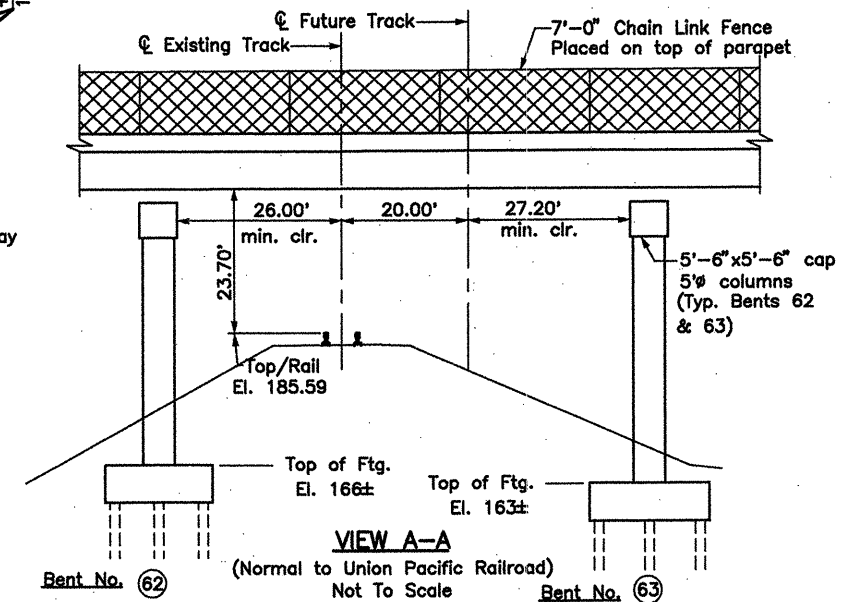
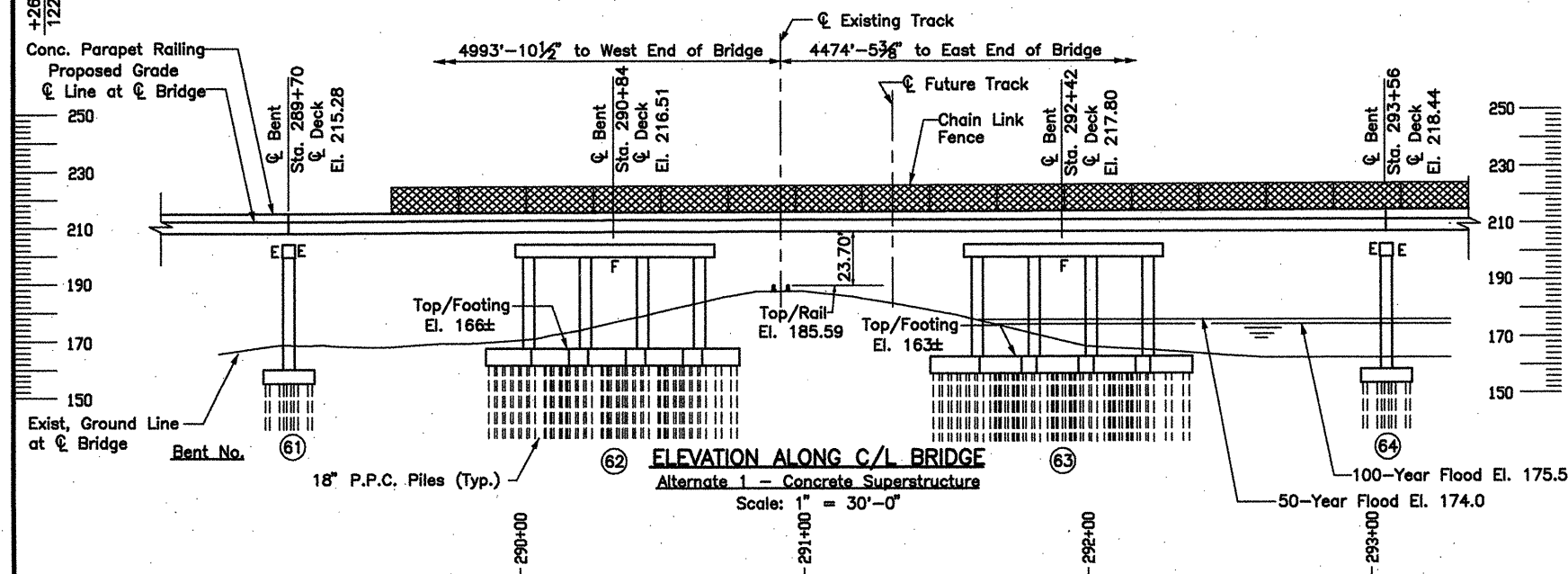
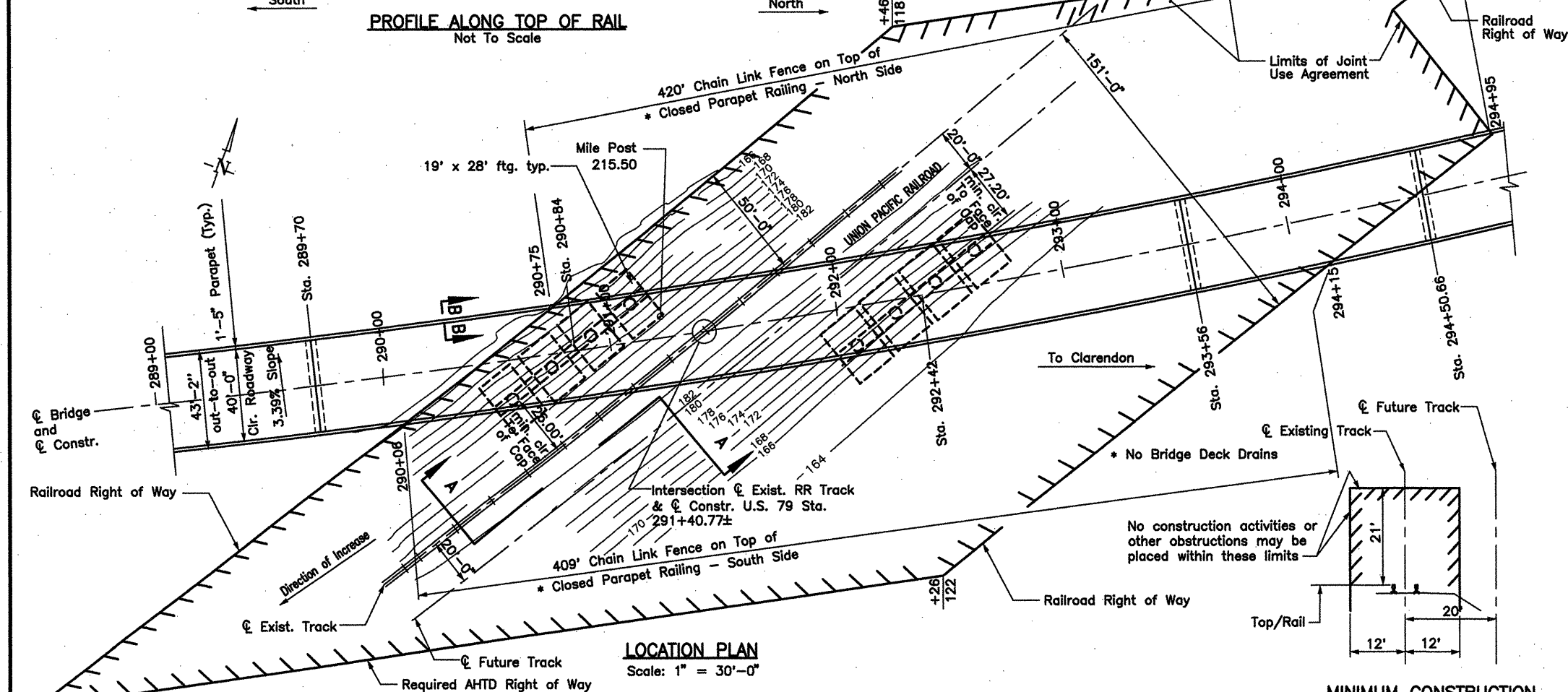
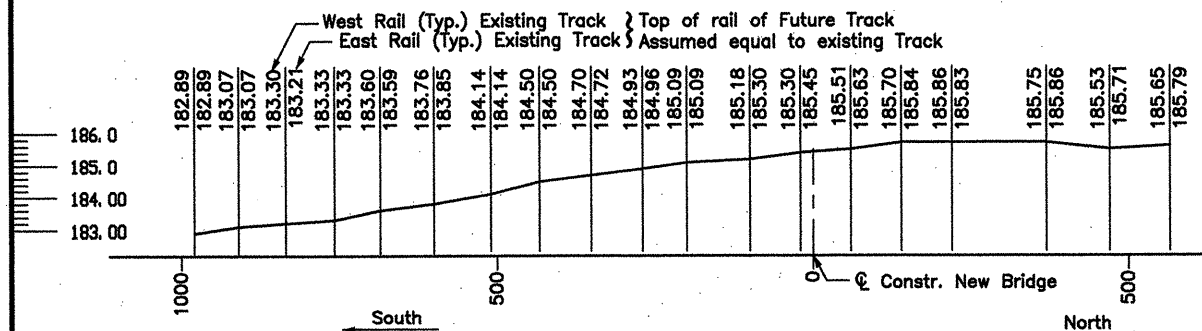


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
		06/2010			ARK.			
				JOB NO.	110395		24	203
				06830	RR EXHIBIT A		47022	



General Notes

All demolitions within the Railroad's right-of-way and/or demolitions that may impact the Railroad's tracks or operations shall comply with the Railroad's demolition requirements.

Erection over the Railroad's right-of-way shall be designed to cause no interruption to the Railroad's operation. Erection over the Railroad's track shall be developed such that it enables the track(s) to remain open to traffic per the Railroad's requirements.

The Contractor must submit a proposed method of erosion and sediment control and have the method approved by the Railroad prior to beginning any grading on the project site.

Railroad requirements do not allow work within 50 feet of track centerline when a train passes the work site and all personnel must clear the area within 25 feet of the track centerline and secure all equipment when trains are present.

The following statement is in the "State Rail Agreement": The State shall not plow ice, snow, or sleet over the sides of the structure. In consideration of this practice, the Carrier waives its request for the State to attach splash boards to sides of the structure.

Shoring shall comply with the Union Pacific Railroad requirements. Construction shall comply with the requirements of SP Job 110395 "Insurance, Construction and Flagging requirements on Railroad property (UPRR)." Railroad review and approval of Shoring, Erection and Falsework is required. Allow a minimum of four weeks for the review and approval of each submittal.

Currently there are no known utilities on the railroad right-of-way other than shown.

A Chain Link Fence is required on both sides of the Bridge. The Fence is to be mounted on top of the concrete parapet rail and shall extend the full width of the Railroad R/W. For details of fence, see Dwg. No. 47093.

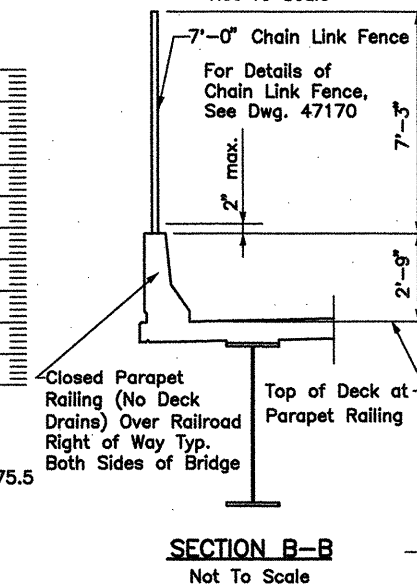
The proposed bridge construction will not change the quantity and/or characteristics of the flow within the Railroad right-of-way.

Closed Parapet Railing (No Deck Drains) over the Railroad right-of-way. Typical both sides of the bridge.

All permanent clearances shall be verified before project closing.

For Railroad coordination please refer to the Railroad Minimum Requirements of SP Job 110395.

MINIMUM CONSTRUCTION CLEARANCES (Normal to Union Pacific Railroad) Not To Scale



ALTERNATE NO. 1

EXHIBIT A
WHITE RIVER STR. & APPRS.
(CLARENDON) (PH III) (F)
MONROE COUNTY

ROUTE 79 SEC. 13

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK ARK.

Engstrom/Modjeski and Masters, Inc.



DRAWN BY: JDB DATE: Sep. 10 FILENAME: b1103951.111
CHECKED BY: WBC DATE: Sep. 10 SCALE: 1"=30'-0"
DESIGNED BY: GPT DATE: Sep. 10
BRIDGE NO. 06830 DRAWING NO. 47022