

Remington Historic Freight Depot Project



**PHASE ONE,
PART ONE:
PREPARING
THE NEW SITE
APRIL 2015**

Remington Historic Freight Depot



April 7, 2015
Work at the new site (next to the Remington Recycling Center) began. The building's four outside corners were surveyed and staked, and batter boards were set by the contractor. Silt fence was erected.



Freight Depot Site Preparation April 13, 2015

The blue-flagged stake marks the building corner, while the white-flagged stake (beyond the batter board) is a 10' offset.

Paint marks denote pier locations.






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A bobcat augers the holes for concrete piers which will support the building. Each 12" hole was drilled to four feet below grade.





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String lines mark pier alignment. Pier holes are drilled and loose dirt removed, and epoxy-coated rebar is braced at the center of each hole. Taft Construction Project Manager Matt Truschel wields the shovel as Architect James F. Tucker and Depot Project Manager Mary Root inspect the work.






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Years ago, the freight depot floor was raised to make it the same level as a train, so the depot has two foundations: one for the outer walls and one for the depot floor.

String lines mark the centerlines of the two foundation pier lines. Rebar is set at the center of each pier.





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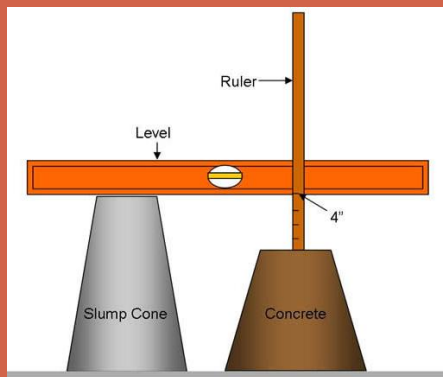
The concrete arrives,
and the inspector draws
some into a
wheelbarrow so it can
be tested.





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The concrete inspector fills the slump cone (behind bucket) to perform the slump test, which measures the consistency of the concrete in a specific batch.





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Each pier hole was filled with concrete, and a vibrator was used to remove air pockets.





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The pier concrete was smoothed at ground level, in preparation for the above-ground formwork to follow.

To be continued...

