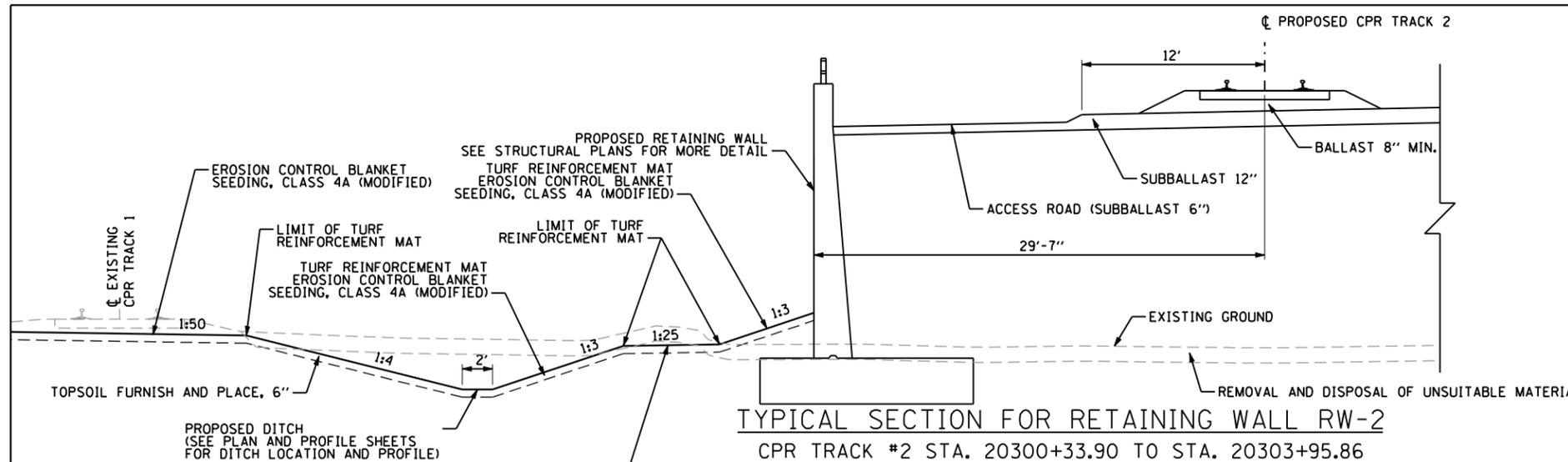
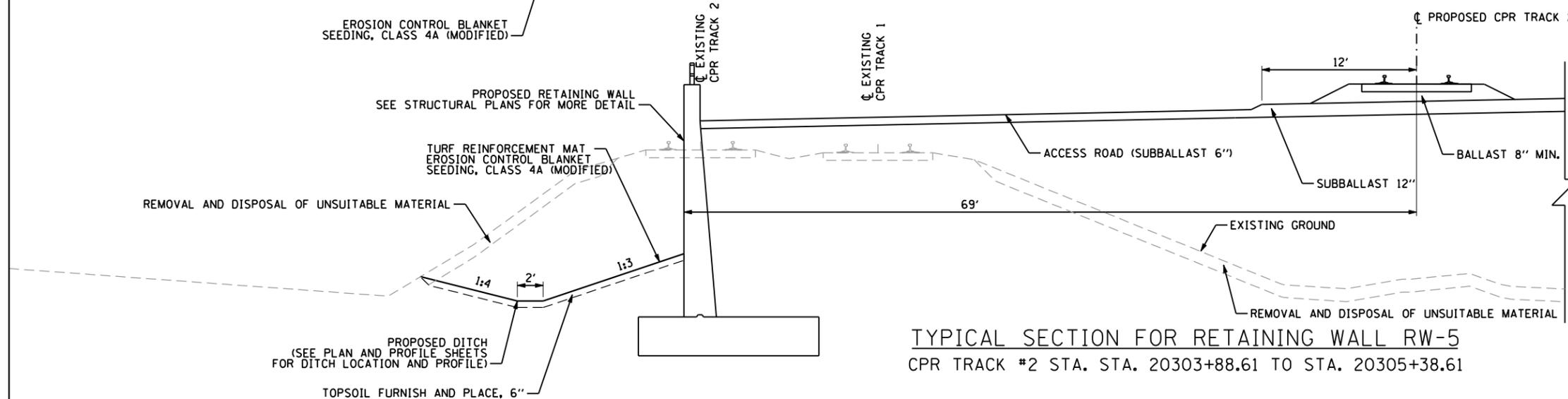


NOTES:

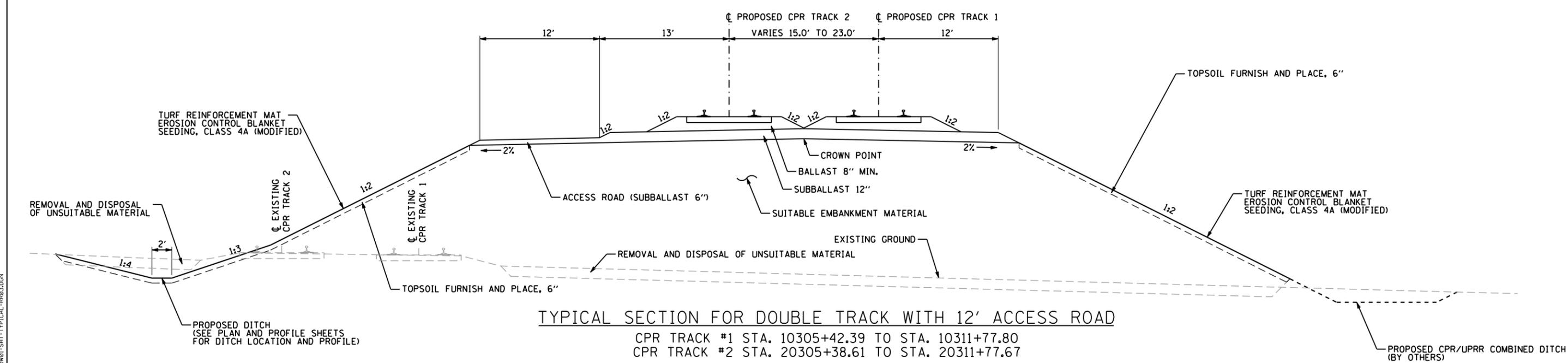
- 1) ALL SIDE SLOPE RATIOS ARE LABELED AS (VERTICAL):(HORIZONTAL)
- 2) STEEL TIES ARE PROPOSED FOR BOTH TRACKS BETWEEN STA. 10298+27.82 AND STA. 10300+33.82. A MINIMUM OF 12" OF BALLAST UNDER THE STEEL TIES IS PROPOSED.
- 3) THE MAXIMUM CUT ADJACENT TO ACTIVE TRACKS SHALL NOT EXCEED 18" AT A DISTANCE 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 = ...\\D160W01-SHT-TYPICAL-RR03.DGN



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