

GENERAL ITEMS

- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2001, AND ITS LATEST REVISIONS; AREMA'S "MANUAL FOR RAILWAY ENGINEERING", LATEST EDITION; THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SIXTEENTH EDITION, AND ITS LATEST REVISIONS; AASHTO'S "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS" (AASHTO GREEN BOOK), THE 1994 METRIC VERSION; THE AASHTO "ROADSIDE DESIGN GUIDE"; THE 1988 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AS AMENDED; THE FHWA PUBLICATION "FLEXIBILITY IN HIGHWAY DESIGN"; AND THE LATEST AMENDED EDITION OF "THE AMERICAN STANDARD FOR NURSERY STOCK". THE CONTRACTOR SHALL ALSO COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL REQUIREMENTS AND SAFETY CODES, ENVIRONMENTAL AND HEALTH STATUTES AND REGULATIONS, ETC. IN THE CONSTRUCTION OF ALL IMPROVEMENTS. THE ORDER OF PRECEDENCE SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2001.
- SURVEY INFORMATION OBTAINED BY NHDOT, ELECTRONICALLY TRANSLATED FROM MOSS TO MICROSTATION, AND SUPPLEMENTED BY VTRANS ADDITIONAL SURVEY.
- ELEVATIONS ARE REFERENCED TO NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD29). ALL SURVEY POINTS HAVE BEEN DETERMINED WITH RESPECT TO THE NEW HAMPSHIRE STATE PLANE COORDINATE SYSTEM AS REFERENCED TO THE NORTH AMERICAN DATUM OF 1983 (NAD83).
- THE EXISTING DETAIL AND TOPOGRAPHY DEPICTED ON THESE PLANS REPRESENT A COMPILATION OF DATA OBTAINED FROM VARIOUS PLANS AND RECORDS, AND A FIELD SURVEY. THE CONTRACTOR IS REQUIRED TO VERIFY ALL CONDITIONS IN THE FIELD PRIOR TO COMMENCING WORK, AND SHALL REPORT ANY DISCREPANCIES TO THE ENGINEER.
- CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE WORK OF THIS CONTRACT WITH THE WORK OF ADJACENT CONTRACTS AND THE RAILROAD PERFORMING TRACK WORK UNDER RAILROAD FORCE ACCOUNT. IT IS ANTICIPATED THAT THE NHDOT CONTRACT FOR THE PROPOSED BRIDGE OVER THE CONNECTICUT RIVER WILL BE ONGOING SIMULTANEOUSLY WITH THIS CONTRACT. SAID NHDOT CONTRACT INVOLVES WORK WITHIN THE VERMONT PROJECT AREA, INCLUDING ROCK REMOVAL AND ABUTMENT CONSTRUCTION ON THE NORTH SIDE OF ROUTE 9 BETWEEN APPROXIMATE STA. 30+285 AND THE CONNECTICUT RIVER.
- FOR CENTERLINE AND BASELINE ALIGNMENT DATA, REFER TO THE ALIGNMENT PLAN.
- FOR SUBSURFACE EXPLORATION DATA, REFER TO BORING LOGS AND PROBE DATA.
- SAFETY MEASURES, DAY TO DAY CONTROL OF THE WORK, AND CONSTRUCTION METHODS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- CONTRACTOR WILL MAINTAIN ROUTE 9 TRAFFIC AT ALL TIMES, AND MODIFY CONSTRUCTION PROCEDURES AND SCHEDULE ACCORDINGLY AS DIRECTED BY THE ENGINEER. CONSTRUCTION SEQUENCE SHALL BE COORDINATED TO MINIMIZE DISTURBANCE OF ROUTE 9 VEHICULAR TRAFFIC OPERATIONS.
- THE CONTRACTOR SHALL TAKE ADEQUATE PRECAUTIONS TO PROTECT ALL WALKS, STREETS, PAVEMENTS, HIGHWAY GUARD, CURBING, EDGING, TREES AND PLANTINGS ON OR OFF THE PREMISES, AND SHALL REPAIR AND REPLACE OR OTHERWISE MAKE GOOD AT HIS OWN EXPENSE AS DIRECTED BY THE ENGINEER ANY ITEMS DAMAGED AS A RESULT OF THE CONTRACTOR'S WORK.
- CONSULT ALL THE DRAWINGS AND SPECIFICATIONS FOR COORDINATION REQUIREMENTS BETWEEN ALL TRADES PRIOR TO COMMENCING BLASTING, TEMPORARY SHORING AND BRACING, DEMOLITION, SITE CLEARING, AND BRIDGE CONSTRUCTION.
- ANY ALTERATIONS TO THESE DRAWINGS MADE IN THE FIELD SHALL BE PROMPTLY REPORTED BY THE CONTRACTOR TO THE ENGINEER AND RECORDED ON "AS-BUILT" DRAWINGS.
- CONTRACTOR SHALL SUBMIT PROPOSED LOCATION OF STAGING AREA FOR APPROVAL BY THE ENGINEER PRIOR TO BEGINNING WORK OR BRINGING EQUIPMENT TO THE SITE.
- CONTRACTOR SHALL COORDINATE ALL SITE IMPROVEMENTS IN AREAS ADJACENT TO PRIVATE PROPERTY WITH THE PROPERTY OWNERS.
- THE CONTRACTOR SHALL MAINTAIN SAFE AUTOMOBILE AND PEDESTRIAN ACCESS ON ALL ADJACENT STREETS, WALKS AND DRIVEWAYS AT ALL TIMES. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ANY TRAFFIC CONTROL DEVICES, BARRICADES, AND FLAGGERS AS NECESSARY OR REQUIRED BY STATE, RAILROAD AND LOCAL REGULATIONS.
- THE MSE WALL SUPPLIED BY TENSAR EARTH TECHNOLOGIES SHALL BE A CATEGORY II EXPERIMENTAL FEATURE. THE CONTRACTOR WILL COORDINATE WITH THE AGENCY'S MATERIALS RESEARCH SECTION WHO WILL BE DOCUMENTING CONSTRUCTION OF THIS WALL SYSTEM. SEE SHEETS 138 THRU 144

RAILROAD REQUIREMENTS

- RAILROAD PROPERTY LINE INFORMATION OBTAINED FROM PLAN ENTITLED "RIGHT-OF-WAY AND TRACK MAP, VERMONT VALLEY RAILROAD, STATION 3264+60 TO STATION 3317+40", DATED JUNE 30, 1914 (VALUATION PLAN 46, MAP 4).
- WHEN WATER IS KNOWN OR EXPECTED TO BE ENCOUNTERED, PUMPS OF SUFFICIENT CAPACITY TO HANDLE THE FLOW SHALL BE MAINTAINED AT THE SITE, AND UPON APPROVAL OF THE ENGINEER TO OPERATE THEM, THEY SHALL BE IN CONSTANTLY ATTENDED OPERATION ON A 24-HOUR BASIS UNTIL, IN THE SOLE JUDGEMENT OF THE ENGINEER, THEIR OPERATION CAN BE SAFELY HALTED. WHEN DEWATERING, CLOSE OBSERVATION SHALL BE MAINTAINED TO DETECT ANY SETTLEMENT OR DISPLACEMENT OF RAILROAD EMBANKMENT, TRACKS, AND FACILITIES.
- ALL OPERATIONS SHALL BE CONDUCTED SO AS NOT TO INTERFERE WITH, INTERRUPT, OR ENDANGER THE OPERATION OF TRAINS NOR DAMAGE, DESTROY, OR ENDANGER THE INTEGRITY OF RAILROAD FACILITIES. ALL WORK ON AND NEAR RAILROAD PROPERTY SHALL BE CONDUCTED IN ACCORDANCE WITH RAILROAD SAFETY RULES AND REGULATIONS. THE CONTRACTOR SHALL SECURE AND COMPLY WITH THE RAILROAD SAFETY RULES AND SHALL GIVE WRITTEN ACKNOWLEDGMENT TO THE RAILROAD THAT THEY HAVE BEEN RECEIVED, READ AND UNDERSTOOD BY THE CONTRACTOR AND HIS EMPLOYEES. OPERATIONS WILL BE SUBJECT TO RAILROAD INSPECTION AND FLAG PROTECTION AT ANY AND ALL TIMES.
- AT ALL TIMES WHEN THE WORK IS BEING PROGRESSSED, A FIELD SUPERVISOR FOR THE WORK WITH NO LESS THAN 12 MONTHS' EXPERIENCE IN THE OPERATION OF THE EQUIPMENT BEING USED SHALL BE PRESENT.
- THE CONTRACTOR MUST SUBMIT A BLASTING PLAN FOR REVIEW AND APPROVAL BY THE ENGINEER PRIOR TO THE PERFORMANCE OF ANY BLASTING OPERATION. CONTROLLED BLASTING WITHIN CLOSE PROXIMITY TO THE RAILROAD IS NOT TO BE PERFORMED UNLESS APPROVED BY THE ENGINEER.

RAILROAD REQUIREMENTS (CONTINUED)

- WHENEVER EQUIPMENT OR PERSONNEL ARE WORKING CLOSER THAN 15 FEET TO THE CENTERLINE OF AN ADJACENT TRACK, THAT TRACK SHALL BE CONSIDERED AS BEING OBSTRUCTED. INSOFAR AS POSSIBLE, ALL OPERATIONS SHALL BE CONDUCTED OUTSIDE THIS DISTANCE. ALL OPERATIONS CLOSER THAN 15 FEET TO THE CENTERLINE OF A TRACK SHALL BE CONDUCTED ONLY WITH THE PERMISSION OF AND AS DIRECTED BY, A DULY QUALIFIED RAILROAD EMPLOYEE PRESENT AT THE SITE OF THE WORK. CROSSING OF TRACKS AT GRADE WITH EQUIPMENT OR VEHICLES IS PROHIBITED EXCEPT BY PRIOR ARRANGEMENT WITH, AND AS DIRECTED BY, THE RAILROAD.
- THE CONTRACTOR SHALL PROVIDE ADEQUATE BRACING AND SHORING OF ALL EXCAVATIONS IN ACCORDANCE WITH REQUIREMENTS OF GOVERNING CODES AND REGULATIONS. ANY TEMPORARY TRACK SUPPORTING STRUCTURES TO BE INSTALLED MUST BE APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL PREPARE AND SUBMIT A TEMPORARY SHORING AND BRACING PLAN FOR REVIEW AND APPROVAL BY THE ENGINEER PRIOR TO THE PERFORMANCE OF ANY SHORING OR BRACING WORK. THE TEMPORARY SHORING AND BRACING PLAN SHALL INCLUDE AN INSTRUMENTATION MONITORING PROGRAM TO MONITOR THE TEMPORARY SHORING AND BRACING STRUCTURE AND TRACK SURFACE THROUGHOUT CONSTRUCTION. THE PLAN SHALL BE PREPARED AND STAMPED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF VERMONT.
- ANY ELEMENT OF THE TEMPORARY TRACK SUPPORTING STRUCTURES WITHIN 3M OF THE CENTERLINE OF TRACK THAT CAN NOT BE REMOVED DURING BACKFILL OPERATIONS (SUCH AS SOLDIER PILES) SHALL BE CUT OFF 1M BELOW THE PROPOSED TOP OF RAIL AND LEFT IN PLACE.
- THE CONTRACTOR SHALL PROVIDE GENERAL LIABILITY AND RAILROAD PROTECTIVE LIABILITY INSURANCE POLICIES, COVERING THE WORK OF THE CONTRACTOR AND ALL SUBCONTRACTORS. FOR COMPLETE RAILROAD INSURANCE REQUIREMENTS, REFER TO DOCUMENT ENTITLED "CONTRACTOR'S INSURANCE REQUIREMENTS FOR NEW ENGLAND CENTRAL RAILROAD, INC.", LATEST ISSUE.
- FOR ADDITIONAL RAILROAD REQUIREMENTS, REFER TO DOCUMENT ENTITLED "SPECIFICATION FOR PIPELINE OCCUPANCY OF NEW ENGLAND CENTRAL RAILROAD, INC."
- UNLESS OTHERWISE AGREED, ALL WORK INVOLVING RAIL, TIES AND OTHER TRACK MATERIAL WILL BE PERFORMED BY THE RAILROAD UNDER A SEPARATE RAILROAD FORCE ACCOUNT AGREEMENT.
- ALL VEGETATIVE GROWTH, INCLUDING BRUSH AND TREE LIMBS WHICH OVERHANG THE RAILROAD CLEAR ZONE (3 METERS EACH SIDE OF RAILROAD C) ARE TO BE REMOVED.

UTILITIES

- SOME UTILITIES MAY NOT BE SHOWN ON THE PLANS, AND OTHERS MAY NOT BE PROPERLY LOCATED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING AND DETERMINING THE SIZE AND LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IN WRITING OF ANY UTILITIES FOUND INTERFERING WITH THE PROPOSED CONSTRUCTION, AND APPROPRIATE REMEDIAL ACTION SHALL BE TAKEN BEFORE PROCEEDING WITH THE WORK.
- FIBER OPTIC DATA OBTAINED FROM SIGNS ON SITE AND US SPRINT PLANS DATED 09-02-86, NUMBERED NTRK 127-880-064 AND 065, AND ENTITLED "FIBER OPTIC ROUTE RCD DWG, CABLE ROUTE DETAIL, SPRINGFIELD, MA-MONTREAL, CANADA".
- FIBER OPTIC CABLE AND ASSOCIATED FACILITIES SUCH AS SIGNS WILL BE RELOCATED BY THE OWNER, INCLUDING THE TEMPORARY RELOCATION TO AN OVERHEAD SYSTEM ON THE EAST SIDE OF THE TRACK. HOWEVER, CONTRACTOR IS TO INSTALL CONDUIT AND THREE HAND HOLES FOR NEW FIBER OPTIC SYSTEM (PVC, EXCEPT FOR BRIDGE LOCATIONS WHICH WILL BE GALVANIZED IRON PIPE). OWNER WILL INSTALL JUNCTION BOXES AT EACH END OF PROJECT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE ALL WORK.
- THE CONTRACTOR SHALL EXERCISE EXTREME CARE WHEN EXCAVATING NEAR AND BACKFILLING IN THE VICINITY OF EXISTING UTILITIES, AND SHALL USE HAND EXCAVATION WHERE APPROPRIATE. CONTRACTOR SHALL REPAIR ANY DAMAGE INCURRED DURING CONSTRUCTION TO EXISTING UTILITIES SCHEDULED TO REMAIN AT NO COST TO THE OWNER.
- ALL EXISTING PIPING AND STRUCTURES EXPOSED DURING EXCAVATION SHALL BE ADEQUATELY SUPPORTED, BRACED OR OTHERWISE PROTECTED DURING CONSTRUCTION ACTIVITIES.
- UNLESS OTHERWISE NOTED OR APPROVED BY THE ENGINEER, THE CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES IN SERVICE AT ALL TIMES.
- EXISTING BURIED CABLE MARKERS FOR FIBER OPTIC OR OTHER UTILITIES WILL BE PROTECTED AND RESTORED OR REPLACED AS DETERMINED BY THE ENGINEER.
- PRIVATE UTILITY FACILITIES, SUCH AS ELECTRIC, TELEPHONE, FIBER OPTICS, AND CABLE TV ARE TO BE DESIGNED AND INSTALLED BY THE RESPECTIVE UTILITY COMPANY UNLESS OTHERWISE NOTED.
- RETAIN ALL EXISTING UNDERGROUND UTILITIES UNLESS OTHERWISE NOTED OR DIRECTED BY THE ENGINEER
- NO ADDITIONAL PAYMENT SHALL BE MADE FOR ABANDONING AND PLUGGING EXISTING PIPES WHERE DIRECTED BY THE ENGINEER. NO EXISTING PIPES SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE ENGINEER.

EROSION CONTROL

- THE CONTRACTOR SHALL PROVIDE EROSION CONTROL MEASURES AS INDICATED, SPECIFIED AND DIRECTED BY THE ENGINEER. TEMPORARY EROSION CONTROL MEASURES SHALL BE MAINTAINED AS DIRECTED BY THE ENGINEER. ALL EROSION CONTROL GEOTEXTILE SHALL BE CLASS A WOVEN OR UNWOVEN. TEMPORARY EROSION CONTROL BLANKET SHALL BE INSTALLED IN ALL DITCHES AND SWALES. LOAM AND SEED SHALL BE PLACED PRIOR TO THE INSTALLATION OF THE EROSION CONTROL BLANKET.
- IN-STREAM CONSTRUCTION SHALL BE RESTRICTED TO JUNE 1 TO OCTOBER 1, UNLESS THE CONTRACTOR OBTAINS WRITTEN PERMISSION FROM THE AGENCY OF NATURAL RESOURCES TO DO WORK OUTSIDE OF THAT TIME FRAME.
- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT SILTATION OR POLLUTION, ESPECIALLY THE DISCHARGE OF RAW CONCRETE, INTO ANY BROOK, STREAM OR RIVER.

EROSION CONTROL (CONTINUED)

- THE CONTRACTOR SHALL PROVIDE EROSION PROTECTION AND SILTATION BARRIERS TO PROTECT ALL WORK IN WETLANDS AND IN THE 100 FEET WETLAND BUFFER ZONES. BARRIERS ARE TO BE PLACED 1.8 METERS FROM THE BOTTOM OR TOP OF SLOPE AND/OR AS REQUIRED BY THE SPECIFICATIONS OR DIRECTED BY THE ENGINEER.
- FOR CONSTRUCTION OF THE SARGENT BROOK BRIDGE WIDENING, THE TEMPORARY EROSION CONTROL MEASURES INDICATED ARE SUGGESTED. CONTRACTOR MUST PREPARE AN EROSION CONTROL PLAN FOR APPROVAL IN ACCORDANCE WITH STANDARD SPECIFICATIONS SECTION 105.22 ENVIRONMENTAL PROTECTION.

SUGGESTED CONSTRUCTION SEQUENCE

- THE CONTRACTOR SHALL FOLLOW THE PROJECT SEQUENCE PROVIDED BELOW OR DEVELOP ONE THAT MUST BE APPROVED BY THE ENGINEER. AN APPROVED COPY MUST BE SENT TO THE STRUCTURES SECTION FOR REFERENCE ONLY.
 - TEMPORARILY RELOCATE FIBER OPTICS ONTO AN OVERHEAD POLE LINE ON THE EAST SIDE OF THE TRACK (WORK BY OTHERS).
 - INSTALL TEMPORARY SUPPORT SYSTEM.
 - BUILD ABUTMENTS AND WESTERLY WING WALLS FOR BRIDGE NO.'S 62.51 AND 62.56. THEN CONSTRUCT EACH BRIDGE, EMBANKMENT AND FIBER OPTIC CONDUIT.
 - INSTALL BALLAST AND CONSTRUCT TRACK. (WORK BY OTHERS)
 - CUT TRACK, THROW, RECONNECT AND RELOCATE SIGNS. (WORK BY OTHERS)
 - DEMOLISH EXISTING BRIDGE NO. 62.56 (SUPERSTRUCTURE AND SUBSTRUCTURE). CONTRACTOR TO COORDINATE DEMOLITION WITH UTILITY RELOCATIONS. EXISTING TRACK TO BE REMOVED BY OTHERS
 - RELOCATE PRIVATE UTILITY FACILITIES IN ROUTE 9.
 - CONSTRUCT EASTERLY WING WALLS OF BRIDGE NO. 62.56.
 - PERFORM REMAINING BLASTING AND ROCK REMOVAL ON THE NORTH SIDE OF EXISTING ROUTE 9.
 - PERFORM ROADWAY CONSTRUCTION.
 - INSTALL FIBER OPTICS IN THEIR PERMANENT UNDERGROUND LOCATION (WORK BY OTHERS).

BRIDGE DEMOLITION AND ERECTION

- CONTRACTOR MUST SUBMIT A DEMOLITION AND DISPOSITION PLAN AND AN ERECTION PROCEDURES PLAN THAT MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS. THESE PLANS MUST BE APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL COORDINATE PROTECTION OF EXISTING AND PROPOSED UTILITY FACILITIES DURING DEMOLITION OF THE SOUTH ABUTMENT OF THE ROUTE 9 RAILROAD BRIDGE.
- CONTRACTOR SHALL VERIFY ALL ITEMS TO BE REMOVED AND PROTECTED BEFORE COMMENCING ANY DEMOLITION WORK. EXISTING STRUCTURES, IMPROVEMENTS AND THEIR APPURTENANCES, AND VEGETATION TO REMAIN SHALL BE PROTECTED FROM DAMAGE.
- ALL MATERIALS TO BE REMOVED AND DISPOSED SHALL BE DISPOSED IN ACCORDANCE WITH ALL APPLICABLE CODES AND REGULATIONS.
- THE EXISTING STRUCTURAL STEEL ON THIS PROJECT WAS PAINTED WITH A MATERIAL WHICH MAY CONTAIN LEAD. THE REMOVED STRUCTURAL STEEL IS TO BECOME THE PROPERTY OF THE CONTRACTOR. THE CONTRACTOR SHALL INDEMNIFY AND HOLD THE STATE, ITS OFFICERS, AND EMPLOYEES HARMLESS CONCERNING THE CONTRACTOR'S USE OR DISPOSITION OF THE STRUCTURAL STEEL.

RAILROAD FORCE ACCOUNT TRACK WORK

- THE CONTRACTOR WILL CONSTRUCT THE RAILROAD EMBANKMENT SECTION TO THE TOP OF SUBGRADE OR BOTTOM OF SUBBALLAST.
- THE RAILROAD FORCE ACCOUNT WILL INSTALL THE SUBBALLAST, BALLAST, AND REHABILITATE AND CONSTRUCT TRACK FROM STATION 50+020.000 TO STATION 50+698.603. CLOSE COORDINATION WILL BE REQUIRED AT THOSE LOCATIONS WHERE THE SUBBALLAST/BALLAST ARE SHOWN TO BE BOXED, AND WHERE THE EXISTING BALLAST AND EMBANKMENT ARE TO BE REMOVED.
- AT THE ROUTE 9 BRIDGE THE GENERAL CONTRACTOR WILL INSTALL THE WATERPROOFING, BALLAST MAT AND DRAINAGE PIPES (HALF ROUNDS AND ASSOCIATED PIPING). THE RAILROAD FORCE ACCOUNT WILL FLOOD THE BRIDGE WITH BALLAST AND INSTALL THE TRACK (INCLUDING THE TRANSITIONAL APPROACH TIMBER PACKAGE).
- AT THE SARGENT BROOK BRIDGE THE GENERAL CONTRACTOR WILL INSTALL THE WATERPROOFING, AND 100mm OF SAND. THE RAILROAD FORCE ACCOUNT WILL FLOOD THE BRIDGE WITH BALLAST, REHABILITATE AND RELOCATE THE EXISTING TRACK TO ITS PERMANENT ALIGNMENT.
- EXISTING RAIL, TIES AND OTHER TRACK MATERIALS TO BE REMOVED WILL BE STOCKPILED AS DIRECTED BY THE ENGINEER.
- FOR ALL RAILROAD SIGNS INDICATED AS R&R, THE SIGN IS TO BE SALVAGED, CLEANED AND INSTALLED ON A NEW POST AND FOUNDATION. NEW POSTS MUST BE INSTALLED PRIOR TO THE RAILROAD OPERATING ON THE NEW TRACK. THE NEW TRACK SHALL NOT BE PLACED INTO OPERATION WITHOUT THE SIGNS BEING RELOCATED ON THE NEW POSTS.

PROJECT:	BRATTLEBORO	PROJECT NO.:	NH 010-2(2)
DESIGN FILE NAME:	U:\99123-Brattleboro\dgn\BrRR500.dgn	IPARM FILE NAME:	PLOT DATE: 10-03-2002
SHEET: 6 OF 145			