



**NOTES**

- 1) DESIGN SPEED OF ROAD IS SHOWN (RIGHT) OF TRANSPORT REQUIREMENTS IN THE DESIGN MANUAL FOR ROADS AND BRIDGES (DMRB) PART 8, SECTION 8.1.1.1.
- 2) BATTER SLOPES WHERE SHOWN ARE ASSUMED TO BE 1:2.
- 3) ALL CLEARANCES TO RAIL TRACKS ARE IN SAFETY PRINCIPLES AND GUIDANCE - PART 2, SECTIONS A, B AND C.
- 4) GRADIENT TO SHOW FROM PROPOSED TO EXISTING LEVELS IS INDICATIVE AND ONLY NOTIONAL. IT IS FOR INFORMATION ONLY AND IS NOT TO BE USED FOR DESIGN PURPOSES AS TO THE INTERNAL SITE LEVELS IS ONGOING.

**BRIDGE DETAILS**

- 1) LOCATION OF PROPOSED RAILWAY CROSSING.
- 2) LENGTH OF CROSSING = 60m.
- 3) INTERNAL HEIGHT CLEARANCE FROM RAIL = 5.6m.
- 4) ROAD CHECK LEVEL = 1.6m.
- 5) TOTAL CROSSING HEIGHT LEVEL = 20.47m.
- 6) INTERNAL HORIZONTAL CLEARANCE TO ADJACENT STRUCTURE FROM RAIL = 5.6m.
- 7) TYPICAL ROAD CROSS SECTION AT PROPOSED CROSSING TO BE SHOWN.

**THIS DRAWING IS FOR FEASIBILITY PURPOSES ONLY AND DOES NOT REFLECT THE FINAL PROPOSALS**

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**YORK CENTRAL MASTER PLAN**

**QUEEN ST / STATION PRELIMINARY LAYOUT AREA 3 - OPTION 1**

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DATE: 02/13  
SCALE: 1:1000 R/LD  
C/D: 01  
A/B: 01  
H/S: 01  
M/S: 01  
P/S: 01