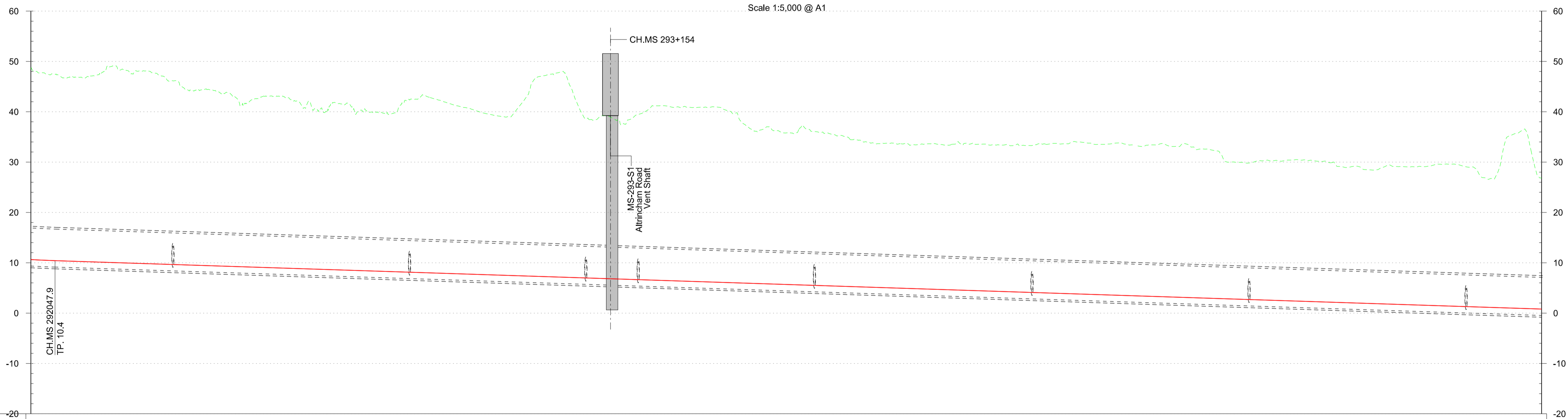


Plan  
Scale 1:5,000 @ A1



Route Element ID	MS-290-L2 Manchester Tunnel																																																													
Chainage	MS 292+000	MS 292+100	MS 292+200	MS 292+300	MS 292+400	MS 292+500	MS 292+600	MS 292+700	MS 292+800	MS 292+900	MS 293+000	MS 293+100	MS 293+200	MS 293+300	MS 293+400	MS 293+500	MS 293+600	MS 293+700	MS 293+800	MS 293+900	MS 294+000	MS 294+100	MS 294+200	MS 294+300	MS 294+400	MS 294+500	MS 294+600	MS 294+700	MS 294+800	MS 294+900	MS 295+000																															
Horizontal Alignment	L=115.0 SSMS 292054.1		L=190.0		MS 292244.1		R=4663.8 L=1306.3		L=5316.3 G=-0.326%		SSMS 293404.4		L=190.0		L=190.0		SSMS 293404.4		R=4675.7 L=2711.2																																											
Vertical Alignment	L=402.2 R=18500.0																																																													
Existing Level	48.6	47.5	46.9	48.7	47.6	47.6	45.0	44.4	43.2	42.6	43.1	41.9	41.8	40.0	39.7	39.0	46.5	47.8	38.6	39.0	39.2	41.2	41.0	40.9	39.8	36.4	35.6	36.1	35.2	34.3	39.7	33.3	33.6	33.4	33.3	33.3	32.3	29.9	28.5	30.3	30.4	30.2	30.2	29.1	29.1	28.6	28.5	29.1	28.8	25.7	1.0	35.7	26.9									
Proposed Level	10.6	10.4	10.2	10.1	9.9	9.8	9.6	9.4	9.3	9.1	8.9	8.8	8.6	8.5	8.3	8.1	8.0	7.8	7.6	7.5	7.3	7.2	7.0	6.8	6.7	6.5	6.3	6.2	6.0	5.9	5.7	5.5	5.4	5.2	5.0	4.9	4.7	4.6	4.4	4.2	4.1	3.9	3.7	3.6	3.4	3.2	3.1	2.9	2.8	2.6	2.4	2.3	2.1	1.9	1.8	1.6	1.5	1.3	1.1	0.8	0.8	26.9
Cut and Fill	-38.0	-37.1	-36.7	-38.6	-37.7	-37.8	-35.4	-35.0	-33.9	-33.5	-34.2	-33.1	-33.2	-31.5	-31.4	-34.3	-34.6	-33.3	-32.1	-31.5	-39.2	-40.6	-31.6	-32.2	-32.5	-34.7	-34.7	-34.7	-33.8	-30.5	-30.1	-30.6	-29.8	-29.1	-28.7	-28.4	-28.9	-28.8	-29.0	-29.1	-29.5	-29.7	-30.1	-30.1	-30.1	-29.8	-30.4	-30.2	-29.4	-27.1	-27.7	-28.0	-27.9	-27.0	-26.6	-27.6	-27.4	-26.1	-27.8	-25.7	-34.7	-26.1
Design Speed	230km/h																																																													

Profile  
Scale H:1:5,000 V:1:500 @ A1

**Fit for Acceptance**

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Rev	Description	Drawn	Checked	Con App	HS2 App
P02	AP2 Second Issue	MWI	TSH	GHU	
		18/01/2023	18/12/2023	18/12/2023	
P01	AP2 First Issue	SMA	TSH	GHU	
		23/09/2022	23/09/2022	23/09/2022	

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**Legends/Notes:**

- Depot, station, headhouse, shaft or portal building
- Tunnel portal
- Railway system site
- Ecological mitigation pond
- Balancing pond
- Pumping station
- Replacement floodplain storage area
- Woodland habitat creation
- Wetland habitat creation
- Grassland habitat creation
- Landscape mitigation planting (scrub / woodland)
- Grassed areas
- Local placement
- Public realm
- Engineering earthworks
- Landscape earthworks
- Rail alignment formation
- Returned to suitable development use
- County boundary
- Borough / District boundary
- Major contour
- Community area boundary
- Existing watercourse
- Watercourse diversions
- New Ditches
- Hedgehog
- Major utility works
- Noise fence barrier
- Car Park
- Existing public right of way
- New, diverted or realigned public right of way
- Public right of way closure
- Tunnels external extent
- HS2 access
- Realigned highway
- Light Rail Transit
- Rail alignment
- Chainage (e.g. 10+000)

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Birmingham, B4 6GA

Creator/Originator  
MW JV (Mott MacDonald and WSP Joint Venture)

Zone	M3 Wide – Hulseheath to Manchester
Design Stage	Hybrid Bill - Interim Preliminary Design AP2
Drawing Title	M3 Hulseheath to Manchester Piccadilly Station Plan & Profile Sheet 6 of 10 Chainage 292+000 to 295+000

Project/Contract	2DE01 Hybrid Bill Additional Provision 2 AP2		
Discipline/Function	Civil		
Drawn	Checked	Approved	
CCL	TSH	GHU	
Date	Scale	Size	
21/09/2022	AS SHOWN	A1	
Drawing No.	Rev.		
2PT27-MWJ-CV-DPP-M003-320056	P02		