

Communication Record

To:	Adrian Price, Maurice Harris	Date:	20 Jun 14
Copy to:	Project Team	Time:	10:00
Recorded by:	Peter Wiles, Moustafa Al-Ani	File No:	
Subject:	CSRA Underpass option viability	Proj No:	1-C1135.00
Type:	Minutes of Meeting	Page	1 of 2

1.0	Construction issues	Actions
1.1	AECOM did not like the idea of moving electrified lines, they can be more readily slewed and if absolutely necessary moved.	
1.2	Maurice Harris beam will have to be Slid into place: <ul style="list-style-type: none"> • Is there enough space? (more land than thought is available) • Can services be avoided? • Temporary works requirements • Length of pre-cast ground beams – lifted or slewed? • Would require removal of masts in this area • Beams would be slewed from each side (additional temp works) • Design of sheet piles? Is this solution possible geotechnically? 	
1.3	How many/how long of a block of line(s) are required for the underpass option? MH indicated that the current programme shows <4ohrs BOL	
1.4	MH indicated that geotech information is still to come foundation load would be 100kPa (design criteria for insitu pad)	
1.5	PW raised questions re: how sheet piles are to be placed around OLE and to avoid OLE would lengthen ground beam.	
1.6	PW raised questions re: size of beams required and cranes required to place the beams: <ol style="list-style-type: none"> 1. Where could cranes be positioned 2. Size of cranes 2# >300t might be required for ground beam of 90t 3. Position of masts in relation to cranes and lifting 	
1.7	Agreed that to understand the implications of this option on constructability the location of the underpass had to be placed on a survey plan with all railway furniture and services.	
1.8	Sketch of MH solution (which was drawn on white board) given below. <ol style="list-style-type: none"> 1. Sheet piles to be sacrificial 2. Propping of sheet piles might be required 3. Top down construction used, with staged excavation and pier 	

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Our understanding of Maurice Harris solution

