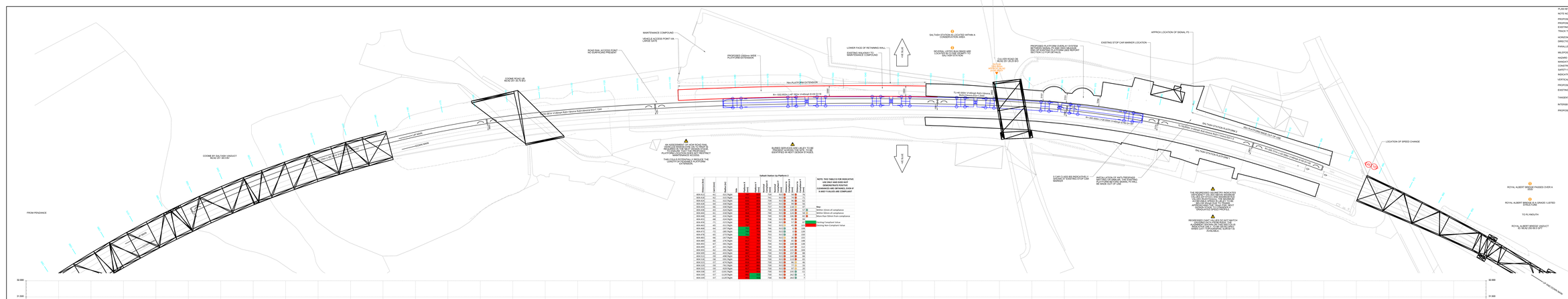
FROM PENZANCE
COONE ROAD UB
MAINTENANCE COMPOUND
VEHICLE ACCESS POINT VIA LOCAL ROAD
ROAD RAIL ACCESS POINT NO SUPPLIANS PRESENT
PROPOSED 2300mm WIDE PLATFORM EXTENSION
COONE ROAD UB
MLN 20/ 28.75 BD
New PLATFORM EXTENSION
RH 1300 BEGIN LAT 200m CHAINAGE 0+00 DUE TO CURVATURE
TL 400 200m CHAINAGE 0+00 DUE TO CURVATURE
LOWER FACE OF RETAINING WALL - EXISTING WALL FACE TO BE REMOVED DURING CONSTRUCTION
SALTASH STATION IS LOCATED WITHIN A CONSERVATION AREA
SECTIONAL LATITUDE SPEED AND FOOTPATH ACCESS TO SALTASH STATION
PROPOSED PLATFORM OVERLAY SYSTEM BETWEEN SIGNAL P1 AND HIGH VALUE SIGNAL. THE PROPOSED PLATFORM IMPACT SECTION 2.2 FOR DETAILS.
CULVER ROAD DB
MLN 20/ 28.81 BD
TL 1400 200m CHAINAGE 0+00 DUE TO CURVATURE
EXISTING STOP CAR MARKER LOCATION
APPROX LOCATION OF SIGNAL P1
SALTASH STATION PLATFORM 2
SALTASH STATION PLATFORM 1
TL 400 200m CHAINAGE 0+00 DUE TO CURVATURE
RH 1300 200m CHAINAGE 0+00 DUE TO CURVATURE
LOCATION OF SPEED CHANGE
ROYAL ALBERT BRIDGE PASSES OVER A BEND
ROYAL ALBERT BRIDGE GRADE I LISTED
TO PLYMOUTH
ROYAL ALBERT BRIDGE VIADUCT
ROYAL ALBERT BRIDGE
COONE RD VIADUCT
COONE RD VIADUCT
MLN 20/ 28.81 BD
COONE MAIN
COONE MAIN
UP MAIN
DOWN MAIN
UP
DOWN
NORTH
SOUTH
PROPOSED PLATFORM EXTENSION
EXTENT OF SALTASH STATION PLATFORM 2
AVERAGE PLATFORM GRADE FROM SIGNAL P1 - END OF PLATFORM EXTENSION 1:97
RH 1300 200m LEVEL 0.0m
TH+161.200m LEVEL 0.0m
RH+161.200m LEVEL 0.0m
TH+161.200m LEVEL 0.0m
RH+250.000m LEVEL 0.0m
TH+250.000m LEVEL 0.0m
RH+250.000m LEVEL 0.0m
GC 1:40
COONE ROAD UB
MLN 20/ 28.75 BD
COONE RD VIADUCT
MLN 20/ 28.81 BD
CULVER ROAD DB
MLN 20/ 28.81 BD
ROYAL ALBERT BRIDGE VIADUCT
ML MLN 20/ 69.51 UP
ROYAL ALBERT BRIDGE VIADUCT
DL MLN 20/ 69.51 DP
THE GRADIENT PROFILE OF A PLATFORM VARIES DUE TO THE PRESENCE OF HIGHER GRADIENTS. DURING THE INTERVAL BETWEEN THE 'TH' AND 'RH' POINTS THE PROPOSED PLATFORM SURFACE IS NOT PARALLEL TO THE RAILS. THE 'TH' AND 'RH' POINTS ARE 2.5 AND 2.5 METRES BEYOND THE PROPOSED PLATFORM EXTENSION. THE 'TH' AND 'RH' DIMENSIONS ARE MEASURED ALONG THE RAILS. THE 'TH' AND 'RH' DIMENSIONS APPLY ON SALTASH STATION.
THE DEGREES OF CURVATURE INDICATED ON PLAN ARE ACCURATE ONLY WHEN THE VALUES ON PROFILE. THE GRADIENT OF THE RAILS VARIES DUE TO THE PRESENCE OF HIGHER GRADIENTS. THE PROPOSED PLATFORM SURFACE IS NOT PARALLEL TO THE RAILS. THE GRADIENT OF THE PROPOSED PLATFORM SURFACE IS DIFFERENT TO THE GRADIENT OF THE RAILS.
INFORMATION CANNOT BE DUCKED MATCH ALIGNMENT DATA FROM PLAN DUE TO THE PRESENCE OF HIGHER GRADIENTS. THE INDICATIVE ONLY. THE DR DR DR