



ILLINOIS
HIGH-SPEED RAIL
CHICAGO TO ST. LOUIS

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*Girard to Nilwood
Grade Crossing Improvements
Cultural Resources Review*





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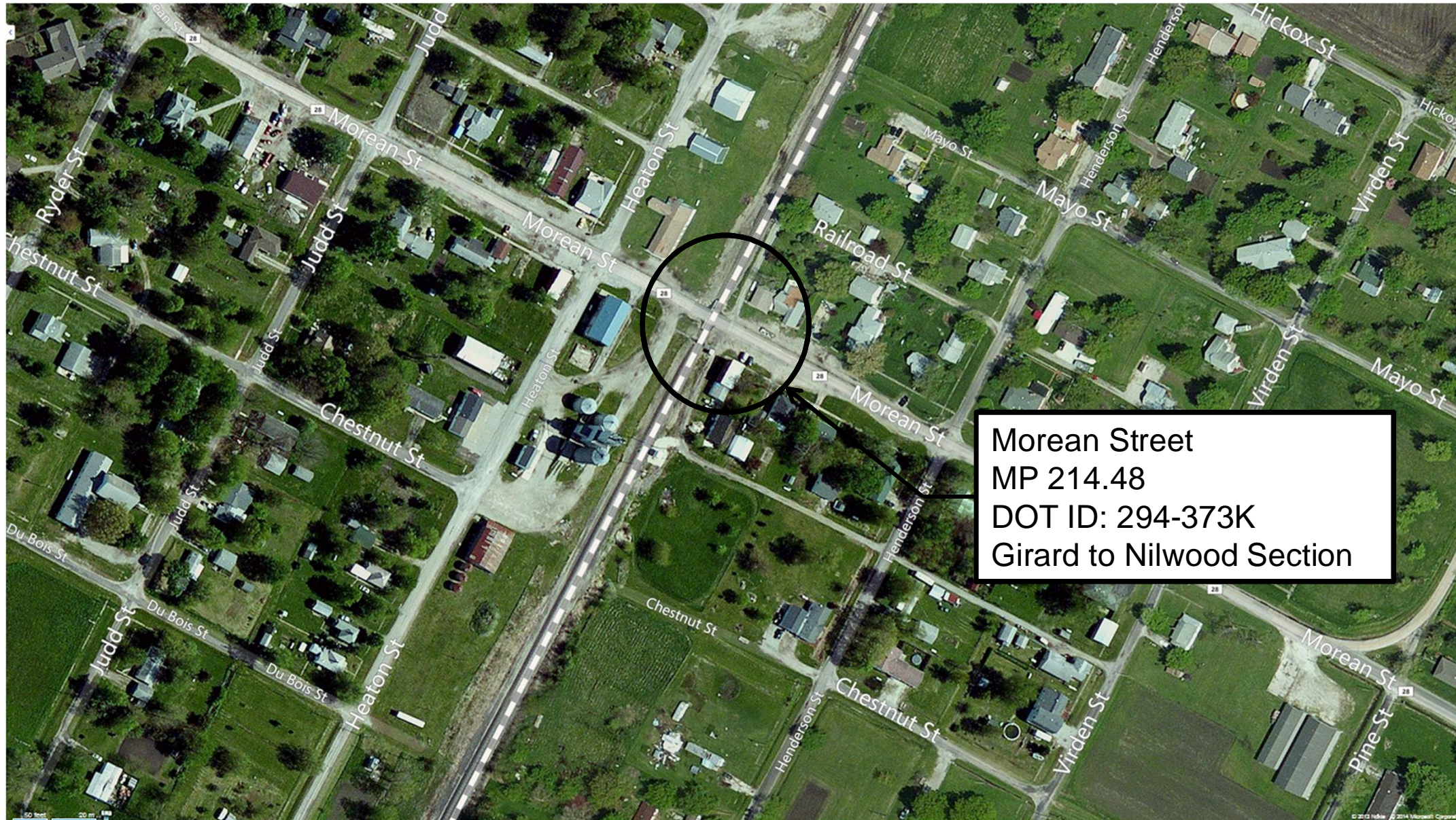
Morean Street (294-373K)



Morean Street (294-373K)



Morean Street (294-373K)





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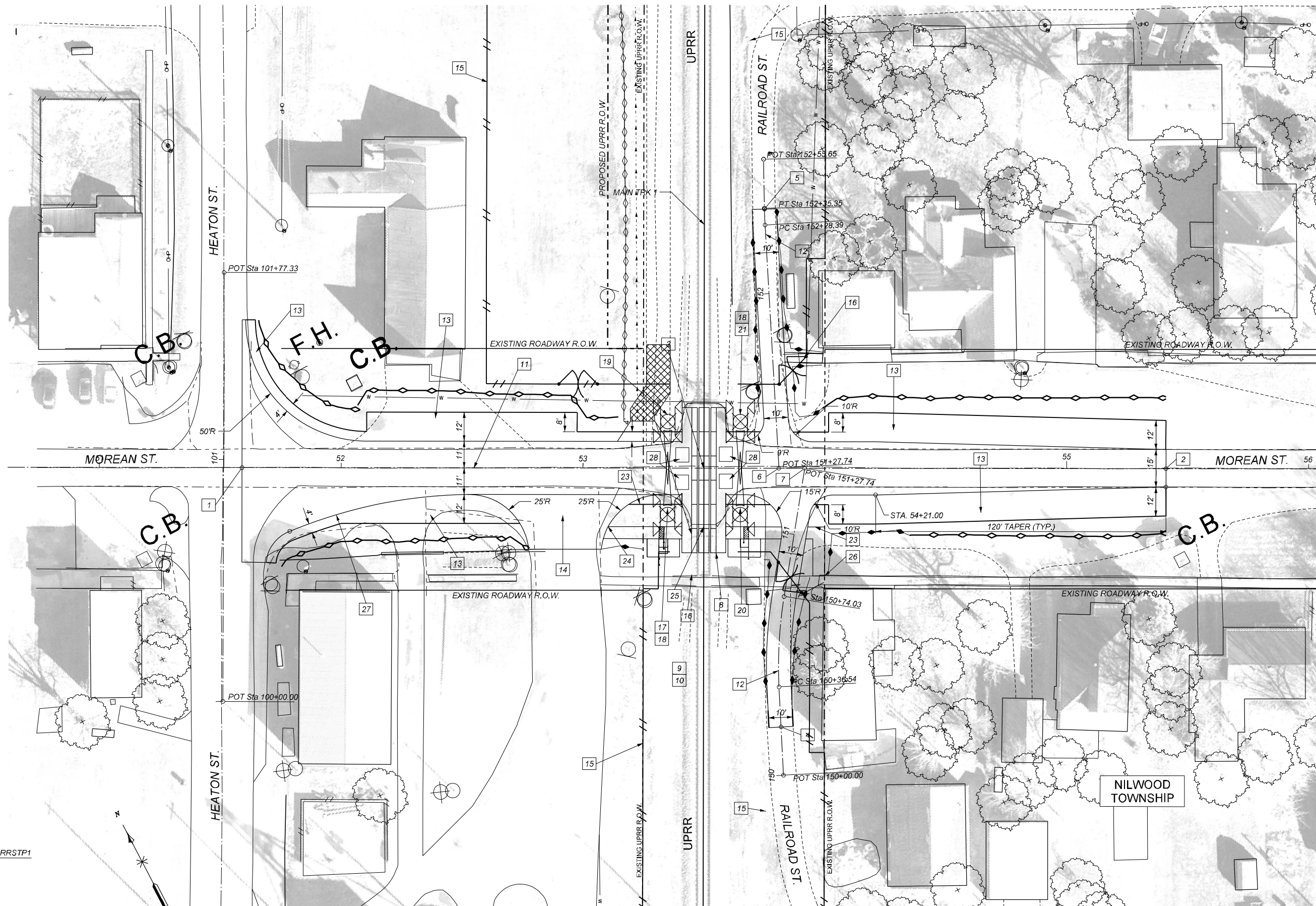
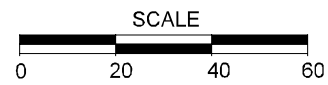
Concept Roadway Drawings



- 1 BEGIN IMPROVEMENT MOREAN ST. MATCH EXISTING STA 51+59.00
- 2 END IMPROVEMENT MOREAN ST. MATCH EXISTING STA 55+41.00
- 3 STA 53+50.00 MOREAN ST. AT MAIN TRK 1 ANGLE 90 DEGREES
- 4 BEGIN IMPROVEMENT RAILROAD ST. MATCH EXISTING STA 150+20.00
- 5 END IMPROVEMENT RAILROAD ST. MATCH EXISTING STA 152+35.00
- 6 STA 53+80.96 MOREAN ST. = STA 151+27.74 RAILROAD ST. NORTH ANGLE 86°40'52"
- 7 STA 53+91.65 MOREAN ST. = STA 151+27.74 RAILROAD ST. SOUTH ANGLE 80°56'54"
- 8 UPRR TO REMOVE EXISTING CROSSING PANELS AND INSTALL 10'x60' CONCRETE PANELS ON 10' CONCRETE TIES PER UPRR STDS STAGGER
- 9 COORDINATE NEW BUNGALOW IN SW QUADRANT WITH UPRR FOR FINAL DESIGN
- 10 PROVIDE ACCESS ROAD TO SIGNAL BUNGALOW
- 11 PROPOSED & EXISTING C/L MOREAN ST.
- 12 PROPOSED & EXISTING C/L RAILROAD ST.
- 13 PROPOSED AGGREGATE SHOULDER
- 14 RECONSTRUCT COMMERCIAL ENTRANCE TO ACCOMMODATE MOREAN ST. PROFILE
- 15 PROPOSED HSR FENCING (TYP.)
- 16 REMOVE & REPLACE SIDEWALKS PER ADA STANDARDS (TYP.)
- 17 STA. 53+34.99, 19.25' RT. UPRR TO CONSTRUCT SIGNAL FLASHING-LIGHT GATE AND FOUNDATION 15' FROM CENTERLINE OF RAIL PROVIDE GATE ARM LENGTH FOR CENTER OF MAST TO CENTERLINE OF ROADWAY DISTANCE 19.25' PARALLEL TO TRACKS
- 18 UPRR TO REMOVE REMOVE SIGNAL FLASHERS, AND GATES. CONTRACTOR TO REMOVE FOUNDATION (TYP.)
- 19 STA. 53+35.01, 19.25' LT. UPRR TO CONSTRUCT SIGNAL FLASHING-LIGHT GATE AND FOUNDATION 15' FROM CENTERLINE OF RAIL PROVIDE GATE ARM LENGTH FOR CENTER OF MAST TO CENTERLINE OF ROADWAY DISTANCE 19.25' PARALLEL TO TRACKS
- 20 STA. 53+64.99, 19.25' RT. UPRR TO CONSTRUCT SIGNAL FLASHING-LIGHT GATE AND FOUNDATION 15' FROM CENTERLINE OF RAIL PROVIDE GATE ARM LENGTH FOR CENTER OF MAST TO CENTERLINE OF ROADWAY DISTANCE 19.25' PARALLEL TO TRACKS. PROVIDE SIDELIGHT FOR RAILROAD ST.
- 21 STA. 53+65.01, 19.25' LT. UPRR TO CONSTRUCT SIGNAL FLASHING-LIGHT GATE AND FOUNDATION 15' FROM CENTERLINE OF RAIL PROVIDE GATE ARM LENGTH FOR CENTER OF MAST TO CENTERLINE OF ROADWAY DISTANCE 19.25' PARALLEL TO TRACKS. PROVIDE SIDELIGHT LIGHT FOR RAILROAD ST.
- 22 CONSTRUCT HSR PEDESTRIAN CROSSING TREATMENT IN SOUTH QUADRANTS
- 23 SIDEWALK BASELINE IS ALONG STREET SIDE (TYP.)
- 24 BEGIN PROPOSED S. SIDEWALK STA 10+00.00 = STA 53+10.40, 24.25' RT. MOREAN ST.
- 25 STA 10+39.59 PROPOSED S. SIDEWALK AT MAIN TRK 1
- 26 END PROPOSED S. SIDEWALK STA 11+09.77 = STA 53+99.98, 44.45' RT. MOREAN ST.
- 27 PROVIDE 2 CENTERED CURVE RAD RETURN FOR WB 50, 15'-200'-13.0' OFFSET
- 28 CONTRACTOR TO COORDINATE WITH UPRR SIGNAL ON PLACEMENT OF DETECTOR LOOPS. SEE DETAILS ON SHEETS P001 & P002

ROADWAY CURVE DATA

| PROP. CURVE K73NRRSTP1 | PROP. CURVE K73SRRSTP1 |
|---------------------------------|----------------------------------|
| PI STA. = 152+31.87 | PI STA. = 150+55.36 |
| $\Delta = 2^{\circ}12'56"$ (RT) | $\Delta = 11^{\circ}55'59"$ (RT) |
| D = 31'49'52" | D = 31'49'52" |
| R = 180.00' | R = 180.00' |
| T = 3.48' | T = 18.81' |
| L = 6.96' | L = 37.49' |
| E = 0.03' | E = 0.98' |
| e = N.C. | e = N.C. |
| T.R. = N/A | T.R. = N/A |
| S.E. RUN = N/A | S.E. RUN = N/A |
| P.C. STA. = 152+28.39 | P.C. STA. = 150+36.54 |
| P.T. STA. = 152+35.35 | P.T. STA. = 150+74.03 |



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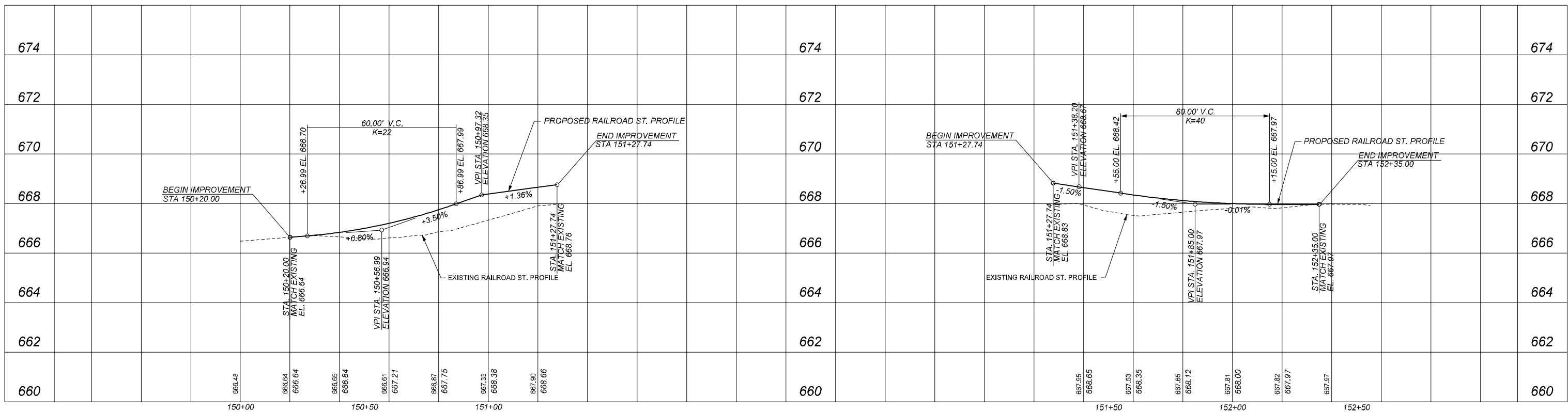
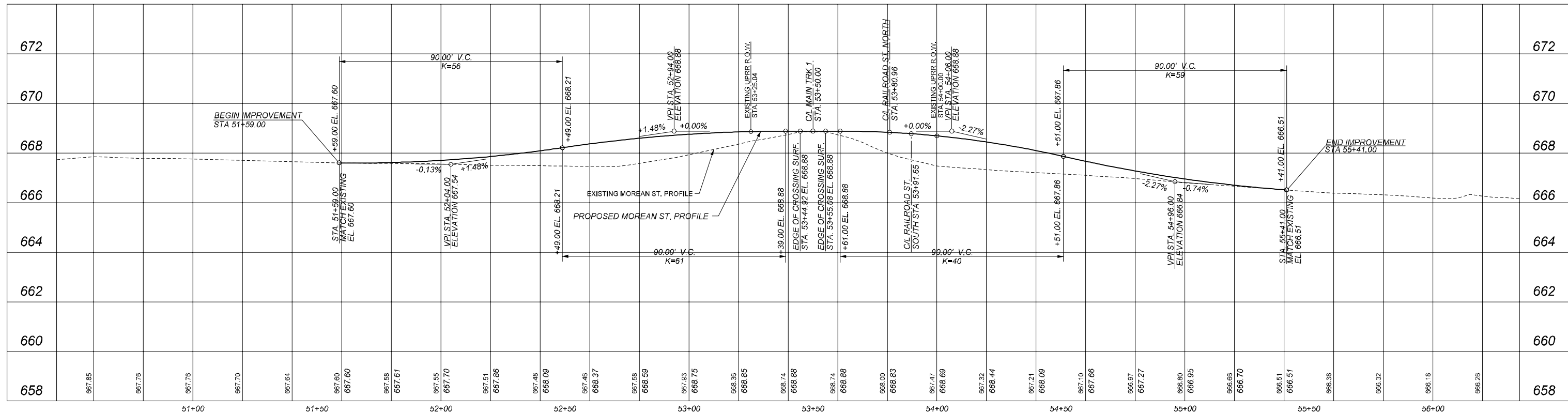
HDR
 HDR ENGINEERING INC.
 840 INKIN HILLS DRIVE
 OMAHA, NE 68114

HNTB
 HNTB CORPORATION
 CENTRAL PARK PLAZA NORTH
 222 SOUTH 10TH ST, SUITE 2470
 OMAHA, NE 68102



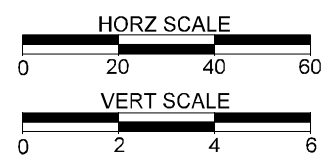
DRAWN BY:
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 DATE:
04/09/2012
 SHEET NUMBER
R117 of R128

UNION PACIFIC RAILROAD Office of Assistant Vice President
 Engineering Design
 LOCATION & DESCRIPTION:
 HIGH-SPEED RAIL GIRARD SIDING
 MOREAN ST. (MP 214.48) DOT # 294373K
 SHEET TITLE:
 ROADWAY PLAN

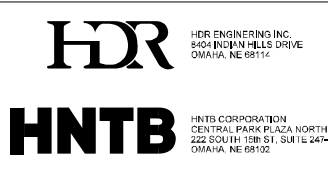


RAILROAD ST. SOUTH PROFILE

RAILROAD ST. NORTH PROFILE



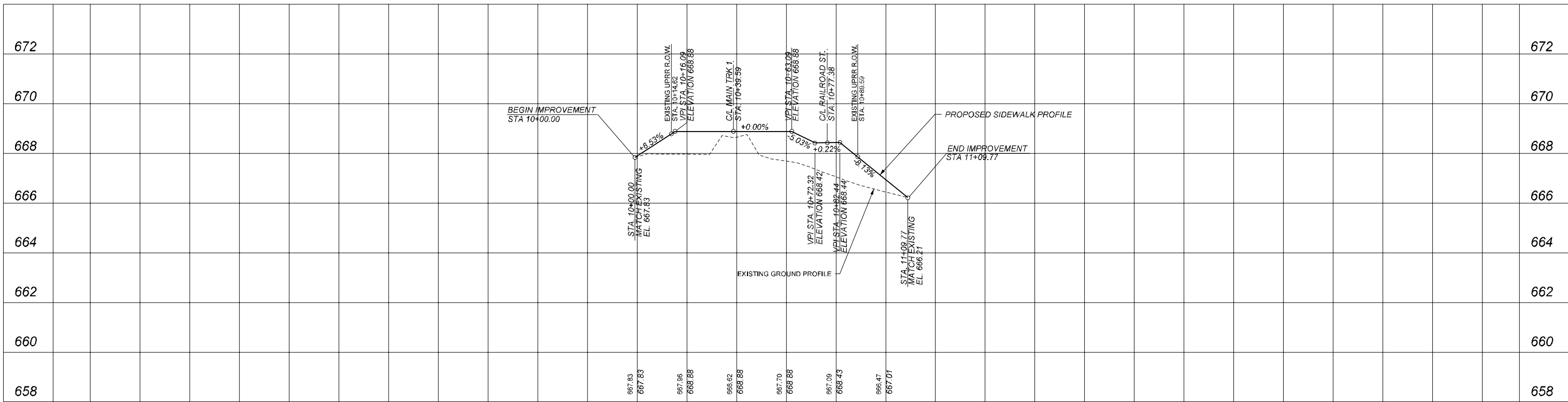
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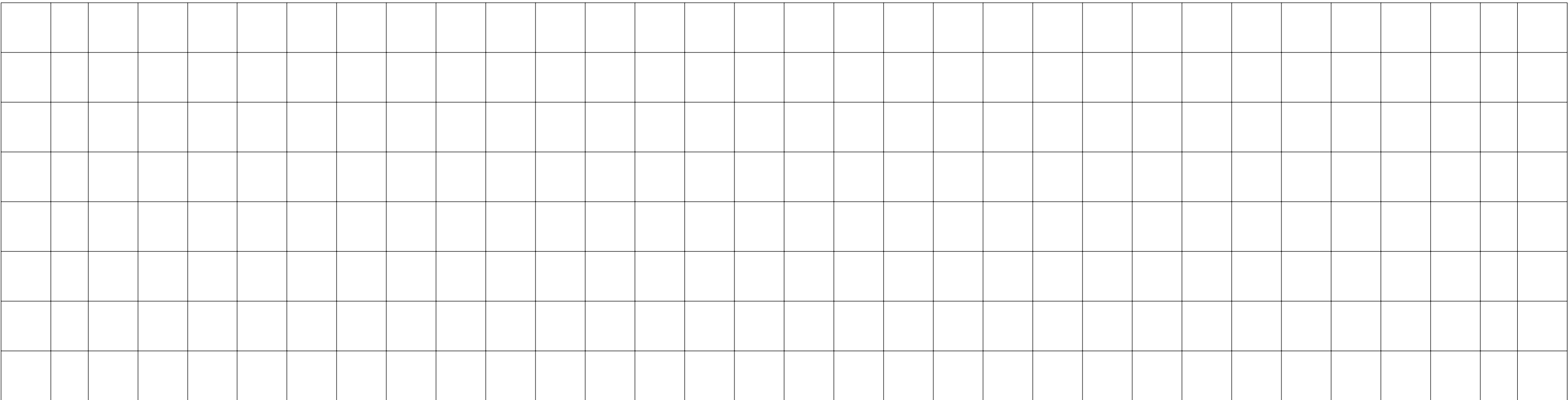
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 CHECKED BY: JDC-HDR
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 SHEET NUMBER: R118 of R128

UNION PACIFIC RAILROAD Office of Assistant Vice President Engineering Design
 LOCATION & DESCRIPTION: HIGH-SPEED RAIL GIRARD SIDING MOREAN ST. (MP 214.48) DOT # 294373K
 SHEET TITLE: ROADWAY PROFILES

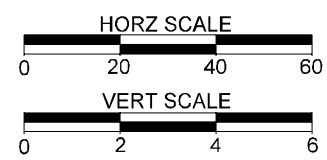
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MOREAN ST. SOUTH SIDEWALK PROFILE



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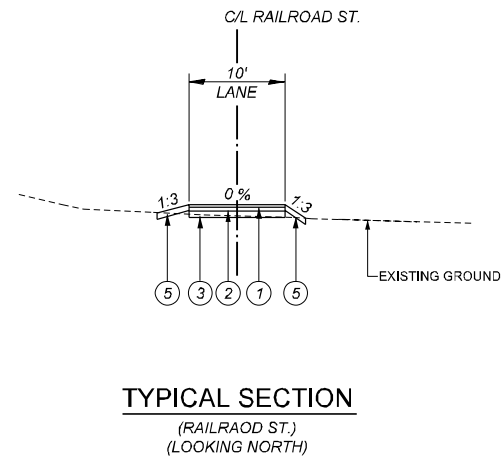
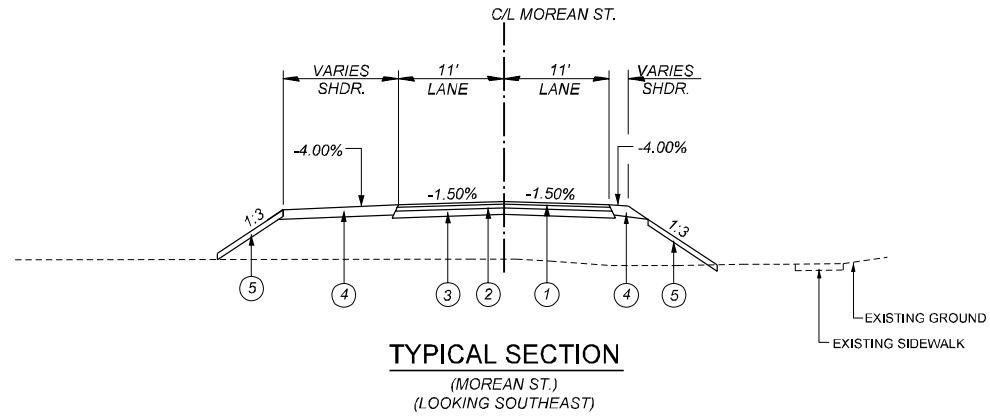
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 CENTRAL PARK PLAZA NORTH
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 OMAHA, NE 68102



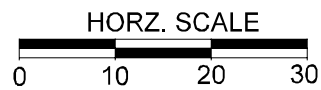
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| DRAWN BY: DAL-HDR | UNION PACIFIC RAILROAD Office of Assistant Vice President Engineering Design |
| CHECKED BY: JDC-HDR | |
| DATE: 04/09/2012 | LOCATION & DESCRIPTION: HIGH-SPEED RAIL SHIPMAN TO GODFREY MOREAN ST. (MP 214.48) DOT # 294373K |
| SHEET NUMBER R119 of R128 | SHEET TITLE: ROADWAY PROFILES |

LEGEND

- ① BITUMINOUS SURFACE COURSE
- ② BITUMINOUS BINDER COURSE
- ③ AGGREGATE BASE COURSE
- ④ AGGREGATE SHOULDER
- ⑤ SEEDING/SODDING WITH TOPSOIL



NOTE:
SEE SHEET P001 FOR PAVEMENT TYPES



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HDR ENGINEERING INC.
840 INGLETON HILLS DRIVE
OMAHA, NE 68114

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222 SOUTH 15TH ST, SUITE 247-N
OMAHA, NE 68102



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04/09/2012
SHEET NUMBER
R120 of R128

UNION PACIFIC RAILROAD Office of Assistant Vice President
Engineering Design

LOCATION & DESCRIPTION:
HIGH-SPEED RAIL GIRARD SIDING
MOREAN ST. (MP 214.48) DOT # 294373K

SHEET TITLE:
ROADWAY TYPICAL SECTIONS

CLOSURES REQUIRED
 FULL CLOSURE FOR MAJOR ROADWAY WORK W/ DETOUR TO BE CLOSED FOR 30 DAYS.

NOTES:
 ALL SIGNING, PAVEMENT MARKINGS, TRAFFIC SIGNALS AND TRAFFIC SIGNAL APPURTENANCES SHALL BE CONSTRUCTED/INSTALLED IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND IDOT STANDARD DRAWINGS. LOCATION AND LIMITS TO BE DETERMINED IN FINAL DESIGN.

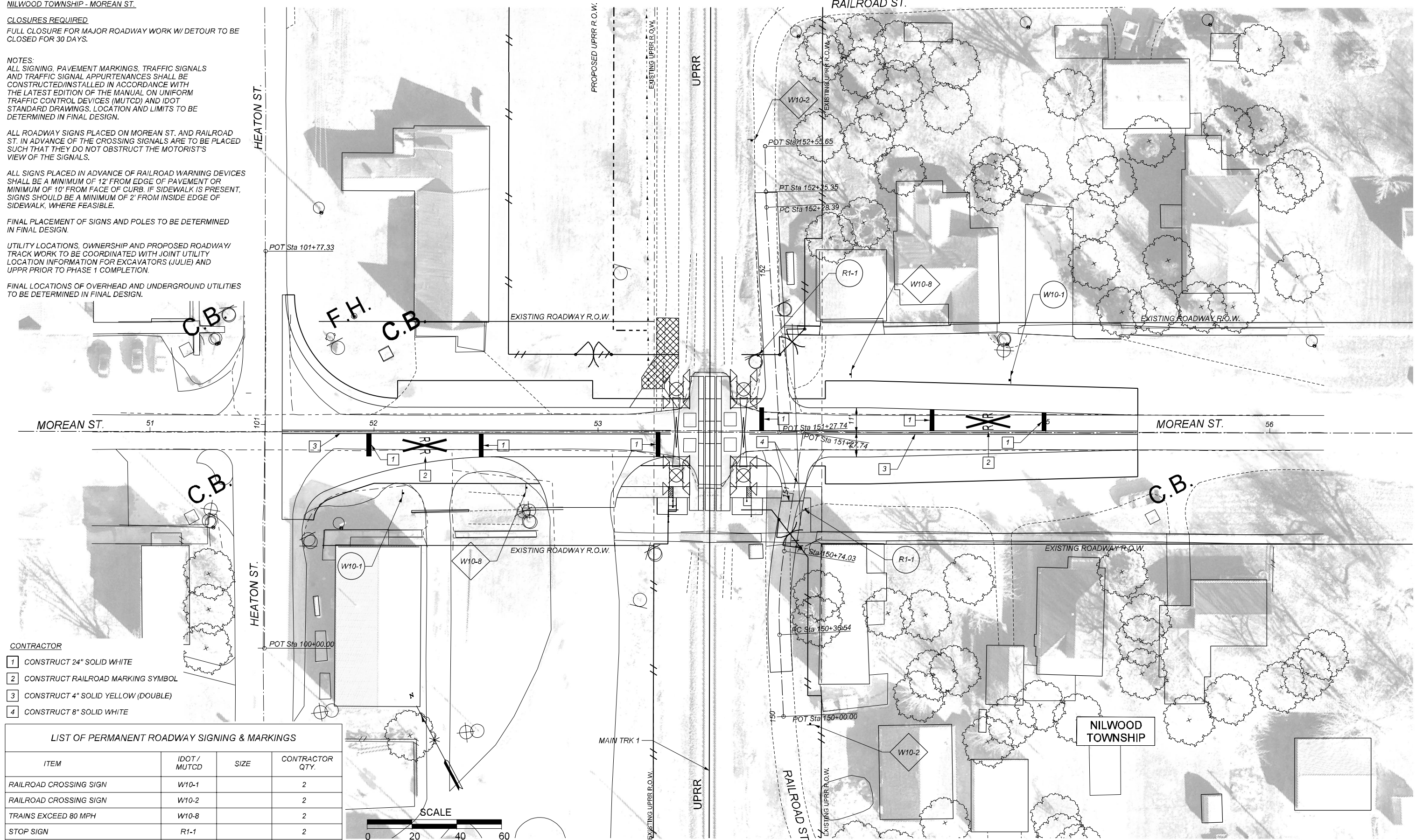
ALL ROADWAY SIGNS PLACED ON MOREAN ST. AND RAILROAD ST. IN ADVANCE OF THE CROSSING SIGNALS ARE TO BE PLACED SUCH THAT THEY DO NOT OBSTRUCT THE MOTORIST'S VIEW OF THE SIGNALS.

ALL SIGNS PLACED IN ADVANCE OF RAILROAD WARNING DEVICES SHALL BE A MINIMUM OF 12' FROM EDGE OF PAVEMENT OR MINIMUM OF 10' FROM FACE OF CURB. IF SIDEWALK IS PRESENT, SIGNS SHOULD BE A MINIMUM OF 2' FROM INSIDE EDGE OF SIDEWALK, WHERE FEASIBLE.

FINAL PLACEMENT OF SIGNS AND POLES TO BE DETERMINED IN FINAL DESIGN.

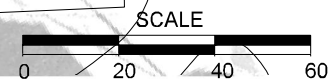
UTILITY LOCATIONS, OWNERSHIP AND PROPOSED ROADWAY/ TRACK WORK TO BE COORDINATED WITH JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS (JULIE) AND UPRR PRIOR TO PHASE 1 COMPLETION.

FINAL LOCATIONS OF OVERHEAD AND UNDERGROUND UTILITIES TO BE DETERMINED IN FINAL DESIGN.



- CONTRACTOR**
- 1 CONSTRUCT 24" SOLID WHITE
 - 2 CONSTRUCT RAILROAD MARKING SYMBOL
 - 3 CONSTRUCT 4" SOLID YELLOW (DOUBLE)
 - 4 CONSTRUCT 8" SOLID WHITE

| LIST OF PERMANENT ROADWAY SIGNING & MARKINGS | | | |
|--|--------------|------|-----------------|
| ITEM | IDOT / MUTCD | SIZE | CONTRACTOR QTY. |
| RAILROAD CROSSING SIGN | W10-1 | | 2 |
| RAILROAD CROSSING SIGN | W10-2 | | 2 |
| TRAINS EXCEED 80 MPH | W10-8 | | 2 |
| STOP SIGN | R1-1 | | 2 |
| 24" WHITE | | | 72 |
| 4" YELLOW | | | 695 |
| 8" WHITE | | | 22 |
| LETTERS AND SYMBOLS (R X R) | | | 2 |



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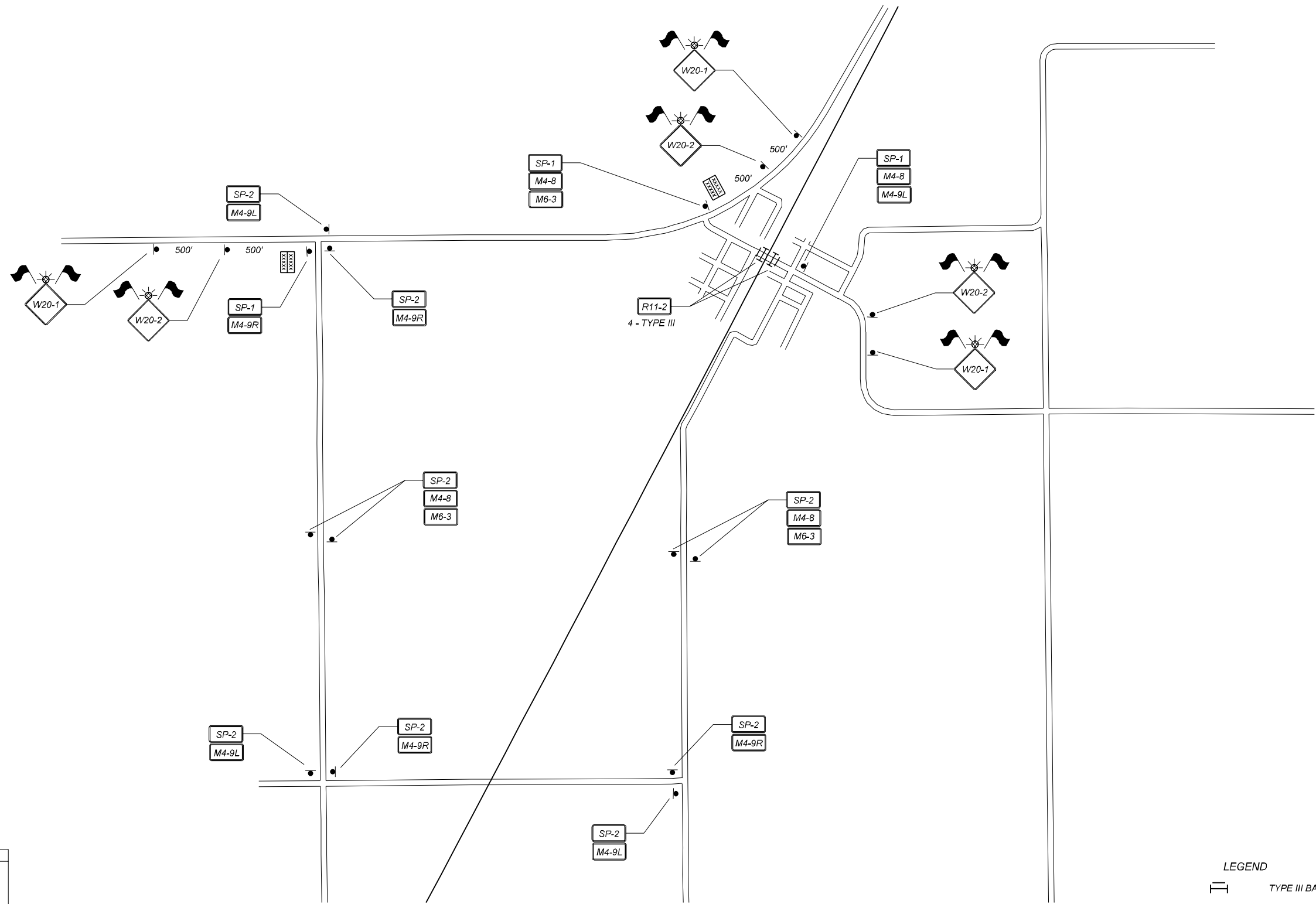


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 SHEET NUMBER:
R121 of R128

UNION PACIFIC RAILROAD Office of Assistant Vice President
 Engineering Design
 LOCATION & DESCRIPTION:
 HIGH-SPEED RAIL GIRARD SIDING
 MOREAN ST. (MP 214.48) DOT # 294373K
 SHEET TITLE:
 ROADWAY PAVEMENT MARKING AND SIGNING

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- 1) ALL TRAFFIC CONTROL DEVICES AND INSTALLATION SHALL BE IN ACCORDANCE WITH THE LATEST ISSUE OF THE 2009 EDITION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- 2) SUFFICIENT TYPE III BARRICADES SHALL BE ERECTED TO ADEQUATELY CLOSE THE ENTIRE ROADWAY WIDTH AT THE RAILROAD CROSSING.
- 3) ALL EXISTING SIGNS IN CONFLICT WITH THE CONSTRUCTION SIGNS SHALL BE COVERED IN PLACE, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL UNCOVER SIGNS WHEN CONSTRUCTION IS COMPLETE, AS DIRECTED BY THE ENGINEER.
- 4) ALL NON-REGULATORY CONSTRUCTION SIGNS SHALL HAVE BLACK LETTERS ON AN ORANGE BACKGROUND, EXCEPT AS OTHERWISE NOTED.
- 5) FLAGS SHALL BE INSTALLED ON ALL CONSTRUCTION SIGNS WITH TYPE A FLASHING WARNING LIGHTS.
- 6) ALL SIGNS MOUNTED ON SPRING STANDS SHALL HAVE A MINIMUM MOUNTING HEIGHT OF 2' OFF THE PAVEMENT.
- 7) PLACE VMS SIGNS 14 DAYS PRIOR TO CROSSING CLOSURE THROUGH END OF CLOSURES.
- 8) CONTRACTOR TO COORDINATE CLOSURE WITH THE TOWN OF CAYUGA, LIVINGSTON COUNTY AND IDOT 60 DAYS PRIOR TO BEGINNING WORK.
- 9) IT IS THE CONTRACTOR'S RESPONSIBILITY TO DESIGN THE SPECIAL SIGNS AND HAVE THEM APPROVED BY THE ENGINEER.
- 10) SEQUENTIAL ROADWAY CROSSINGS MAY NOT BE CLOSED AT ANY ONE TIME. CLOSURES REQUIRED FOR ROADWAY CROSSINGS WORK MUST BE SCHEDULED A MINIMUM (7) DAYS APART TO ALLOW MOTORISTS TIME FOR TRAFFIC PATTERN ADJUSTMENTS.



| LIST OF TRAFFIC CONTROL DEVICES (PER CLOSURE) | | | |
|---|------------------|-----------|-----|
| ITEM | MUTCD DEVICE NO. | SIZE | QTY |
| ROAD CLOSED | R11-2 | 48" x 30" | 2 |
| ROAD WORK AHEAD | W20-1 | 48" x 48" | 3 |
| DETOUR AHEAD | W20-2 | 48" x 48" | 3 |
| ROAD CLOSED 500 FT | W20-3 | 48" x 48" | - |
| ROAD CLOSED AHEAD | W20-3a | 48" x 48" | - |
| DETOUR | M4-8 | 24" x 12" | 6 |
| END DETOUR | M4-8a | 24" x 12" | - |
| DETOUR WITH LEFT ARROW | M4-9L | 30" x 24" | 4 |
| DETOUR WITH RIGHT ARROW | M4-9R | 30" x 24" | 4 |
| DETOUR, LEFT ARROW | M4-10L | 48" x 18" | - |
| DETOUR, RIGHT ARROW | M4-10R | 48" x 18" | - |
| DIRECTIONAL UP ARROW | M6-3 | 24" x 18" | 5 |
| AUXILLARY SIGN | | | |
| SPECIAL SIGN | SP-1 | XX" x XX" | 3 |
| SPECIAL SIGN | SP-2 | XX" x XX" | 10 |
| VARIABLE MESSAGE BOARD | - | DAYS | - |
| BARRICADES - TYPE III | - | - | 8 |

SP-1
Morean St
Closed at R/R Crossing
Local Traffic Only

SP-2
Morean St

MESSAGE #1:
LINE 1: MOREAN
LINE 2: CLOSED
LINE 3: AT R/R

MESSAGE #2:
LINE 1: USE
LINE 2: ALT
LINE 3: ROUTE

MESSAGE #3:
LINE 1: DATE
LINE 2: TO
LINE 3: DATE

- LEGEND**
- TYPE III BARRICADE WITH SIGN
 - TYPE III BARRICADE
 - WARNING FLAGS
 - WARNING LIGHT
 - SIGN ON SPRING STAND
 - VARIABLE MESSAGE BOARD

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8401 INDIAN HILLS DRIVE
OMAHA, NE 68114

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HNTB CORPORATION
222 SOUTH 13TH ST, SUITE 247-N
OMAHA, NE 68102

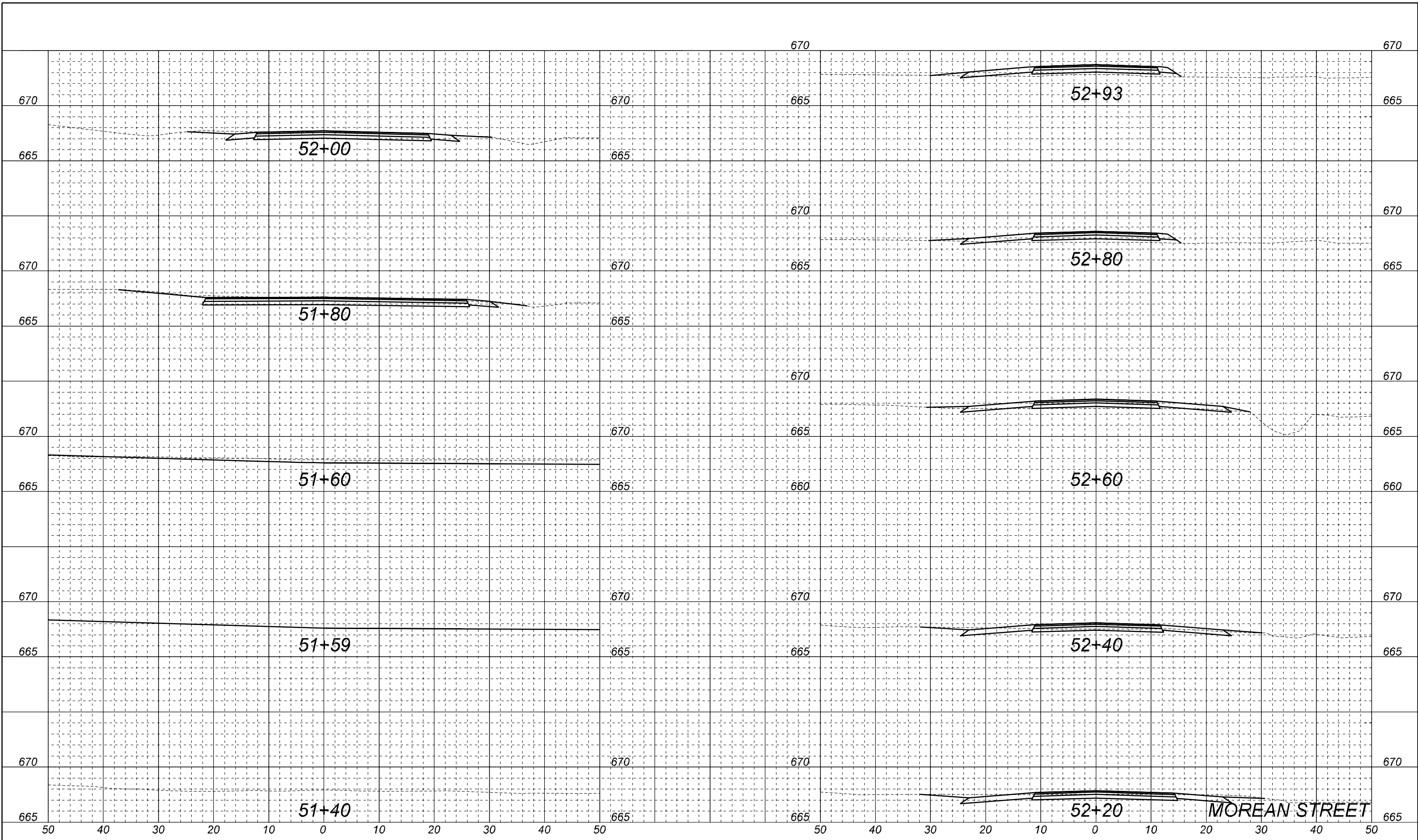


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04/09/2012
SHEET NUMBER
R122 of R128

UNION PACIFIC RAILROAD Office of Assistant Vice President
Engineering Design
LOCATION & DESCRIPTION:
HIGH-SPEED RAIL GIRARD SIDING
MOREAN ST. (MP 214.48) DOT # 294373K
SHEET TITLE:
ROADWAY TRAFFIC CONTROL

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 HDR ENGINEERING INC.
 840 INKSN HILLS DRIVE
 OMAHA, NE 68114

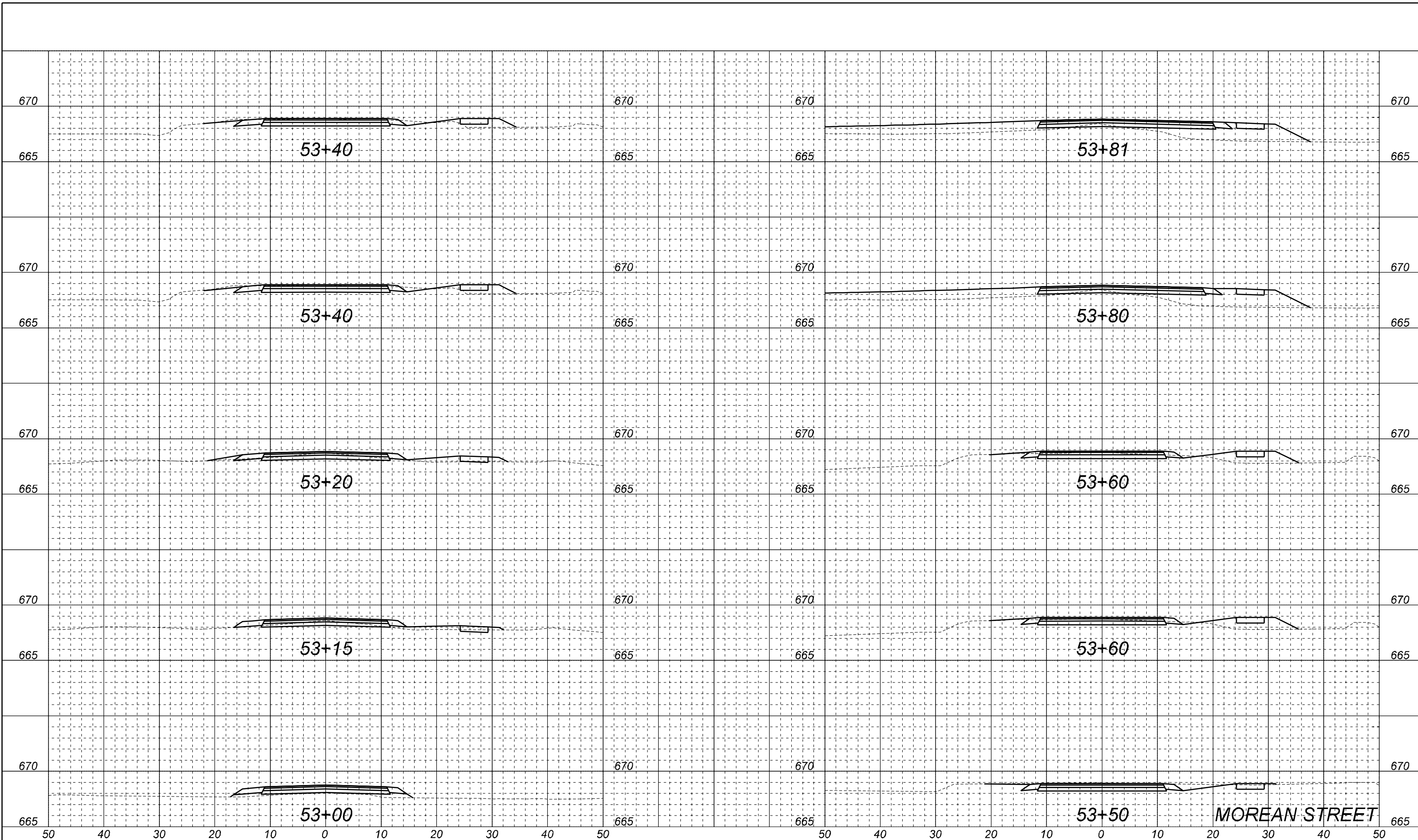
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 OMAHA, NE 68102



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R123 of R128

UNION PACIFIC RAILROAD Office of Assistant Vice President
 Engineering Design
 LOCATION & DESCRIPTION:
 HIGH-SPEED RAIL GIRARD SIDING
 MOREAN ST (MP 214.48) DOT # 294373K
 SHEET TITLE:
 ROADWAY CROSS SECTIONS

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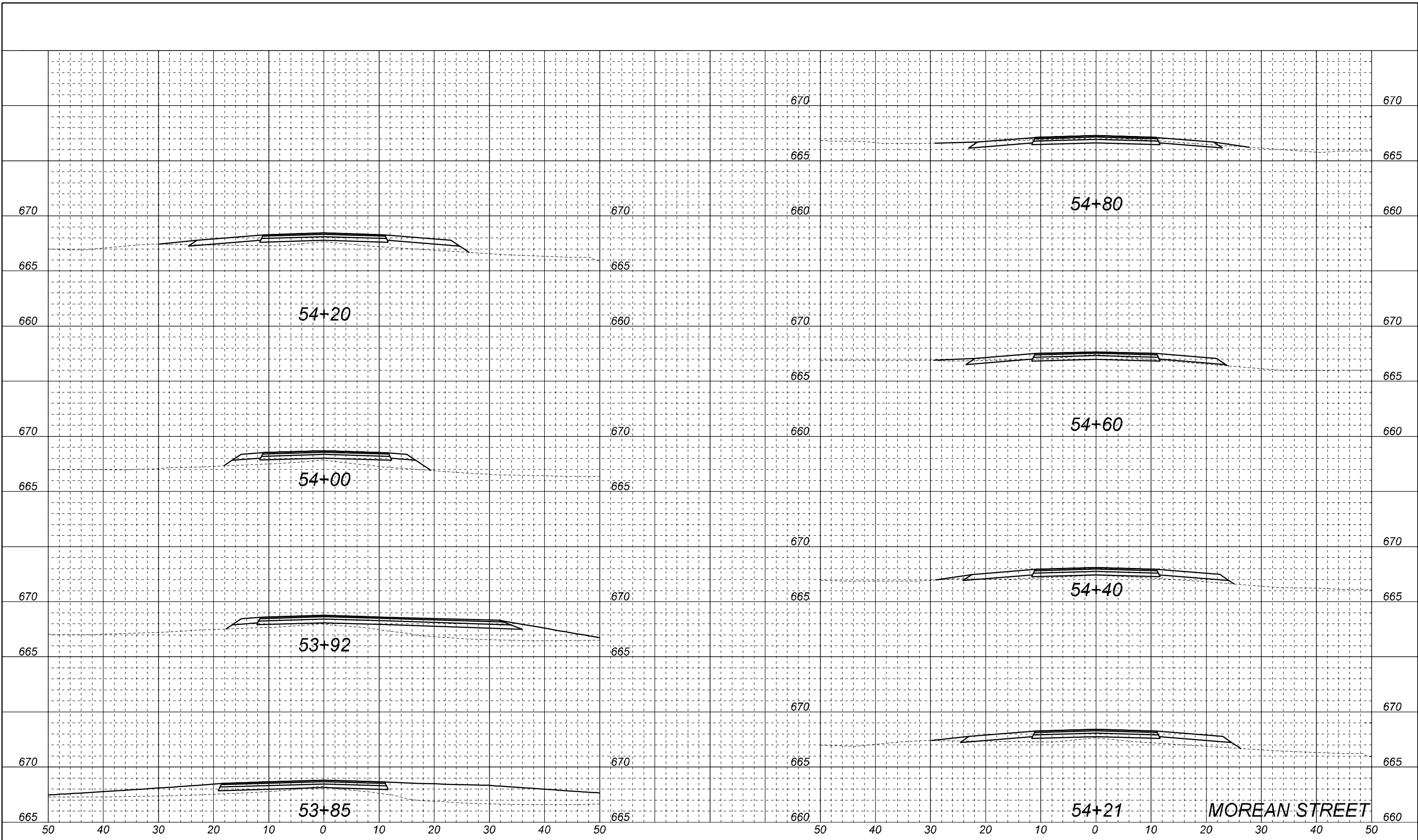
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 OMAHA, NE 68102



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R124 of R128

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 ROADWAY CROSS SECTIONS

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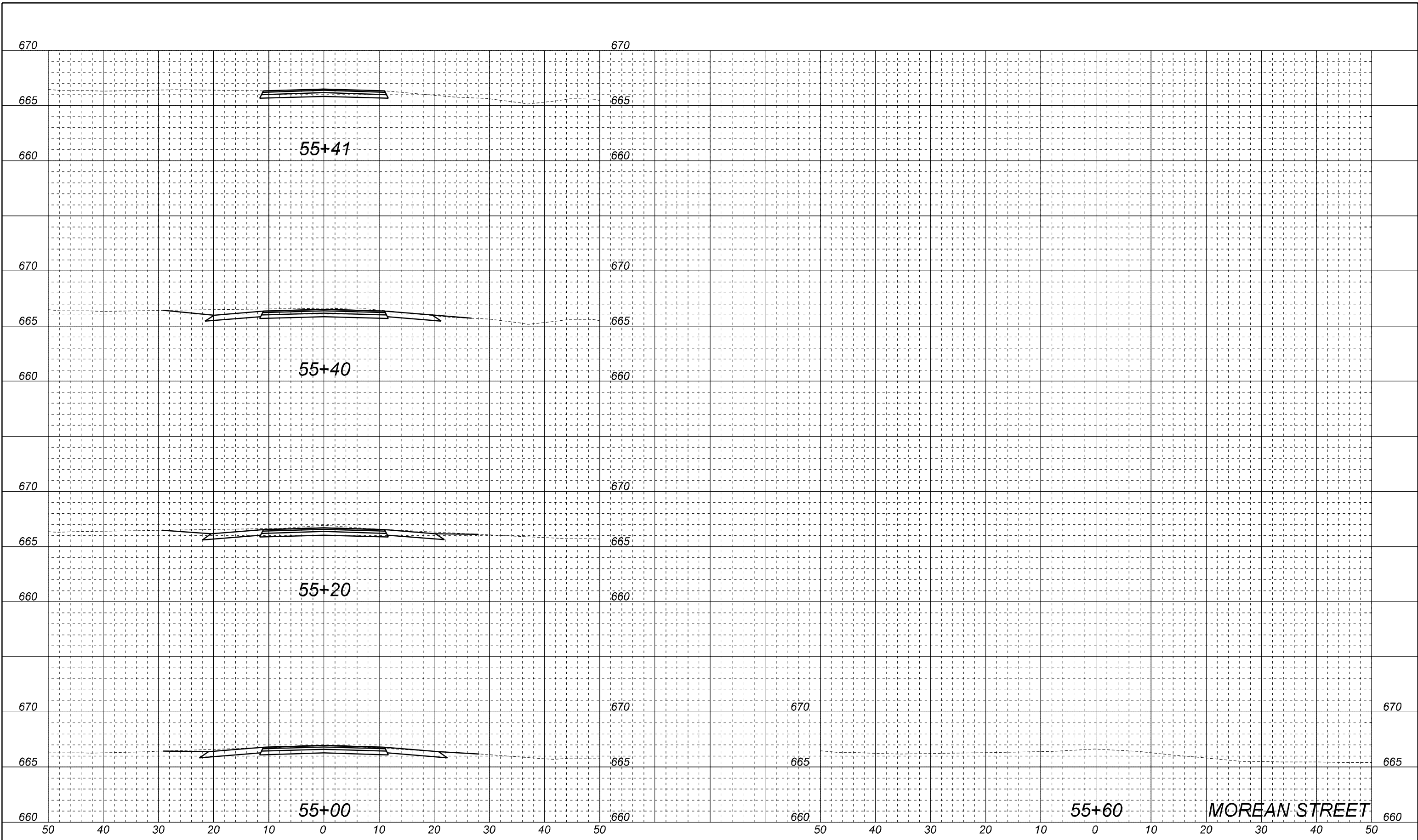
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 OMAHA, NE 68102



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R125 of R128

UNION PACIFIC RAILROAD Office of Assistant Vice President
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 HIGH-SPEED RAIL GIRARD SIDING
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 ROADWAY CROSS SECTIONS

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840 INKSN HILLS DRIVE
OMAHA, NE 68114

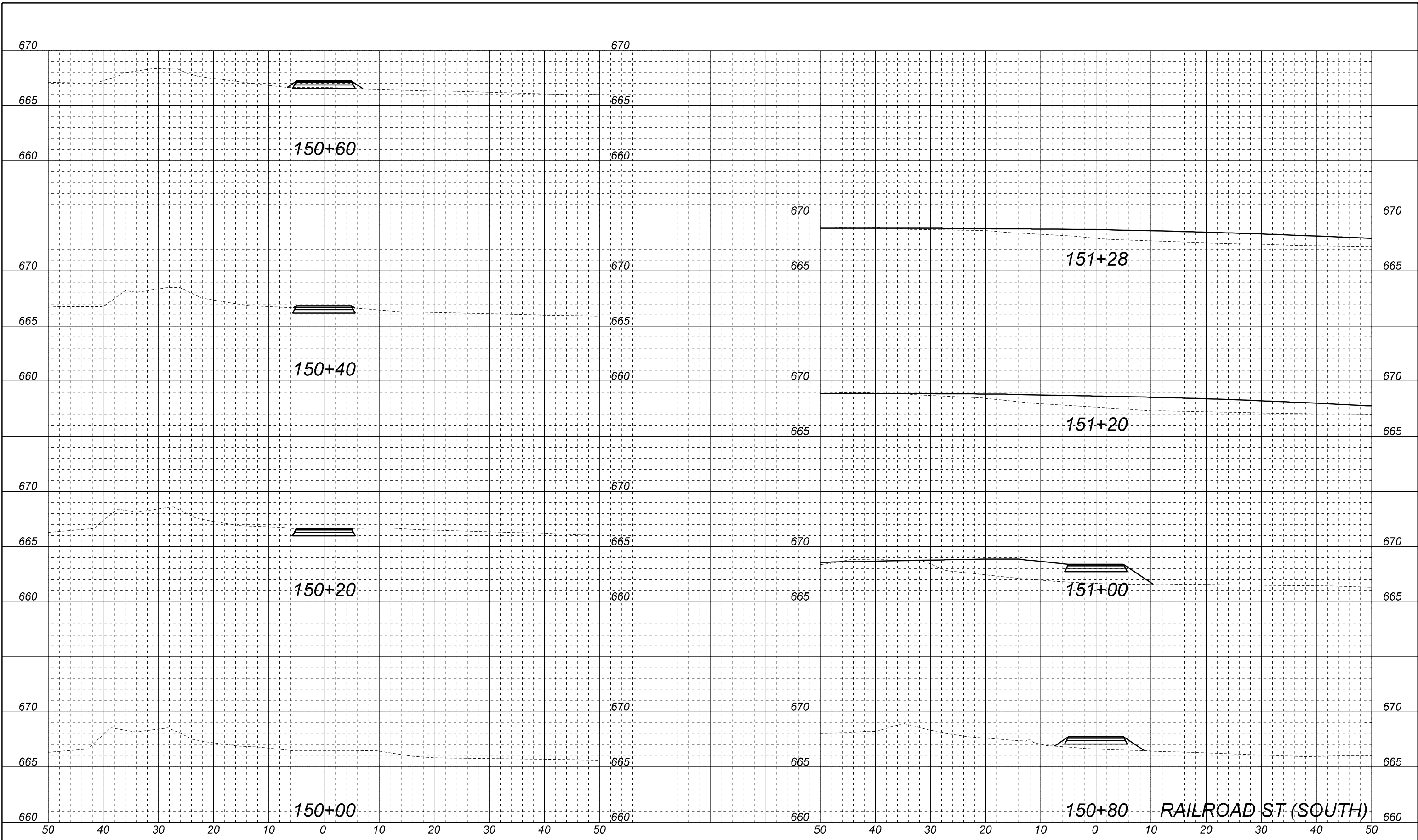
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HNTB CORPORATION
CENTRAL PARK PLAZA NORTH
222 SOUTH 10TH ST, SUITE 2474N
OMAHA, NE 68102



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R126 of R128

UNION PACIFIC RAILROAD Office of Assistant Vice President
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MOREAN ST (MP 214.48) DOT # 294373K
SHEET TITLE:
ROADWAY CROSS SECTIONS

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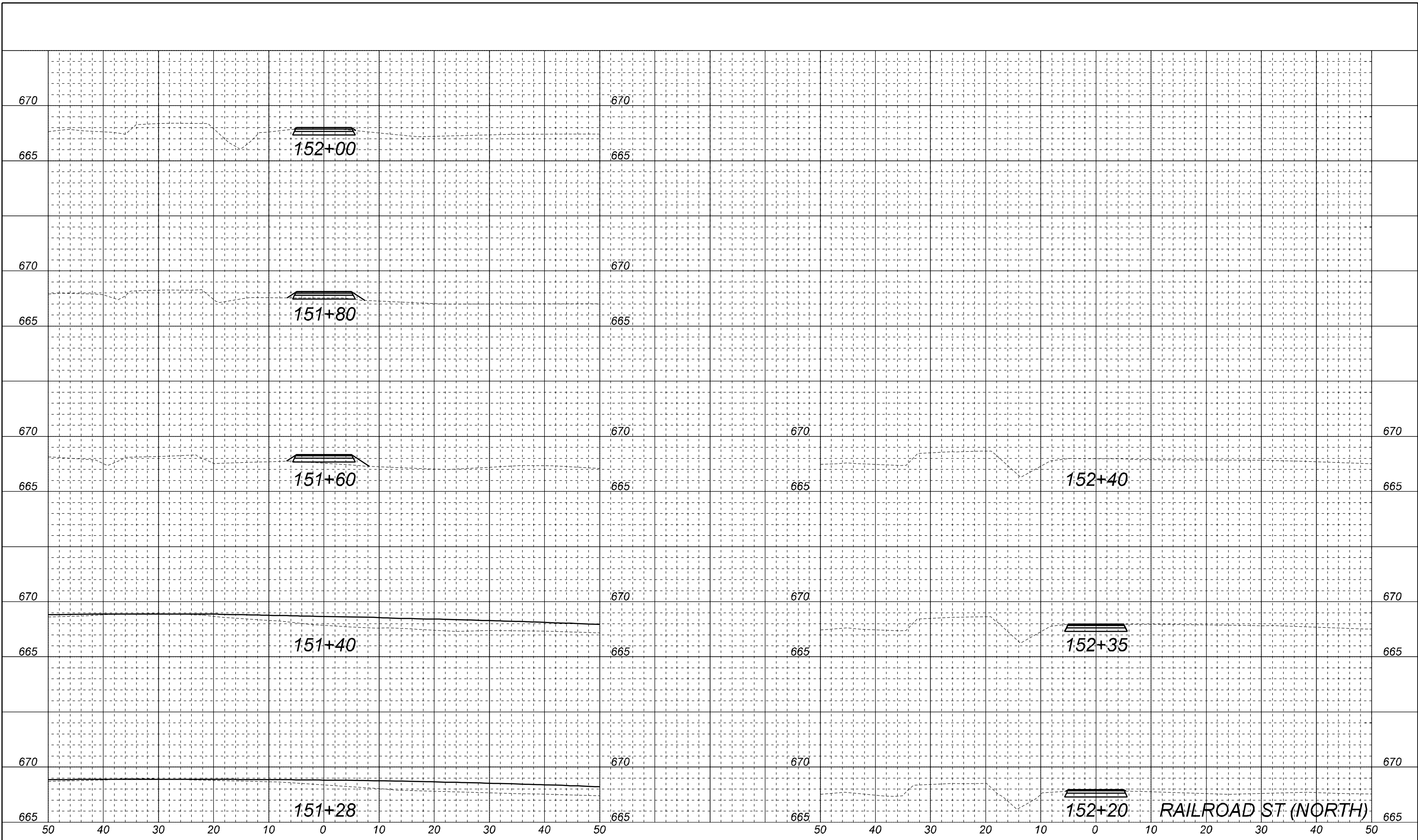
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R127 of R128

UNION PACIFIC RAILROAD Office of Assistant Vice President
 Engineering Design
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 HIGH-SPEED RAIL GIRARD SIDING
 MOREAN ST (MP 214.48) DOT # 294373K
 SHEET TITLE:
 ROADWAY CROSS SECTIONS

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 Pen Table: \$pen.tbl
 GLMP214-48_Morean_Cross_Sections.dgn
 Model: \$model
 Plot File: Generated: \$date



PRELIMINARY
 NOT FOR CONSTRUCTION DATE: 04/09/2012

HDR
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DRAWN BY:
DAL-HDR
 CHECKED BY:
JDC-HDR
 DATE:
04/09/2012
 SHEET NUMBER
R128 of R128

UNION PACIFIC RAILROAD Office of Assistant Vice President
 Engineering Design
 LOCATION & DESCRIPTION:
 HIGH-SPEED RAIL GIRARD SIDING
 MOREAN ST (MP 214.48) DOT # 294373K
 SHEET TITLE:
 ROADWAY CROSS SECTIONS