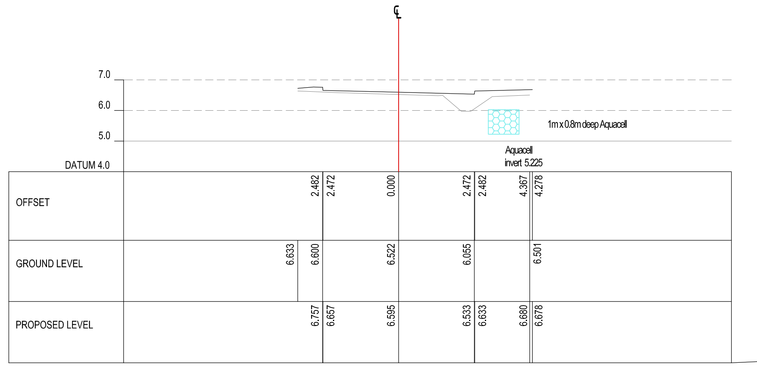
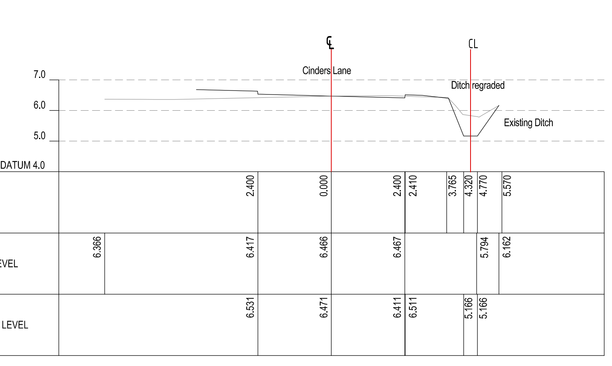


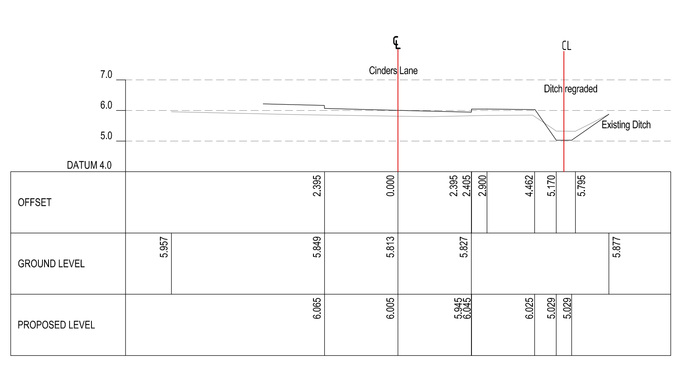
OFFSET			2.462	2.472	0.000	2.472	2.462	4.367	4.278								
GROUND LEVEL			6.833	6.800	6.522	6.655		6.501									
PROPOSED LEVEL			6.757	6.657	6.595	6.533	6.633	6.680	6.678								

ALIGNMENT TRACK
CHAINAGE 190.000



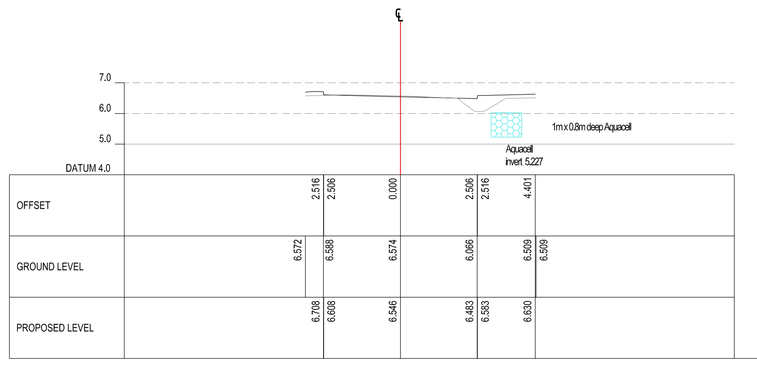
OFFSET			2.400		0.000	2.400	2.410	3.765	4.320	4.770	5.370						
GROUND LEVEL		6.366		6.417	6.466	6.487				5.794	6.162						
PROPOSED LEVEL				6.531	6.471	6.411	6.511	5.166	5.166								

ALIGNMENT TRACK
CHAINAGE 240.000



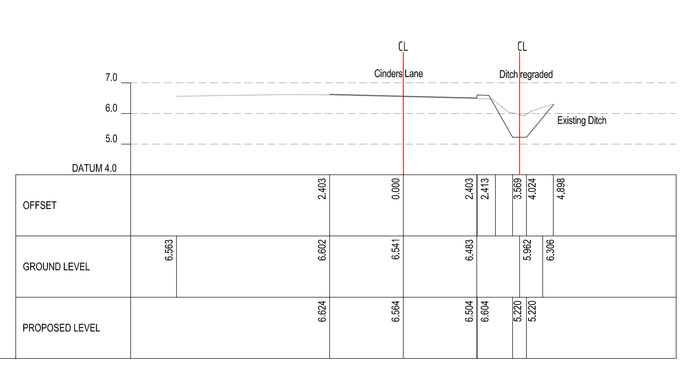
OFFSET			2.395		0.000	2.395	2.405	2.900	4.462	5.170	5.795						
GROUND LEVEL		5.957		5.849	5.813	5.827					5.877						
PROPOSED LEVEL				6.005	6.005	5.945	6.042	5.005	5.029	5.052							

ALIGNMENT TRACK
CHAINAGE 290.000



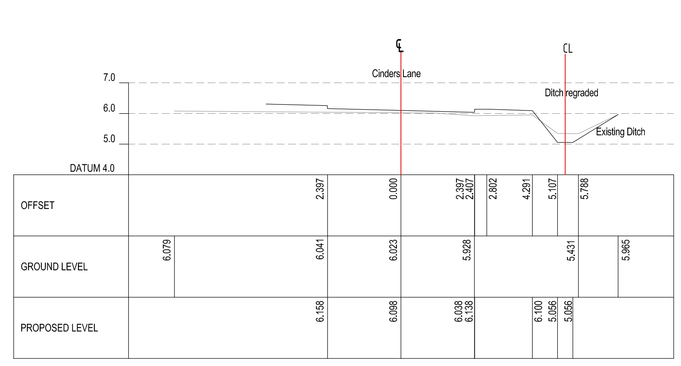
OFFSET			2.516	2.506	0.000	2.506	2.516	4.401									
GROUND LEVEL		6.572		6.588	6.574	6.066		6.509	6.509								
PROPOSED LEVEL			6.708	6.608	6.546	6.483	6.583	6.630									

ALIGNMENT TRACK
CHAINAGE 180.000



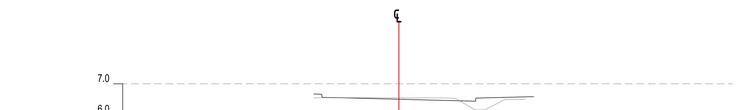
OFFSET			2.403		0.000	2.403	2.413	3.599	4.024	4.698							
GROUND LEVEL		6.583		6.602	6.541	6.483			5.942	6.306							
PROPOSED LEVEL				6.624	6.564	6.504	6.604	5.220	5.220								

ALIGNMENT TRACK
CHAINAGE 230.000



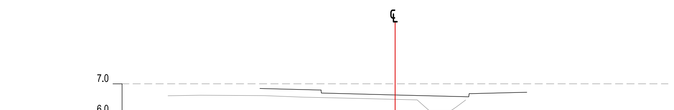
OFFSET			2.397		0.000	2.397	2.407	2.602	4.291	5.107	5.788						
GROUND LEVEL		6.079		6.041	6.023	5.928				5.431		5.965					
PROPOSED LEVEL				6.158	6.098	6.038	6.138	5.100	5.056	5.056							

ALIGNMENT TRACK
CHAINAGE 280.000



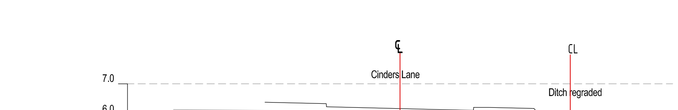
OFFSET			2.516	2.506	0.000	2.506	2.516	4.401	4.124								
GROUND LEVEL		6.546		6.548	6.543	6.148		6.487									
PROPOSED LEVEL			6.659	6.559	6.497	6.434	6.534	6.581	6.574								

ALIGNMENT TRACK
CHAINAGE 170.000



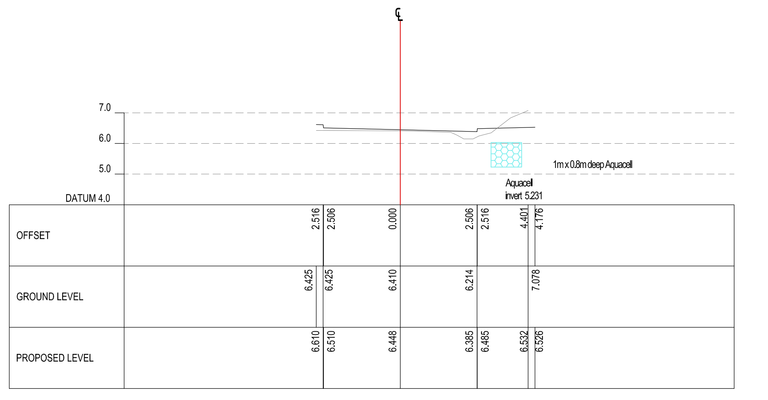
OFFSET			2.416	2.406	0.000	2.406	2.353	2.416									
GROUND LEVEL		6.612		6.552	6.494	6.471											
PROPOSED LEVEL			6.768	6.668	6.638	6.578	6.580	6.678									

ALIGNMENT TRACK
CHAINAGE 220.000



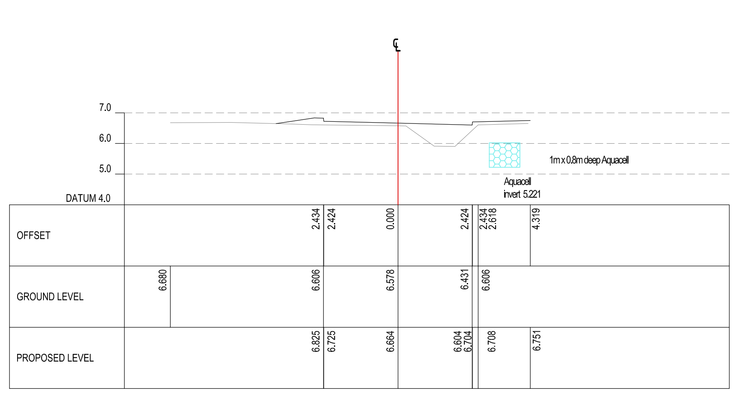
OFFSET			2.398		0.000	2.398	2.408	2.788	4.373	5.365	5.910						
GROUND LEVEL		6.161		6.111	6.109	6.090				5.395		6.041					
PROPOSED LEVEL				6.251	6.191	6.131	6.231	6.200	5.954	5.954							

ALIGNMENT TRACK
CHAINAGE 270.000



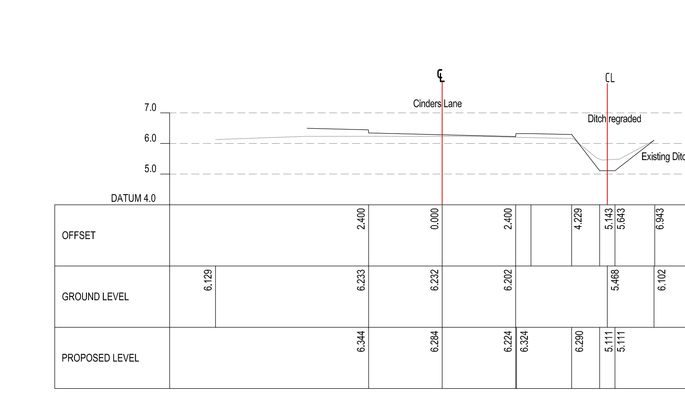
OFFSET			2.516	2.506	0.000	2.506	2.516	4.401	4.176								
GROUND LEVEL		6.425		6.425	6.410	6.214		7.078									
PROPOSED LEVEL			6.610	6.510	6.448	6.385	6.485	6.532	6.526								

ALIGNMENT TRACK
CHAINAGE 160.000



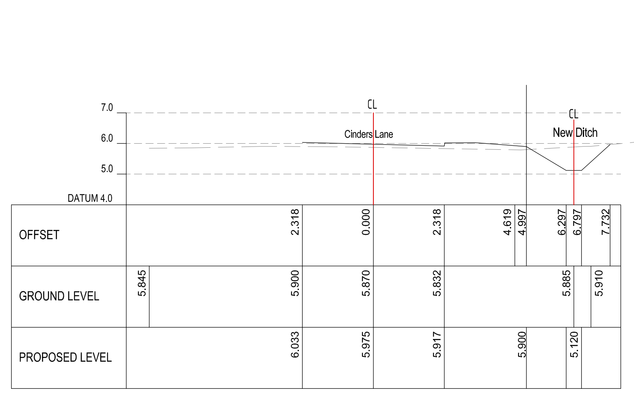
OFFSET			2.434	2.424	0.000	2.424	2.434	2.518	4.319								
GROUND LEVEL		6.680		6.606	6.578	6.431		6.606									
PROPOSED LEVEL			6.825	6.725	6.664	6.604	6.704	6.709	6.751								

ALIGNMENT TRACK
CHAINAGE 210.000



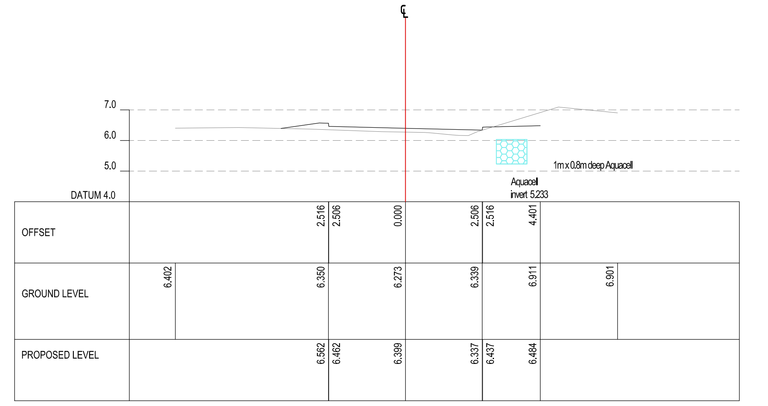
OFFSET			2.400		0.000	2.400		4.229	5.143	5.843	6.843						
GROUND LEVEL		6.129		6.233	6.232	6.202			5.468		6.102						
PROPOSED LEVEL				6.344	6.284	6.224	6.324	6.260	5.111	5.111							

ALIGNMENT TRACK
CHAINAGE 260.000



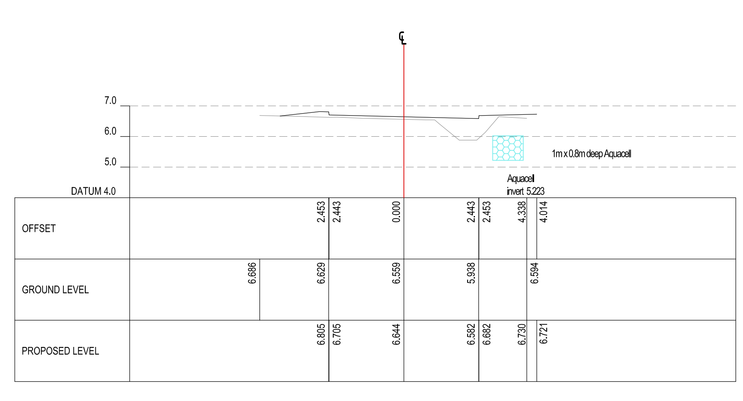
OFFSET			2.318		0.000	2.318		4.619	4.997	6.297	6.797	7.732					
GROUND LEVEL		5.845		5.900	5.870	5.832				5.885		5.910					
PROPOSED LEVEL				6.033	5.975	5.917		5.900			5.120						

ALIGNMENT TRACK
CHAINAGE 310.000



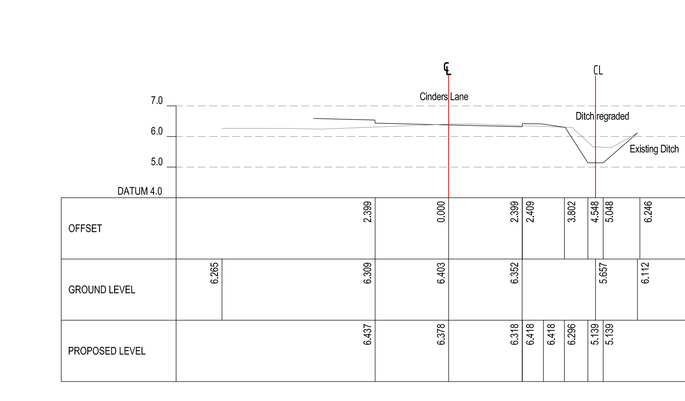
OFFSET			2.516	2.506	0.000	2.506	2.516	4.401									
GROUND LEVEL		6.402		6.390	6.275	6.339		6.911		6.901							
PROPOSED LEVEL			6.562	6.462	6.399	6.337	6.437	6.484									

ALIGNMENT TRACK
CHAINAGE 150.000



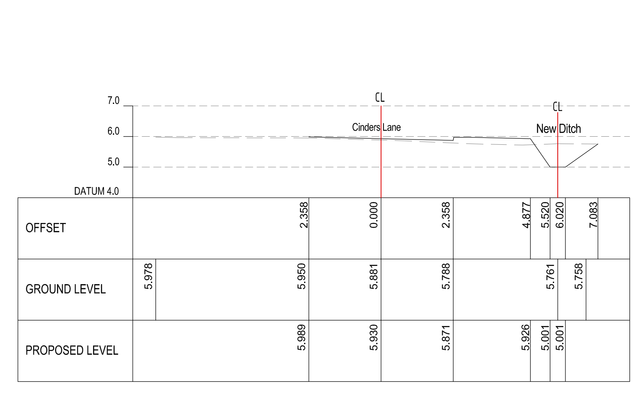
OFFSET			2.453	2.443	0.000	2.443	2.453	4.338	4.074								
GROUND LEVEL		6.886		6.609	6.559	5.938			6.594								
PROPOSED LEVEL			6.865	6.705	6.644	6.582	6.682	6.720	6.721								

ALIGNMENT TRACK
CHAINAGE 200.000



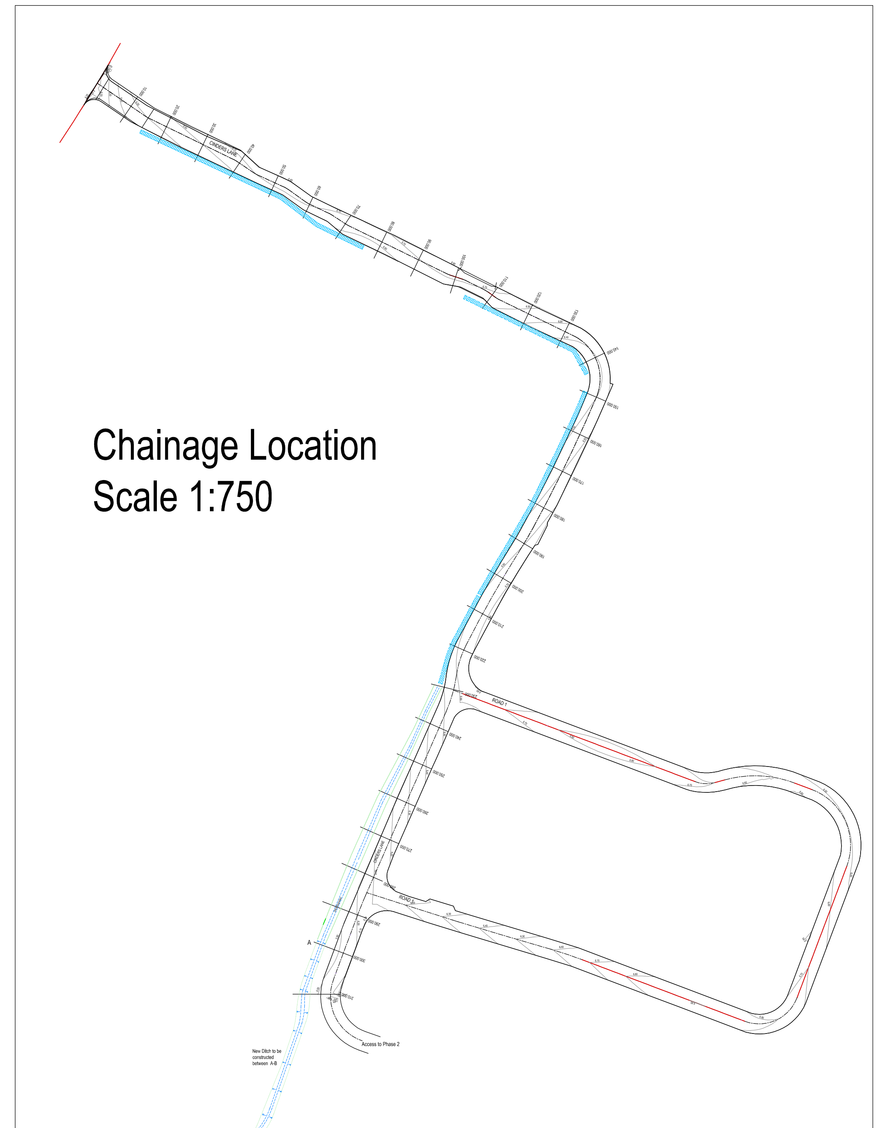
OFFSET			2.399		0.000	2.399	2.409	3.802	4.545	5.048	6.246						
GROUND LEVEL		6.265		6.399	6.403	6.352			5.657		6.172						
PROPOSED LEVEL				6.437	6.378	6.318	6.418	6.296	5.139	5.139							

ALIGNMENT TRACK
CHAINAGE 250.000



OFFSET			2.358		0.000	2.358		4.872	5.001	6.000	7.083						
GROUND LEVEL		5.978		5.950	5.851	5.768				5.761		5.758					
PROPOSED LEVEL				5.989	5.930	5.871		5.906	5.001	5.001							

ALIGNMENT TRACK
CHAINAGE 300.000



L	27.04.20	Ditches ch230-310 regraded
K	27.02.20	Ditch regrading and new ditch added
J	10.12.19	Sections re-instated to earlier version
H	05.12.19	Channel levels added
G	11.11.19	Aquacell invert levels amended
F	05.11.19	Aquacell invert levels added
E	13.09.19	Amended to suit revised Road contours
D	29.07.19	Revised issue
C	26.06.19	Section updated to suit revised alignment
B	14.03.19	Re-issued
A	22.05.18	Initial issue
Rev.	Date	Details

KN
KN
KN
KN
KN
KN
HN
KN
MJS
MA
MA
Initials

Drawing Status
CONSTRUCTION

Project
CINDERS LANE
YAPTON

Client
Crayfern HOMES

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Unit 7B, Tarnacre Cross, Tarnacre Lane, Far Forest, Kent, DY14 9DD
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Drawing Title
Engineering Details
Existing Access Cross Sections (Sheet 2)

Drawn	Checked	Scales	Paper Size	Date
MA	KN	H & V 1:100	A0	08.18
Job No.		Drawing No.		Revision
KNC1826		503-04		L

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