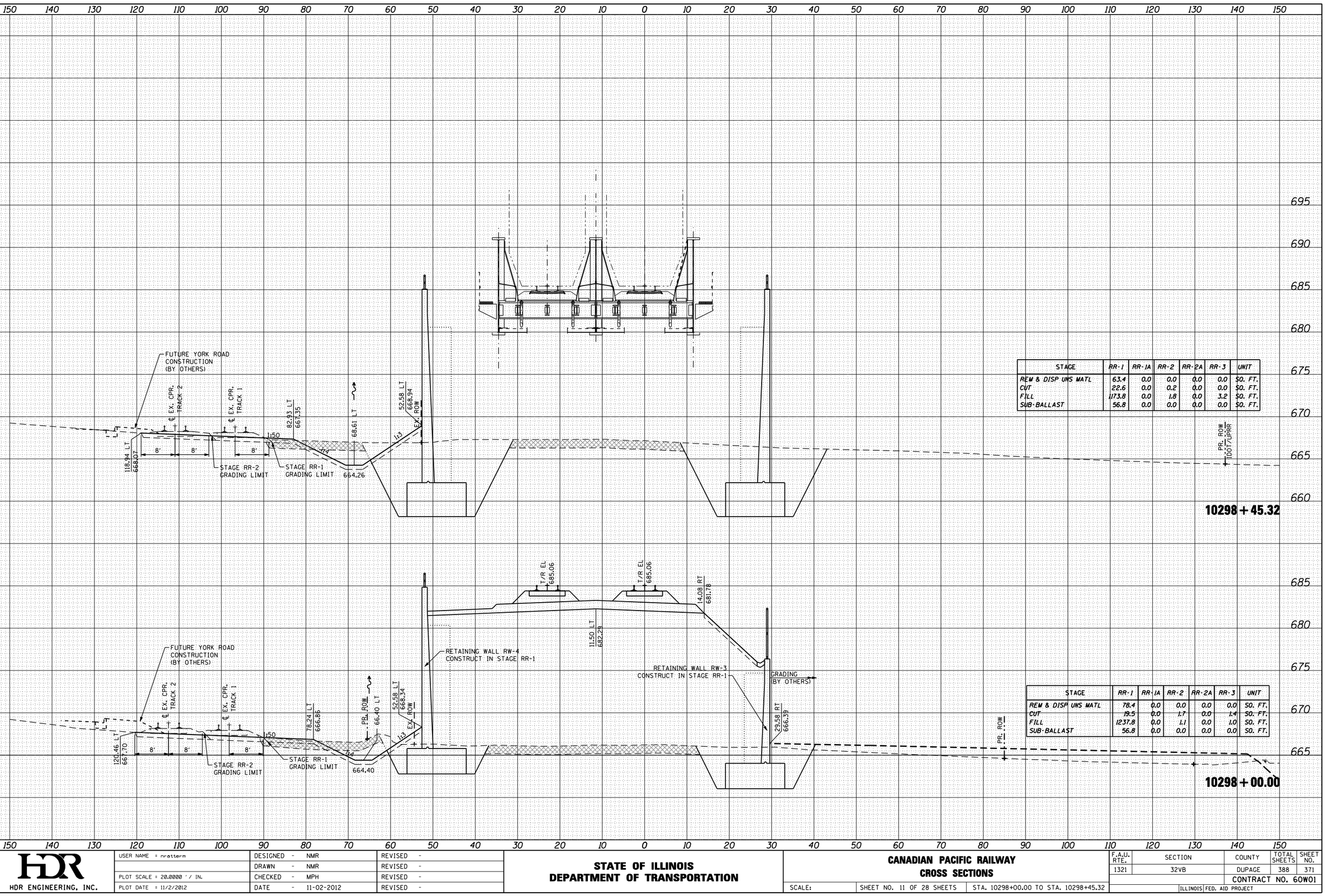
CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 10 OF 28 SHEETS | STA. 10296+00.00 TO STA. 10297+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	370
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

FINAL SURVEY	BY	DATE
NOTE BOOK	SURVEYED	
NO.	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

ORIGINAL SURVEY	BY	DATE
NOTE BOOK	SURVEYED	
NO.	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	63.4	0.0	0.0	0.0	0.0	SQ. FT.
CUT	22.6	0.0	0.2	0.0	0.0	SQ. FT.
FILL	1173.8	0.0	1.8	0.0	3.2	SQ. FT.
SUB-BALLAST	56.8	0.0	0.0	0.0	0.0	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	78.4	0.0	0.0	0.0	0.0	SQ. FT.
CUT	19.5	0.0	1.7	0.0	1.4	SQ. FT.
FILL	1237.8	0.0	1.1	0.0	1.0	SQ. FT.
SUB-BALLAST	56.8	0.0	0.0	0.0	0.0	SQ. FT.

FILE NAME = ...\D160W01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

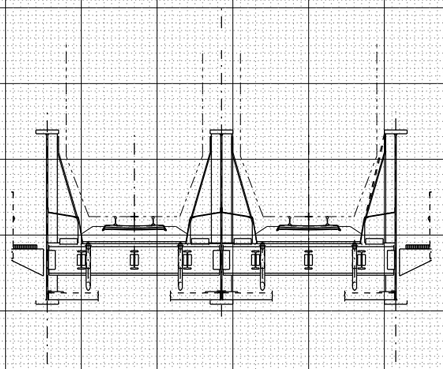
USER NAME = pratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

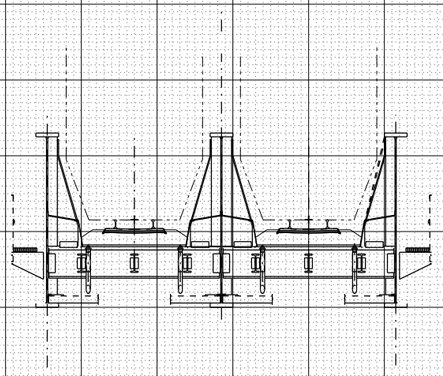
CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 11 OF 28 SHEETS | STA. 10298+00.00 TO STA. 10298+45.32

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	371
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	0.0	0.0	0.0	0.0	0.0	SQ. FT.
CUT	0.0	0.0	0.0	0.0	0.0	SQ. FT.
FILL	0.0	0.0	0.0	0.0	0.0	SQ. FT.
SUB-BALLAST	0.0	0.0	0.0	0.0	0.0	SQ. FT.



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	0.0	0.0	0.0	0.0	0.0	SQ. FT.
CUT	0.0	0.0	0.0	0.0	0.0	SQ. FT.
FILL	0.0	0.0	0.0	0.0	0.0	SQ. FT.
SUB-BALLAST	0.0	0.0	0.0	0.0	0.0	SQ. FT.

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

FILE NAME = ...\D160W01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

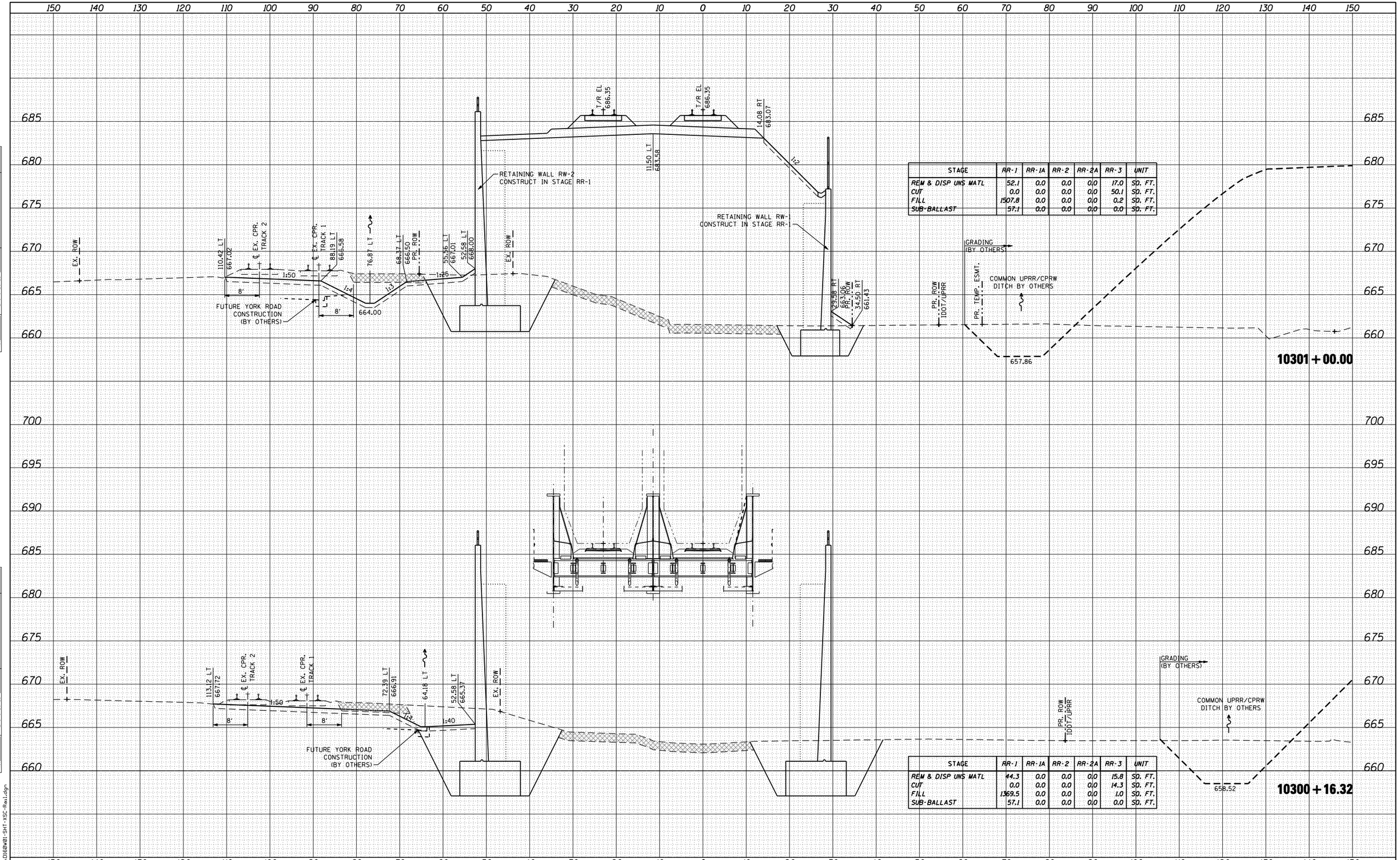
USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 12 OF 28 SHEETS | STA. 10299+00.00 TO STA. 10300+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	372
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	52.1	0.0	0.0	0.0	17.0	SQ. FT.
CUT	0.0	0.0	0.0	0.0	50.1	SQ. FT.
FILL	1507.8	0.0	0.0	0.0	0.2	SQ. FT.
SUB-BALLAST	57.1	0.0	0.0	0.0	0.0	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	44.3	0.0	0.0	0.0	15.8	SQ. FT.
CUT	0.0	0.0	0.0	0.0	14.3	SQ. FT.
FILL	1369.5	0.0	0.0	0.0	1.0	SQ. FT.
SUB-BALLAST	57.1	0.0	0.0	0.0	0.0	SQ. FT.

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
NOTE BOOK		
NO.	AREAS CHECKED	

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
NOTE BOOK		
NO.	AREAS CHECKED	

FILE NAME = ...\D60W01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

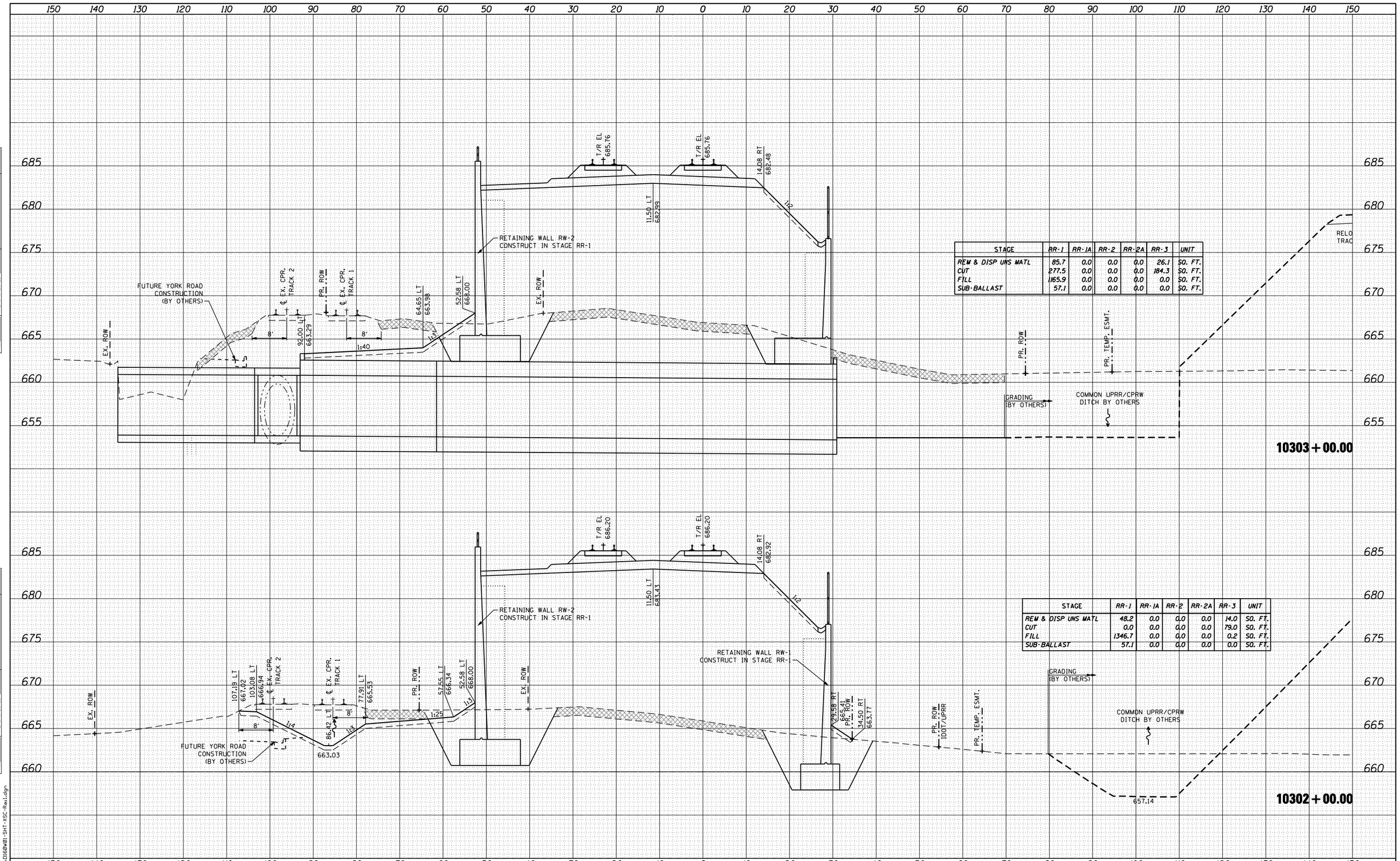
USER NAME = rratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 13 OF 28 SHEETS | STA. 10300+16.32 TO STA. 10301+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	373
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	85.7	0.0	0.0	0.0	26.1	SQ. FT.
CUT	277.5	0.0	0.0	0.0	184.3	SQ. FT.
FILL	1165.9	0.0	0.0	0.0	0.0	SQ. FT.
SUB-BALLAST	57.1	0.0	0.0	0.0	0.0	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	48.2	0.0	0.0	0.0	14.0	SQ. FT.
CUT	0.0	0.0	0.0	0.0	79.0	SQ. FT.
FILL	1346.7	0.0	0.0	0.0	0.2	SQ. FT.
SUB-BALLAST	57.1	0.0	0.0	0.0	0.0	SQ. FT.

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

FILE NAME = ...\D160w01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

USER NAME = hratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

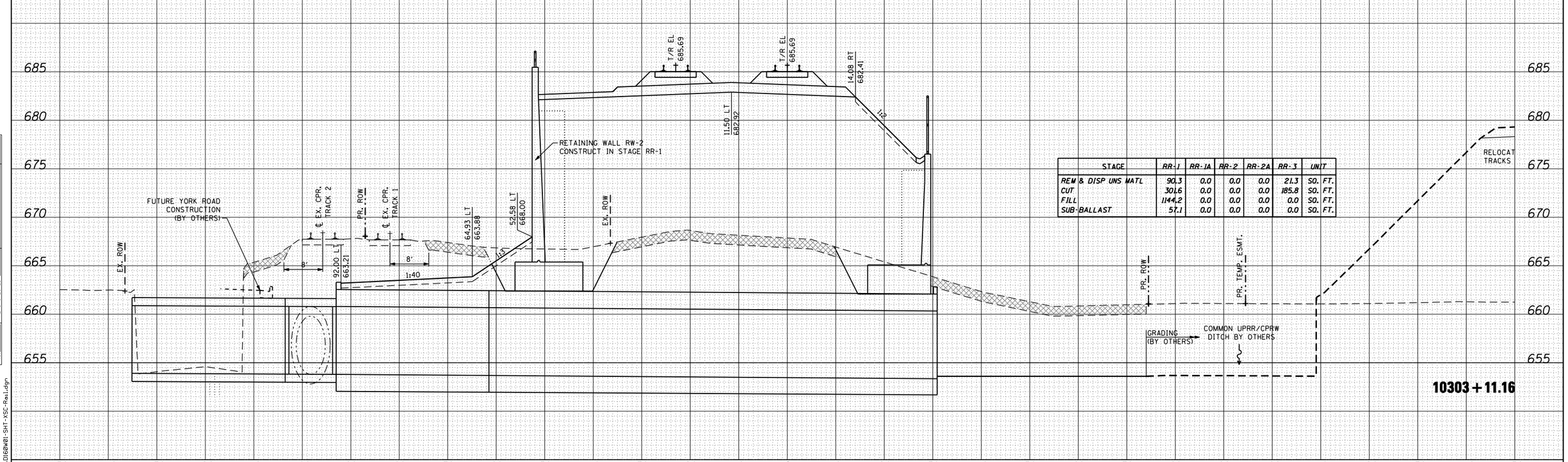
CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 14 OF 28 SHEETS | STA. 10302+00.00 TO STA. 10303+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	374
		CONTRACT NO. 60W01		
		ILLINOIS	FED. AID PROJECT	

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	90.3	0.0	0.0	0.0	21.3	SQ. FT.
CUT	301.6	0.0	0.0	0.0	185.8	SQ. FT.
FILL	1144.2	0.0	0.0	0.0	0.0	SQ. FT.
SUB-BALLAST	57.1	0.0	0.0	0.0	0.0	SQ. FT.

10303+11.16

FILE NAME = ...\D160w01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

USER NAME = rpratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

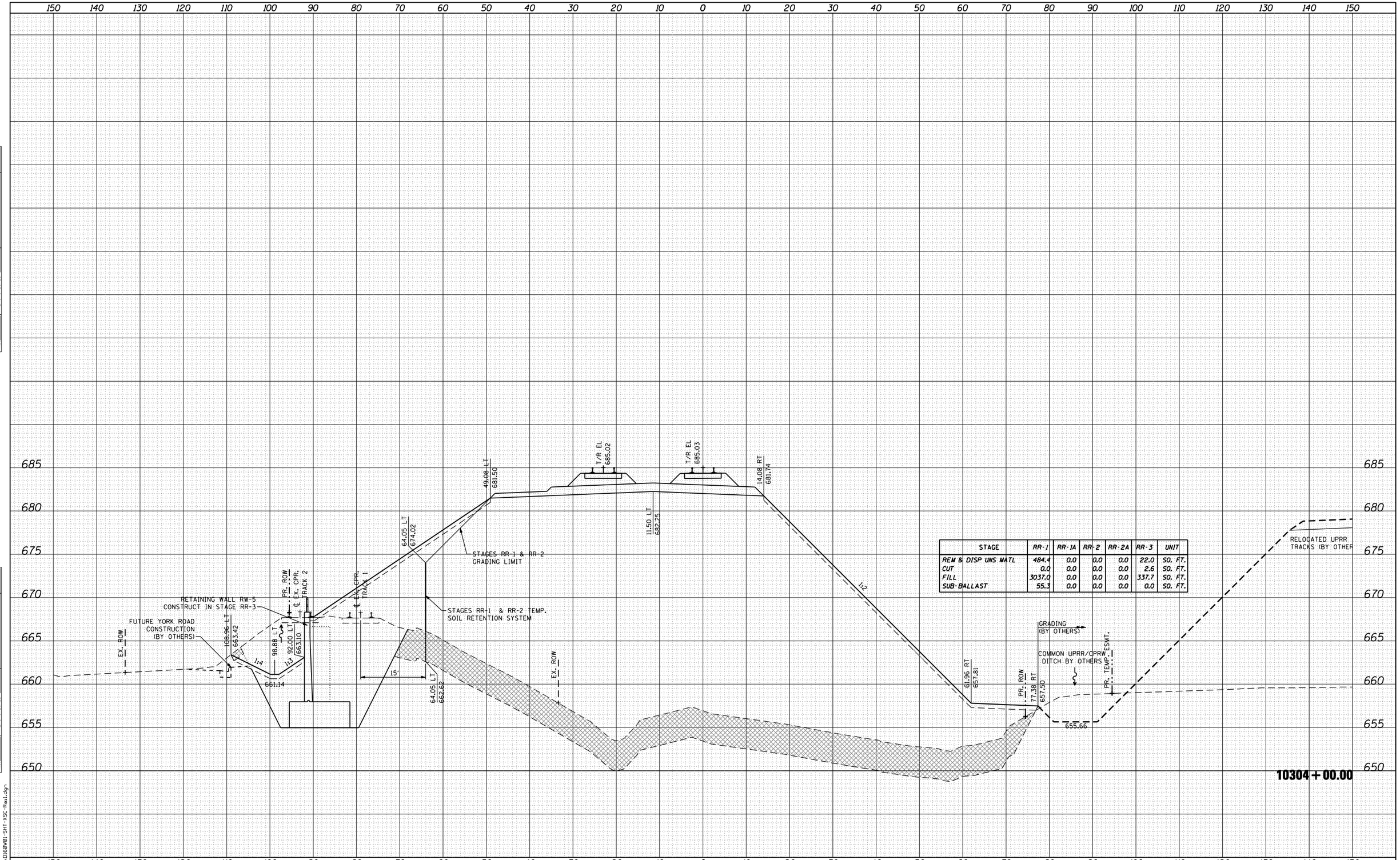
CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 15 OF 28 SHEETS | STA. 10303+11.16 TO STA. 10303+11.16

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	375
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
NOTE BOOK		
AREAS		
NO.	AREAS CHECKED	

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
NOTE BOOK		
AREAS		
NO.	AREAS CHECKED	



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	484.4	0.0	0.0	0.0	22.0	SQ. FT.
CUT	0.0	0.0	0.0	0.0	2.6	SQ. FT.
FILL	3037.0	0.0	0.0	0.0	337.7	SQ. FT.
SUB-BALLAST	55.3	0.0	0.0	0.0	0.0	SQ. FT.

FILE NAME = ...\D160W01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

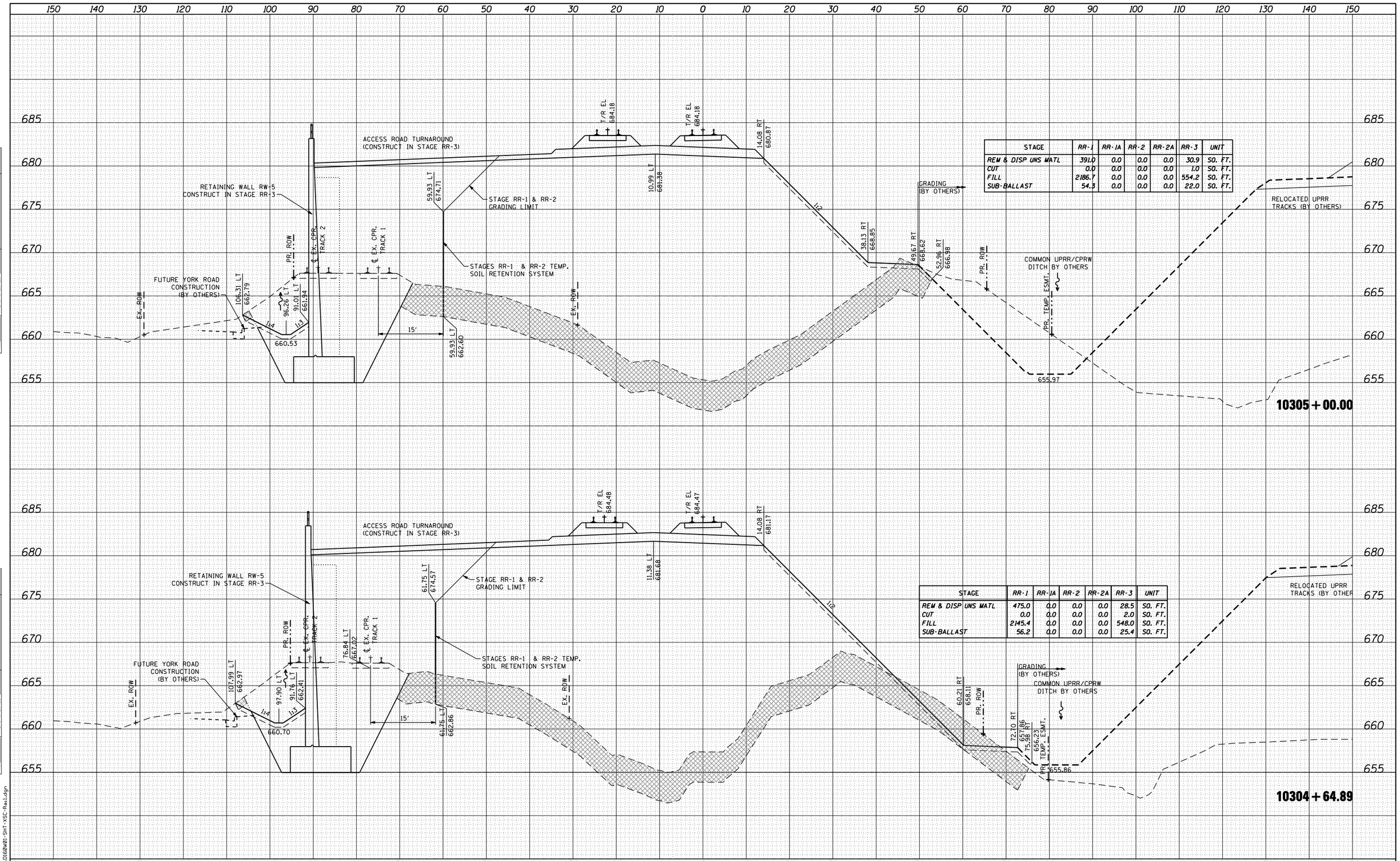
USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 16 OF 28 SHEETS | STA. 10304+00.00 TO STA. 10304+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	376
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	391.0	0.0	0.0	0.0	30.9	SQ. FT.
CUT	0.0	0.0	0.0	0.0	1.0	SQ. FT.
FILL	2186.7	0.0	0.0	0.0	554.2	SQ. FT.
SUB-BALLAST	54.3	0.0	0.0	0.0	22.0	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	475.0	0.0	0.0	0.0	28.5	SQ. FT.
CUT	0.0	0.0	0.0	0.0	2.0	SQ. FT.
FILL	2145.4	0.0	0.0	0.0	548.0	SQ. FT.
SUB-BALLAST	56.2	0.0	0.0	0.0	25.4	SQ. FT.

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

FILE NAME = ..\D160w01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

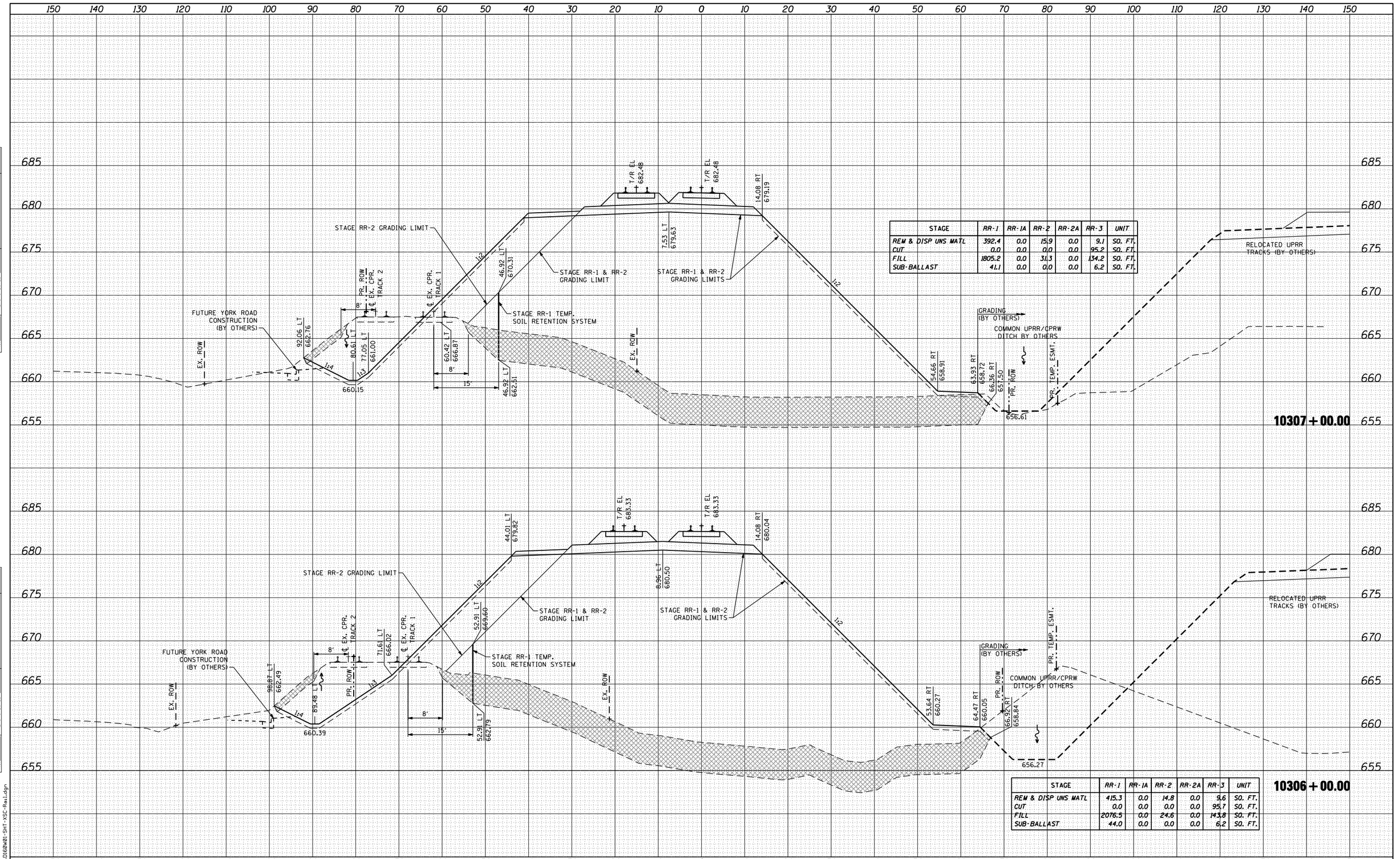
USER NAME = nratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 17 OF 28 SHEETS | STA. 10304+64.89 TO STA. 10305+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	377
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	392.4	0.0	15.9	0.0	9.1	SQ. FT.
CUT	0.0	0.0	0.0	0.0	95.2	SQ. FT.
FILL	1805.2	0.0	31.3	0.0	134.2	SQ. FT.
SUB-BALLAST	41.1	0.0	0.0	0.0	6.2	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	415.3	0.0	14.8	0.0	9.6	SQ. FT.
CUT	0.0	0.0	0.0	0.0	95.7	SQ. FT.
FILL	2076.5	0.0	24.6	0.0	143.8	SQ. FT.
SUB-BALLAST	44.0	0.0	0.0	0.0	6.2	SQ. FT.

10306+00.00

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

FILE NAME = ..\D160w01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

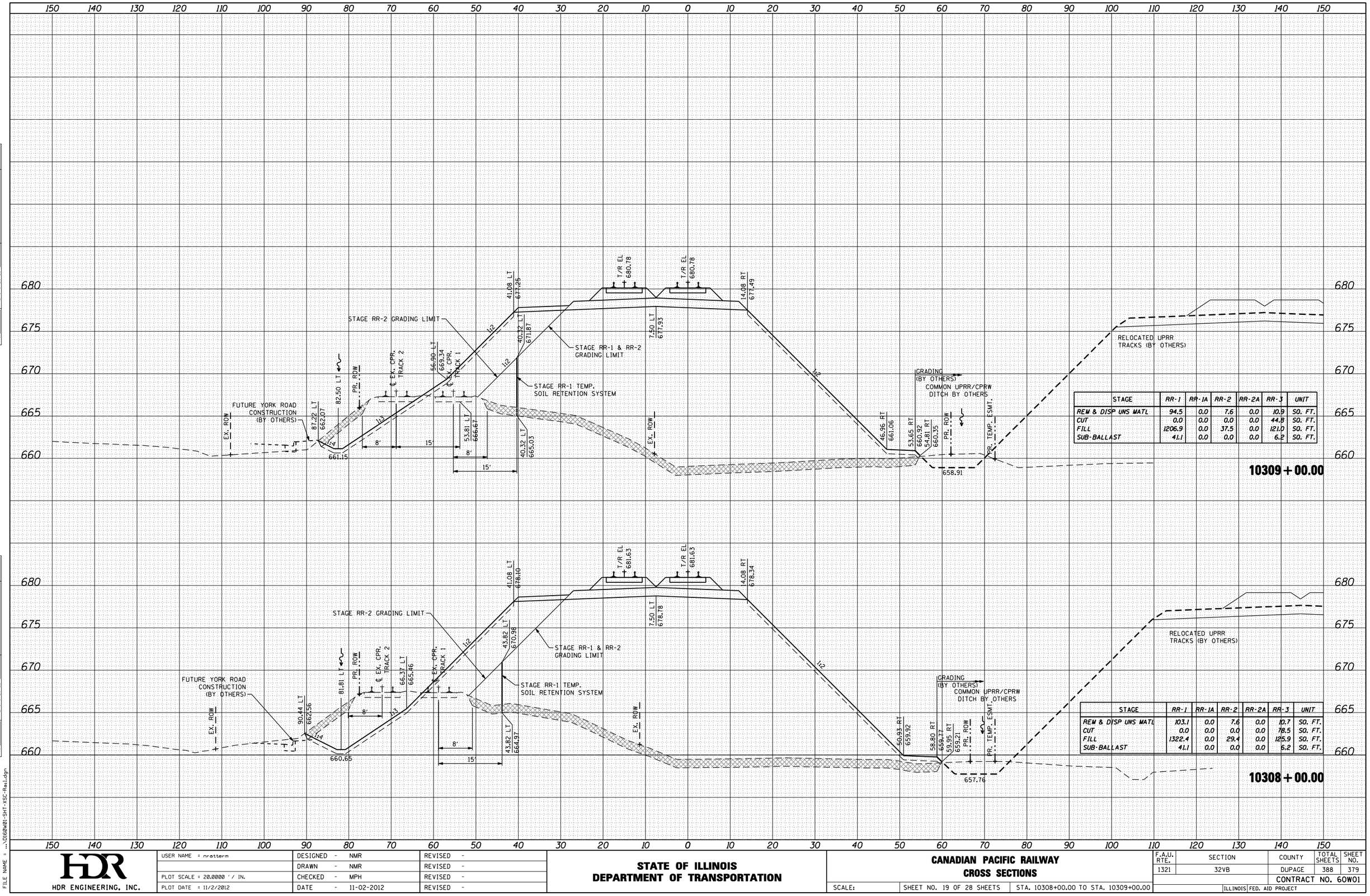
USER NAME = nratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 18 OF 28 SHEETS | STA. 10306+00.00 TO STA. 10307+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	378
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY — NOTE BOOK — NO.

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

ORIGINAL SURVEY — NOTE BOOK — NO.

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

FILE NAME = ...\D1608W01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

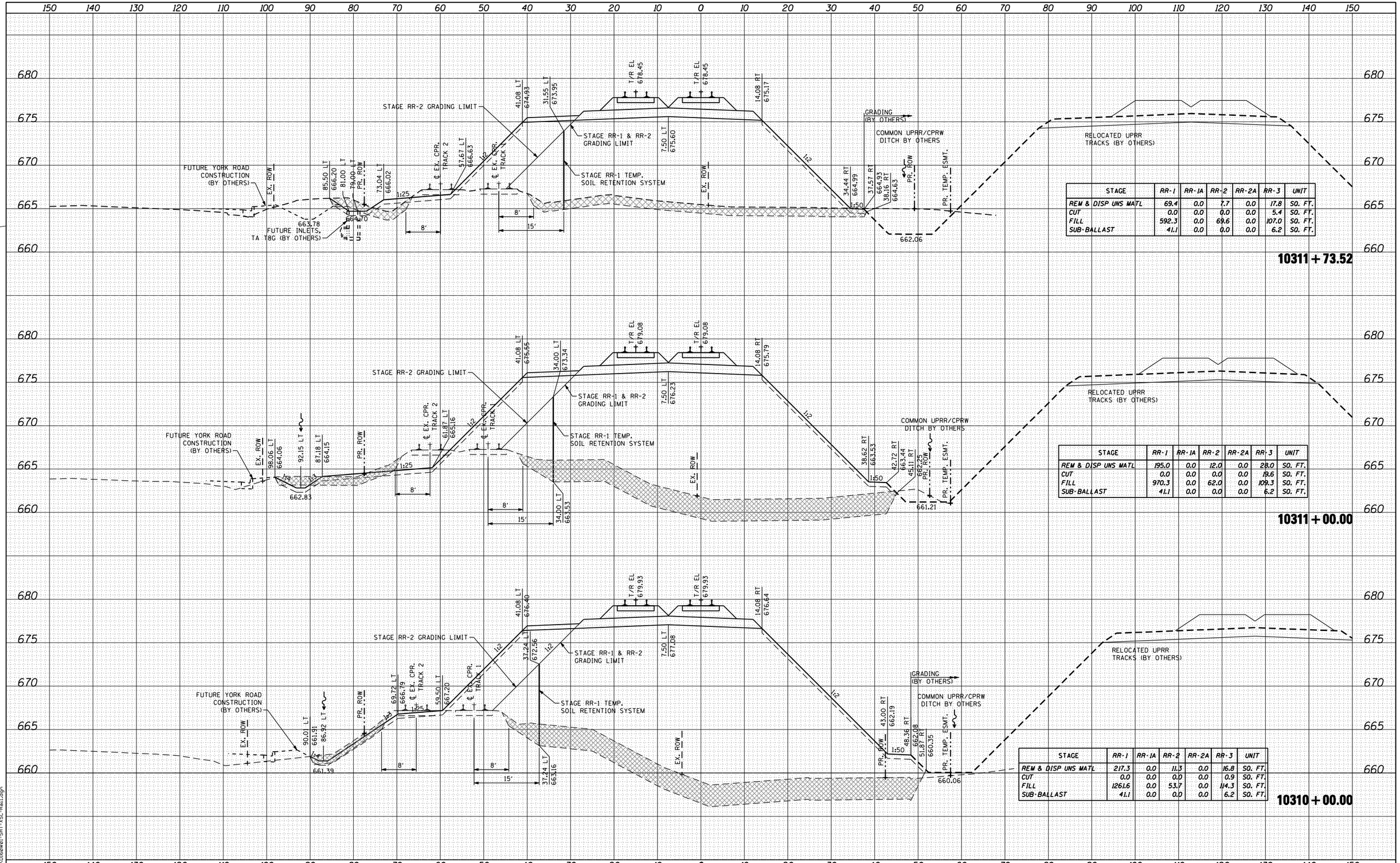
USER NAME = nratterm	DESIGNED - NMR		REVISED -
	DRAWN - NMR		REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH		REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 19 OF 28 SHEETS | STA. 10308+00.00 TO STA. 10309+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	379
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	69.4	0.0	7.7	0.0	17.8	SQ. FT.
CUT	0.0	0.0	0.0	0.0	5.4	SQ. FT.
FILL	592.3	0.0	69.6	0.0	107.0	SQ. FT.
SUB-BALLAST	41.1	0.0	0.0	0.0	6.2	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	195.0	0.0	12.0	0.0	28.0	SQ. FT.
CUT	0.0	0.0	0.0	0.0	19.6	SQ. FT.
FILL	970.3	0.0	62.0	0.0	109.3	SQ. FT.
SUB-BALLAST	41.1	0.0	0.0	0.0	6.2	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	217.3	0.0	11.3	0.0	16.8	SQ. FT.
CUT	0.0	0.0	0.0	0.0	0.9	SQ. FT.
FILL	1261.6	0.0	53.7	0.0	114.3	SQ. FT.
SUB-BALLAST	41.1	0.0	0.0	0.0	6.2	SQ. FT.

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

FILE NAME = ...\D1260401-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

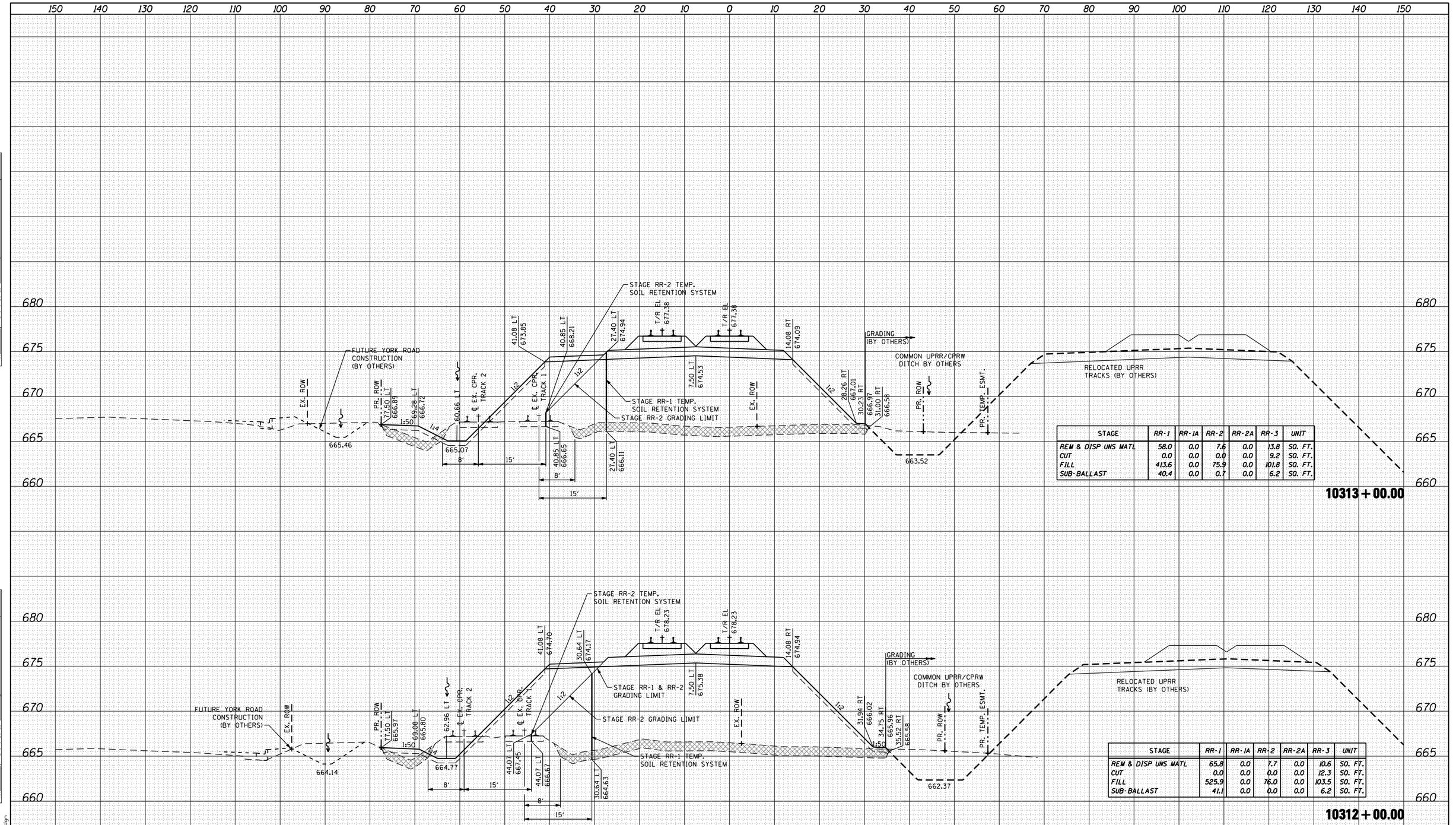
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 20 OF 28 SHEETS | STA. 10310+00.00 TO STA. 10311+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	380
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
NOTE BOOK		
NO.	AREAS CHECKED	



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	58.0	0.0	7.6	0.0	13.8	SQ. FT.
CUT	0.0	0.0	0.0	0.0	9.2	SQ. FT.
FILL	413.6	0.0	75.9	0.0	101.8	SQ. FT.
SUB-BALLAST	40.4	0.0	0.7	0.0	6.2	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	65.8	0.0	7.7	0.0	10.6	SQ. FT.
CUT	0.0	0.0	0.0	0.0	12.3	SQ. FT.
FILL	525.9	0.0	76.0	0.0	103.5	SQ. FT.
SUB-BALLAST	41.1	0.0	0.0	0.0	6.2	SQ. FT.

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
NOTE BOOK		
NO.	AREAS CHECKED	

FILE NAME = ...\D160W01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 21 OF 28 SHEETS | STA. 10312+00.00 TO STA. 10313+00.00

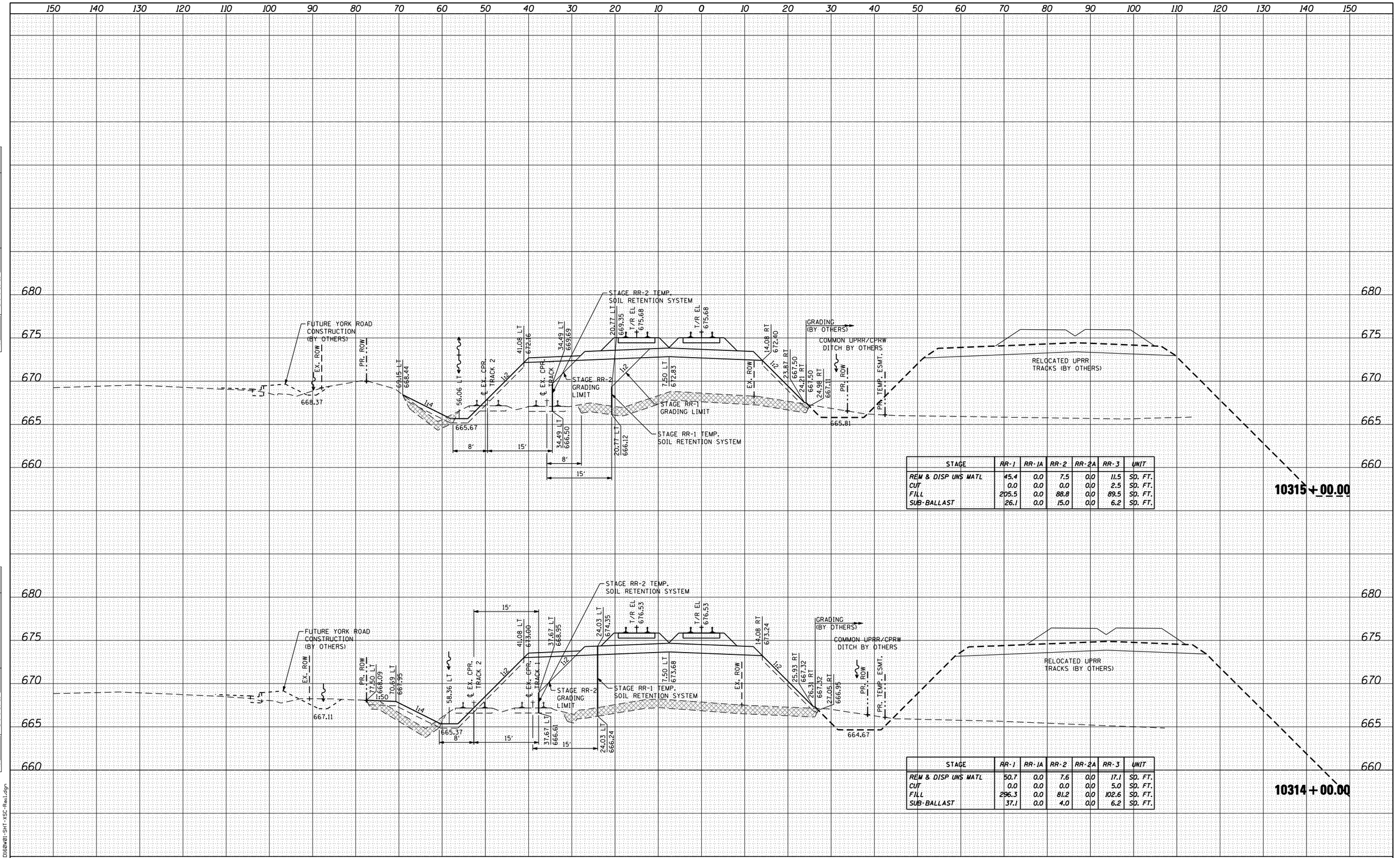
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	381
		CONTRACT NO. 60W01		
		ILLINOIS	FED. AID PROJECT	

FINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	45.4	0.0	7.5	0.0	11.5	SQ. FT.
CUT	0.0	0.0	0.0	0.0	2.5	SQ. FT.
FILL	205.5	0.0	88.8	0.0	89.5	SQ. FT.
SUB-BALLAST	26.1	0.0	15.0	0.0	6.2	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	50.7	0.0	7.6	0.0	17.1	SQ. FT.
CUT	0.0	0.0	0.0	0.0	5.0	SQ. FT.
FILL	296.3	0.0	81.2	0.0	102.6	SQ. FT.
SUB-BALLAST	37.1	0.0	4.0	0.0	6.2	SQ. FT.

FILE NAME = ...\D1608W01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

USER NAME = pratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

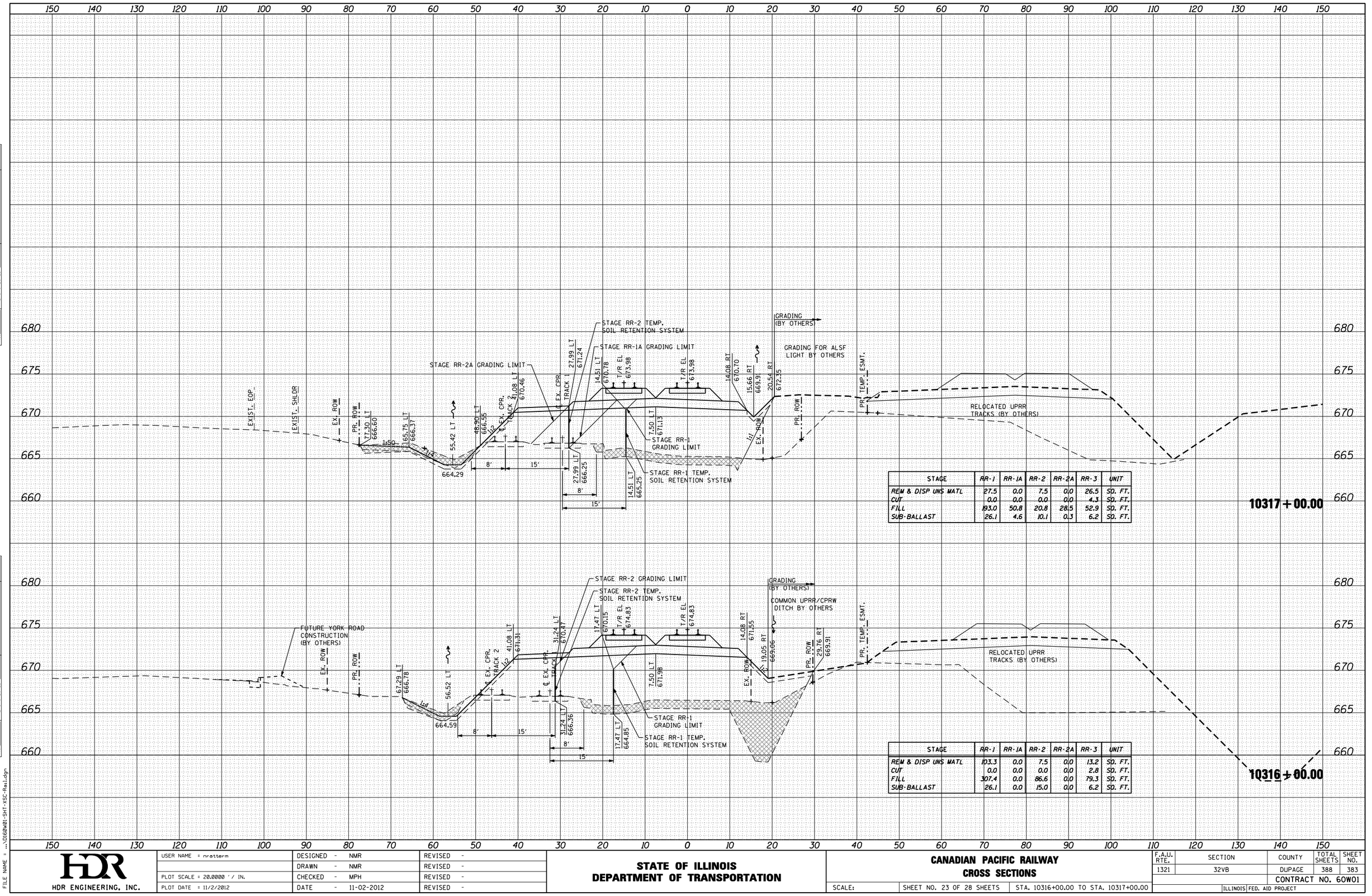
CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 22 OF 28 SHEETS | STA. 10314+00.00 TO STA. 10315+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	382
		CONTRACT NO. 60W01		
	ILLINOIS FED. AID PROJECT			

FINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	27.5	0.0	7.5	0.0	26.5	SQ. FT.
CUT	0.0	0.0	0.0	0.0	4.3	SQ. FT.
FILL	193.0	50.8	20.8	28.5	52.9	SQ. FT.
SUB-BALLAST	26.1	4.6	10.1	0.3	6.2	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	103.3	0.0	7.5	0.0	13.2	SQ. FT.
CUT	0.0	0.0	0.0	0.0	2.8	SQ. FT.
FILL	307.4	0.0	86.6	0.0	79.3	SQ. FT.
SUB-BALLAST	26.1	0.0	15.0	0.0	6.2	SQ. FT.

HDR ENGINEERING, INC.	USER NAME = nratterm	DESIGNED - NMR	REVISED -
		DRAWN - NMR	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -
	PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

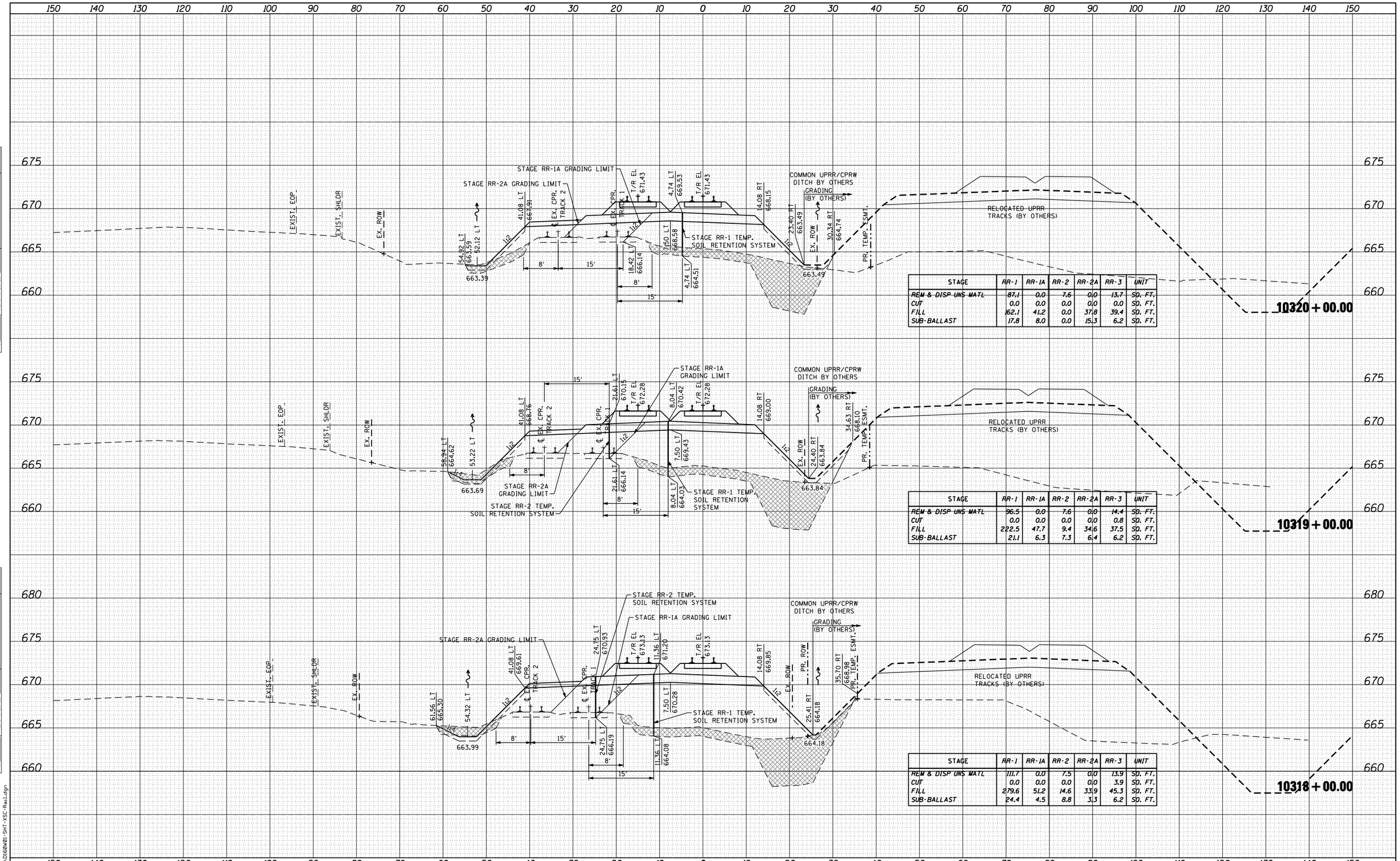
SCALE: | SHEET NO. 23 OF 28 SHEETS | STA. 10316+00.00 TO STA. 10317+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	383
		CONTRACT NO. 60W01		
		ILLINOIS FED. AID PROJECT		

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE

FILE NAME = ...\D160W01-SHT-XSC-Rail.dgn



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	87.1	0.0	7.6	0.0	13.7	SQ. FT.
CUT	0.0	0.0	0.0	0.0	0.0	SQ. FT.
FILL	162.1	41.2	0.0	37.8	39.4	SQ. FT.
SUB-BALLAST	17.8	8.0	0.0	15.3	6.2	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	96.5	0.0	7.6	0.0	14.4	SQ. FT.
CUT	0.0	0.0	0.0	0.0	0.8	SQ. FT.
FILL	222.5	47.7	9.4	34.6	37.5	SQ. FT.
SUB-BALLAST	21.1	6.3	7.3	6.4	6.2	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	111.7	0.0	7.5	0.0	13.9	SQ. FT.
CUT	0.0	0.0	0.0	0.0	3.9	SQ. FT.
FILL	279.6	51.2	14.6	33.9	45.3	SQ. FT.
SUB-BALLAST	24.4	4.5	8.8	3.3	6.2	SQ. FT.

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

FILE NAME = ...\D160W01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

USER NAME = rratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

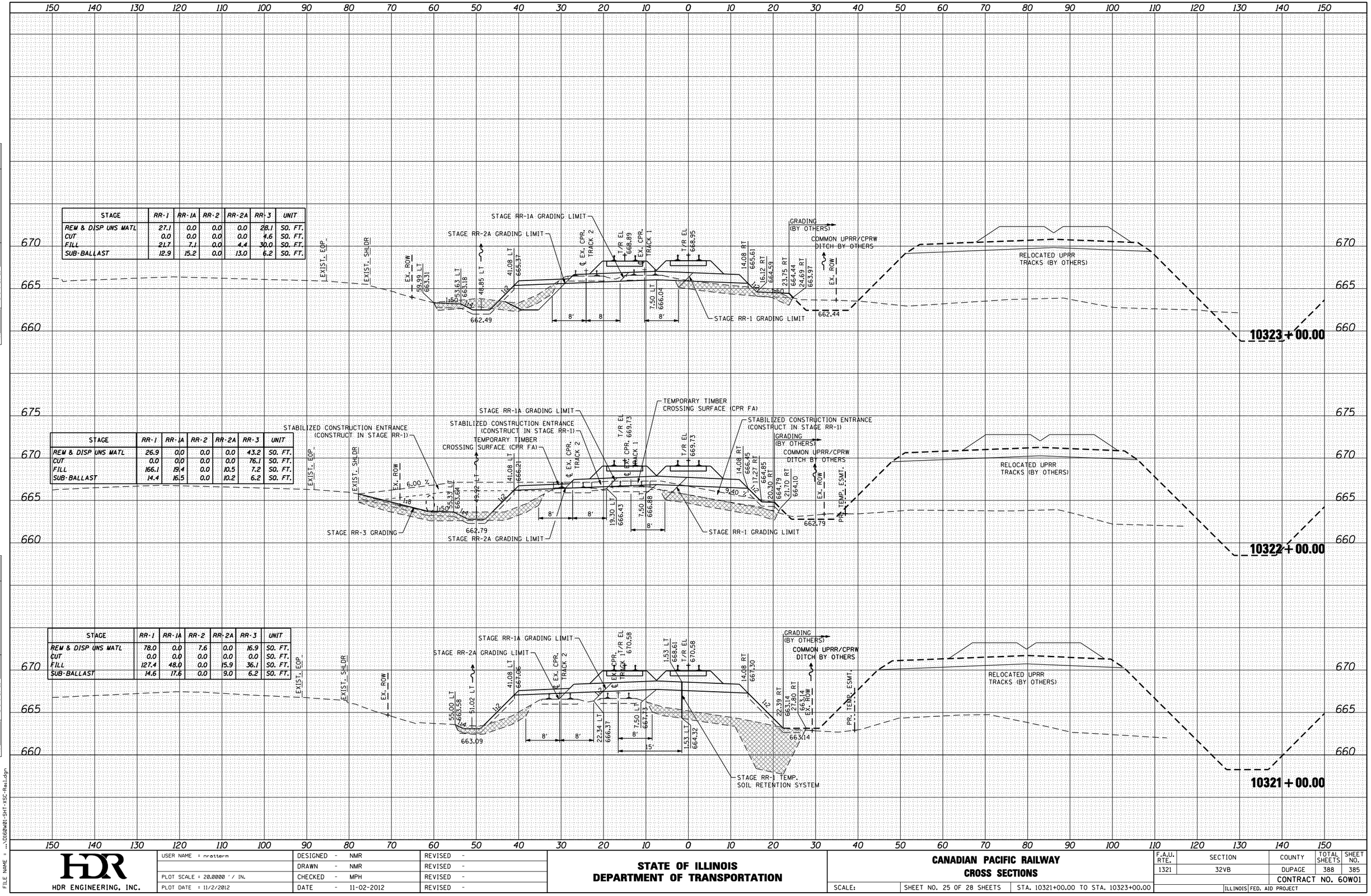
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 24 OF 28 SHEETS | STA. 10318+00.00 TO STA. 10320+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	384
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	27.1	0.0	0.0	0.0	28.1	SQ. FT.
CUT	0.0	0.0	0.0	0.0	4.6	SQ. FT.
FILL	21.7	7.1	0.0	4.4	30.0	SQ. FT.
SUB-BALLAST	12.9	15.2	0.0	13.0	6.2	SQ. FT.



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	26.9	0.0	0.0	0.0	43.2	SQ. FT.
CUT	0.0	0.0	0.0	0.0	76.1	SQ. FT.
FILL	166.1	19.4	0.0	10.5	7.2	SQ. FT.
SUB-BALLAST	14.4	16.5	0.0	10.2	6.2	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	78.0	0.0	7.6	0.0	16.9	SQ. FT.
CUT	0.0	0.0	0.0	0.0	0.0	SQ. FT.
FILL	127.4	48.0	0.0	15.9	36.1	SQ. FT.
SUB-BALLAST	14.6	17.6	0.0	9.0	6.2	SQ. FT.

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

FILE NAME = ...\D160W01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

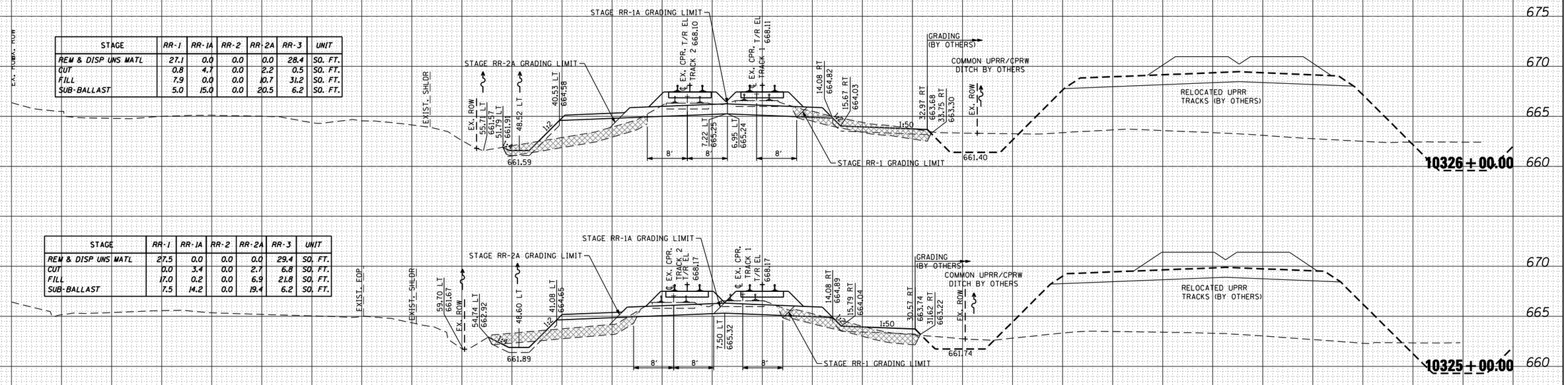
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 25 OF 28 SHEETS | STA. 10321+00.00 TO STA. 10323+00.00

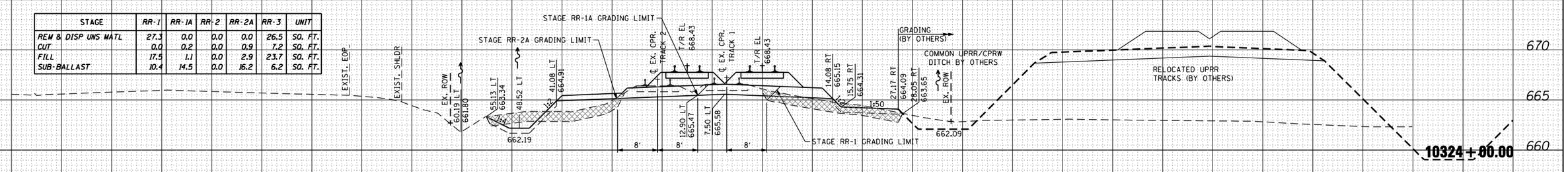
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	385
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	27.1	0.0	0.0	0.0	28.4	SQ. FT.
CUT	0.8	4.1	0.0	2.2	0.5	SQ. FT.
FILL	7.9	0.0	0.0	10.7	31.2	SQ. FT.
SUB-BALLAST	5.0	15.0	0.0	20.5	6.2	SQ. FT.



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	27.5	0.0	0.0	0.0	29.4	SQ. FT.
CUT	0.0	3.4	0.0	2.7	6.8	SQ. FT.
FILL	17.0	0.2	0.0	6.9	21.8	SQ. FT.
SUB-BALLAST	7.5	14.2	0.0	19.4	6.2	SQ. FT.

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	27.3	0.0	0.0	0.0	26.5	SQ. FT.
CUT	0.0	0.2	0.0	0.9	7.2	SQ. FT.
FILL	17.5	1.1	0.0	2.9	23.7	SQ. FT.
SUB-BALLAST	10.4	14.5	0.0	16.2	6.2	SQ. FT.



FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

FILE NAME = ...\D160W01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

USER NAME = rpratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

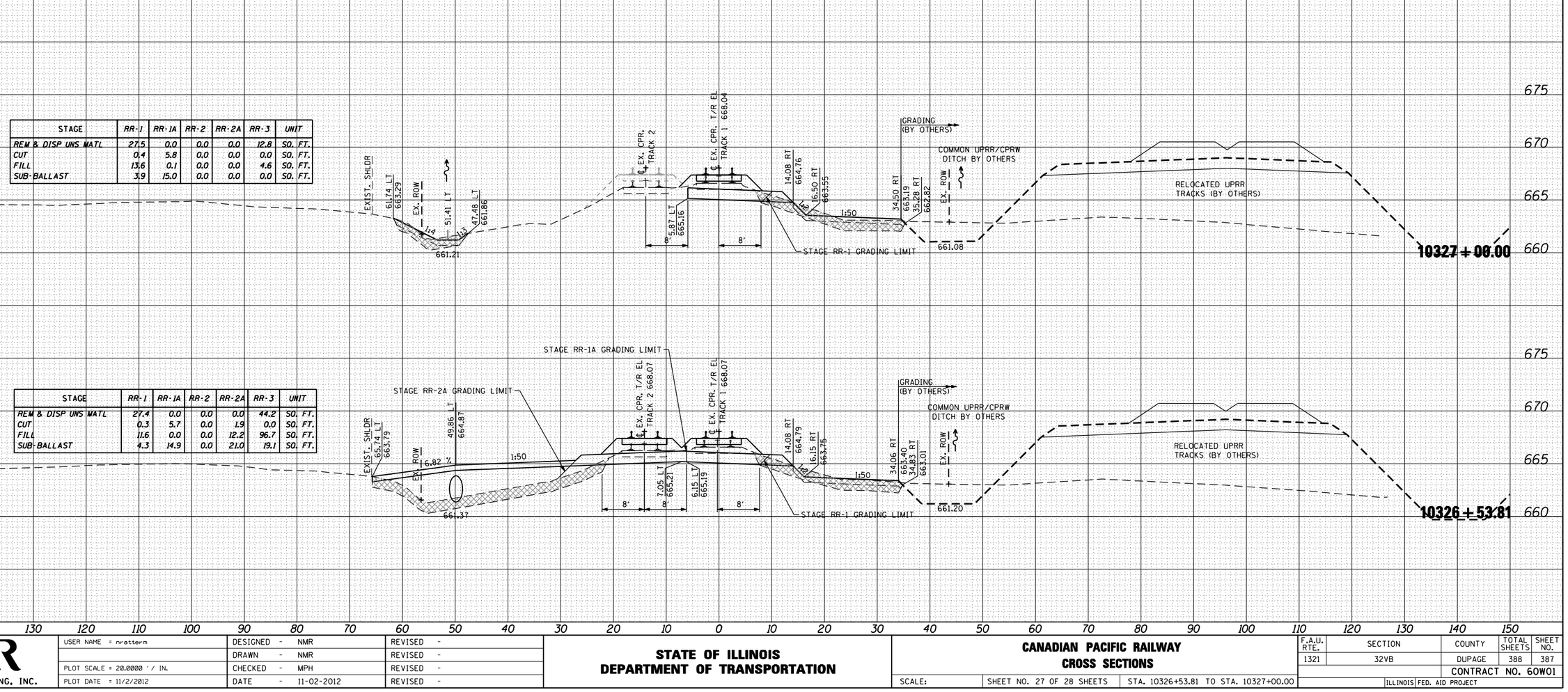
CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 26 OF 28 SHEETS | STA. 10324+00.00 TO STA. 10326+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	386
		CONTRACT NO. 60W01		
		ILLINOIS FED. AID PROJECT		

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
NOTE BOOK		
AREAS		
NO.	AREAS CHECKED	

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	27.5	0.0	0.0	0.0	12.8	SQ. FT.
CUT	0.4	5.8	0.0	0.0	0.0	SQ. FT.
FILL	13.6	0.1	0.0	0.0	4.6	SQ. FT.
SUB-BALLAST	3.9	15.0	0.0	0.0	0.0	SQ. FT.



STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	27.4	0.0	0.0	0.0	44.2	SQ. FT.
CUT	0.3	5.7	0.0	1.9	0.0	SQ. FT.
FILL	11.6	0.0	0.0	12.2	96.7	SQ. FT.
SUB-BALLAST	4.3	14.9	0.0	21.0	19.1	SQ. FT.

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
NOTE BOOK		
AREAS		
NO.	AREAS CHECKED	

FILE NAME = ...\D160W01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

USER NAME = rratterm	DESIGNED - NMR	REVISED -
	DRAWN - NMR	REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

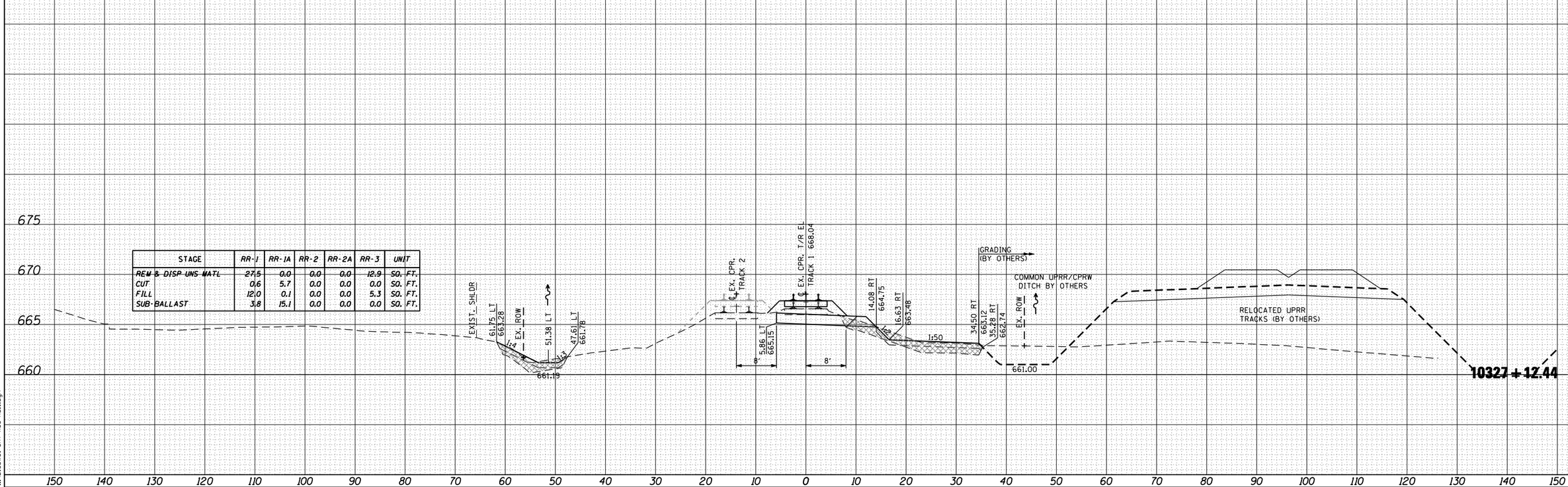
CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 27 OF 28 SHEETS | STA. 10326+53.81 TO STA. 10327+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	387
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
NOTE BOOK		
NO.	AREAS CHECKED	

STAGE	RR-1	RR-1A	RR-2	RR-2A	RR-3	UNIT
REM & DISP UNS MATL	27.5	0.0	0.0	0.0	12.9	SQ. FT.
CUT	0.6	5.7	0.0	0.0	0.0	SQ. FT.
FILL	12.0	0.1	0.0	0.0	5.3	SQ. FT.
SUB-BALLAST	3.8	15.1	0.0	0.0	0.0	SQ. FT.



ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
NOTE BOOK		
NO.	AREAS CHECKED	

FILE NAME = ...\D160w01-SHT-XSC-Rail.dgn

HDR ENGINEERING, INC.

USER NAME = nratterm	DESIGNED - NMR	REVISED -	
	DRAWN - NMR	REVISED -	
PLOT SCALE = 20.0000 ' / IN.	CHECKED - MPH	REVISED -	
PLOT DATE = 11/2/2012	DATE - 11-02-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANADIAN PACIFIC RAILWAY
CROSS SECTIONS

SCALE: | SHEET NO. 28 OF 28 SHEETS | STA. 10327+12.44 TO STA. 10327+12.44

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	388
		CONTRACT NO. 60W01		
	ILLINOIS	FED. AID PROJECT		