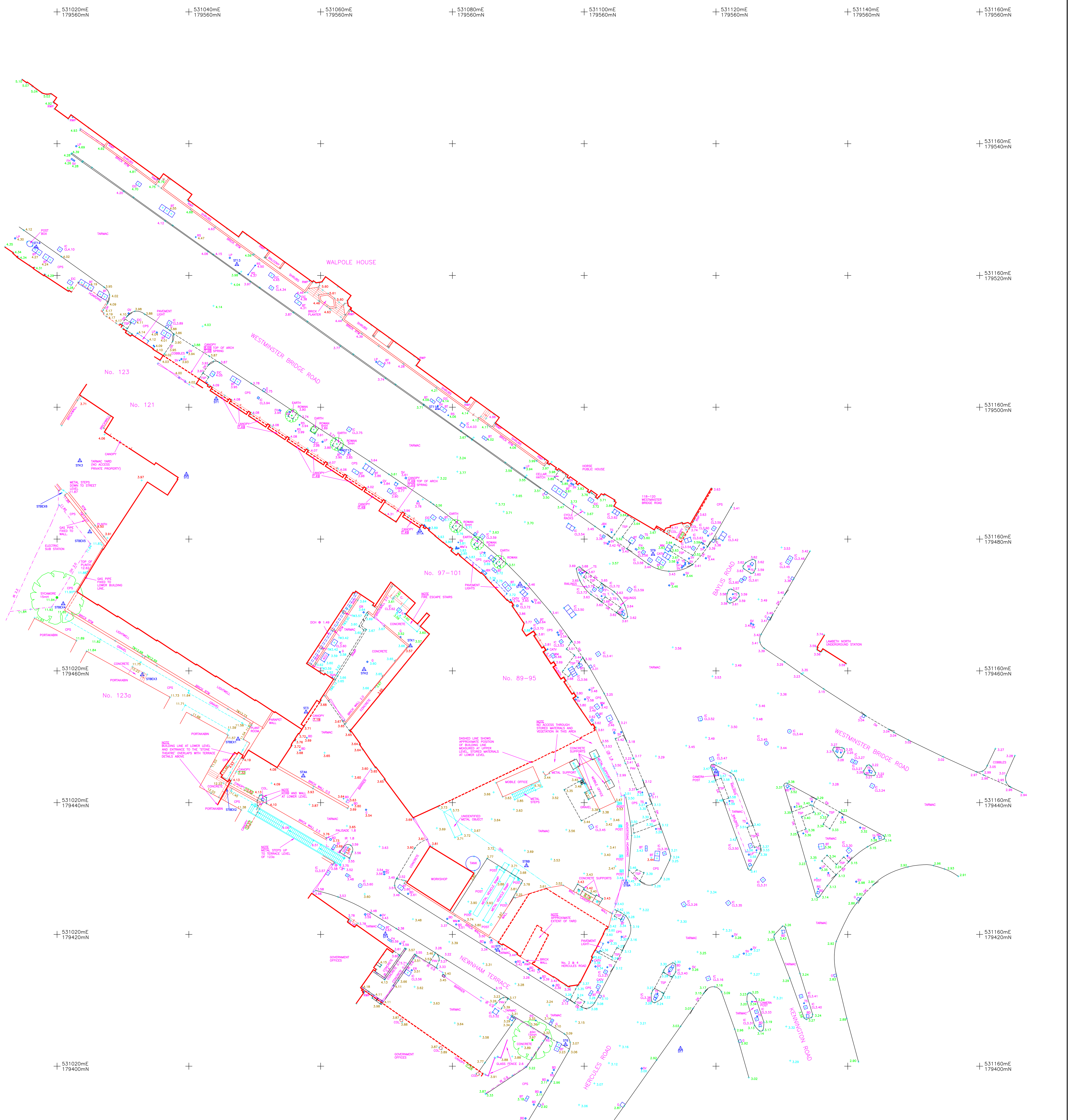

Station	Easting	Northing	Level	Type
1	531044.153	179501.273	24.187	Temporary
2	531039.627	179489.815	24.114	Temporary
3	531057.781	179453.745	17.704	Temporary
4	531069.822	179420.069	3.623	Hilti Nail
5	531086.912	179417.607	3.462	Hilti Nail
6	531097.167	179403.283	3.220	Hilti Nail
7	531114.612	179402.676	3.169	Hilti Nail
8	531120.039	179444.807	3.602	Hilti Nail
9	531110.439	179477.702	3.606	Hilti Nail
10	531090.255	179473.172	3.599	Hilti Nail
11	531077.695	179499.827	4.065	Hilti Nail
12	531063.206	179493.613	3.887	Hilti Nail
13	531047.288	179521.677	4.399	Hilti Nail
14	531016.851	179524.321	4.280	Hilti Nail
15	530999.929	179558.799	5.249	Hilti Nail
1A	531075.057	179481.276	24.212	Temporary
4A	531057.368	179444.051	3.685	Hilti Nail
8A	531106.358	179427.923	3.461	Hilti Nail
8B	531091.231	179430.428	3.689	Hilti Nail
BEX1	531047.467	179449.639	11.554	Hilti Nail
BEX2	531045.768	179442.124	11.909	Temporary
BEX3	531032.928	179459.401	12.229	Temporary
BEX4	531020.940	179470.167	11.913	Hilti Nail
BEX5	531024.958	179481.093	11.860	Hilti Nail
BEX6	531020.720	179487.016	11.871	Hilti Nail
K1	531073.632	179463.797	3.639	Temporary
K2	531066.599	179460.214	3.634	Hilti Nail
K3	531023.460	179491.883	10.140	Temporary

Station Schedule

531020mE 179380mN — 531140mE 179380mN
531020mE 179360mN — 531140mE 179360mN
531020mE 179340mN — 531040mE 179340mN — 531060mE 179340mN — 531080mE 179340mN — 531100mE 179340mN — 531120mE 179340mN — 531140mE 179340mN

NOTES:–

1. *The accuracy and content of this drawing are dependent on the original specification and EDI should be consulted before use of other scales or use in CAD form.*
2. *Where underground services are shown, all reasonable care has been taken within the spirit of the original specification and requirement. Before use of this information the user should consult EDI and satisfy themselves of the completeness and accuracy of such detail before undertaking any works. Due to the nature of this work and the limitations imposed by ground conditions and the detection equipment no guarantee can be given that all services have been recorded.*
3. *All reasonable care has been taken in the survey detail represented on this drawing but any discrepancies must be reported to EDI immediately. Our aim is to produce the best possible results within the specification and cost constraints of our clients. Any comments are most welcome.*
4. *All levels and co–ordinates are related to the datums described. Levels shown at kerbs are channel level unless stated.*

LEGEND

Features:
AV Air Valve; BD Bollard; BS Bus Stop; BT British Telecom; CL Cover Level; CATV Cable TV Cover; DCH Drainage Channel; DK Drop Kerb; EIC Electricity IC; ER Earth Rod; FH Fire Hydrant; G Gully; GV Gas Valve; IC Inspection Cover; IL Invert Level; JBX Junction Box; KO Kerb Outlet; LLP Low Level LP; LP Lamp Post; MP Marker Post; MT Mercury Telecom; OHL Overhead Line; PM Parking Meter; PP Power Pole; RE Rodding Eye; RNP Road Name Plate; RS Road Sign; RWP Rain Water Pipe; SD Service Duct; SV Stop Valve; TP Telegraph Pole; TS Traffic Signal; TW Top of Wall level; UTL Unable to lift; VP Vent Pipe; WM Water Meter; WO Wash Out; WP Waste Pipe

Surface Types:
C Concrete; CPS Concrete Paving Slabs; PAV Brick Paviors; T Tarmac; TSP Textured Safety Paving

Boundary Types:
BW Barbed Wire; CB Close Boarded; CH Chainlink; CI Corrugated Iron; CP Chestnut Paling; IR Iron Railing; IW Interwoven; LL Larch Lap; PR Post & Rail; PW Post & Wire; RTW Retaining Wall

Building Level Details
EL Eave Level; FL Floor Level; FRL Flat Roof Level; HL Head Level; PPL Parapet Level; RL Ridge Level; SL Sill Level

Linetypes:
C CATV cables; D Data cables; E Electric cab.; Foul water; G Gas pipes; SD Service ducts; Storm water; T Telecom cab.; U Unidentified; W Water pipes; DYL Double Yellow Lines

AutoCAD 2002

No.	Job No.	Date	Revision Detail	Surveyor	Checked

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PROJECT
WESTMINSTER BRIDGE ROAD
LONDON
SE1

Job No.	10***
Scale	1:200
Surveyor	MW/AR BC/MC
Date	Nov. 2007
Checked	GMP

CLIENT

DRAWING No.
10***/T/01–01

Notes:
The horizontal control of this survey is based on Ordnance Survey grid as translated from GPS coordinates using the OSTN02 transformation supplied by the OS. We have applied a reverse scale factor to maintain true ground distances, based on station ST1.
The vertical control of this survey is based on OS datum as translated from GPS coordinates using the OSGM02 transformation as supplied by the OS. This may differ from existing OS benchmarks in the area which should be disregarded; all levels should be taken from EDI survey stations.