

- General Notes**
1. This sketch has been prepared for illustrative purposes only and has not been subject to checking and validation procedures.
 2. The sketch presents a concept design that may change as part of further design development. For example, the design has only been developed in two dimensions. Modifications to the layout may be required to accommodate level differences across the site.
 3. The design has been developed on the basis of standard European 25 m curved or tangential turnouts and a minimum horizontal radius of 25 m in plain line.
 4. The layout has been designed to accommodate representative '40 m' long LRVs. These have been assumed to be up to 42 m long.
 5. An LRV stopping tolerance of ± 1 m has been assumed in the proposed layout.

WENTWORTH ST.

HILL YARD ST.

FLEET (4487 SQ. FT.)

Approximate position of existing salt barn.

It has been assumed that the existing level difference in this area can be accommodated by the proposed track layout, this will have to be confirmed as part of further design development.

Potential location for gated access for emergency vehicles.

LRV delivery/collection road. A swept path analysis will have to be undertaken as part of further design development in order to confirm that the delivery vehicle is able to negotiate the proposed access road.

Maintenance berth providing centre pit.

Sand silo. Vehicular access will be required to the silo for sand tankers.

Maintenance berths providing side and centre inspection pits with high-level access platform.

Maintenance berth providing side and centre inspection pits.

Maintenance berth providing centre inspection pit.

Offices.

Traction power sub-station.

Access will be required into the building for road vehicles in this area in order to enable LRV trucks to be delivered and collected.

LRV truck turntable.

R 25

Turning area for LRV delivery vehicles.

Wash plant.

Perimeter road.

Stabling roads. Overhead contact wires are assumed to be suspended from headspan wires attached to support poles positioned on the outside of the stabling area.

Wheel lathe. A conveyor belt is likely to be required to transport the swarf to a skip positioned on the outside of the building in an area accessible to road vehicles.

Proposed paint shop area. No inspection pits proposed.

Prepared by: Mott MacDonald

Client: City of Hamilton

Title: Hamilton MSF TPAP, Wentworth Site, Concept Design Layout, Option 4

Drawn by: KDH

Scale:

It is proposed to position the sand plant in an extension to the workshop building. It is also proposed that the ends of the LRVs would be washed during sanding in order to minimise the number of stops.

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No.	REVISIONS	INITIAL	DATE

SCALES	Project Manager
	NAME _____
	Manager of Design
	NAME _____

Hatch Mott MacDonald

DRAWN
CHECKED
APPROVED
DATE

Hamilton Public Works

RAPIDTransit moving HAMILTON forward

METROLINX An agency of the Government of Ontario

MAINTENANCE & STORAGE FACILITY

CONCEPT DESIGN OPTION 4