



NOTES:

THE SEQUENCE OF CONSTRUCTION TO FOLLOW IS ONLY A SUGGESTED SEQUENCE. THE CONTRACTOR MAY MODIFY CONSTRUCTION STAGING SUBJECT TO THE APPROVAL OF THE ENGINEER.

SUGGESTED SEQUENCE OF CONSTRUCTION

STAGE 1 - DEMOLITION

1. INSTALL SOLDIER PILES ADJACENT TO THE EXISTING TRACK AND BRIDGE ABUTMENTS. THE SOLDIER PILES SHALL BE INSTALLED IN A LEDGE SOCKET AT LEAST 1.5m BELOW THE ADJACENT PROPOSED BOTTOM OF FOOTING.
2. EXCAVATE AND INSTALL LAGGING BETWEEN THE SOLDIER PILES DOWN TO THE FIRST LEVEL WALER. INSTALL WALERS AND TIE BACKS AS NECESSARY AND THEN CONTINUE EXCAVATION TO NEXT LEVEL OF WALERS.
3. AT THE LEDGE INTERFACE PROVIDE SUITABLE SUPPORT TO RETAIN THE SOIL.
4. CONTINUE LEDGE EXCAVATION USING CONTROLLED BLASTING TECHNIQUES, OR OTHER APPROVED MATERIALS, TO THE PROPOSED BOTTOM OF ABUTMENT FOOTING. THE CONTROLLED BLASTING PROCEDURES MUST BE APPROVED BY THE NEW ENGLAND CENTRAL RAILROAD (NECR) PRIOR TO THE PERFORMANCE OF ANY BLASTING ADJACENT THE RAILROAD. (SEE GENERAL NOTES FOR ADDITIONAL INFORMATION)
5. DEMOLISH THE PORTION OF THE EXISTING CONCRETE ABUTMENT IN PREPARATION FOR THE CONSTRUCTION OF THE PROPOSED RAILROAD BRIDGE. (SEE STAGING PLANS AND ELEVATIONS FOR SUGGESTED LIMITS)

STAGE 1 - CONSTRUCTION

1. CONSTRUCT THE PROPOSED BRIDGE ABUTMENTS AND WESTERLY WING WALLS.
2. ERECT THE BRIDGE SUPERSTRUCTURE USING AN ERECTION PLAN APPROVED BY THE ENGINEER AND THE NECR.
3. INSTALL SOLDIER PILE AND LAGGING CUT OFF BETWEEN THE NEW ABUTMENT AND THE TEMPORARY SUPPORT WALL, BRACE AS NECESSARY.
4. BACKFILL BEHIND THE NEW ABUTMENT TO SUBGRADE.
5. PERFORM FULL DEPTH TRACK CONSTRUCTION FROM RAILROAD STATION 50-200 TO 50-500.
6. CONSTRUCT SUBGRADE, AND BALLAST TO CUT AND THROW TRACK AT SOUTH AND NORTH ENDS IN TRANSITION SECTIONS ONTO NEW PROPOSED ALIGNMENT DURING A PREARRANGED CONSTRUCTION WINDOW WITH THE NECR.
7. INITIATE RAILROAD OPERATIONS ON THE NEW TRACK ALIGNMENT.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: NH 010-2(2)

FILE NAME: rt9br101
PROJECT LEADER: JHR
DESIGNED BY: GHB

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