

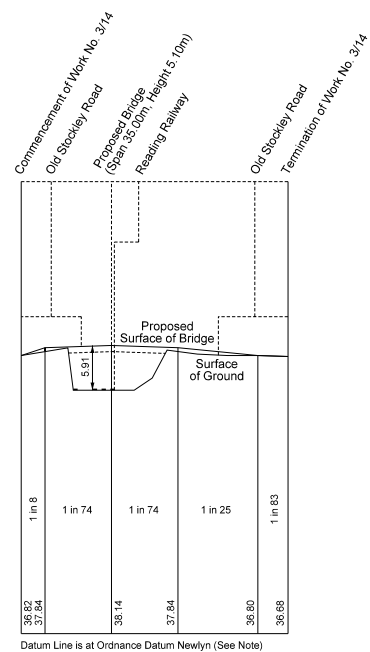
# SECTIONS

IN PARLIAMENT - SESSION 2004 - 05

CROSSRAIL

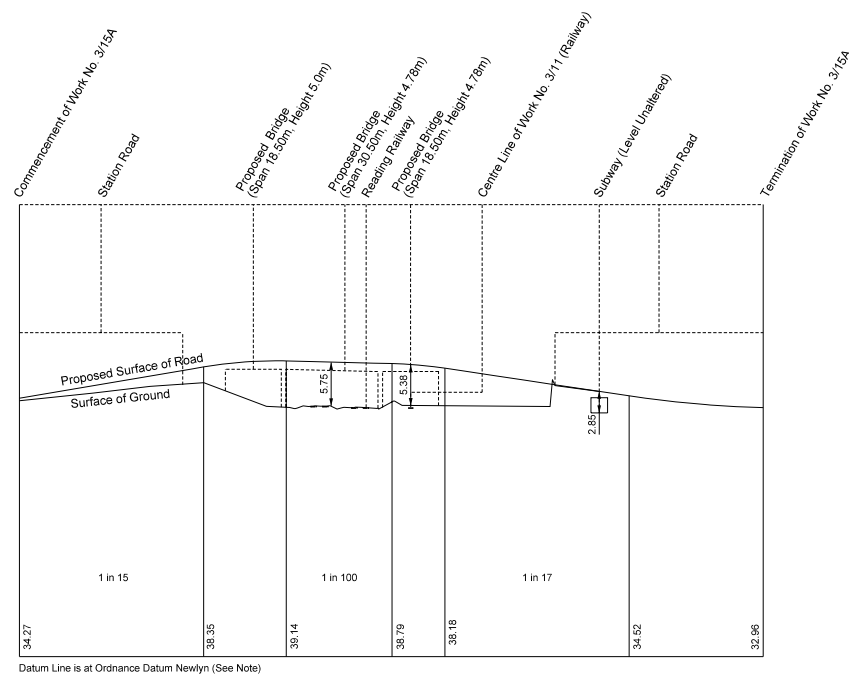
Work No. 3/14 (Footbridge)  
Works Nos. 3/15A and 3/15B (Bridges)  
Work No. 3/16 (Railway)

WORK No. 3/14



The Datum Line for Work No. 3/14 is 35.16 metres below Ordnance Survey Bench Mark (35.16 metres above Ordnance Datum Newlyn) cut thus  $\nabla$  on the east face of the wall west side Stockley Canal Bridge and marked thus  $\nabla$  on plan Sheet No. 112.

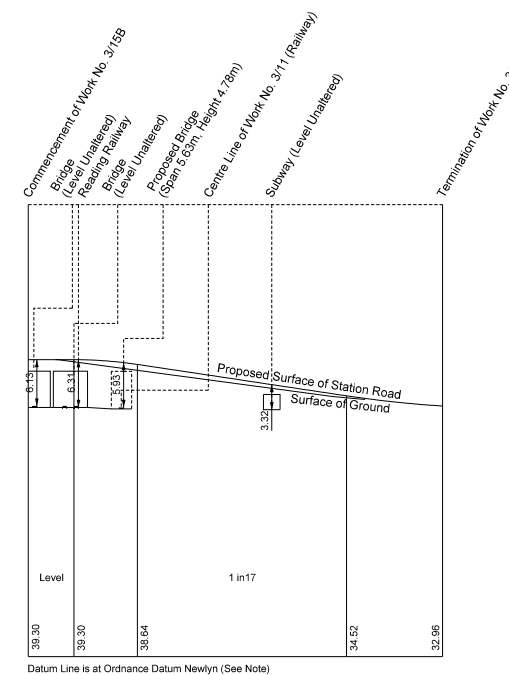
WORK No. 3/15A



Greatest Inclination of Proposed Road 1 in 15

The Datum Line for Work No. 3/15A is 39.14 metres below Ordnance Survey Bench Mark (39.14 metres above Ordnance Datum Newlyn) cut thus  $\nabla$  on the east face of parapet at south west corner of railway bridge in Station Road and marked thus  $\nabla$  on plan Sheet No. 114.

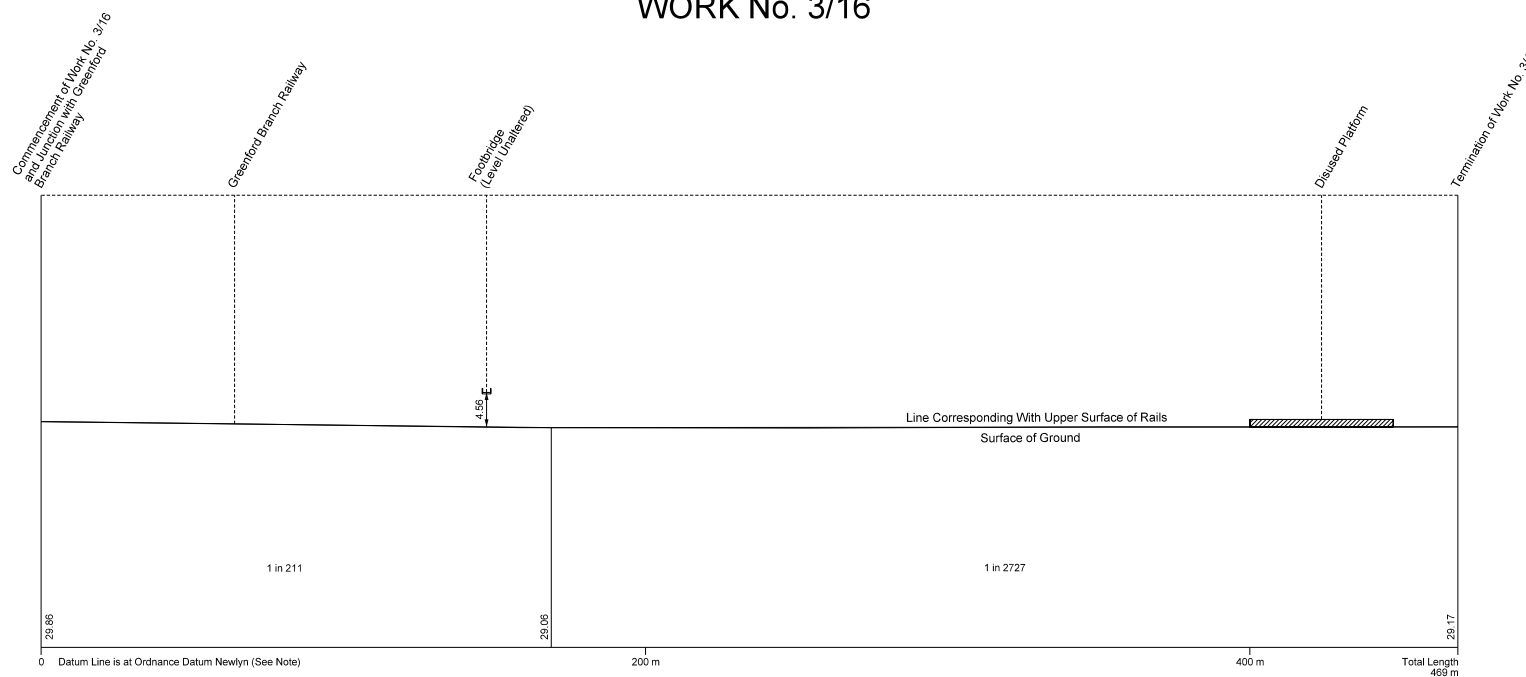
WORK No. 3/15B



Greatest Inclination of Existing Road 1 in 19  
Greatest Inclination of Proposed Road 1 in 17

The Datum Line for Work No. 3/15B is 39.14 metres below Ordnance Survey Bench Mark (39.14 metres above Ordnance Datum Newlyn) cut thus  $\nabla$  on the east face of parapet at south west corner of railway bridge in Station Road and marked thus  $\nabla$  on plan Sheet No. 114.

WORK No. 3/16



The Datum Line for Work No. 3/16 is 32.17 metres below Ordnance Survey Bench Mark (32.17 metres above Ordnance Datum Newlyn) cut thus  $\nabla$  on the west face of 4, Manor Road and marked thus  $\nabla$  on plan Sheet No. 122.

