

Outline Sequence of Work

STAGE 1

- Road closures and traffic management will be established by Principle Contractor
- Photographic condition survey will be carried out and recorded.
- Stockade fencing will be erected to the perimeter of the works to secure the area.
- Protection to highway, footpath and services will be laid

STAGE 2

- Excavators with pulverising attachment will remove spanning section of ramp, commencing with upper section to form a separation cut.
- Excavator will work progressively down the ramp removing the span section before commencing on columns.
- Debris will be civilised as works progressed to ensure overspill onto footpath and highway is minimised

STAGE 3

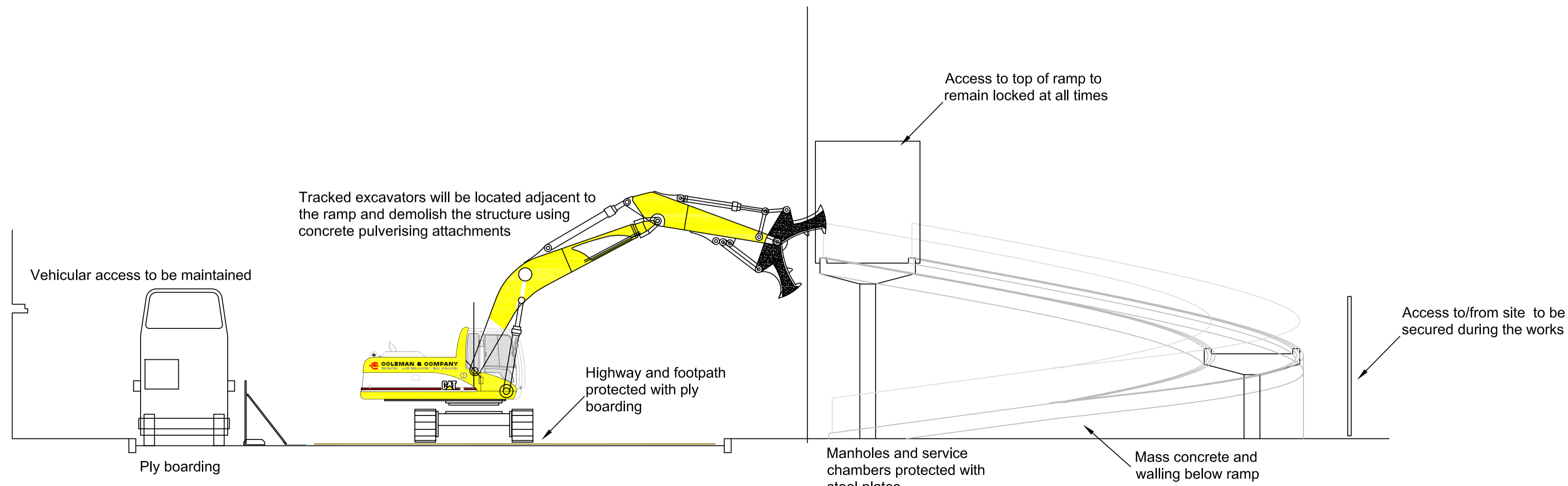
- Debris will be loaded into tipping wagons and removed from site.
- The lower section of the ramp will be removed with a smaller excavator working from within the site boundary.
- Columns removed to slab level. Final trimming up will be carried out after all mechanical demolition is complete and plant vacates area.
- Boundary can be reduced and highway opened if required.

STAGE 4

- The bottom section of the ramp will be investigated to establish the best method of removal.
- Localised opening up or core drilling may be required to confirm the construction - TBC
- Site cleared of all debris, highway and footpath protection material and boundary fencing
- Making good as required to base of columns and ramp
- Site signed off and handed back

ASSOCIATED DRAWINGS	
No.	FILE

NOTES	
1.	Survey Co-Ordinates and Levels from On-Centre Survey details
2.	Denotes Concourse / road level
3.	Denotes Basement / Platform level
4.	Denotes Sub-basement level
5.	Denotes footpath closure
6.	Denotes ramp to be removed
7.	Denoted solid Stockade fencing
8.	Banksmen to be located at the boundary and at pedestrian crossings
9.	Denotes Banksman
9.	Banksmen and Works Supervisor will be in radio communication
10.	Some areas have not been surveyed due to access restrictions and should be investigated further
11.	Footpath and highway protected using ply boarding. Manholes and services protected using steel road plates.
12.	Road gully's will be inspected before and after the works and sealed using polythene sheet during demolition.
13.	All traffic management controls and application by Network Rail



Typical Section Through Ramp

REV	DESCRIPTION	AUTH	DATE
B	Section and notes added	EWA	16.11.10
A	Excavators and site boundary added	EWA	11.11.10

AMENDMENTS

**Birmingham Gateway
NCP Car Park**

**Removal of
North Eastern external
ramp**

CLIENT
Network Rail

COLEMAN & COMPANY
DEMOLITION | LAND RECLAMATION | BULK EXCAVATION

Shady Lane, Great Barr, Birmingham, B44 9ER.
Tel: + 44 (0)121 325 2424, Fax: + 44 (0) 121 325 2425
www.coleman-co.com contracts@coleman-co.com

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E. Aslin	CHECKED BY