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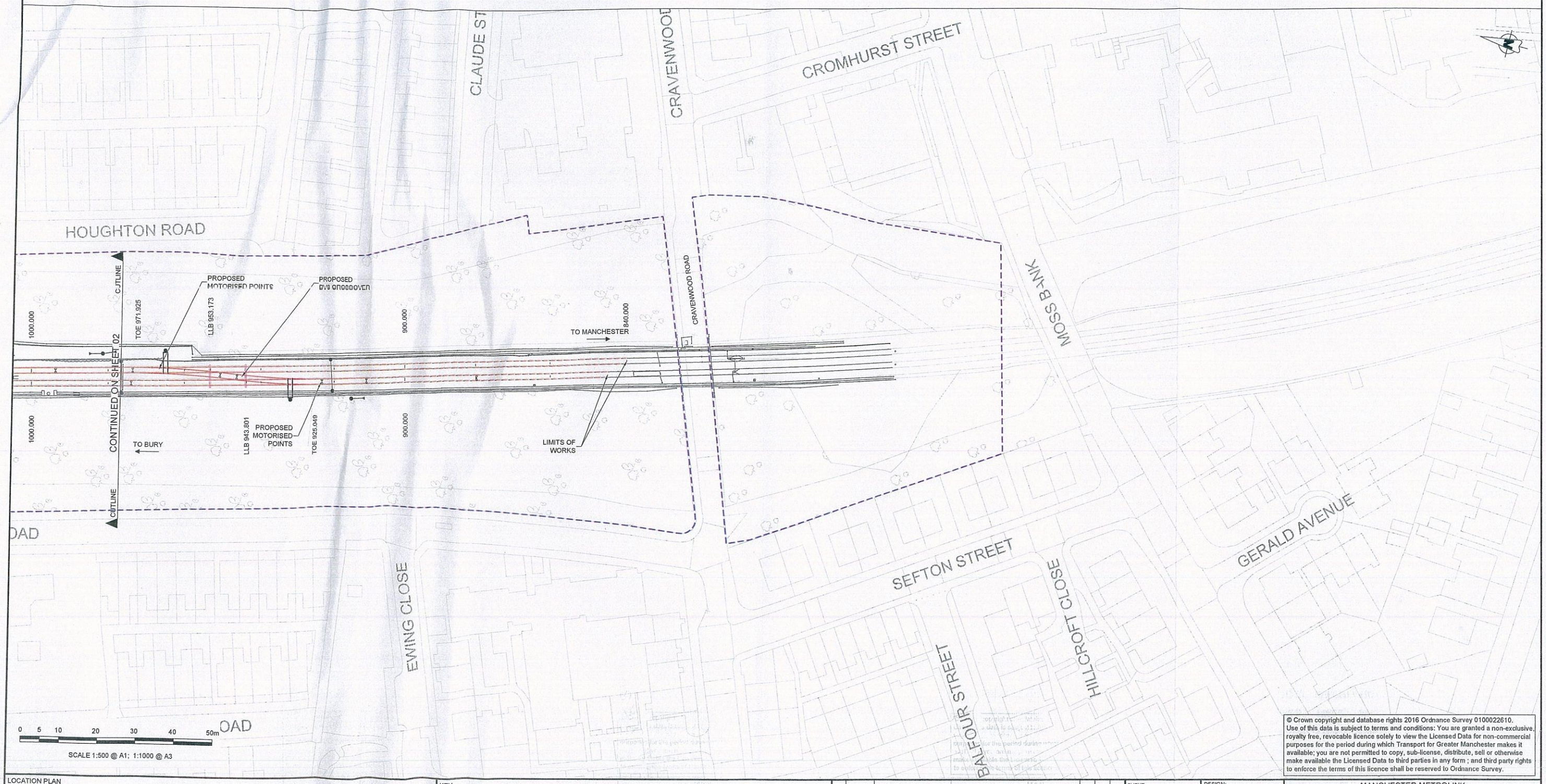
The designs relating to TMS equipment detailed on this drawing have been developed from information received from TMS but not endorsed by TfGM and as such is not warranted by MPT

NOTES:

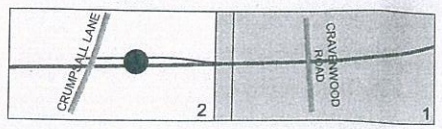
1. ALL DIMENSIONS ARE IN METRES, UNLESS NOTED OTHERWISE.
2. FOR VERTICAL PROFILE REFER TO DRAWINGS MPT3-CS1-01-PDE-620 - MPT3-CS1-02-PDE-620.
3. FOR TRACKWORK LAYOUT DRAWINGS REFER TO DRAWING MPT3-CS0-00-PDP-640
4. FOR DETAILS OF DKE CALCULATIONS REFER TO REPORT MPT3-TP0-00-PRP-601.

KEY:

- AREA OF PERMITTED DEVELOPMENT
- NEW TRACK
- SLUED EXISTING TRACK
- TRACK DRAINAGE
- RAMP DRAINAGE



LOCATION PLAN



KEY

FOR CONSTRUCTION

REV	DATE	DETAIL	MADE	CHKD	APPD
Q01	13/04/17	FOR CONSTRUCTION	JL	MS	ND

CLIENT: Transport for Greater Manchester

MPT Laing O'Rourke VolkerRail | Thales

DESIGN:	J SHERRATT
CAD:	J SHERRATT
CHK'D:	M STEWART
APP'D:	S PIMBLETT
SCALE:	1:500@A1, 1:1000@A3
DATE:	APRIL 2016

MANCHESTER METROLINK
TRAFFORD PARK LINE

TITLE:
CRUMPSALL STOP
GENERAL ARRANGEMENT
SHEET 1

DRG No: MPT3-CS1-01-ZDG-600

REV: Q01

cm | A1

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DRG Path: C:\prowork\agascom_eu\shernatt\[e0011988]\MPT3-CS1-01-ZDG-600.dwg User: shernatt Plot time: 11-04-17 @ 11:34am

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NOTES:

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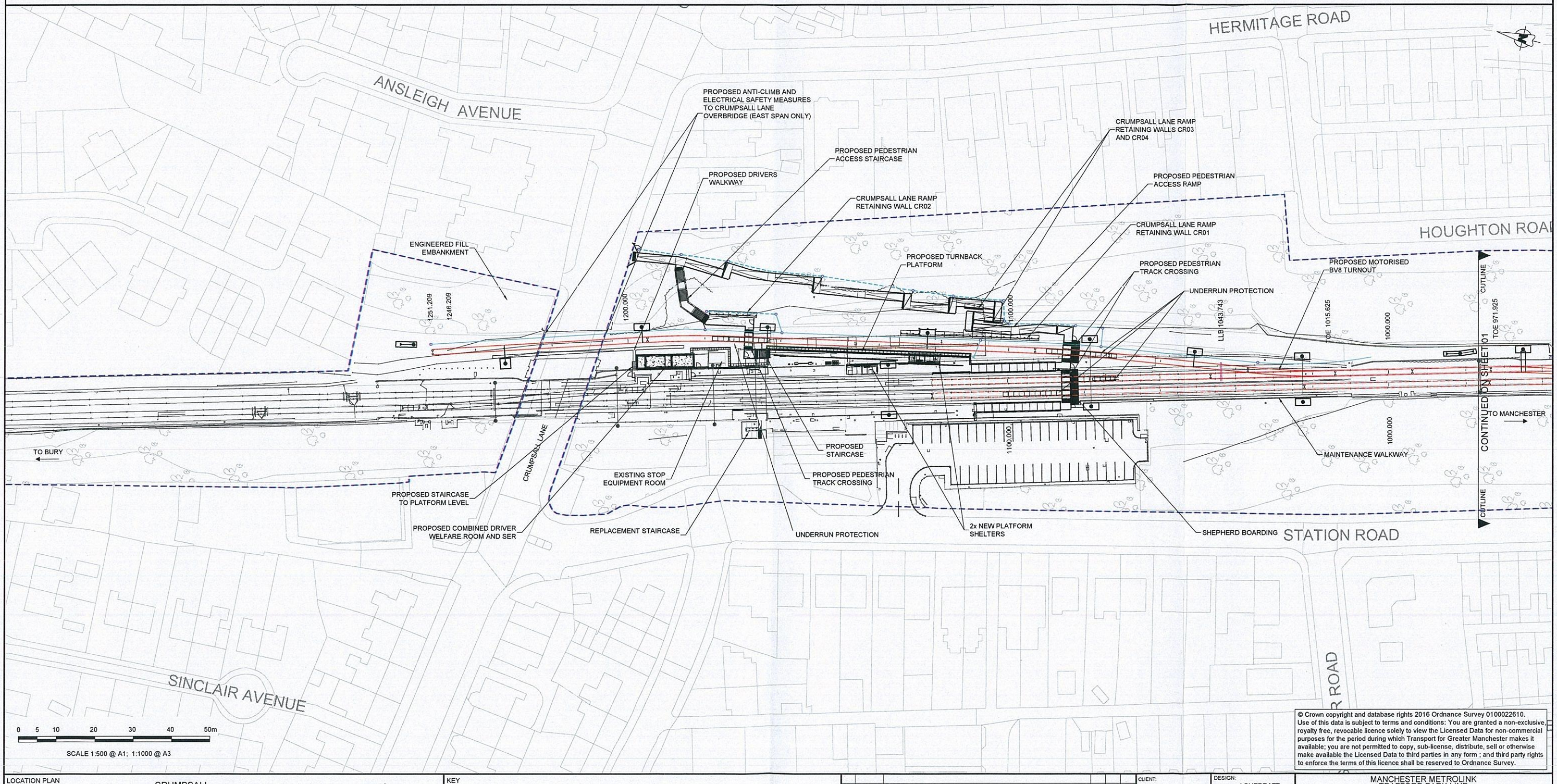
2. FOR VERTICAL PROFILE REFER TO DRAWINGS MPT3-CS1-01-PDE-620 - MPT3-CS1-02-PDE-620.
3. FOR TRACKWORK LAYOUT DRAWINGS REFER TO DRAWING MPT3-CS0-00-PDP-640
4. FOR DETAILS OF DKE CALCULATIONS REFER TO REPORT MPT3-TP0-00-PRP-601.

KEY:

- AREA OF PERMITTED DEVELOPMENT
- NEW TRACK
- SLUED EXISTING TRACK
- TRACK DRAINAGE
- RAMP DRAINAGE



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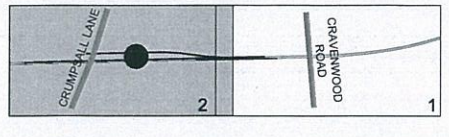
LOCATION PLAN



KEY

FOR CONSTRUCTION

REV	DATE	DETAIL	MADE	CHK'D	APP'D
Q01	13/04/17	FOR CONSTRUCTION	JL	MS	MW

CLIENT: Transport for Greater Manchester

MPT Laing O'Rourke Volker Rail | Thales

DESIGN:	J SHERRATT
CAD:	J SHERRATT
CHK'D:	M STEWART
APP'D:	S PIMBLETT
SCALE:	1:500@A1, 1:1000@A3
DATE:	APRIL 2016

MANCHESTER METROLINK
TRAFFORD PARK LINE

TITLE:
CRUMPSALL STOP
GENERAL ARRANGEMENT
SHEET 2

DRG No' MPT3-CS1-02-ZDG-601

REV: Q01

cm A1

DRG Path: C:\www\working\aecom_au\shemmat\jd0119868\MPT3-CS1-02-ZDG-600.dwg User: shemmat Plot time: 11-04-17 @ 11:48am

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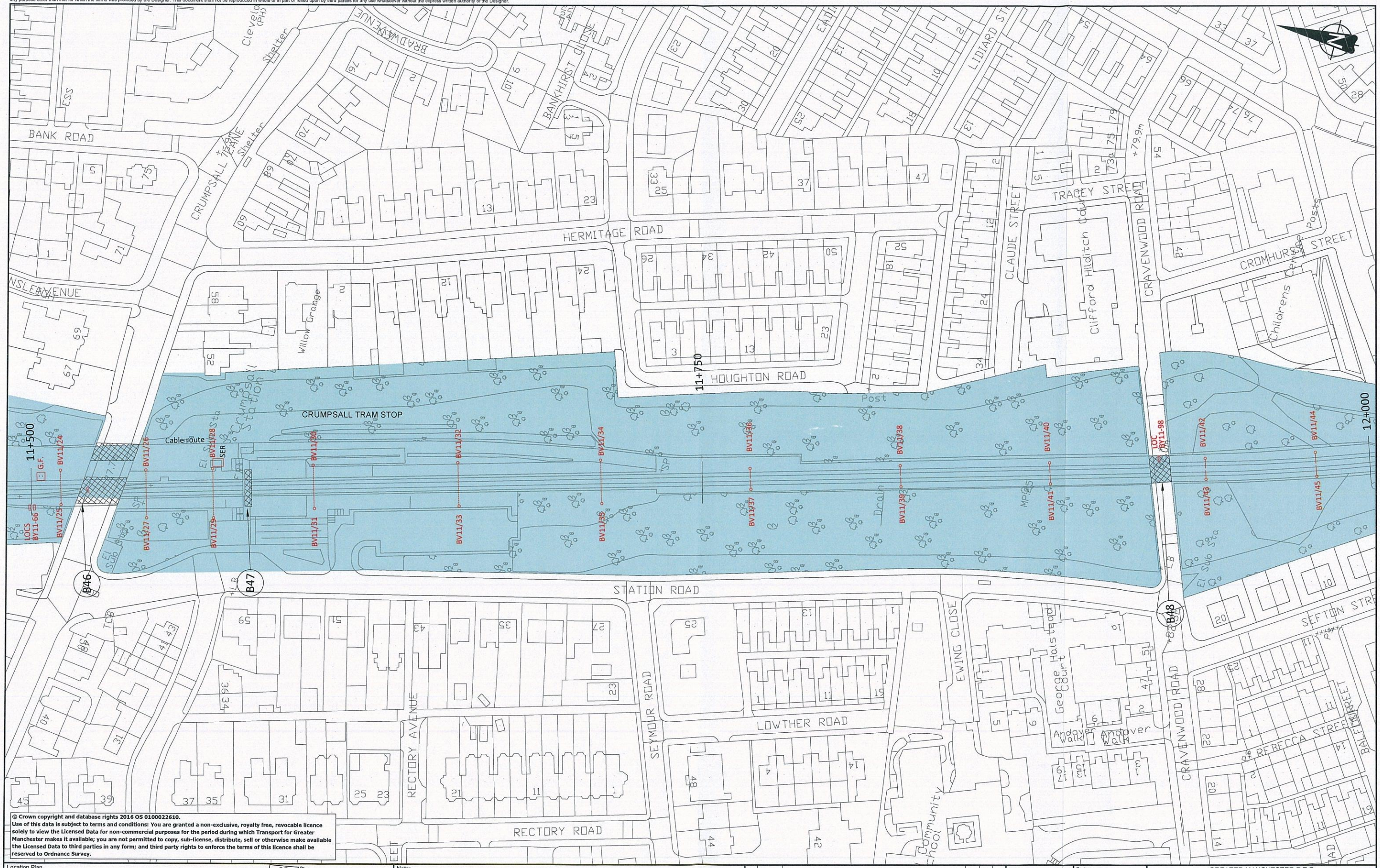

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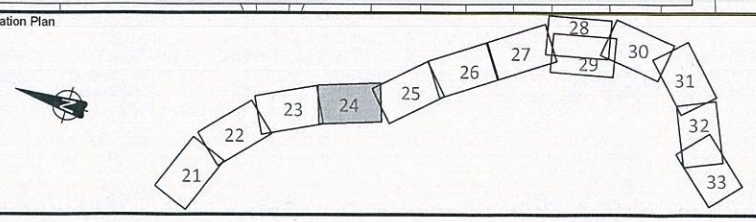
Location Plan



Note:

Rev	Date	Detail	Made	Chk'd	Appr'd
Z02	01.03.17	OLE ANNOTATION UPDATED	DO	MH	MH
Z01	01.11.16	UPDATED IN LINE WITH OUTLIER REVIEW	DO	MH	MH

Client: Transport for Greater Manchester

Design:	DO
CAD:	DO
Chk'd:	MH
App'd:	MH
Scale:	NTS
Date:	01.11.2016

GREATER MANCHESTER P.T.E
METROLINK PHASE 1

Title:
Metrolink Licence Plan
Bury Line
Sheet 24 of 33

Drg No' MMLK-BRL-24-PDP-420

Rev: Z02

cm A1

DRG Path: G:\PROJECTS (PROJ)\METROLINK LAND\AutoCAD\Bury Line\03 - Sheets\MMLK-BRL-24-PDP-420.DWG Liser: ogradyd Plot time: 03-03-17 @ 12:04pm

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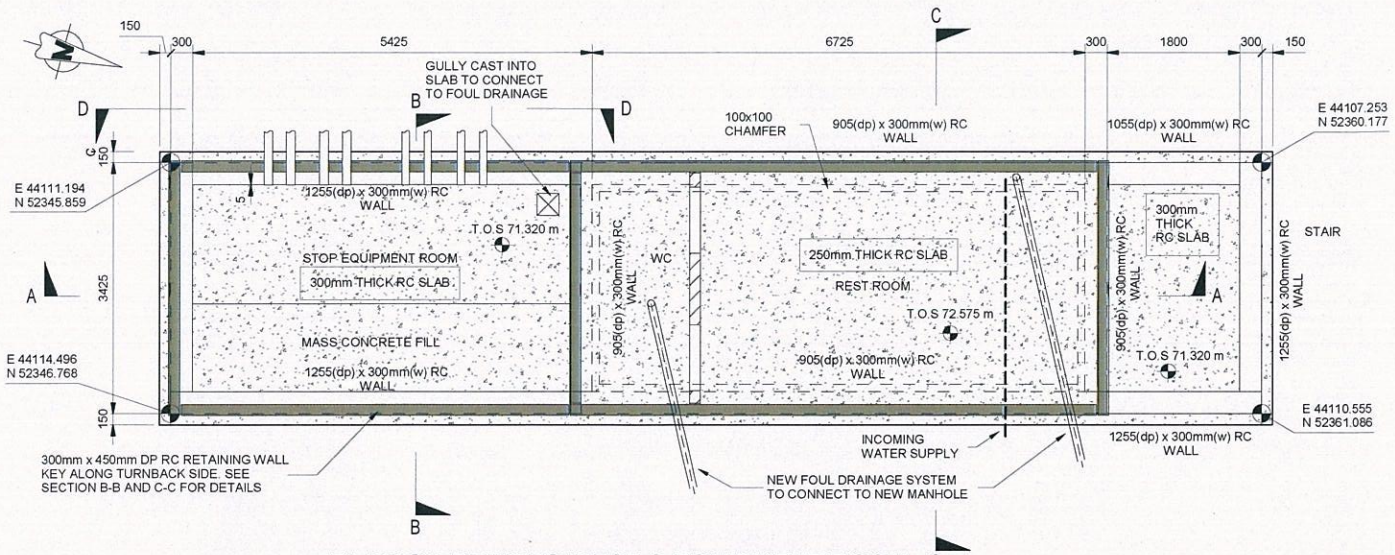
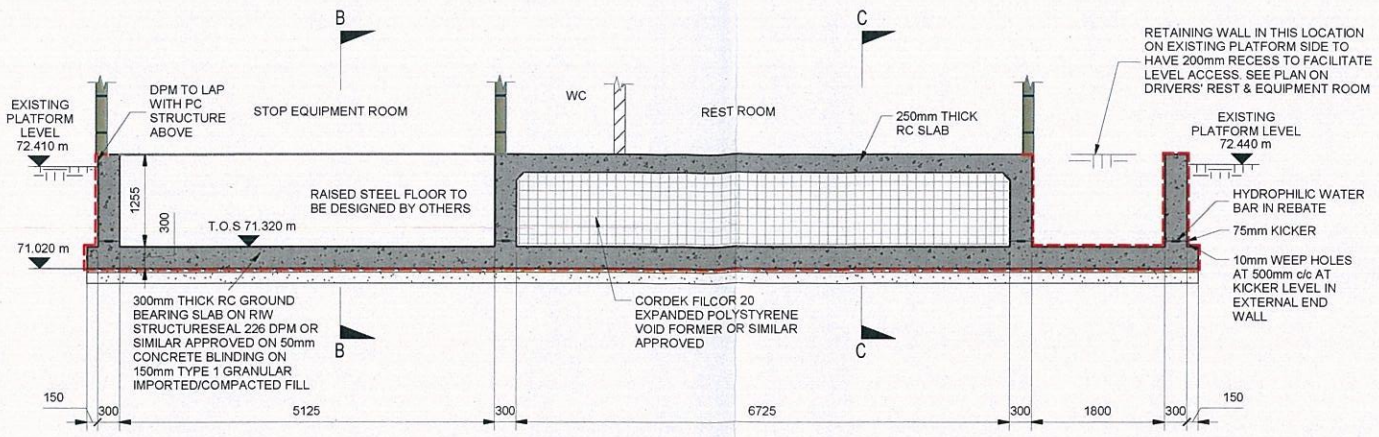


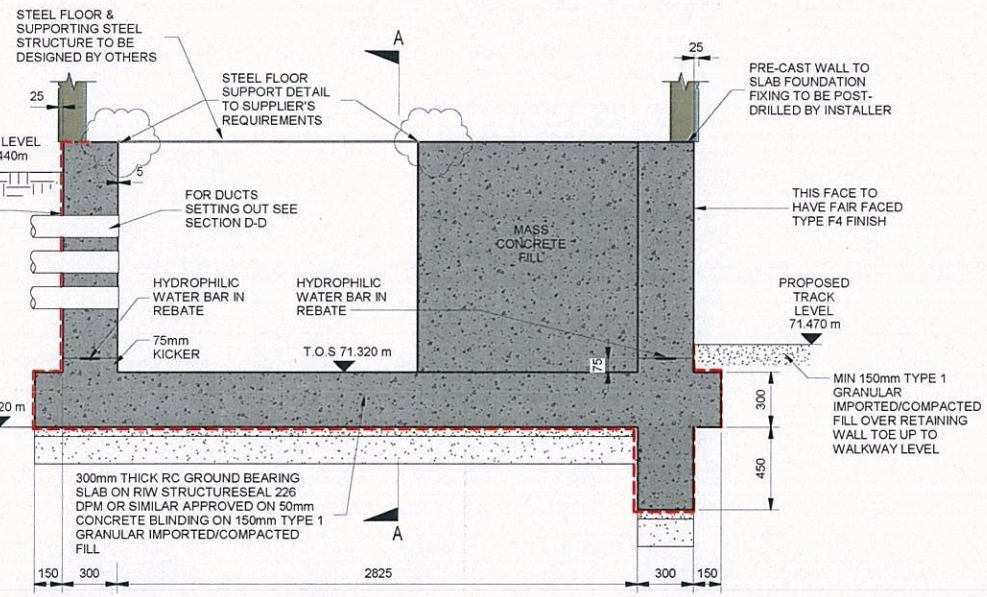
PLAN ON DRIVERS' REST & EQUIPMENT ROOM

SCALE 1 : 50



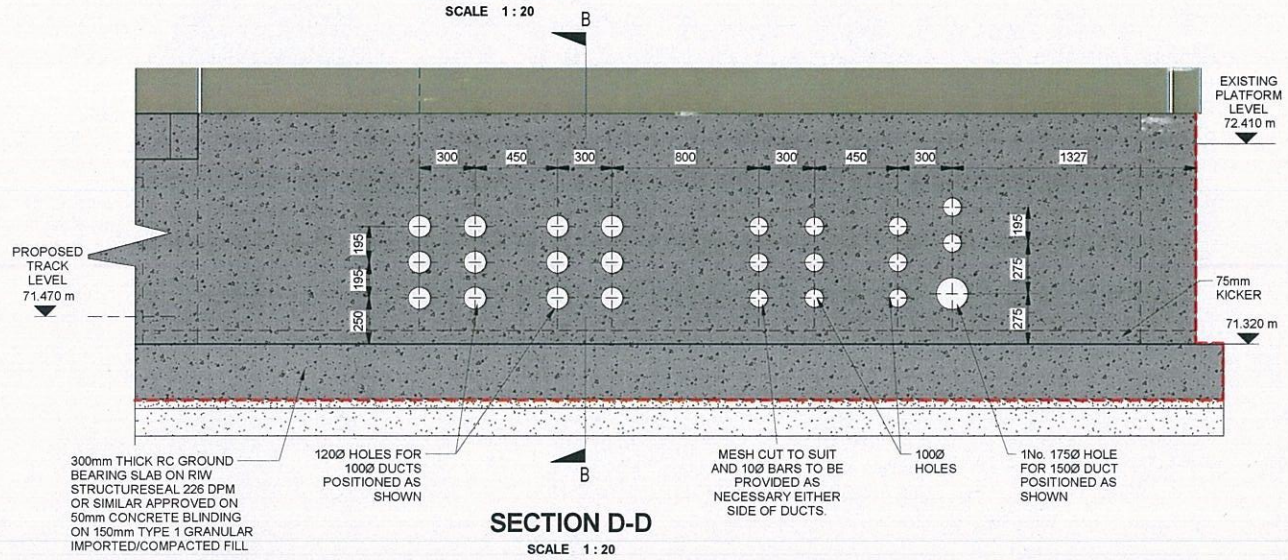
SECTION A-A

SCALE 1 : 50



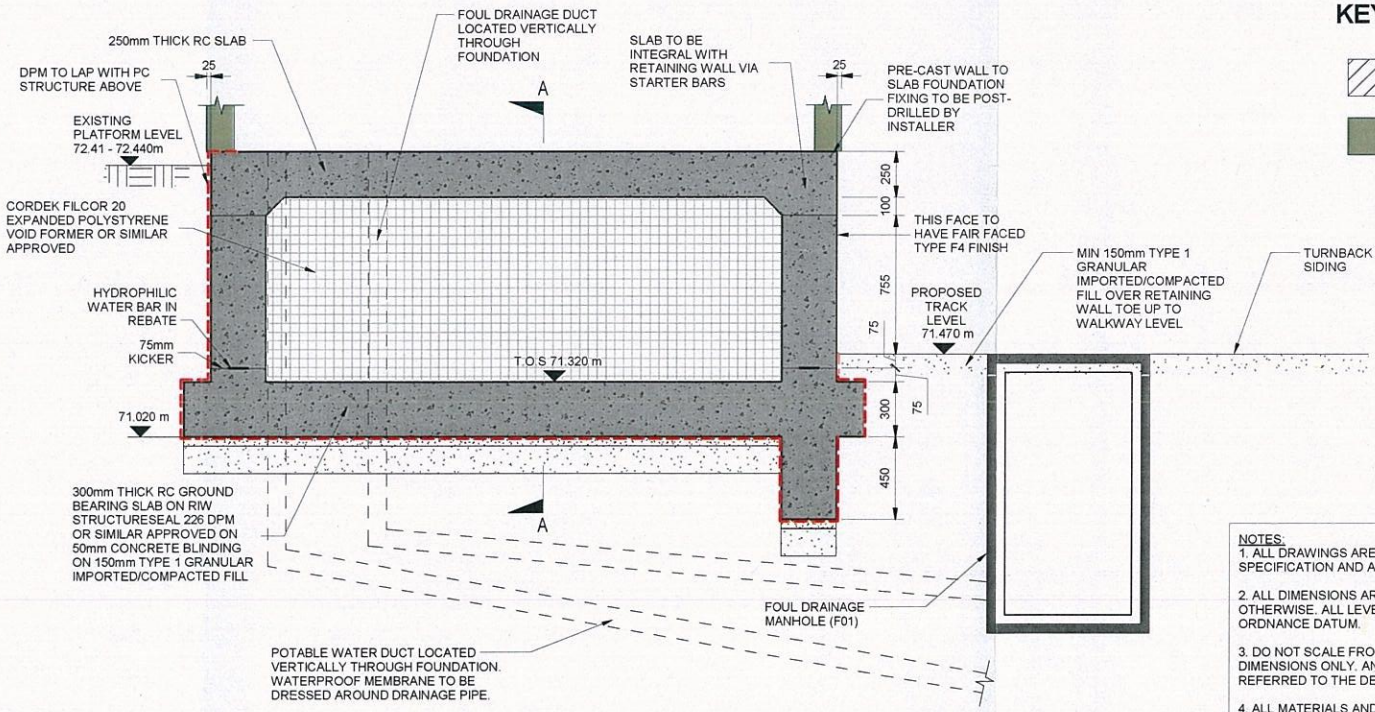
SECTION B-B

SCALE 1 : 20



SECTION D-D

SCALE 1 : 20



SECTION C-C

SCALE 1 : 20

KEY FOR WALL TYPES

DENOTES 140mm BLOCKWORK WALL

DENOTES 150mm PRECAST CONCRETE PANELS DESIGNED BY OTHERS

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION - RESIDUAL HAZARD ASSESSMENT

LOCATION	RESIDUAL HAZARD	SITE MEASURES TO ADDRESS HAZARD
CONSTRUCTION		
THROUGHOUT SITE	PRESENCE OF GROUND GAS, ASBESTOS, BURIED SERVICES AND INVASIVE SPECIES	REFER TO MAIN HERRF DOCUMENT MPT3-CS0-00-SRG-601 FOR SPECIFIC DETAILS AND CONTROL MEASURE REQUIRED
DRIVERS' WELFARE ROOM / STOP EQUIPMENT ROOM	FOUNDATION MOVEMENT / SLIPPAGE	BEFORE APPLYING LATERAL EARTH PRESSURE TO THE RETAINING WALL ON THE EXISTING PLATFORM SIDE, THE RETAINING WALL KEY ON THE TURNBACK SIDE MUST BE FULLY CONSTRUCTED. CARE SHOULD BE TAKEN TO NOT UNDERMINE THIS FOUNDATION DURING ANY ADJACENT EXCAVATIONS IN THE FUTURE
OPERATION/MAINTENANCE		
	NONE IDENTIFIED	
DECOMMISSIONING / DEMOLITION		
	NONE IDENTIFIED	
IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT		

NOTES:
1. ALL DRAWINGS ARE TO BE READ IN CONJUCTION WITH THE SPECIFICATION AND ALL RELEVANT OTHER DRAWINGS.

2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE. ALL LEVELS ARE IN METRES AND RELATE TO ORDNANCE DATUM.

3. DO NOT SCALE FROM DRAWING. WORK TO FIGURED DIMENSIONS ONLY. ANY DISCREPANCY IN DIMENSIONS ARE TO BE REFERRED TO THE DESIGNER.

4. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE SPECIFICATION.

5. FOUNDATIONS TO BE GRADE C40/50 CONCRETE;

REFER TO MIX B2 IN CONCRETE SPECIFICATION MPT3-TP0-00-PSP-617 SERIES 1700a FOR MIX DESIGN.

COVER TO REINFORCEMENT = 55 + DC

DC = 10mm (CAST AGAINST FORMWORK)
DC = 15mm (CAST AGAINST BLINDING)
DC = 50 (CAST AGAINST SOIL)

6. BLINDING CONCRETE TO BE MIX REF. ST2.

7. CLASSES OF CONCRETE FINISH SHALL BE AS FOLLOWS:
EXPOSED FACES - CLASS F4/U3
BURIED / HIDDEN PLACES - CLASS F1/U2.

8. ALL EXPOSED ARRISES TO HAVE 25x25mm CHAMFERS.

9. PRECAST CONCRETE SUPERSTRUCTURE TO BE DESIGNED BY OTHERS.

10. EXPOSED IN-SITU CONCRETE WALL FACES TO HAVE A FAIR FACED FINISH.

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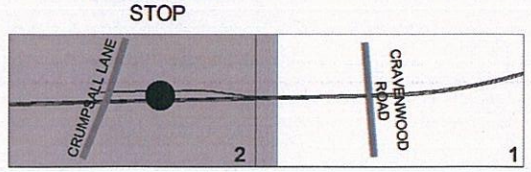
LOCATION PLAN

CRUMPSALL STOP



ISSUED FOR CONSTRUCTION

REV	DATE	DETAIL	MADE	CHK'D	APP'D
Q01	13/04/17	ISSUED FOR CONSTRUCTION	BW	ND	MW

CLIENT: Transport for Greater Manchester

MPT Laing O'Rourke Volker Rail | Thales

DESIGN:	JH
CAD:	BW
CHK'D:	ND
APP'D:	MW
SCALE:	1:50
DATE:	23/09/2016

MANCHESTER METROLINK
TRAFFORD PARK LINE

TITLE: CRUMPSALL STOP
DWR / SER
FOUNDATION GA

DRG No: MPT3 -CS0 -00 -WDG- 603

REV: Q01

cm

A1

P:\Stibb\Manolins work\Crumpsall stop\drawings\MODELS\Welfare Room 601.rvt

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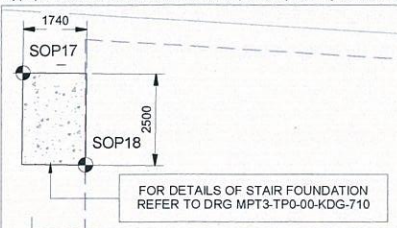
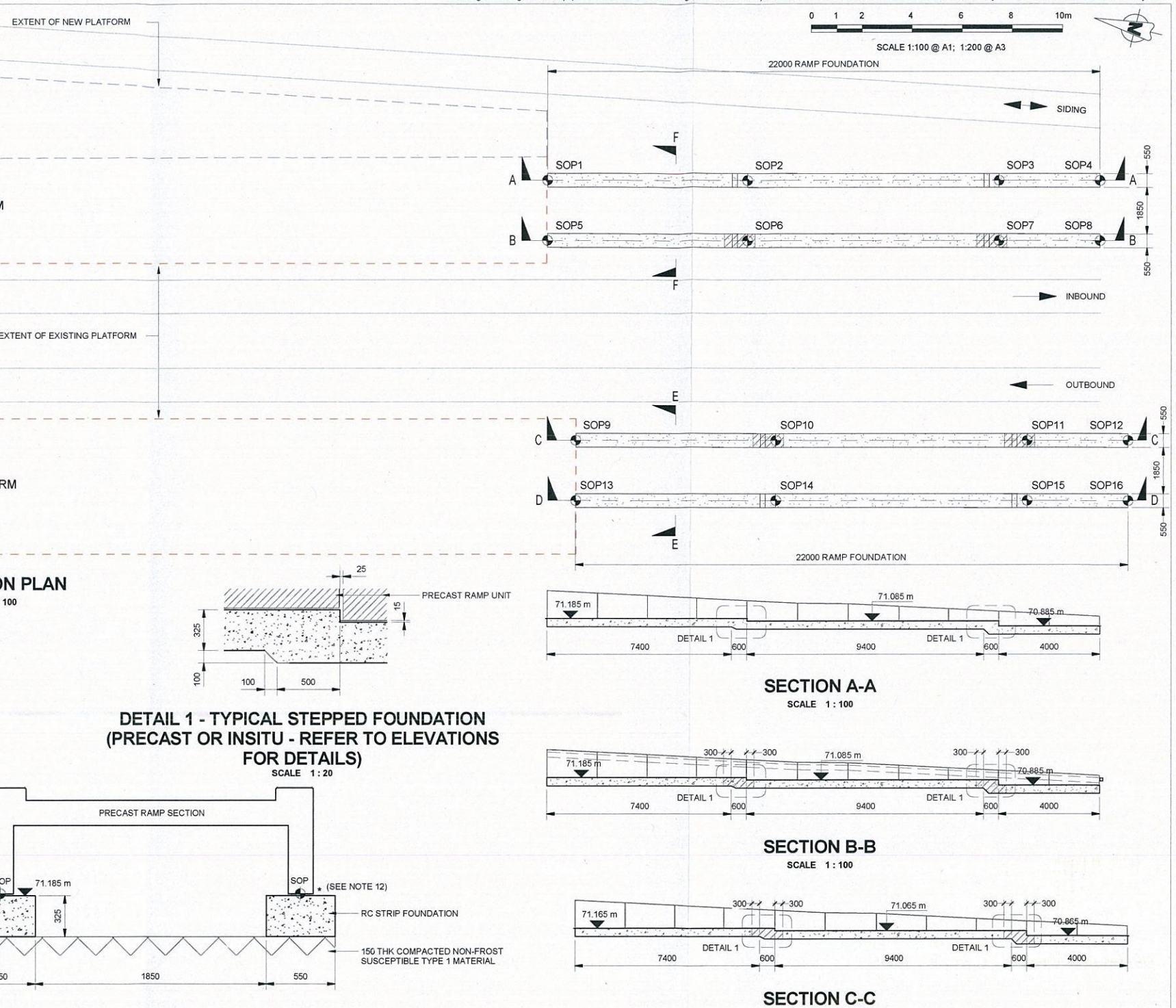




SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION - RESIDUAL HAZARD ASSESSMENT

LOCATION	RESIDUAL HAZARD	SITE MEASURES TO ADDRESS HAZARD
CONSTRUCTION		
THROUGHOUT SITE	PRESENCE OF GROUND GAS, ASBESTOS, BURIED SERVICES AND INVASIVE SPECIES	REFER TO HERRF DOCUMENT MPT3-CS0-00-SRG-601 FOR SPECIFIC DETAILS AND CONTROL MEASURES REQUIRED
EXISTING CAR PARK RETAINING WALL	REMOVAL OF SECTIONS OF THE REDUNDANT PLATFORM ADJACENT TO THE CAR PARK RETAINING WALL, RESULTING IN COLLAPSE OF THE WALL	CONTRACTOR TO INFORM CONSTRUCTION STAFF NOT TO REMOVE ANY MATERIAL ON THE RETAINING WALL SIDE OF THE EXISTING SHEET PILE WALL
PRECAST RAMP UNITS	POTENTIAL TO UNDERMINE EXISTING MAIN LINE TRACK DURING CONSTRUCTION OF RAMP FOUNDATIONS, LEADING TO TRACK FAILURE.	RESIDUAL RISK OF UNDERMINING STRUCTURE TO BE MANAGED THROUGH APPROPRIATE TEMPORARY WORKS. METROLINK OPERATOR HANDBACK PROCEDURE TO BE FOLLOWED ON REOPENING OF LINE TO TRAFFIC.
OPERATION / MAINTENANCE		
NONE IDENTIFIED		
DECOMMISSIONING / DEMOLITION		
REMOVAL OF RAMP FOUNDATIONS	POTENTIAL TO DESTABALISE OR UNDERMINE CAR PARK RETAINING WALL.	DEMOLITION CONTRACTOR NOT TO REMOVE ANY MATERIAL ON THE RETAINING WALL SIDE OF THE EXISTING SHEET PILE WALL.
IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT. DOCUMENT REFERENCE OF THE HERRF: MPT3-CS0-00-SRG-601.		

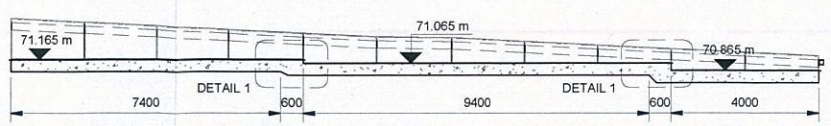
FOUNDATION PLAN
SCALE 1 : 100

DETAIL 1 - TYPICAL STEPPED FOUNDATION (PRECAST OR INSITU - REFER TO ELEVATIONS FOR DETAILS)
SCALE 1 : 20

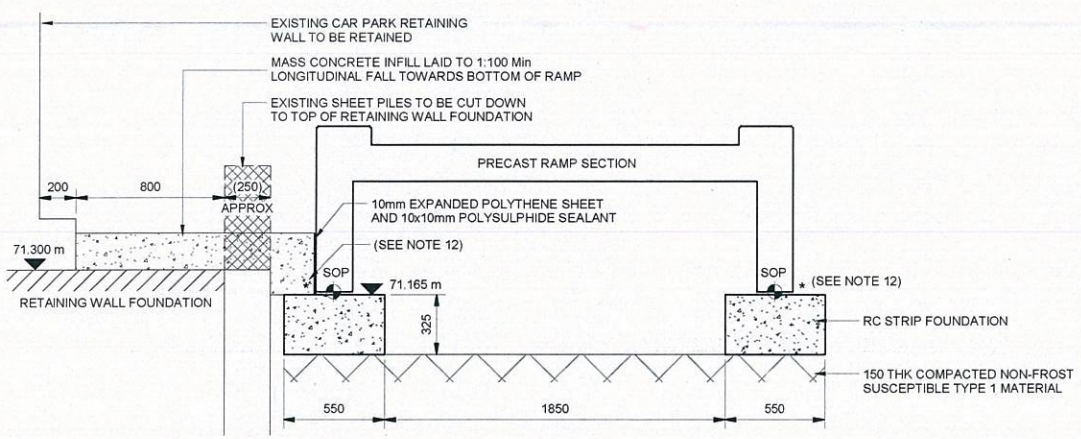
SECTION A-A
SCALE 1 : 100

SECTION B-B
SCALE 1 : 100

SECTION C-C
SCALE 1 : 100



SECTION D-D
SCALE 1 : 100



SECTION E-E THRU OUTBOUND RAMP FOUNDATION
SCALE 1 : 20

SECTION F-F THRU INBOUND RAMP FOUNDATION
SCALE 1 : 20

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE
2. COORDINATES ARE TO PROJECT GRID
3. LEVELS ARE IN METRES ABOVE ORDNANCE DATUM
4. CONCRETE TO BE MIX REF B1 IN ACCORDANCE WITH CONCRETE SPECIFICATION MPT3-TP0-00-PSP-617
5. CONCRETE FINISHES: FORMED BURIED SURFACES – F1
   UNFORMED BURIED SURFACES – U1
   ABOVE GROUND SURFACE – F3/U3
6. ALL BURIED CONCRETE SURFACES SHALL BE PAINTED WITH 2 COATS OF CUT BACK BITUMEN IN ACCORDANCE WITH CLAUSE 2004 OF THE SPECIFICATION MPT3-TP0-00-ZSP-604
7. LEVELS GIVEN AT SOPs ARE TO TOP OF CONCRETE
8. COMPACTED TYPE 1 MATERIAL BELOW FOUNDATIONS CAN BE OMITTED SUBJECT TO SUITABLE BEARING STRATA. FORMATION TO BE INSPECTED BY AN EXPERIENCED GEOTECHNICAL ENGINEER PRIOR TO CONSTRUCTION.
9. ANY LOOSE, SOFT OR OTHERWISE DELETERIOUS MATERIAL TO BE REMOVED AND REPLACED WITH COMPACTED 6N/6P. REFER TO GEOTECHNICAL REPORTS FOR FURTHER INFORMATION.
10. CONSTRUCTION TOLERANCE ±10mm ON PLAN & LEVELS.
11. FOR REINFORCEMENT DETAILS REFER TO MPT3-CS1-02-KDG-681
12. 15mm FOSROC COMBEXTRA GP GROUT OR EQUIVALENT WITH PLASTIC SHIMS BETWEEN PLATFORM / RAMP LEGS AND FOUNDATION TO ALLOW FOR LEVEL ADJUSTMENT WHEN PLACING PRECAST UNITS INDICATED THUS *

FOUNDATION SETTING OUT DETAILS

INBOUND RAMP				OUTBOUND RAMP			
SETTING OUT POINT	EASTINGS	NORTHINGS	LEVELS	SETTING OUT POINT	EASTINGS	NORTHINGS	LEVELS
1	44129.938	52275.341	71.185	9	44120.261	52271.479	71.165
2	44132.084	52267.635	71.185	10	44122.407	52263.772	71.165
3	44134.766	52258.001	71.085	11	44125.089	52254.138	71.065
4	44135.839	52254.148	70.885	12	44126.162	52250.285	70.865
5	44127.626	52274.698	71.185	13	44117.949	52270.835	71.165
6	44129.772	52266.991	71.185	14	44120.095	52263.128	71.165
7	44132.454	52257.357	71.085	15	44122.777	52253.495	71.065
8	44133.527	52253.504	70.885	16	44123.850	52249.641	70.865

FOUNDATION KEY:
- INSITU CONCRETE
- PRECAST CONCRETE

FOUNDATION SETTING OUT DETAILS

OUTBOUND RAMP			
SETTING OUT POINT	EASTINGS	NORTHINGS	LEVELS
17	44119.990	52330.332	71.340
18	44118.026	52328.004	71.340

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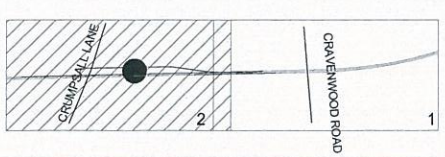
LOCATION PLAN

CRUMPSALL STOP



KEY

FOR CONSTRUCTION

REV	DATE	DETAIL	MADE	CHK'D	APP'D
Q01	13/04/17	ISSUED FOR CONSTRUCTION	JB	NB	ND

CLIENT: Transport for Greater Manchester

MPT Laing O'Rourke Volker Rail I Thales

DESIGN:	ZJ
CAD:	PF
CHK'D:	NB
APP'D:	ND
SCALE:	AS SHOWN
DATE:	21/09/2016

MANCHESTER METROLINK
TRAFFORD PARK LINE

TITLE:
CRUMPSALL STOP
PRECAST RAMP FOUNDATION
GENERAL ARRAGEMENT

DRG No' MPT3 -CS1- 02- K DG- 680

REV: Q01

A1

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