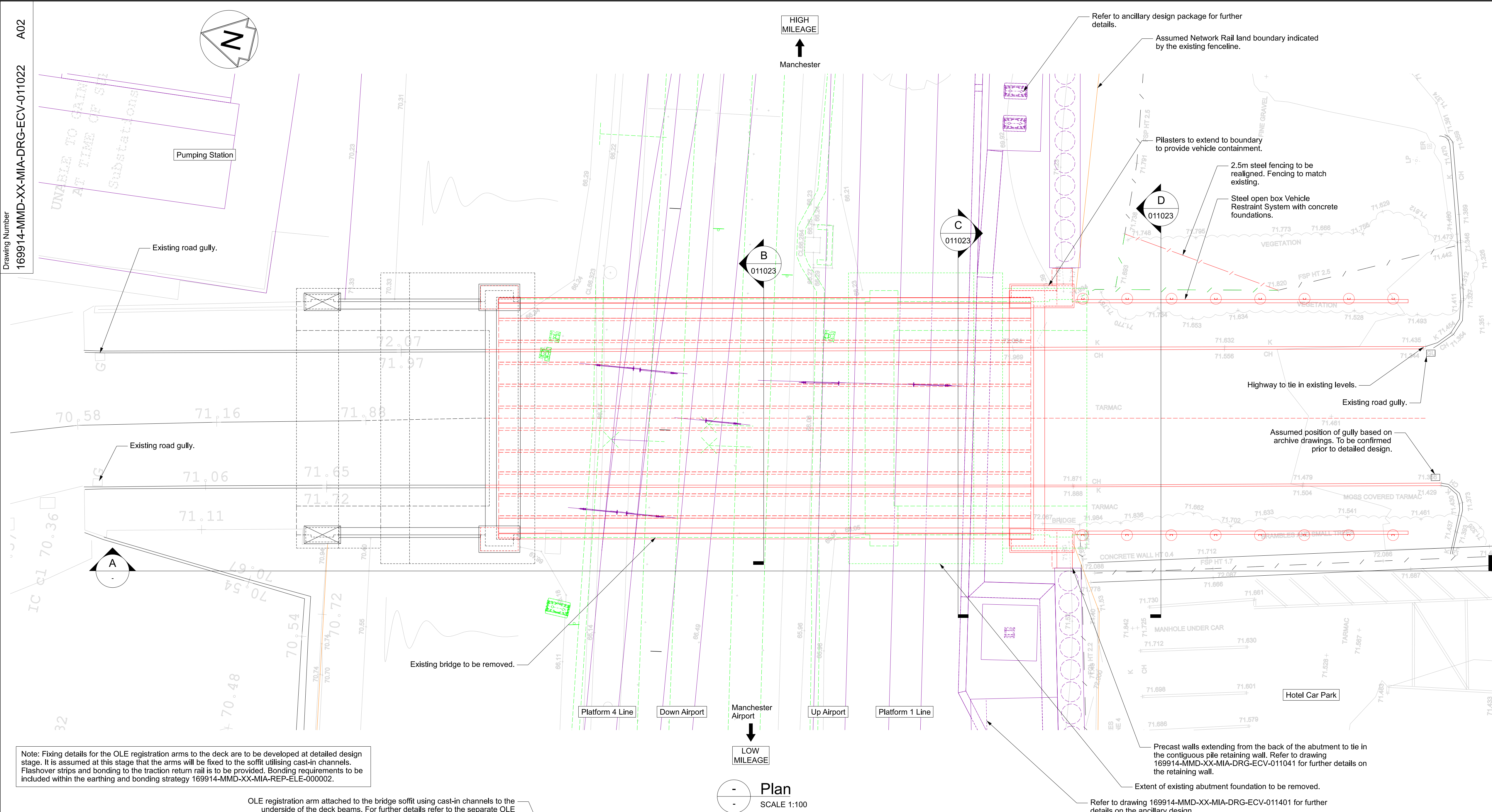




Note: Fixing details for the OLE registration arms to the deck are to be developed at detailed design stage. It is assumed at this stage that the arms will be fixed to the soffit utilising cast-in channels. Flashover strips and bonding to the traction return rail is to be provided. Bonding requirements to be included within the earthing and bonding strategy 169914-MMD-XX-MIA-REP-ELE-000002.

OLE registration arm attached to the bridge soffit using cast-in channels to the underside of the deck beams. For further details refer to the separate OLE submission and drawing 169914-MMD-XX-MIA-DRG-EOH-011103.

Existing pilaster to be amended to accommodate a higher deck parapet.

Elastomeric strip bearing to both abutments. Bearing to be positioned centrally to the abutment to minimise eccentric loading.

The existing north abutment, cill unit, wingwalls and foundations are to be reused as part of the new structure.

Highway alignment to match existing to the north side of the deck to minimise impact to existing infrastructure.

Existing deck top of coper. —

Note: The construction of the parapet may change following discussion with Network Rail and stakeholders.

Extent of existing abutment foundation to be removed.

ing 169914-MMD-XX-MIA-DRG-ECV-011401 for further ancillary design.

weathering steel facade plate to the external face of the parapet.

Brickwork pilaster and coping unit to match existing on the north end of the bridge.

The south end of the deck is to be anchored into the proposed abutment.

— Precast walls extending from the back of the abutment to tie in the contiguous pile retaining wall. To be formed of a modular precast concrete units. Refer to

drawing 169914-MMD-XX-MIA-DRG-ECV-011041 for further details on the retaining wall.

Top of kerbline

Indicative position of temporary sheet pile to facilitate demolition of existing substructures and

Precast concrete cill unit

Extent of the existing structure wingwall to be removed.

Precast concrete modular abutment shells anchored into the pilecap. Lift-weight to be managed to align with contractor lifting methodology.

13
2800
found

Proposed track support zone. It is anticipated that the pilecap will be installed prior to the proposed track.

— 450mmØ concrete bored piles.

Safety, Health and Environmental Information
For Safety and Health information please refer to
Project CSM Hazard Record
169914-MMD-XX-MIA-DRA-ECV-011021

 **Plan**
SCALE 1:100

Elevation
SCALE 1:100

Legend/Notes

1. All dimensions are in millimetres unless stated otherwise.
2. All levels in metres above Ordnance Datum, unless stated otherwise.
3. Do not scale from this drawing.
4. This drawing should be read in conjunction with the following documents:

MIA/2 Car Park Overbridge Option Selection Report
'169914-MMD-XX-MIA-REP-ECV-000003'.

MIA/2 Car Park Form A Report
'169914-MMD-XX-MIA-FOA-ECV-000002'.
5. This drawing is based on the following documents provided by Network Rail and Manchester Airport Group. Mott MacDonald accept no liability for the correctness of this information.

Ground & Structural Site Investigation Factual Report by Bridgeway dated October 2022;
Topographical Survey by Bridgeways dated August 2022;
Visual Examination Report for CGJ/7/21 dated May 2021;
Detailed Examination Report for CGJ/7/21 by Arney dated November 2018.
Various Buried services data provided by MAG.
6. Normal weight concrete with a minimum grade of C50/60 should be used for the main deck, in accordance with BS 206:2013, BS EN 8500-1:2019 and BS EN 8500-2:2019.
7. For structural concrete: Grade B500B conforming to BS4449:2005.
Yield strength 500N/mm²
For prestressing strands: Grade Y1860S7 conforming to BS5896:2012.
Tensile Strength 1860N/mm²
8. Bridge Strike Signage should be provided in accordance with the requirements of NR/GN/CIV/202.

Colour Key:

Black	Indicates existing or unchanged assets.
Green	Redundant or To Be Removed
Red	New or Additional Assets
Blue	To Be Modified
Purple	Works by others
Orange	Existing Network Rail boundary
Cyan	Existing Services

Model Reference List					
Model Title		Model Reference	Revision		
MIA/2 - Form A		169914-MMD-XX-MIA-MOD-ECV-013021	A01		
Ancillary Civils		169914-MMD-XX-MIA-MOD-ECV-013041	A01		
MIA - 3D Track Layout		169914-MMD-XX-MIA-MOD-ETR-013001	A01		
Signalling		169914-MMD-XX-MIA-MOD-ESG-013001	A01		
OCS		169914-MMD-XX-MIA-MOD-EOH-012101	A01		
Platforms		169914-MMD-XX-MIA-MOD-ECV-013011	A01		
Telecoms		169914-MMD-XX-MIA-MOD-ETL-012001	A01		
M&E Plant		169914-MMD-XX-MIA-MOD-EPT-014001	A01		
P02	25/04/23	Form A Submission	AM	IC	MM
A01	11/07/23	Form A Submission	AM	IC	MM
P03	19/07/23	Updated to DRN Comments	AM	IC	MM
A02	22/11/23	Updated to DRN Comments	AM	IC	MM
Rev	Date	Description of Revisions	Drawn	Chkd	Appr
Status					Suitability
Fit for Contractor Design					D3



Authorised	C.Williams	Signed Electronically Signed	Date 2023/11/22
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Mott MacDonald Ltd

Location				MANCHESTER INTERNATIONAL AIRPORT RAIL LINK			
Type		Drawing		Sub-type			
Role		Civil Engineering		Sub-Role		Civils	
Zone							
Phasing				Project Stage			
District							

North West and Central

Contract No.
169914

Contract Title
Manchester Airport Platform Remodel

Drawing Title

MIA/2 Road Overbridge
Proposed General Arrangement
1 of 2

Designed	A.McKiernan	Signed <u>Electronically Signed</u>	Date 19/07/23
Drawn	A.McKiernan	Signed <u>Electronically Signed</u>	Date 19/07/23
Checked	I.Crook	Signed <u>Electronically Signed</u>	Date 19/07/23
Approved	M.McAnulty	Signed <u>Electronically Signed</u>	Date 19/07/23
Scale(s)	ELR & Mileage		
As Shown	0	to	1.1017

Drawing Number	Revision
169914-MMD-XX-MIA-DRG-ECV-011022	A02