


COMMITMENTS

US DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION ILLINOIS DEPARTMENT OF TRANSPORTATION RECORD OF DECISION FHWA-IL-ETIS-93-01-F/41f):

1. ALLOW MIDWEST GROUNDCOVERS ACCESS TO BREWSTER CREEK.
2. BICYCLE FACILITY COORDINATION WILL BE MAINTAINED THROUGHOUT THE DEVELOPMENT OF THE PROJECT WITH THE KANE COUNTY FOREST PRESERVE, THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES AND THE DUPAGE COUNTY FOREST PRESERVE.
3. ARCHEOLOGICAL ARTIFACTS - POTENTIAL ARCHEOLOGICAL INTEREST WAS IDENTIFIED. IF A SITE IS IDENTIFIED AND IMPACTED BY THE CONSTRUCTION, AND IT IS DETERMINED THAT THE SITE IS ELIGIBLE FOR INCLUSION ON THE NATIONAL REGISTER OF HISTORIC PLACES, A DATA RECOVERY PLAN AND MEMORANDUM OF AGREEMENT WILL BE DEVELOPED IN CONSULTATION WITH THE STATE HISTORIC PRESERVATION OFFICER.
4. GROUNDWATER PROTECTION - MAINTAIN LINING OF SWALES MINIMIZING GROUNDWATER CONTAMINATION. ANY MODIFICATIONS WILL REQUIRE ALL AGENCY APPROVAL.
5. SHALLOW GROUNDWATER AQUIFER PROTECTION - MAINTAIN SWALES AND OTHER DRAINAGE FACILITIES NOT TO INTERCEPT GROUNDWATER.
6. PREVENT SOURCES OF CONTAMINANT FROM AFFECTING GROUNDWATER.
7. MAINTAIN EROSION AND SEDIMENTATION DEVICES AS IDENTIFIED IN THE PLAN DOCUMENTS.
8. COMPLIANCE WITH THE ENVIRONMENTAL CORRIDOR PLAN.
9. ANY DISTURBANCE TO THE FOX RIVER OCCUR ONLY BETWEEN JUNE 8 AND FEBRUARY 29 ONLY.
10. CONSTRUCTION NOISE BE ATTENUATED IN ACCORDANCE WITH SECTION 107.35 OF THE STANDARD SPECIFICATIONS.
11. DUST AND AIR BORN DIRT CONTROL SHALL BE IN ACCORDANCE WITH SECTION 107.36 OF THE STANDARD SPECIFICATIONS.
12. ANY DISTURBANCE TO THE E BRANCH BREWSTER CREEK OCCURS ONLY BETWEEN JUNE 8 AND FEBRUARY 29.

UNION PACIFIC RAILROAD'S GENERAL PLAN NOTES

1. PRIOR TO THE START OF CONSTRUCTION RAILROAD REVIEW AND APPROVAL OF SHORING, DEMOLITION, ERECTION, AND FALSEWORK IS REQUIRED.
2. ALL SHORING SYSTEMS THAT IMPACT THE RAILROAD'S OPERATIONS AND/OR SUPPORT THE RAILROAD'S EMBANKMENT SHALL BE DESIGNED AND CONSTRUCTED PER CURRENT UNION PACIFIC RAILROAD GUIDELINES FOR TEMPORARY SHORING.
3. ALL DEMOLITIONS WITHIN THE RAILROAD'S RIGHT-OF-WAY AND/OR DEMOLITION THAT MAY IMPACT THE RAILROAD'S TRACKS OR OPERATIONS SHALL BE IN COMPLIANCE WITH THE RAILROAD'S DEMOLITION GUIDELINES.
4. ERECTION OVER THE RAILROAD'S RIGHT-OF-WAY SHALL BE DESIGNED TO CAUSE NO INTERRUPTION TO THE RAILROAD'S OPERATIONS. ERECTION OVER THE RAILROAD'S TRACK SHALL BE DEVELOPED SUCH THAT IT ENABLES THE TRACK(S) TO REMAIN OPEN TO TRAIN TRAFFIC PER THE RAILROAD'S REQUIREMENTS.
5. MINIMUM CONSTRUCTION CLEARANCE ENVELOPE OF 21 FEET VERTICAL ABOVE THE PLANE OF TOP-OF-RAIL AND 12 FEET HORIZONTAL AT RIGHT ANGLE FROM CENTERLINE OF TRACK SHALL BE MAINTAINED AT ALL TIME DURING CONSTRUCTION.
6. FALSEWORK CLEARANCE SHALL COMPLY WITH THE RAILROAD'S MINIMUM CONSTRUCTION CLEARANCE ENVELOPE.
7. FOR RAILROAD COORDINATION PLEASE REFER TO THE RAILROAD MINIMUM REQUIREMENTS AS PART OF SPECIAL PROVISIONS.
8. THE CONTRACTOR MUST SUBMIT A PROPOSED METHOD OF EROSION AND SEDIMENT CONTROL AND HAVE THE METHOD APPROVED BY THE RAILROAD.
9. THE PROPOSED GRADE SEPARATION PROJECT SHALL NOT CHANGE THE QUANTITY AND/OR CHARACTERISTICS OF THE FLOW IN THE RAILROAD DITCHES AND/OR DRAINAGE STRUCTURES.
10. THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE SHALL BE VERIFIED BEFORE BEGINNING CONSTRUCTION. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RAILROAD PRIOR TO CONSTRUCTION.

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