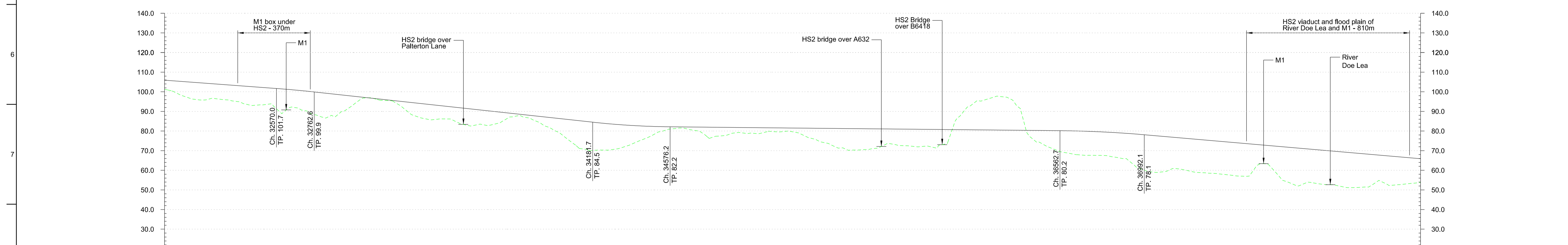


Plan
Scale 1:10000 @ A1



Profile
Scale H 1:10000 V 1:1000 @ A1

Chainage	32+000	32+100	32+200	32+300	32+400	32+500	32+600	32+700	32+800	32+900	33+000	33+100	33+200	33+300	33+400	33+500	33+600	33+700	33+800	33+900	34+000	34+100	34+200	34+300	34+400	34+500	34+600	34+700	34+800	34+900	35+000	35+100	35+200	35+300	35+400	35+500	35+600	35+700	35+800	35+900	36+000	36+100	36+200	36+300	36+400	36+500	36+600	36+700	36+800	36+900	37+000	37+100	37+200	37+300	37+400	37+500	37+600	37+700	37+800	37+900	38+000	38+100	38+200	38+300	38+400	38+500	38+600	38+700	38+800	38+900	39+000																																																																	
Horizontal Alignment	L=259.6		L=375.0		R=8250.0		L=1151.3		L=375.0		L=2110.1		L=375.0		R=8250.0		L=988.4		L=375.0		L=1031.9																																																																																																																			
Vertical Alignment	L=1083.5		G=-0.74%		L=192.7		R=56000.0		L=1419.1		G=-1.09%		L=394.5		R=40000.0		L=1986.5		G=-0.10%		L=429.3		R=56000.0		L=988.4		L=2371.9		G=-0.87%																																																																																																											
Existing Ground Level	101.2	97.7	95.8	96.0	94.1	93.3	89.1	90.6	87.2	89.8	96.3	95.7	93.0	86.9	86.1	84.1	83.4	84.0	87.8	84.8	79.7	72.3	70.2	70.8	74.2	78.6	81.2	80.3	77.1	79.0	78.8	79.7	79.6	76.2	72.8	70.3	70.9	73.5	72.3	72.1	76.8	92.6	96.5	96.8	96.8	67.6	67.5	66.0	59.8	59.4	60.1	58.7	57.9	57.0	63.4	54.8	52.9	52.9	51.7	51.4	54.3	52.8	65.9																																																																									
Proposed Track Level	105.9	105.2	104.4	103.7	102.9	102.2	101.5	100.6	99.5	98.4	97.3	96.3	95.2	94.1	93.0	91.9	90.8	89.7	88.7	87.6	86.5	85.4	84.3	83.2	82.1	81.0	79.9	78.8	77.7	76.6	75.5	74.4	73.3	72.2	71.1	70.0	68.9	67.8	66.7	65.6	64.5	63.4	62.3	61.2	60.1	59.0	57.9	56.8	55.7	54.6	53.5	52.4	51.3	50.2	49.1	48.0	46.9	45.8	44.7	43.6	42.5	41.4	40.3	39.2	38.1	37.0	35.9	34.8	33.7	32.6	31.5	30.4	29.3	28.2	27.1	26.0	24.9	23.8	22.7	21.6	20.5	19.4	18.3	17.2	16.1	15.0	13.9	12.8	11.7	10.6	9.5	8.4	7.3	6.2	5.1	4.0	2.9	1.8	0.7	-0.4	-1.5	-2.6	-3.7	-4.8	-5.9	-7.0	-8.1	-9.2	-10.3	-11.4	-12.5	-13.6	-14.7	-15.8	-16.9	-18.0	-19.1	-20.2	-21.3	-22.4	-23.5	-24.6	-25.7	-26.8	-27.9	-29.0	-30.1	-31.2	-32.3	-33.4	-34.5	-35.6	-36.7	-37.8	-38.9	-40.0
Cut and Fill	+4.7	+7.5	+8.6	+7.7	+8.8	+8.9	+12.4	+10.0	+12.3	+8.6	+1.0	+0.6	+2.2	+7.2	+6.9	+7.8	+7.4	+5.7	+0.9	+2.8	+6.8	+13.1	+4.1	+12.6	+8.5	+3.7	+0.9	+1.7	+4.8	+2.8	+2.9	+1.9	+1.9	+5.2	+8.5	+10.9	+10.2	+7.5	+8.6	+8.7	+3.9	+2.0	-1.0	-1.4	+2.0	+8.2	+11.3	+12.3	+11.9	+12.8	+18.2	+17.8	+16.2	+16.7	+16.7	+16.7	+9.4	+17.2	+18.2	+17.3	+17.7	+17.1	+13.3	+14.0	+12.1																																																																							
Maximum Speed:	400km/h																																																																																																																																							

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Key Environmental Features Legend

- █ World Heritage Site
- █ Ramsar
- █ Special Areas of Conservation
- █ Special Protection Areas
- █ SSSI
- █ National Nature Reserve
- █ Area of Outstanding Natural Beauty
- █ National Park

Legend

- █ Scheduled Monument
- █ Registered Parks and Gardens
- █ Historical Battlefields
- █ Active and/or Authorised Landfill
- █ Historic Landfill
- █ Flood Risk Zones

- Alignment Centreline
- Viaduct / Tunnel / Retained Structure
- Major Contour
- Minor Contour
- Node

Client

3.0 - /12/12 LK MP CL

2.0 - /12/12 LK MP CL

Issue	Date	By	Chkd	Appd

Job Title

HS2 West Midlands to Leeds
Initial Preferred Route
December 2012

Scale at A1: 1:10000

Discipline: Rail

ARUP

Drawing Title

Route HSL13
Plan and Profile
Sheet 6 of 7

Drawing Status: █ Issue

Drawing No: **214866-00**

Issue: **HS2-ARP-LR0-DR-RT-55136** 3.0

Job No: **214866-00**

Issue: **3.0**