



C305—Eastern Running Tunnels

Close Out Report for London Underground to Whitechapel LU/27

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NR I.O.
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For information

This document has been reviewed by the following individual for coordination, compliance, integration and acceptance and is acceptable for transmission to the above stakeholder for the above stated purpose.

Sign: _____ Role: _____ Name: _____ Date: 22/6/16
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**Close Out Report for London Underground To Whitechapel
LU/27****C305 Crossrail Eastern Running Tunnels**

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APPENDIX A: DECOMMISSIONING AGREEMENT

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1. CLOSE OUT REPORT PURPOSE

The purpose of this close out report is to summarise the ground movements related to C305 construction activities based on data obtained from both, the C704 automatic monitoring system and C305 manual verification data. This report incorporates the existing C704 decommissioning agreement for this asset (C704 Instrumentation Decommissioning Agreement London Underground Whitechapel (C704-XRL-C-AAG-D061-50002) whereby any ground movements detected by the C704 monitoring system are shown to be at an acceptably low settlement rate and proposes to decommission the monitoring system.

To provide a summary of the effects of C305 construction activities on the asset, the C305 manual verification readings have been reviewed alongside the C704 automatic monitoring system for completeness. This report has been produced to close out the C305 monitoring requirements in connection with this asset.

2. LOCATION OF THE WORKS

This document covers the extent of the District line tunnel and assets between LU Whitechapel and Stepney Green stations. The Crossrail works are carried out adjacent to and underneath the Whitechapel London Underground station and Hammersmith & City and District Line rail assets. The monitored section extends from project chainage 79945 to 79755 and is identified in Figure 1. The Hammersmith & City and district line tunnel has an east to west orientation, and will be affected by the construction of the new Crossrail Whitechapel Station and running tunnels from Whitechapel Station to Stepney Green shaft.



Figure 1. Aerial photograph of Whitechapel LU Station and Hammersmith and City and District Line Route. Red lines denote the work area.

3. DOCUMENTATION SUMMARY

| CROSSRAIL NUMBER | DOCUMENT NAME | REASON FOR ISSUE |
|-----------------------------|--|--------------------------------|
| C701-ITM-C-RGN-D061-50001 | C701 Installation Report for LU/27 | Installation report |
| C122-OVE-C2-RGN-D061-50020 | Instrumentation & Monitoring Plan for LU Infrastructure | I&M Plan |
| C704-XRL-C-AAG-D061-50002 | C704 Instrumentation Decommissioning Agreement London Underground Whitechapel | Decommissioning Agreement |
| C122-OVE-C2-RGN-CRG01-50097 | LU/27 Met line east of Whitechapel station | Asset Specific Baseline Report |

4. SUMMARY OF INSTRUMENTATION

The total numbers of instruments covered in this report are:

- 217 No. prisms on eastbound track, 6ft rail (See Appendix A).
- 217 No. prisms on eastbound track, cess rail (See Appendix A).
- 217 No. prisms on westbound track, cess rail (See Appendix A).
- 218 No. prisms on westbound track, 6ft rail (See Appendix A).
- 146 No. prisms on structures in the eastbound tunnel (See Appendix A).
- 106 No. prisms on structures in the westbound tunnel (See Appendix A).
- 800 No. levelling marks on the track (See Appendix B).

5. C305 CONSTRUCTION ACTIVITIES

TBM passage

| Drive Y Running Tunnel Construction | Rings | Date |
|--|-------------|-------------------------|
| Eastbound (EB) Tunnel Boring Machine (TBM) Passage | 2835 - 2895 | 11.01.2014 – 14.01.2014 |
| Westbound (WB) Tunnel Boring Machine Passage | 2875 - 2960 | 27.03.2014 – 03.04.2014 |

Stoppage period

Westbound Drive-Y Ring 2904 (Project chainage 79841) 29/03/2014 to 31/03/2014

The periods of TBM passage and stoppage are related to the rings located close to the instrumentation included in this close out report.

6. SUMMARY OF C704 DATA

Below is a table of the summarised ground movements from the readings from the C704 system using the prisms installed in the structure and located above the centre of the running tunnel alignment.

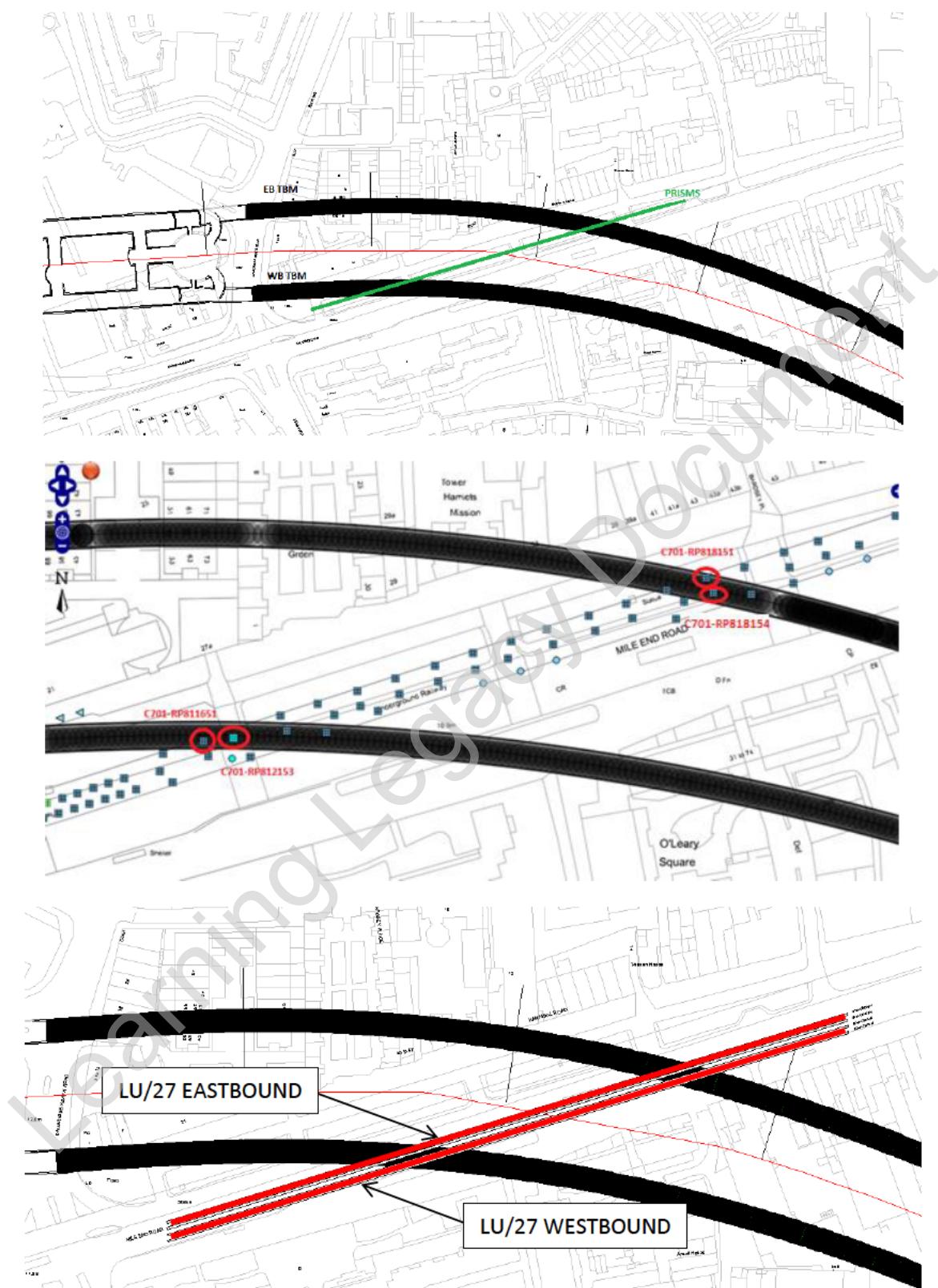
| Activity | X Horizontal displacement (mm) | | | |
|--------------------|--------------------------------|---------------|---------------|---------------|
| | EASTBOUND TBM | | WESTBOUND TBM | |
| | C701-RP818151 | C701-RP818154 | C701-RP811651 | C701-RP812153 |
| EB TBM Drive | -1 | 0 | 0 | 0 |
| WB TBM Drive | 0 | 0 | 0 | 0 |
| Total displacement | -1 | 0 | 0 | 0 |

| Activity | Y Horizontal displacement (mm) | | | |
|--------------------|--------------------------------|---------------|---------------|---------------|
| | EASTBOUND TBM | | WESTBOUND TBM | |
| | C701-RP818151 | C701-RP818154 | C701-RP811651 | C701-RP812153 |
| EB TBM Drive | 1 | 0 | 0 | 0.5 |
| WB TBM Drive | 0 | 0 | 0 | 2 |
| Total displacement | 1 | 0 | 0 | 2.5 |

| Activity | Maximum Settlement (mm) | | | |
|------------------|-------------------------|---------------|---------------|---------------|
| | EASTBOUND TBM | | WESTBOUND TBM | |
| | C701-RP818151 | C701-RP818154 | C701-RP811651 | C701-RP812153 |
| EB TBM Drive | -3 | -4 | -0.5 | -0.5 |
| WB TBM Drive | -1 | -1.5 | -3.5 | -2.5 |
| Total settlement | -4 | -5.5 | -4 | -3 |

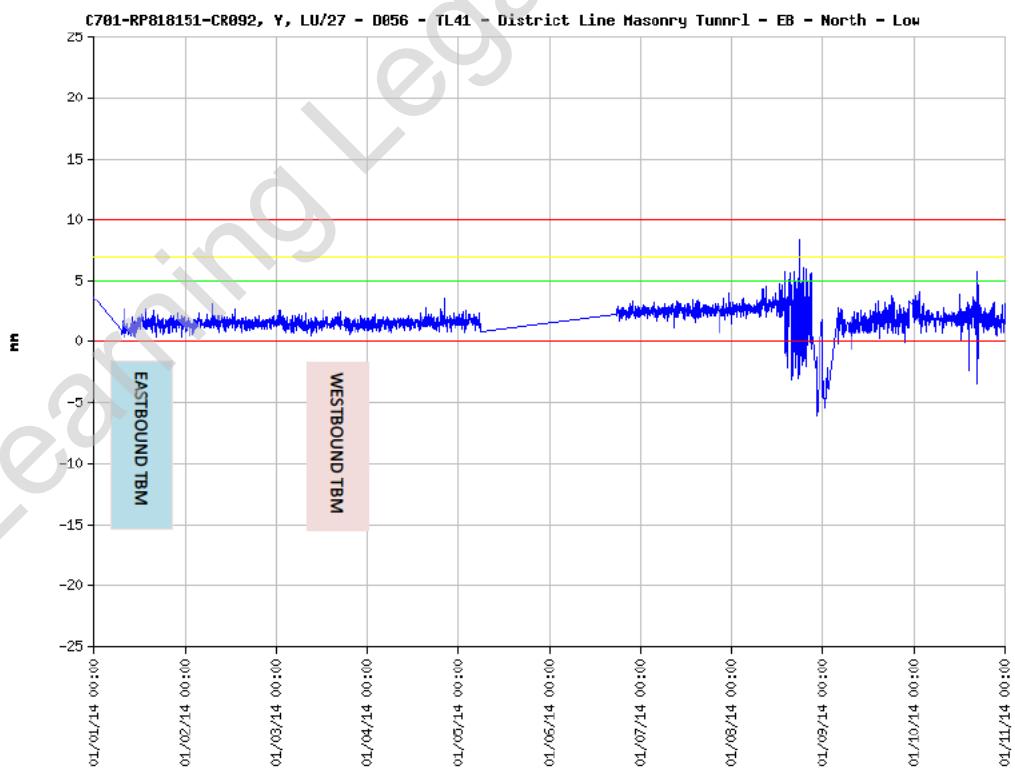
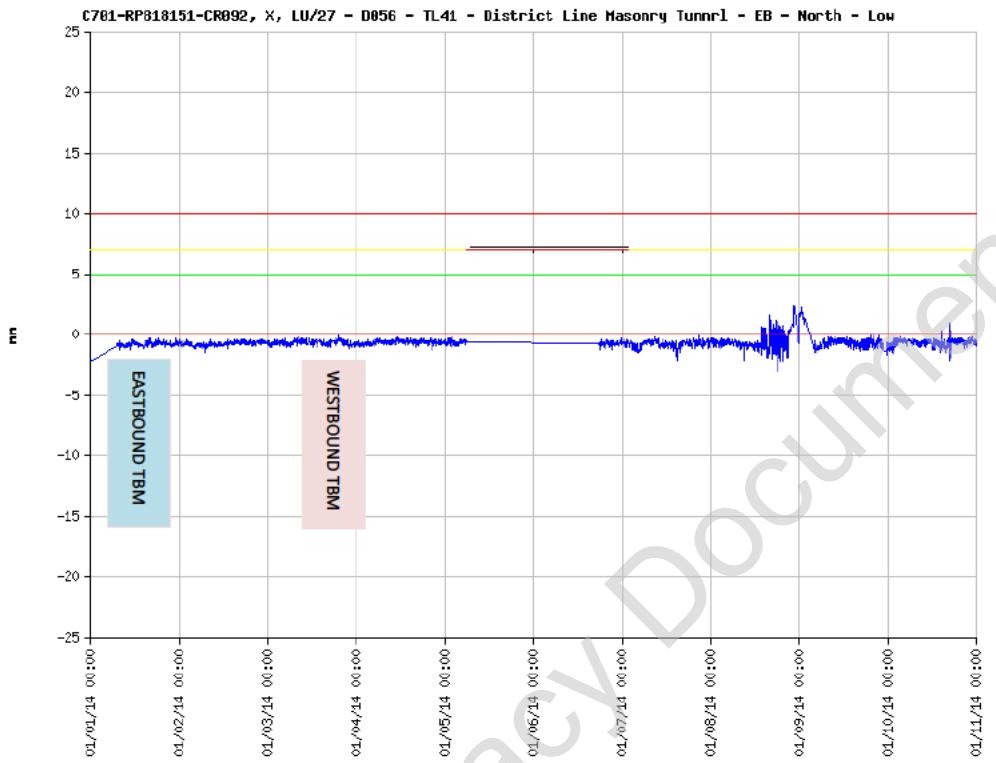
The report summarizes the C305 works in line with the C704 report and focuses on the primary movement of settlement.

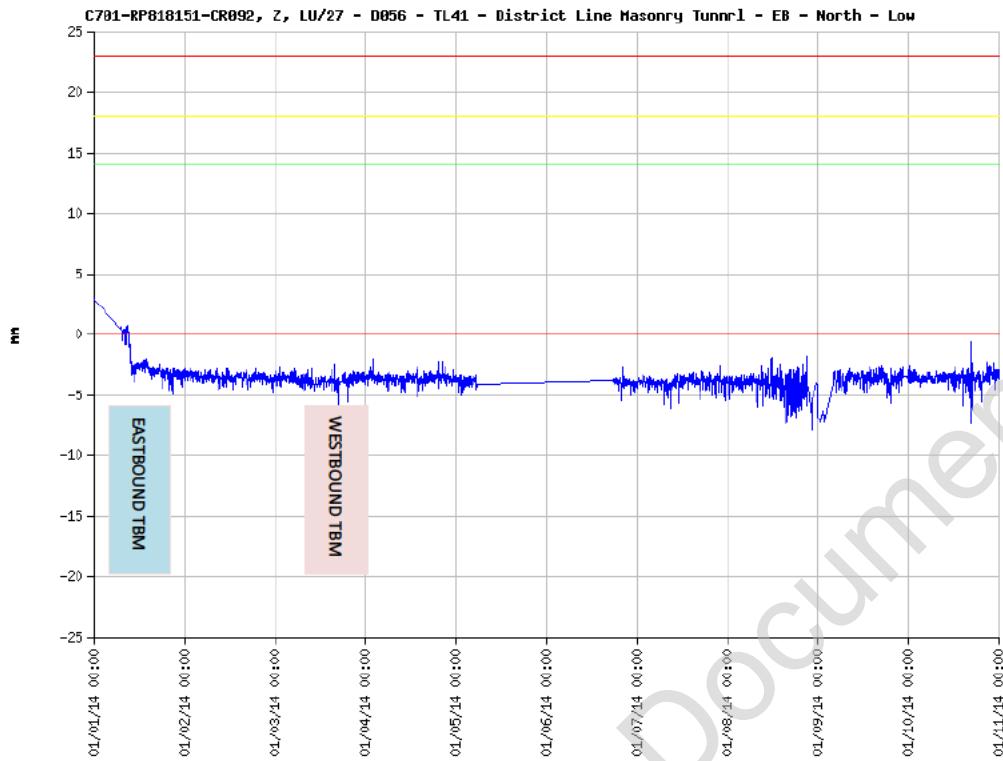
The sketch below shows the location of the prisms on the assets.



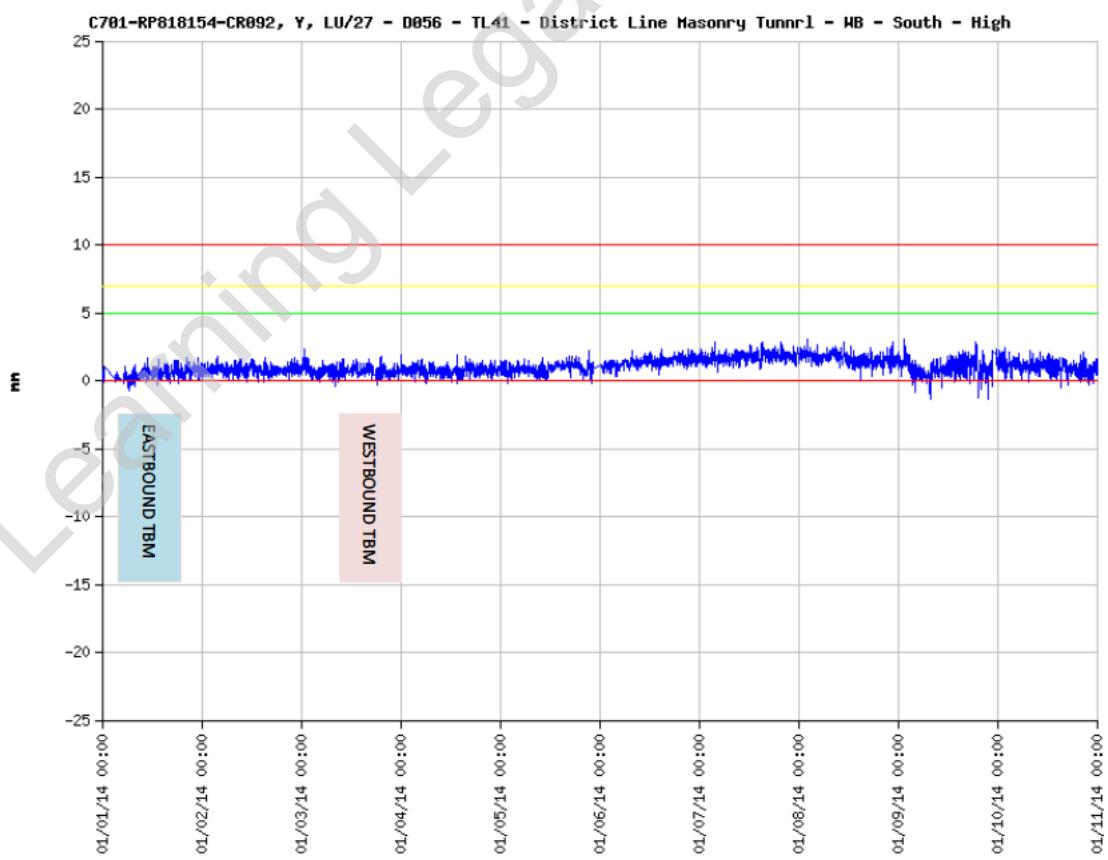
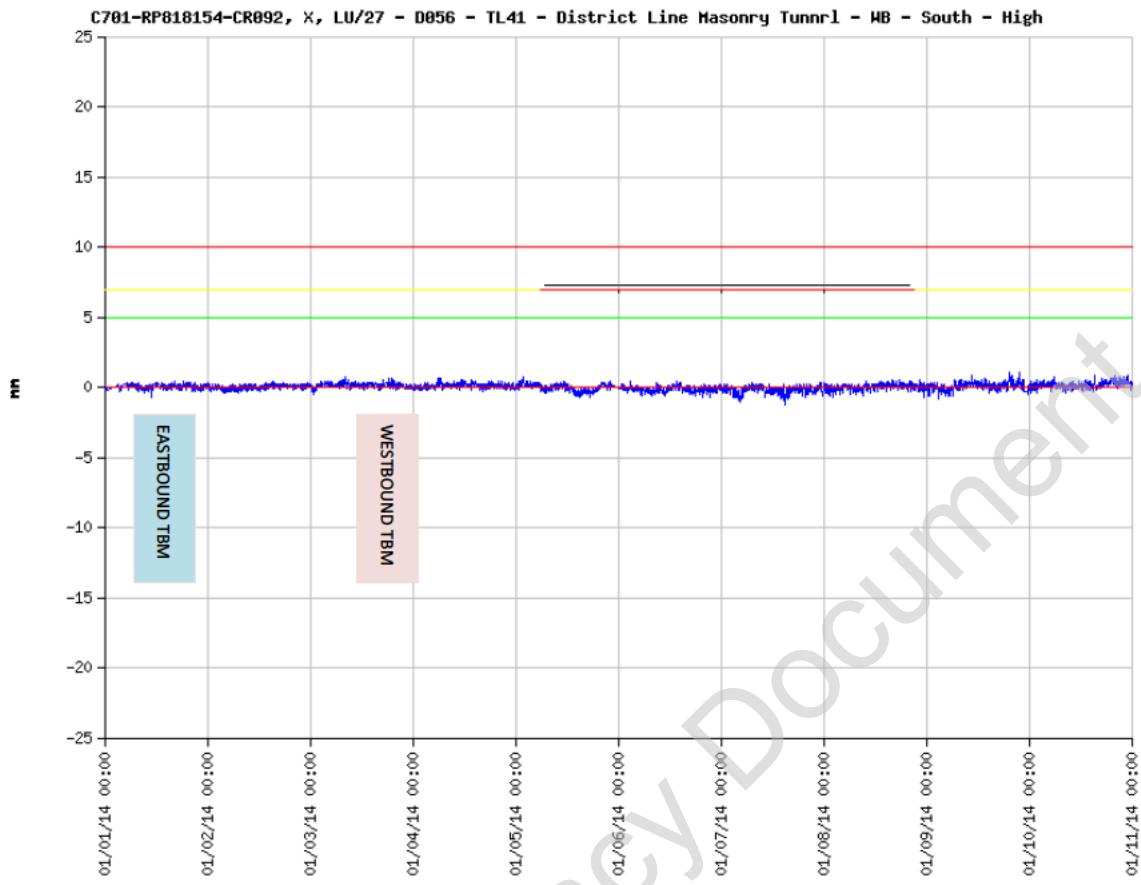
The graphs below show the automatic readings including the construction activities for each location of the prisms.

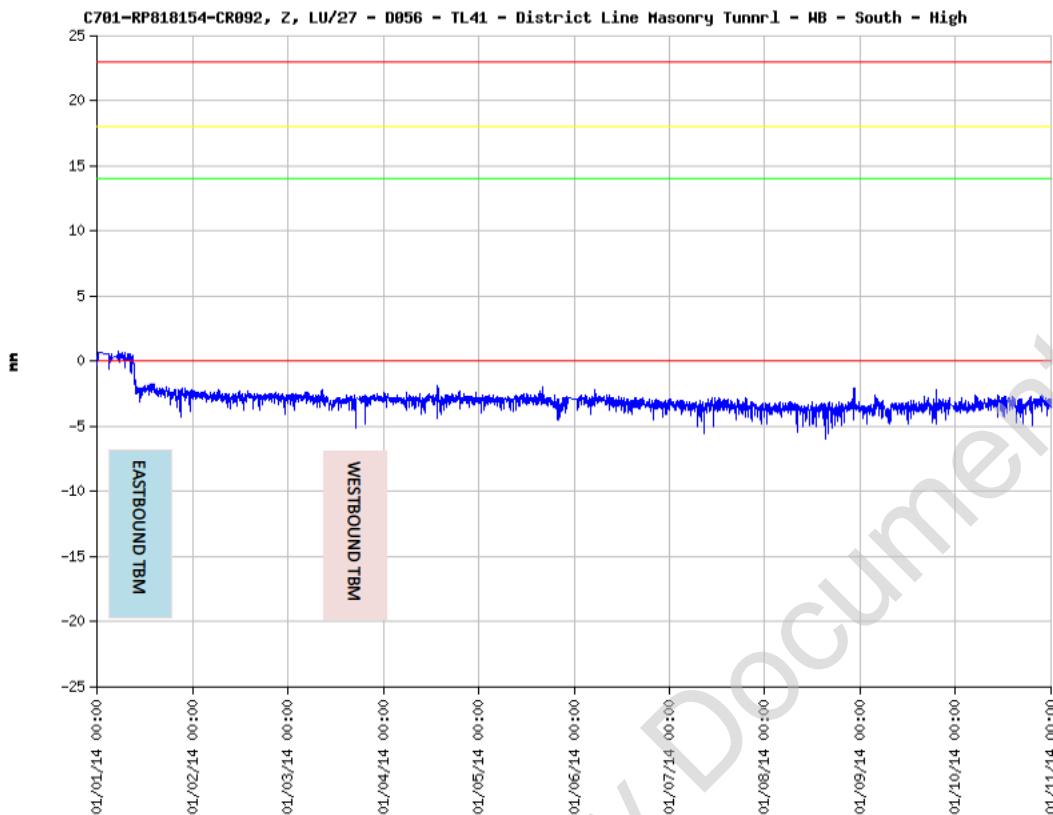
PRISMS EASTBOUND TBM C701-RP818151, C701-RP818154



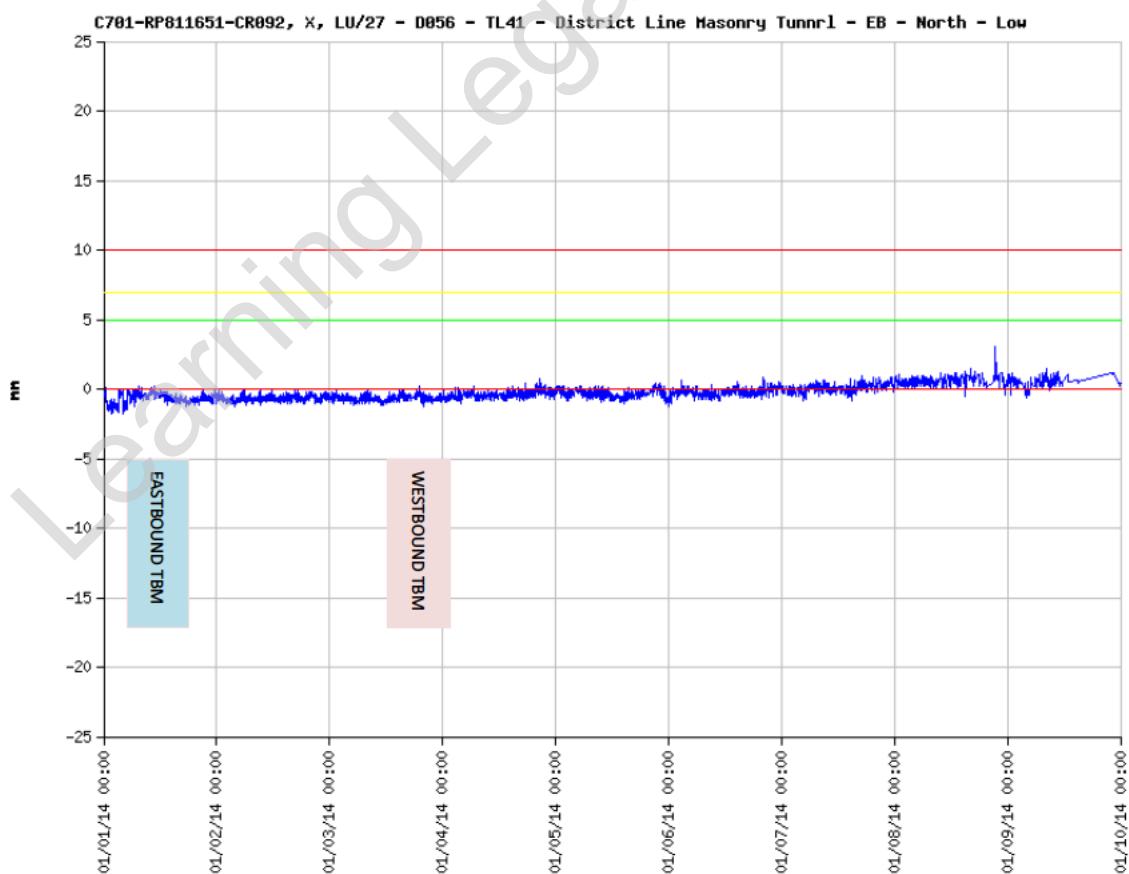


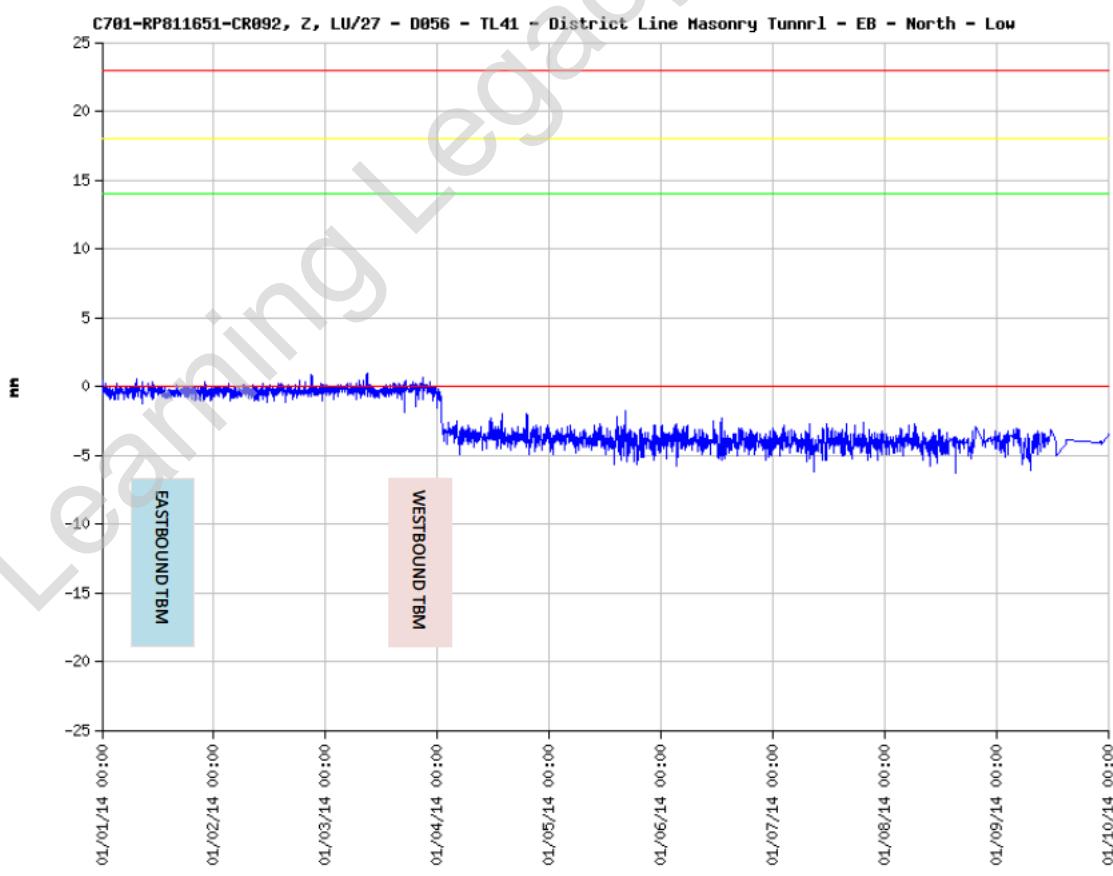
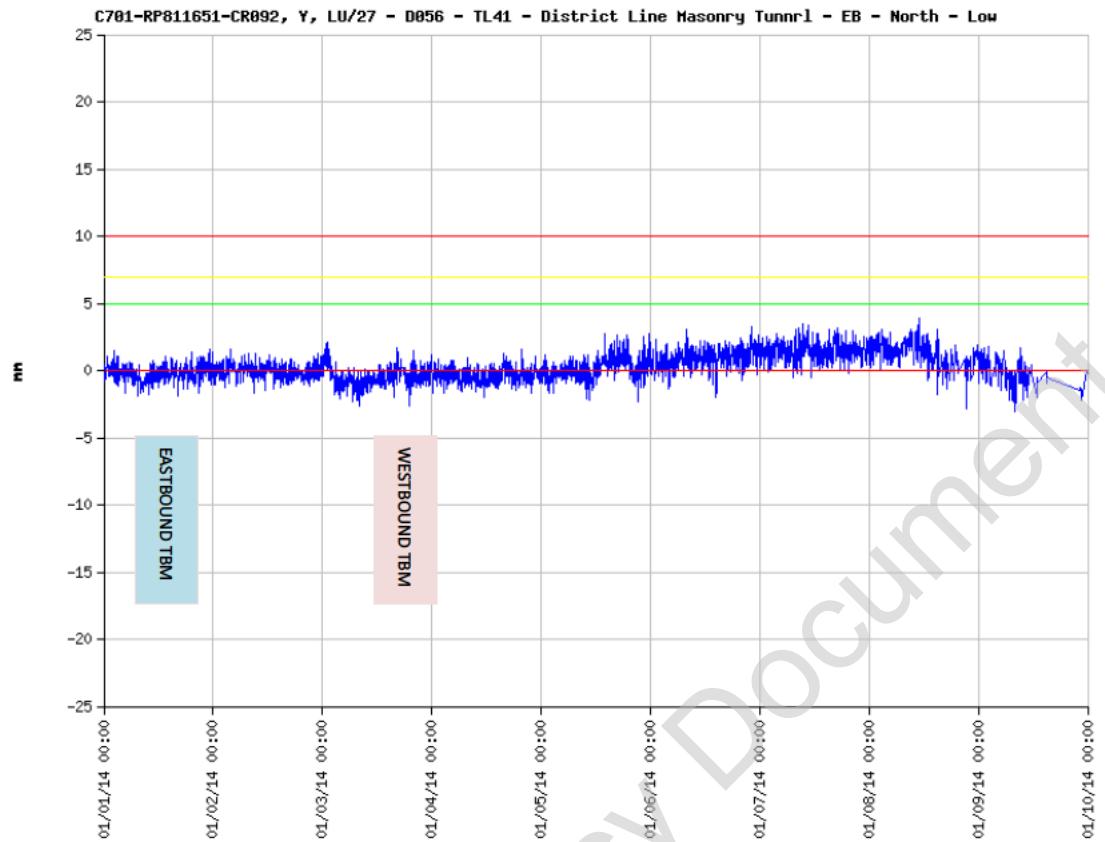
It should be noted for the gaps in monitoring data displayed between early May to late June there is no specific explanation provided by C704.

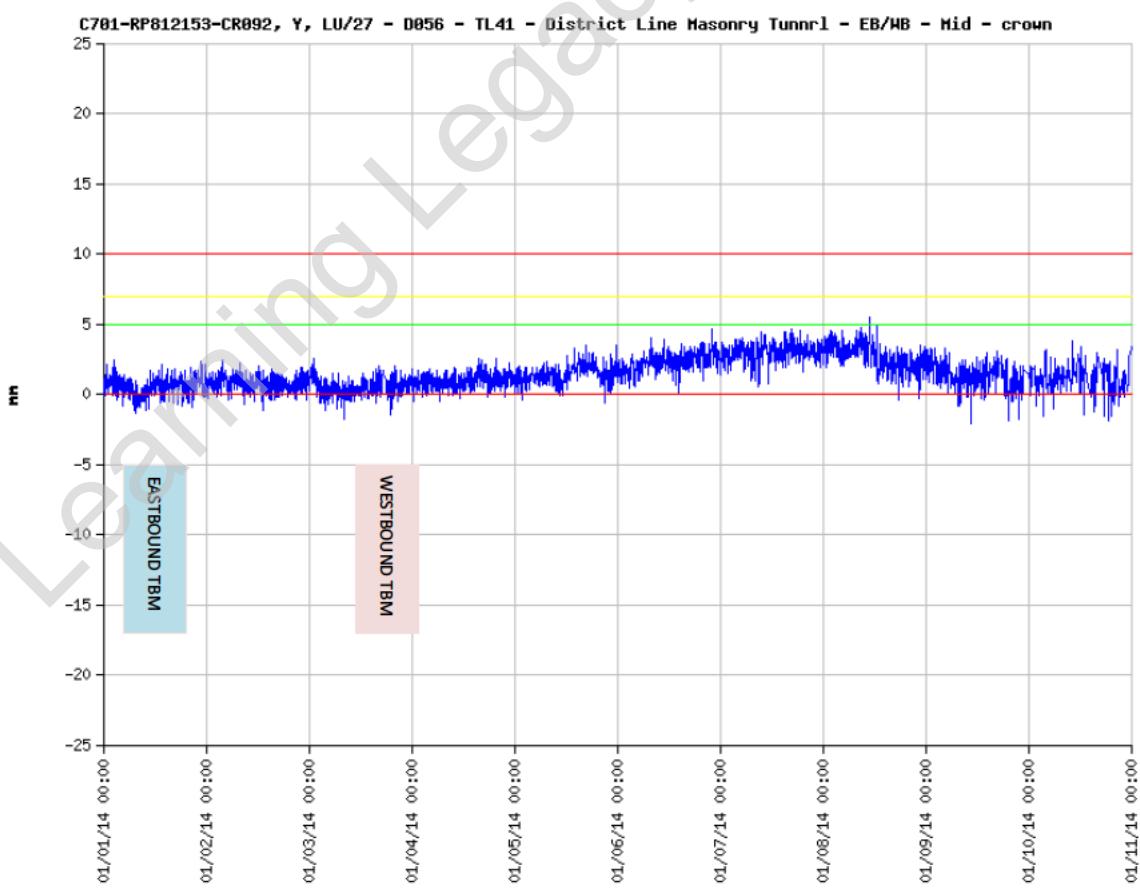
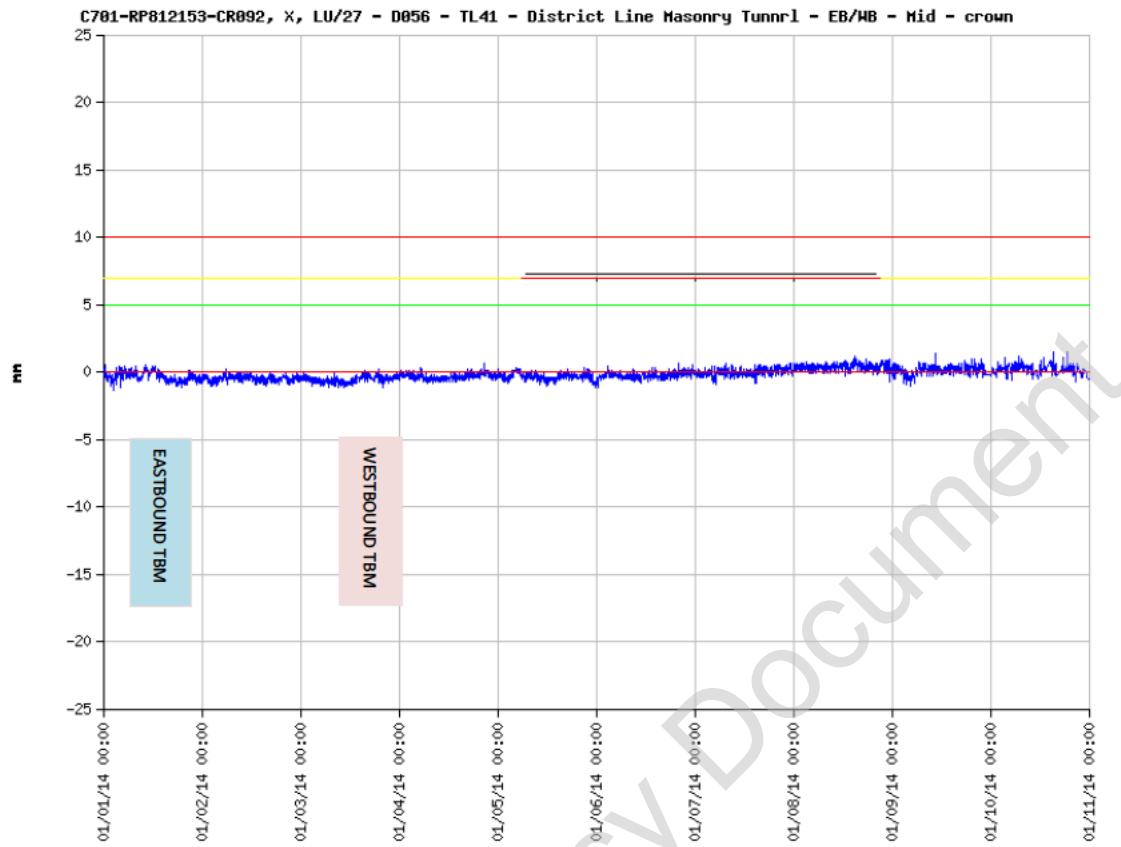


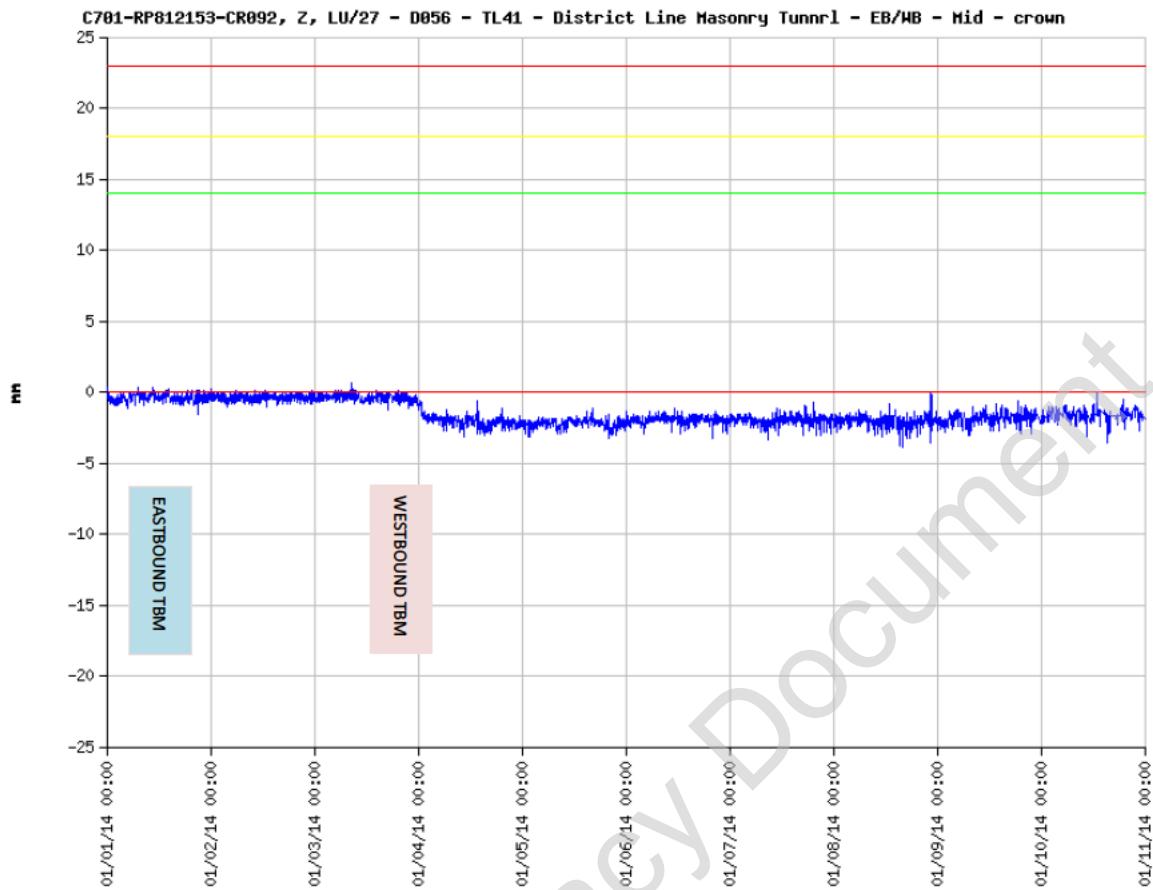


PRISMS WESTBOUND TBM C701-RP811651, C701-RP812153







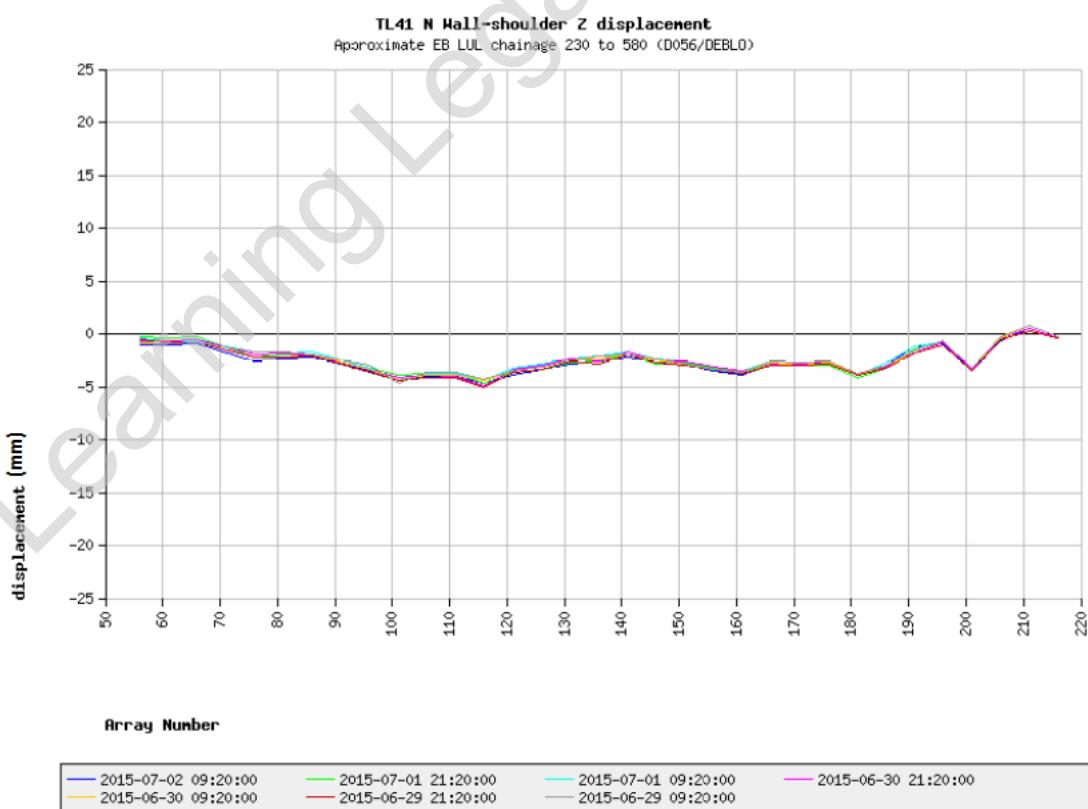
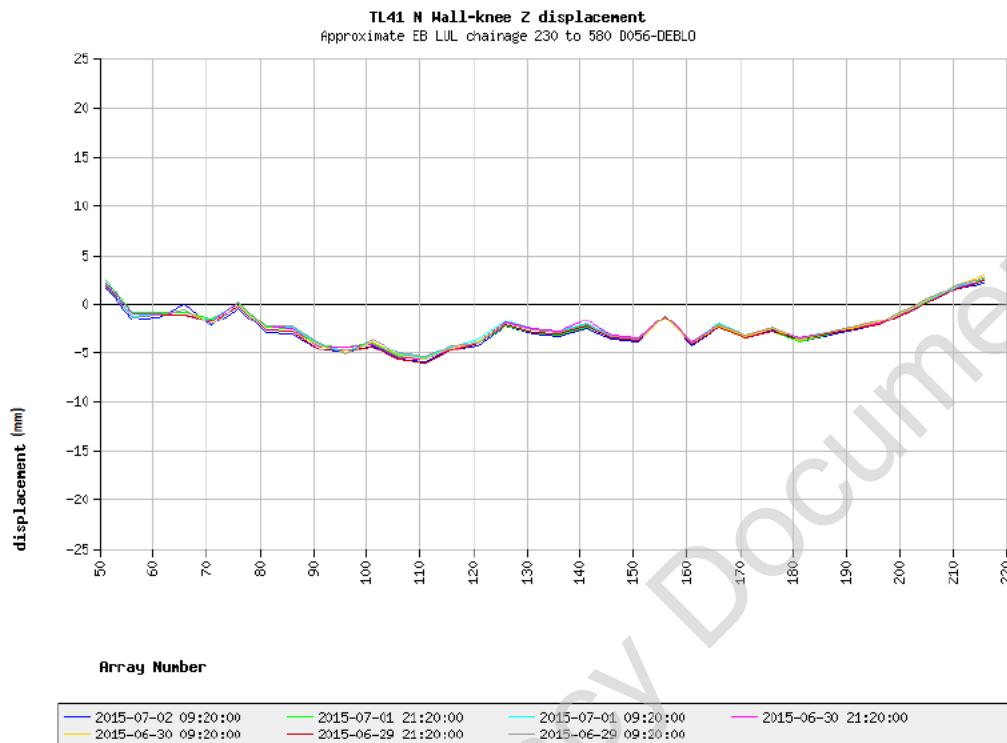


The information on the trigger values displayed in the graphs above is not comprehensive. Monitoring frequencies and trigger values were specified in: Design Consultant Framework Contract C122-Bored Tunnels; Instrumentation and Monitoring Plan: LU/27 District Line between Whitechapel and Stepney Green (C122-OVE-C2-RGN-D061-50020) where it states that the vertical settlement(mm) is 14 green, 18 amber and 23 red and the horizontal displacement (mm) is ± 5 green, ± 7 amber and ± 10 red.

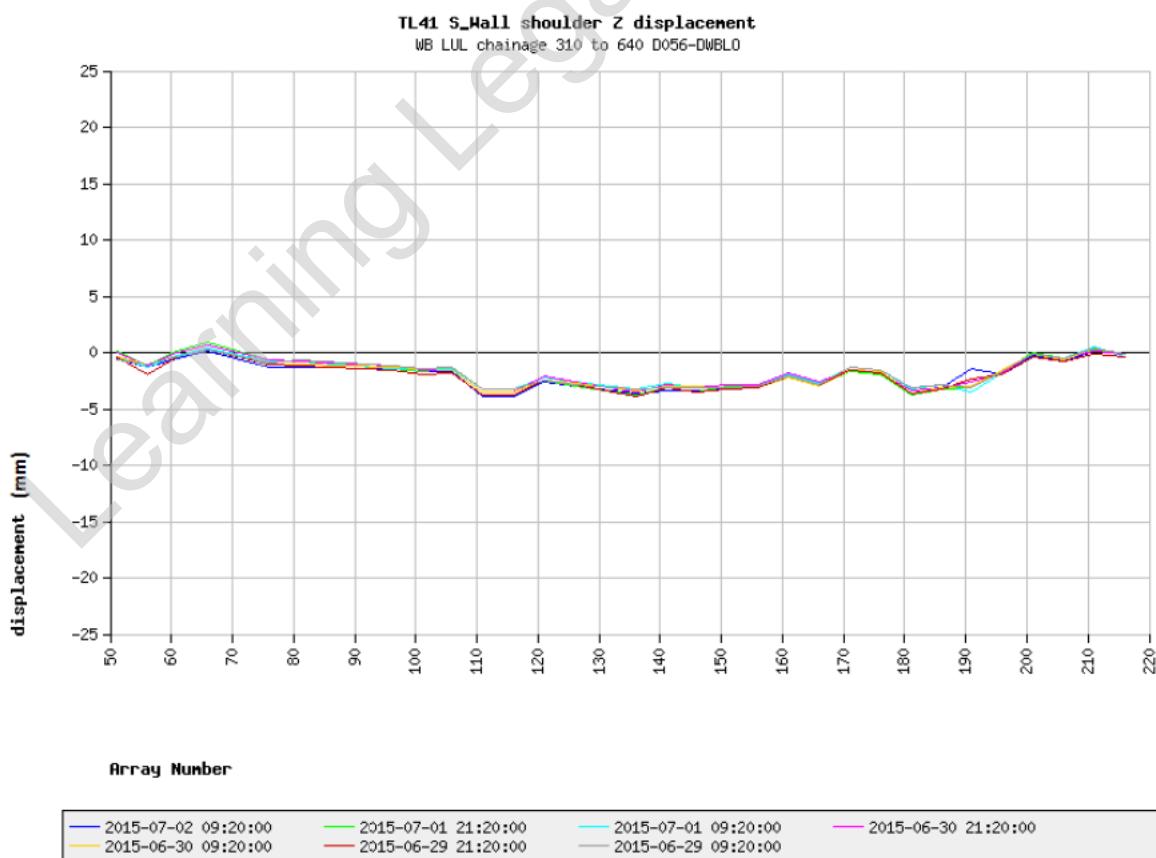
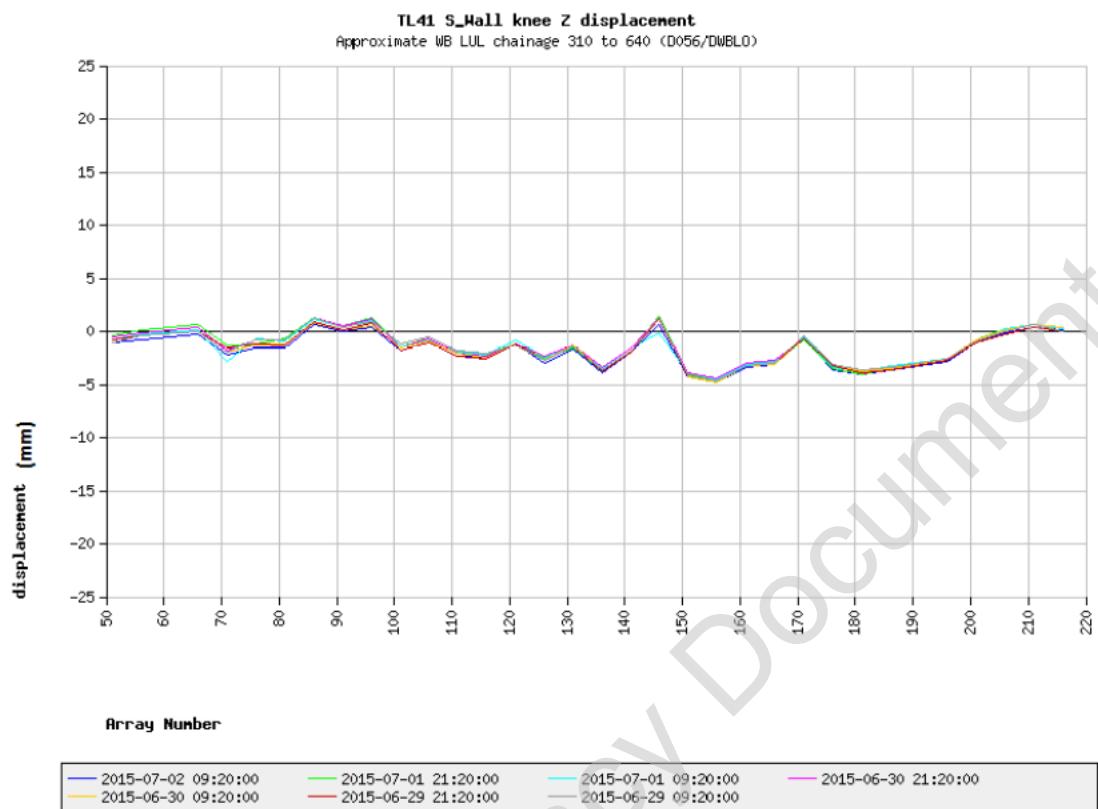
The graphs above show that amber trigger values for these instruments were not exceeded.

Vertical movement profiles (North and South wall) are shown below:

NORTH WALL



SOUTH WALL



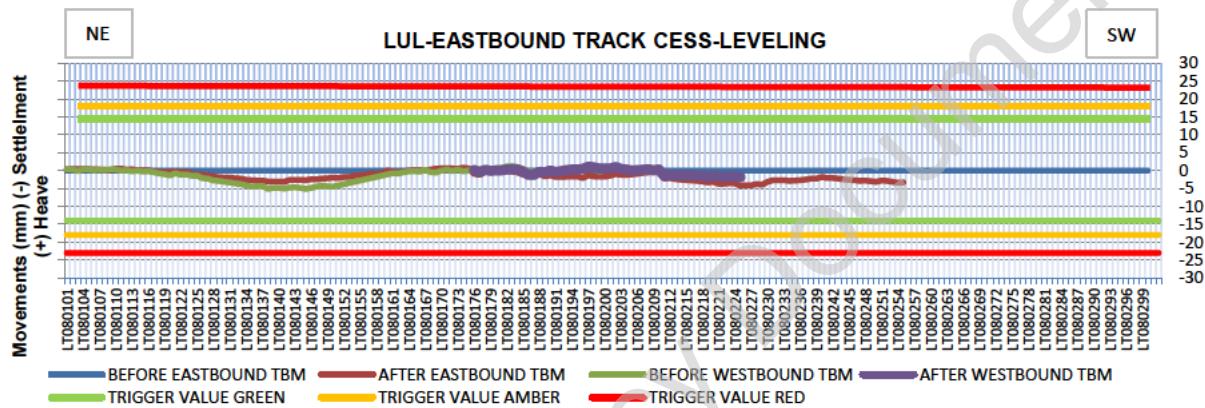
7. C305 MANUAL VERIFICATION READINGS

During the passage of the TBMs, manual readings were taken to verify the data provided from the C704 system was accurate and reliable.

TRACK LEVELLING EASTBOUND TBM

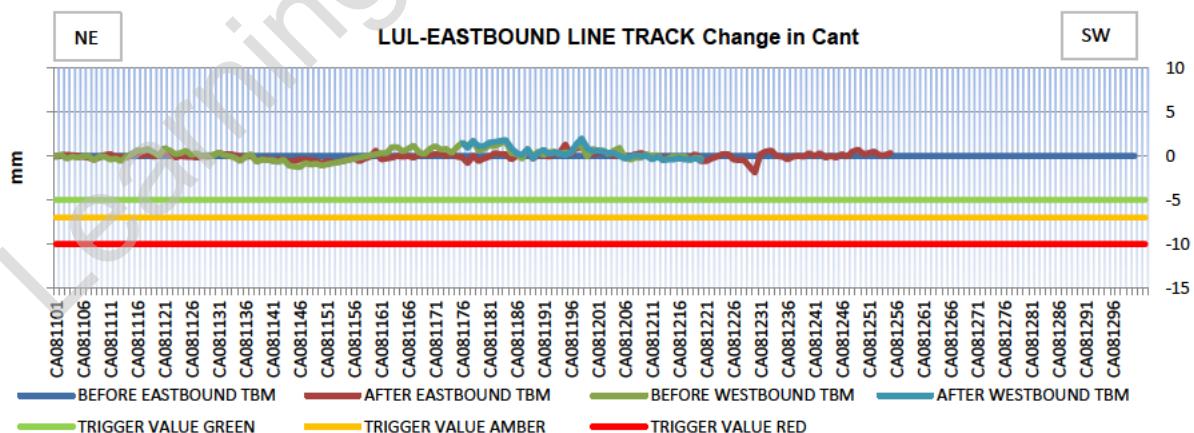
The following profiles of monitoring points run parallel to TBM alignment.

SETTLEMENT

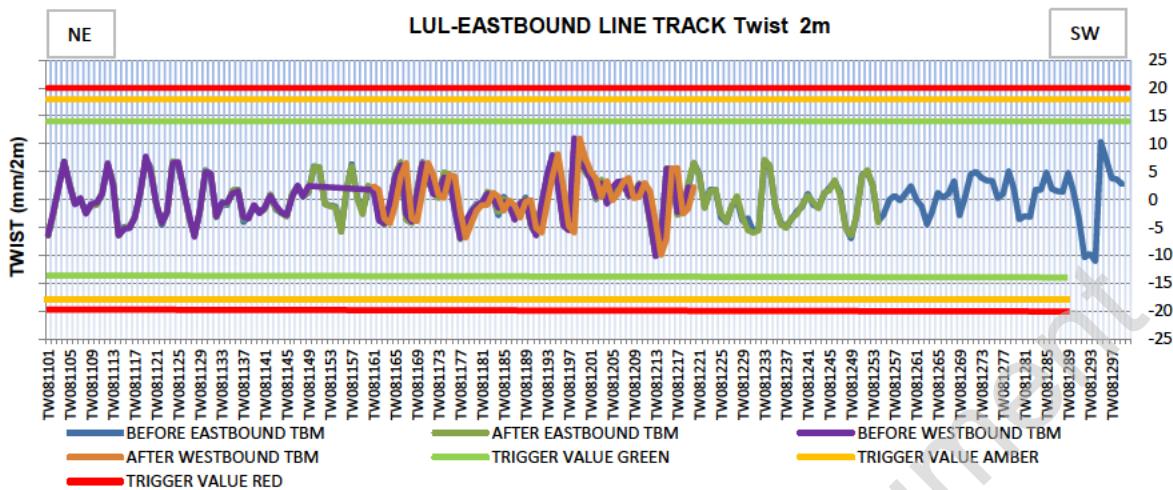


There was a maximum settlement of approximately 3mm after the Eastbound TBM passage, the maximum settlement after the Westbound TBM passage was almost 2mm. The total maximum settlement after both TBM transits was approximately 5mm.

CHANGE IN CANT



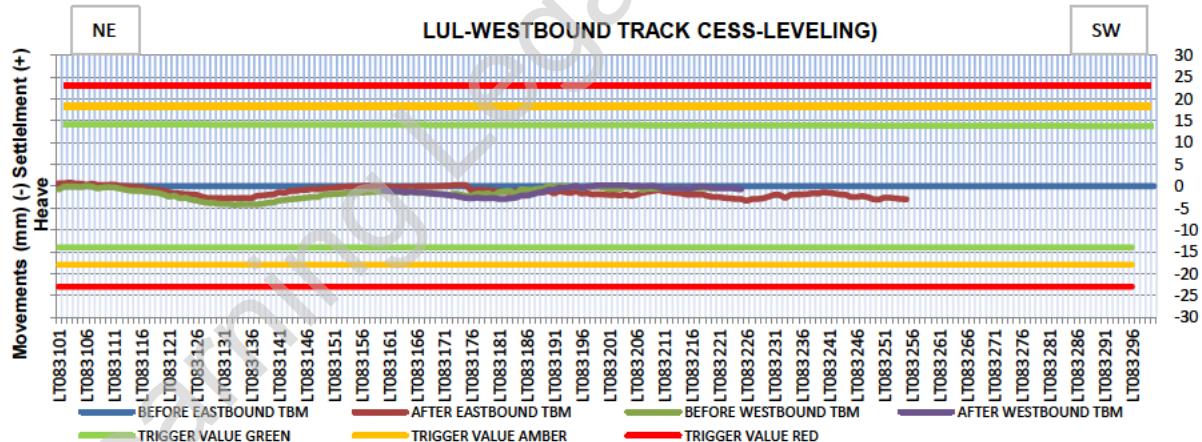
TWIST



No significant changes of twist and change in cant have been registered.

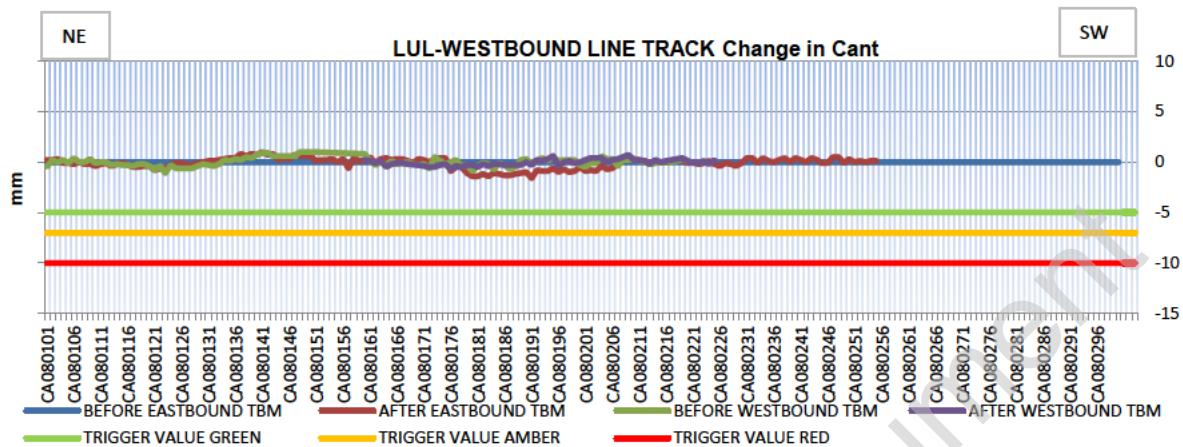
TRACK LEVELLING WESTBOUND TBM

SETTLEMENT

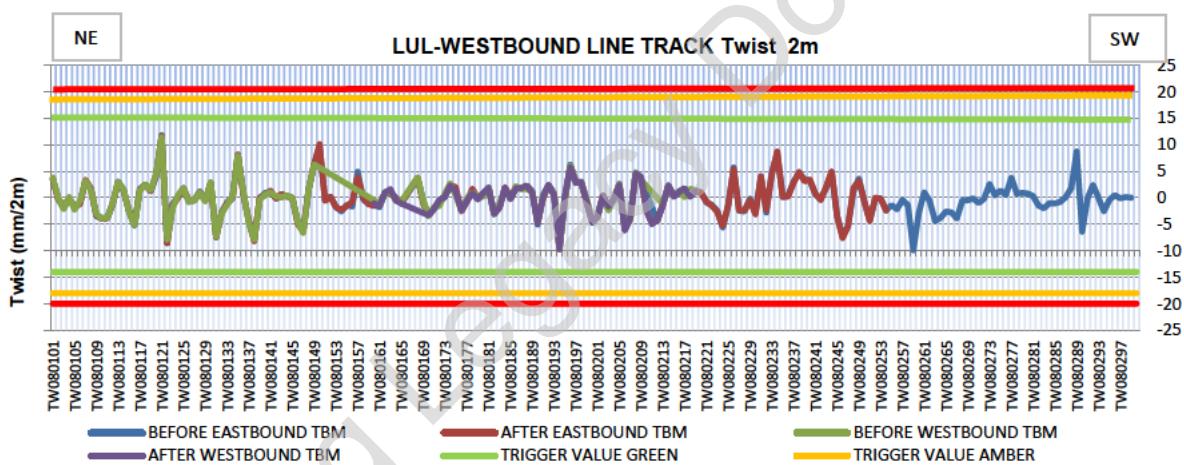


There was a maximum settlement of approximately 3mm after the Eastbound TBM passage, the maximum settlement after the Westbound TBM passage was almost 2mm, and the total maximum settlement after the both TBM transits was approximately 5mm.

CHANGE IN CANT



TWIST



No significant changes of twist and change in cant were detected.

Trigger values shown on the graphs are as per C122 I&M Plan (C122-OVE-C2-RGN-D061-50020). As can be seen all movements were within the trigger values specified.

8. SUMMARY

The review of both the C305 manual verification data and the C704 automatic system data concludes that the impact of C305 works was within the predictions as per trigger values specified in the C122 I&M plan. The assessment concluded in the document: "C704 Instrumentation Decommissioning Agreement London Underground Whitechapel" C704-XRL-C-AAG-D061-50002 states the long term ground movements have reached an acceptably small rate, and proposes to decommission the automatic system and that manual monitoring should cease.

APPENDIX A:
DECOMMISSIONING AGREEMENT



Crossrail Delivery – Contract C704

C704 Instrumentation Decommissioning Agreement London Underground Whitechapel

Document Number: C704-XRL-C-AAG-D061-50002

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| 2.0 | 11/06/15 | Javier Gonzalez | Simon Nevard | Mike Groves | CEG Comments Addressed |
| 3.0 | 12/06/15 | Simon Nevard | Javier Gonzalez | Mike Groves | Contour plots updated |
| | | | | | |
| Formal Acceptance by Chief Engineer Group (CEG) | | | | Accepted by: | Mike Black |
| | | | | | |

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CRL RESTRICTED

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Appendix A – I&M Drawings

Appendix B – C701 Installation report on LU/27 to be decommissioned

Appendix C – Summary of monitoring results

Appendix D – Detail of proposed area for de-commissioning

1 Purpose

Following detailed assessment of the impact of CRL works on the individual Assets by C122 and as part of CRL's resulting risk management strategy, a comprehensive Instrumentation & Monitoring (I&M) system has been installed by C701 in the Whitechapel London Underground assets (LU/27). The objective of the monitoring regime has been that of automatically (and manually) monitoring the Asset in order to control the effects of the excavation-induced movements caused by Crossrail works beneath the Asset.

Most of the C701 I&M automatic system has been installed in advance of CRL construction activities to record necessary background monitoring data. Currently C704 provide monitoring data from the system to UCIMS.

C701 have also installed a manual system (retro targets, crack gauges, levelling points, etc.) to be used by C510-511-512 as a back up and to validate the automatic system.

The latest CRL work (not including the stations upgrades works) that will be affecting the Asset will be the ESS Piling in September 2014 in the Eastern Station area, the Temporary Ticket Hall construction in December 2014, and the West Lift Shaft (piling and excavation) area by the C512 project.

This document aims to provide a basis on which all relevant parties can agree on C704 partial decommissioning of the automatic I&M system from the different Assets. The partial decommissioning wont have any effect in terms of data quality or instrument performance of the remaining equipment that will be left in place. All the equipment to be removed won't be close to the areas with on going works, or that haven't been stable for more than a six month period

The last relevant construction activity in the area between Brady Street and the eastern side of the assets monitored by C704 was the Drive Y back in January and March 2014. Since the ground stabilised from that, the area has remained stable within its accuracy, recording just noise, which is mostly within the +/-2 mm range, as can be seen in the plots attached to this document.

Because the contract requirements have been achieved, CRL C704 is suggesting to remove the instrumentation within that area (at this stage only in part of the LU27 scope), and not to perform any further monitoring, although there will be a further long term stability check through INSAR (Interferometric Synthetic Aperture Radar), which could be provided if requested to the stake holders on a quarterly basis.

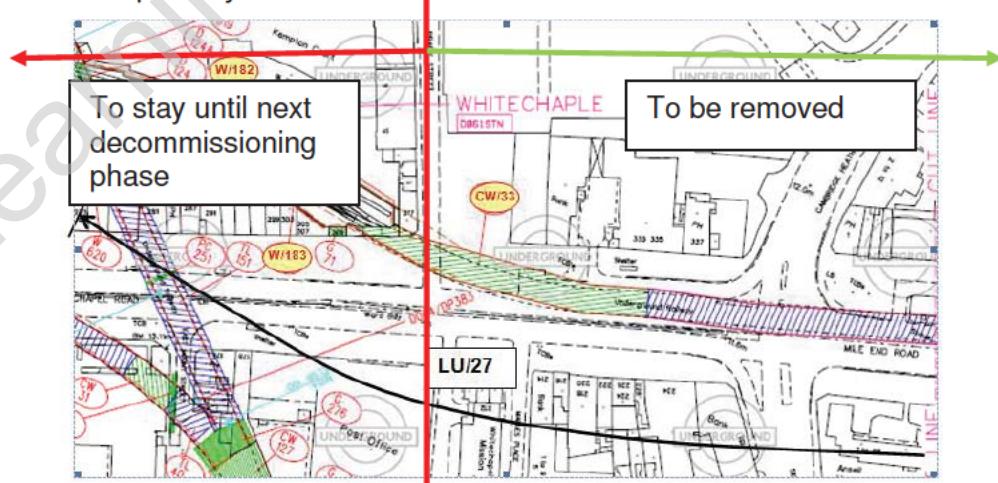


Figure 1 - LU District line Assets included in interface LU/27 are highlighted in yellow (Extract from Metronet Drawing NNNN0000-DWG-CVL-SA00-5531234, Rev 02)

Further detail on decommissioning scope is provided in point 6 of this document, and in Appendices B & D.

The second (and final) stage of the decommission procedure will be related mainly to LU/25/26 and the remaining bit of LU27.

2 Scope

This document covers the extent of the District line tunnel and assets between LU Whitechapel and Stepney Green stations (almost all LU27, as per Appendices B & D). The District line tunnel has an east to west orientation, and will be affected by the construction of the new CRL Whitechapel Station and running tunnels from Whitechapel Station to Stepney Green shaft.

The scope of the installation is defined by the *Preliminary Instrumentation & Monitoring Plan for LU Infrastructure* C122-OVE-C2-RGN-D061-50020 and by I&M drawing C122-OVE-C2-DDA-CR001_Z-31116.

3 Definitions

| | |
|---|---|
| Asset | Specific LUL interface covered by this document (LU/27). |
| ATS | Automated Total Station |
| CRL | Crossrail. |
| C122 | CRL Contract that assessed excavation-induced ground movements and acts as Designer of C701/C704 I&M systems. |
| C701 | CRL Contract responsible for the installation/maintenance of the automatic I&M system in LU/27. |
| C704 | CRL Contract responsible for the maintenance/decommissioning of C701 manual/automatic I&M system in LU/27. |
| ELL | East London Line |
| I&M | Instrumentation & Monitoring |
| LU/25 | District Line at Whitechapel Station |
| LU/26 | Overground at Whitechapel Station (LUL Assets) |
| LU/27 | District Line between Whitechapel and Stepney Green stations |
| LUL | London Underground Limited |
| LOL | London Overground Limited |
| Predicted zone of influence of Crossrail | Area located within the predicted 1mm greenfield ground surface settlement contour associated with Crossrail works. |

works

Relevant parties

Parties requested to formally agree decommissioning of the automatic I&M system presented in this document:

- London Underground Limited (LUL);
- CRL Chief Engineers Group (CEG).

4 The Asset: District Line at Whitechapel (LU/27)

The following plots comprise a brief description of the movements due to CRL related constructions that have affected LU/27 District Line between Whitechapel and Stepney Green stations.

Further details are included in *C122 Assessment Report*:

- *Assessment of Ground Movement Effects: LU/27 District Line: Whitechapel to Stepney Green (C122-OVE-C2-RGN-D056-00001_rev3_all)*.
- *Analysis report for 3D FE Model of Whitechapel Station: Durward Street Shaft (C122-OVE-C2-RGN-D061-00002)*

5 I&M Systems in LU27

5.1 C704 systems

The automatic (and manual) I&M system installed in the asset under consideration was specified on drawing C122-OVE-C2-DDA-CP001_Z-31116.

Monitoring frequencies and trigger values were specified in *Design Consultant Framework Contract C122 – Bored Tunnels: Instrumentation and Monitoring Plan: LU/27 District Line between Whitechapel and Stepney Green (C122-OVE-C2-RGN-D061-50020)*.

The installation of this system in LU27 has been carried out by C701.

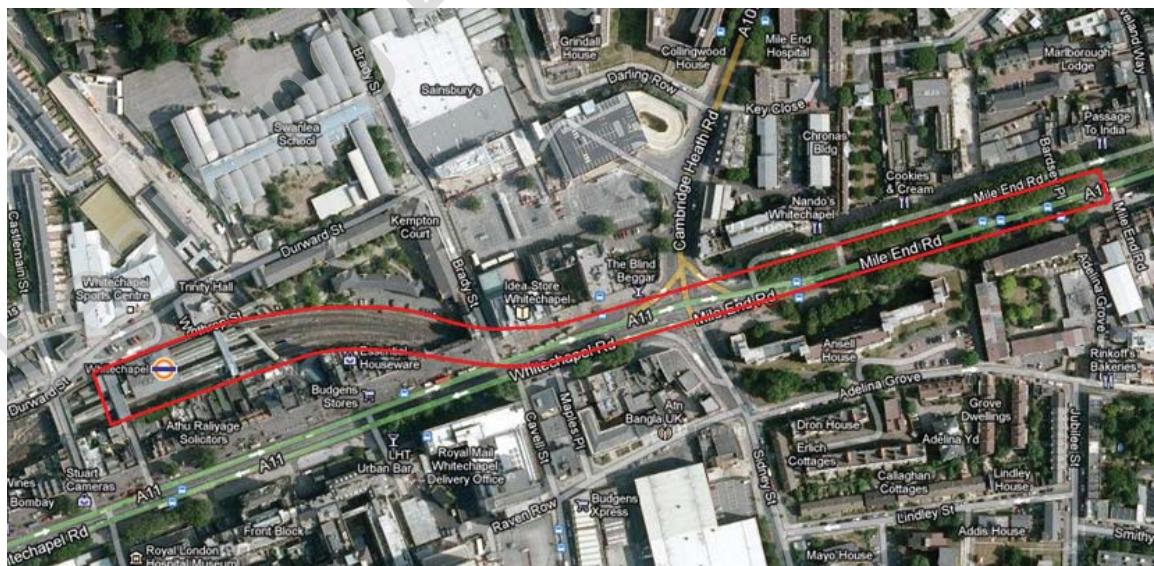


Figure 2 - Aerial photograph of Whitechapel LU Station and Hammersmith and City and District Line Route. Red lines denote the work area.

As described in detail in C701-ITM-C-RGN-D061_WS105-50001 & C701-ITM-C-RGN-D061-50001 (C701 Installation Whitechapel Station – Hammersmith & City and District Line), the I&M system comprises the following:

- Approximately 1900 geodetic prisms. Following the provided design, running rails and platform nose and base prisms were installed in arrays at one metre centres, with running rail prisms continuing at two metre centres throughout the monitoring section. Prisms to monitor lineside retaining walls and cover way (CW33) structures were requested at 10 m centres. Additional monitoring of bridge and girder structures for assets G179, D122 and D123.
- 15 No. Automated Total Stations (ATS) in different locations with various bracket designs.
- Prisms and ATS's to monitor Whitechapel LO Station (LU assets), bridges and girders.

It is proposed to leave the communication line in place for future use but to end the associated contract with the relevant provider.

Further details of the monitoring equipment installed are included C701-ITM-C-RGN-D061-50001 (C701 Installation Report for LU/27), which can be broken down as follows:

- 8 Leica TM30
- 3 CR1000 Dataloggers
- 8 Logger enclosures
- 217 prisms on eastbound track, 6ft rail
- 217 prisms on eastbound track, cess rail
- 217 prisms on westbound track, cess rail
- 218 prisms on westbound track, 6ft rail
- 146 prisms on structures in the eastbound tunnel
- 106 prisms on structures in the westbound tunnel

5.2 Systems Installed by Others

Following a pre-decommissioning site walkthrough, it has been noted that four other monitoring systems (installed by Others) are currently in place in the area of consideration:

- C510 Manual prisms on several locations along the WHI station (LO and LU, mainly in walls), or along the tracks.
- C510 Levelling points across the station.
- C510 Track levelling points (paint marks) in the tracks and sleepers.

Decommissioning of these systems does not fall under C704 umbrella. Necessary actions will be taken by C704 in order to avoid any accidental damage to these systems.

6 Monitoring Results vs. CRL Construction Works

All the assessment of ground movement provided in the above points present trigger values for the following purposes:

- Asset protection;
- Construction control;

- Track Geometry and Tunnel Clearance.
- Others.

The present document has been intentionally drafted by C704 as a high level reference summary to be used by decision makers and not as a detailed technical report. It is not the purpose of this document to analyse in detail the construction monitoring results for all monitored parameters, compare these results with associated trigger values and provide engineering considerations on residual risk to the Asset. A brief summary of current trends for LU/27 and annexed areas LU/25/26 (in order to provide a wider understanding of the current situation) is included in Appendix C.

The assets identified as falling in the ZOI of the Crossrail works covered by LU/27 are:

| LCS Code ¹ | Asset Number | Asset Description | Remarks | Within zone of influence |
|-----------------------|--------------|-------------------------------|--|--------------------------|
| D056 | CW33 | Covered way | District line | Yes |
| D056 | TL41 | Masonry tunnel | District line running tunnel | Yes |
| D056 | W182 | Retaining wall | Along EB track | Yes |
| D056 | W183 | Retaining wall | Along WB track | Yes |
| D056 | | Track | Within Zone of Influence (i.e. approx. LCS chainages D056/DEB16 to D056/DEB120 and D056/DEB210 to D056/DEB570) | Yes |
| D056 | | Track drainage | | Yes |
| D056 | | Lineside services & equipment | | Yes |

Table 1 - Extract of LU Infrastructure Protection Schedule of Assets at interface LU/27 from C122-OVE-C2-RAN-D056-00001

As per point 1 Figure 1, some of the monitoring in LU/27 will be left in place, as:

- Retaining wall 182 & 183

The rest of the areas will be decommissioned in this stage:

- CW33, as per presented in appendix C, the structure has been stable (in within +-2mm) since April 2014.
- TL41, as per presented in appendix C, the major part of this structure has been stable since the beginning of the project, but the Eastmost side that was affected by the TBM drives in January (EB) and March (WB) 2014. Since April 2014 the Masonry Tunnel has presented stability in within the +- 2 mm.
- Track, Track drainage, & others, always beyond Brady Street (CW33). The track monitoring does not cover the same extension as the structure monitoring, and has shown stability since April 2014 for the area that will be decommissioned at this stage.

7 Assessment of Closeout Trends

Following the evolution of the construction activities, and providing that there are very few that have had an unexpected impact on the LU assets, C704 has analysed the current data, arriving to the conclusion that a large part of the instrumentation (prisms and ATS's) can already be removed as the rate of settlement is less than 2mm per year for more than a year of time.

The requirements in terms of duration/frequency for the closeout monitoring regime (minimum 3 months continuous monitoring followed by quarterly readings over a 12 months period) have been accomplished for TBM's and SCL works affecting the this section of LU/27, as per appendix C

As highlighted in Section 6 and presented in Appendix C, the signature of the two TBM excavation phases is clearly identifiable in the construction monitoring data of the prisms sections, as per the other specified assets.

Based on this, it is proposed to partially decommission the I&M automatic system currently installed in LU/27 (from Brady Street to the east) in the areas shown in Appendix B & D..

It is however proposed to leave the remaining monitoring sensors that are not inside the partial decommissioning area, and their associated ATS and reference prisms around Whitechapel Station, until the end of the works.

8 Reference Documents

- C701-ITM-O1-GMS-D061_WS105-50003 (Method Statement for Additional Monitoring System Installation on LO Assets at Whitechapel Station)
- C701-ITM-O1-GMS-D061-00002 (Method Statement for Monitoring System Installation at Whitechapel LU Station)
- C701-ITM-Z-ACT-D061_WS106-50006 (C701 Space Application)
- C701-ITM-Z-KLI-D061_WS106-00002 (C701 Clearance approval)
- C701-ITM-C-RGN-D061-50001 (C701 Installation Report)
- C122-OVE-C2-RAN-D056-00001_rev3_all (*Assessment of Ground Movement Effects: LU/27 District Line: Whitechapel to Stepney Green*).
- C122-OVE-C2-DDA-CR001_Z-31116 (C122 I&M Drawing)

9 Appendices

Appendix A – I&M Drawing C122-OVE-C2-DDA-CR001_Z-31116

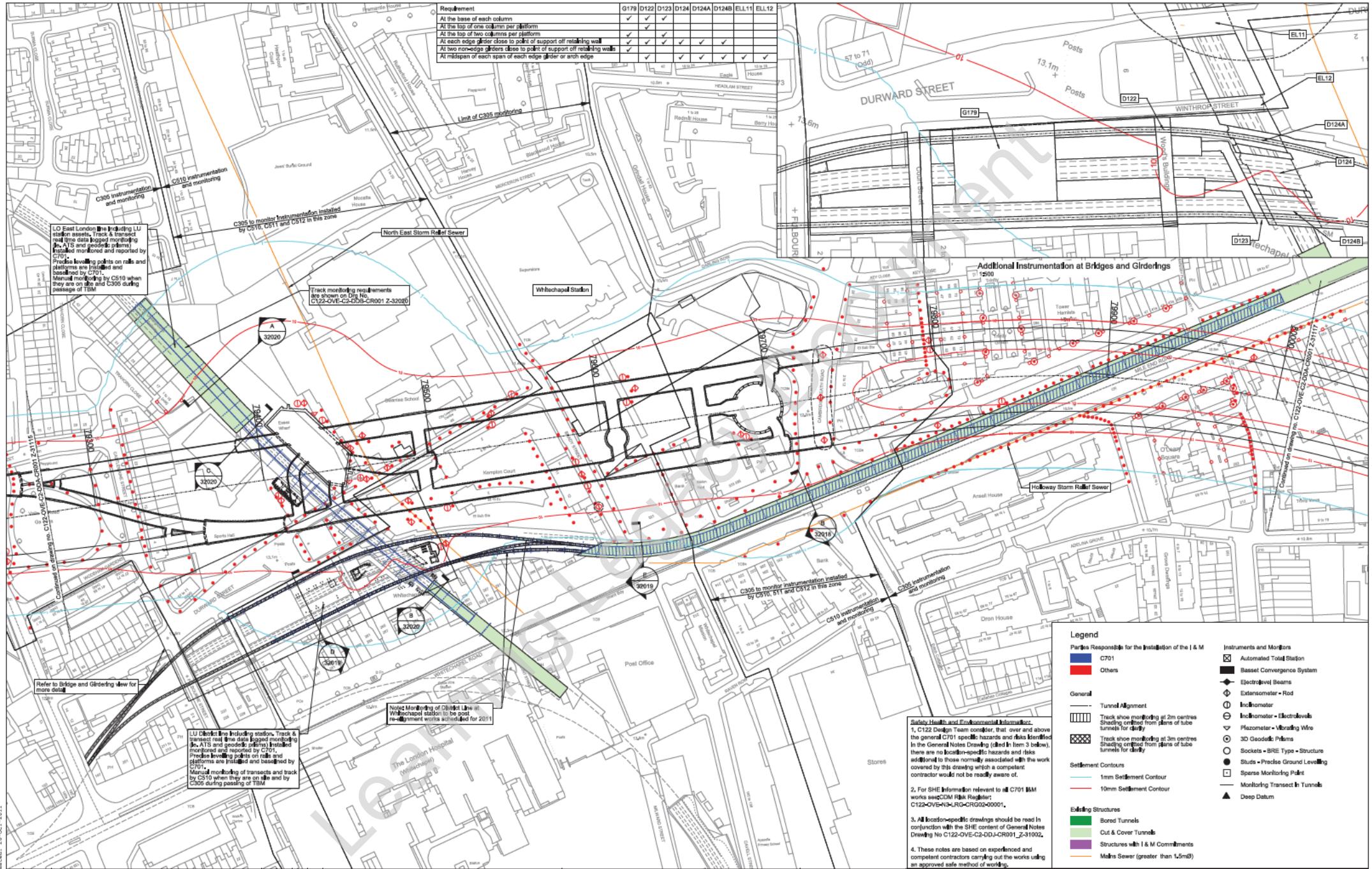
Appendix B – I&M As-Built Drawing

Appendix C – Summary of monitoring results for LU/27

Appendix D – Detail of proposed area for decommissioning

APPENDIX A

Learning Legacy Document



Monitoring general notes, schedule and monitoring frequency,
→OVE-DDJ-CR001_Z-31002 and
1_Z-31007.



Decommissioning Agreement Whitechapel London Underground

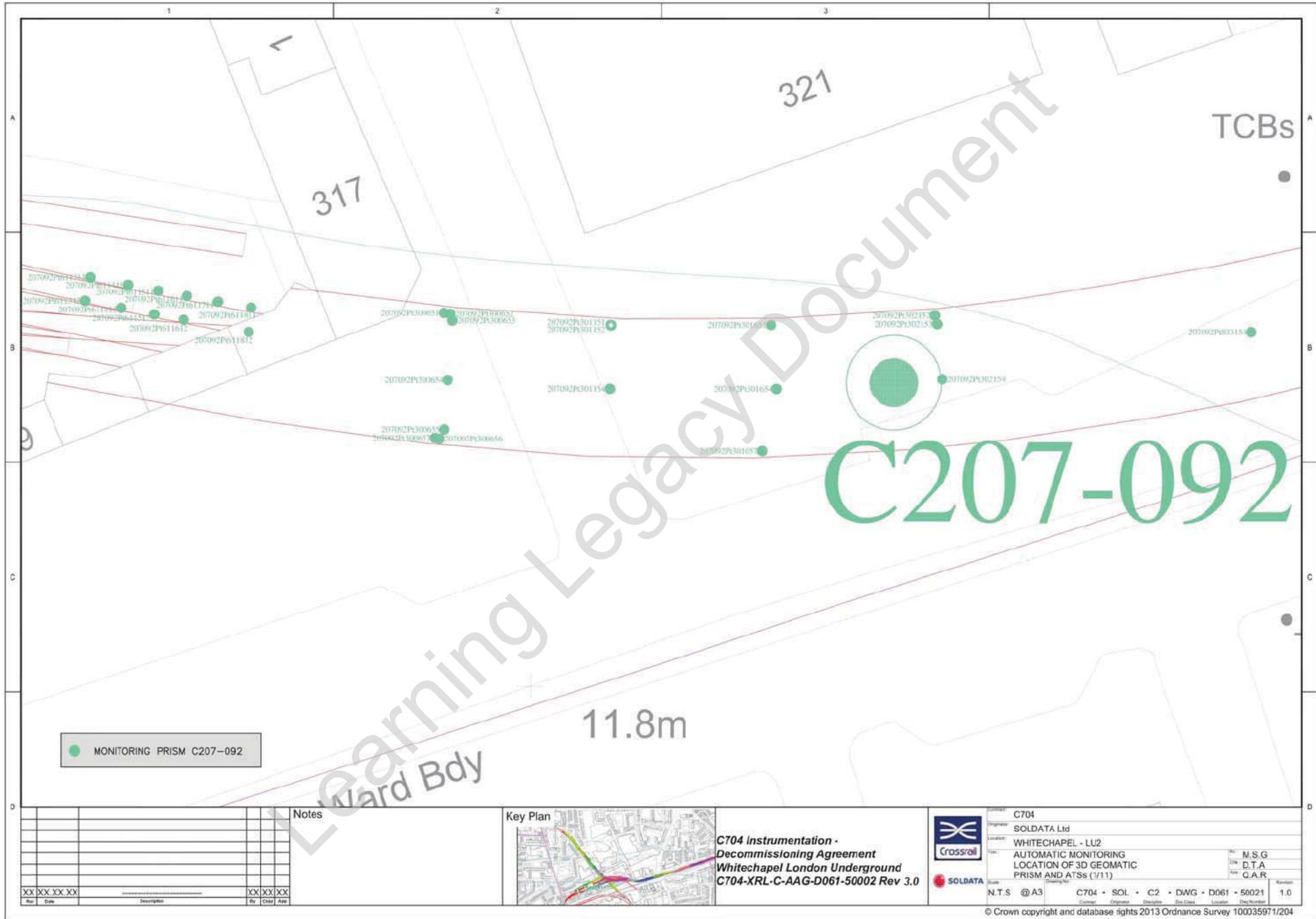


The logo consists of a stylized 'E' shape composed of three wavy lines, followed by the text "Contract I Bored Tunnels (Alignment and Track)" and "Contractor: CH2M HILL Contractors Limited".

[View Details](#)

APPENDIX B

Learning Legacy Document



C208-092

208092Pt304652 208092Pt304651

208092Pt304152
208092Pt304153

208092Pt304154 208092Pt304155

208092Pt304655 208092Pt304657

208092Pt303651A
208092Pt303653

208092Pt303151
208092Pt303152
208092Pt303153

208092Pt303654

208092Pt303655
208092Pt303657A

208092Pt304155
208092Pt304157
208092Pt304156

208092Pt302654

208092Pt302651
208092Pt302652
208092Pt302653

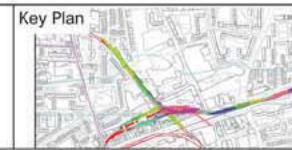
208092Pt302656
208092Pt302657

208092Pt802157

MONITORING PRISM C208-092

| Ref | Date | Description | By | Chkd | App |
|-------------|------|-------------|-----------|------|-----|
| XX XX XX.XX | | | XX XX XXX | | |

Notes



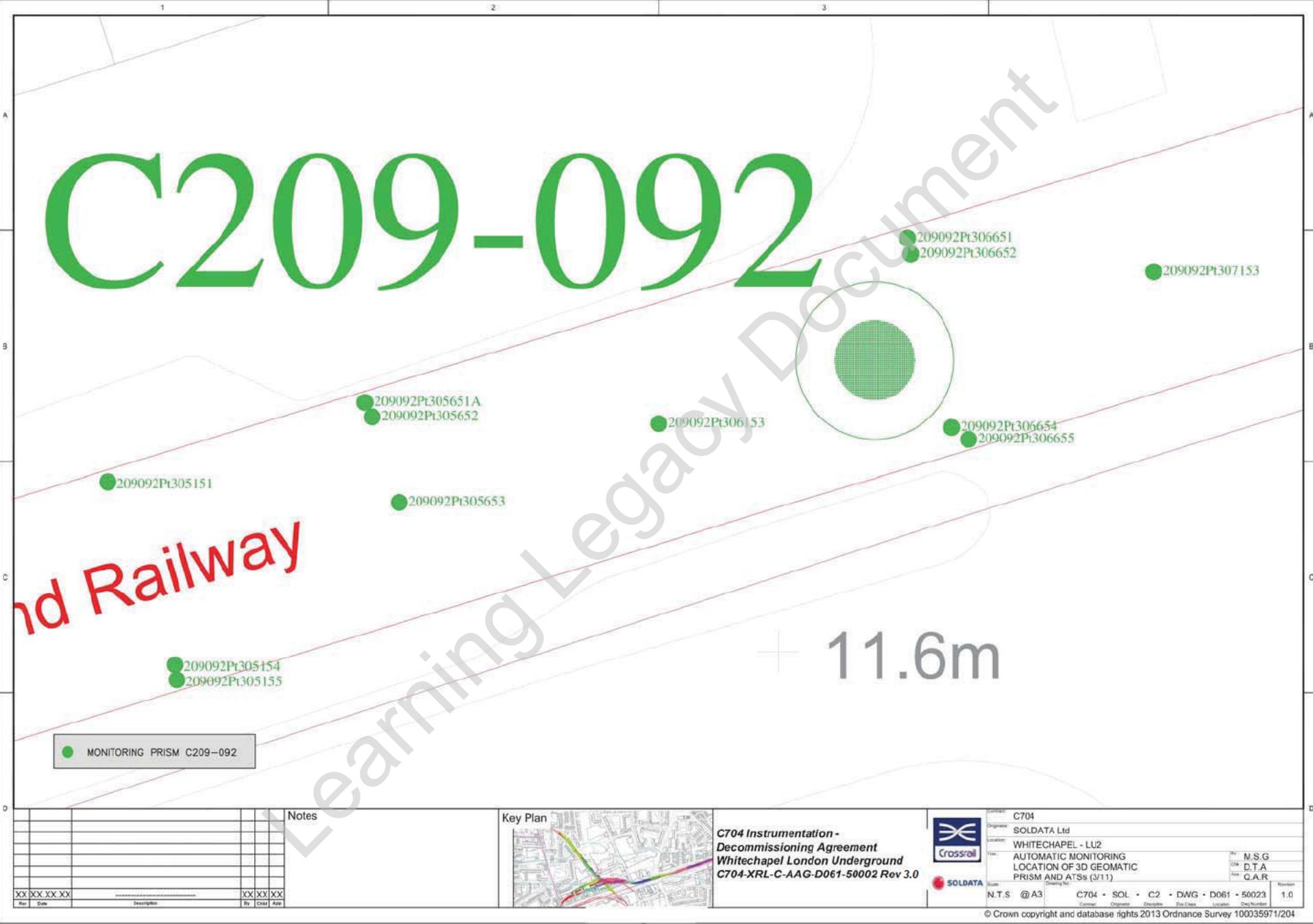
C704 Instrumentation - Decommissioning Agreement
Whitechapel London Underground
C704-XRL-C-AAG-D061-50002 Rev 3.0



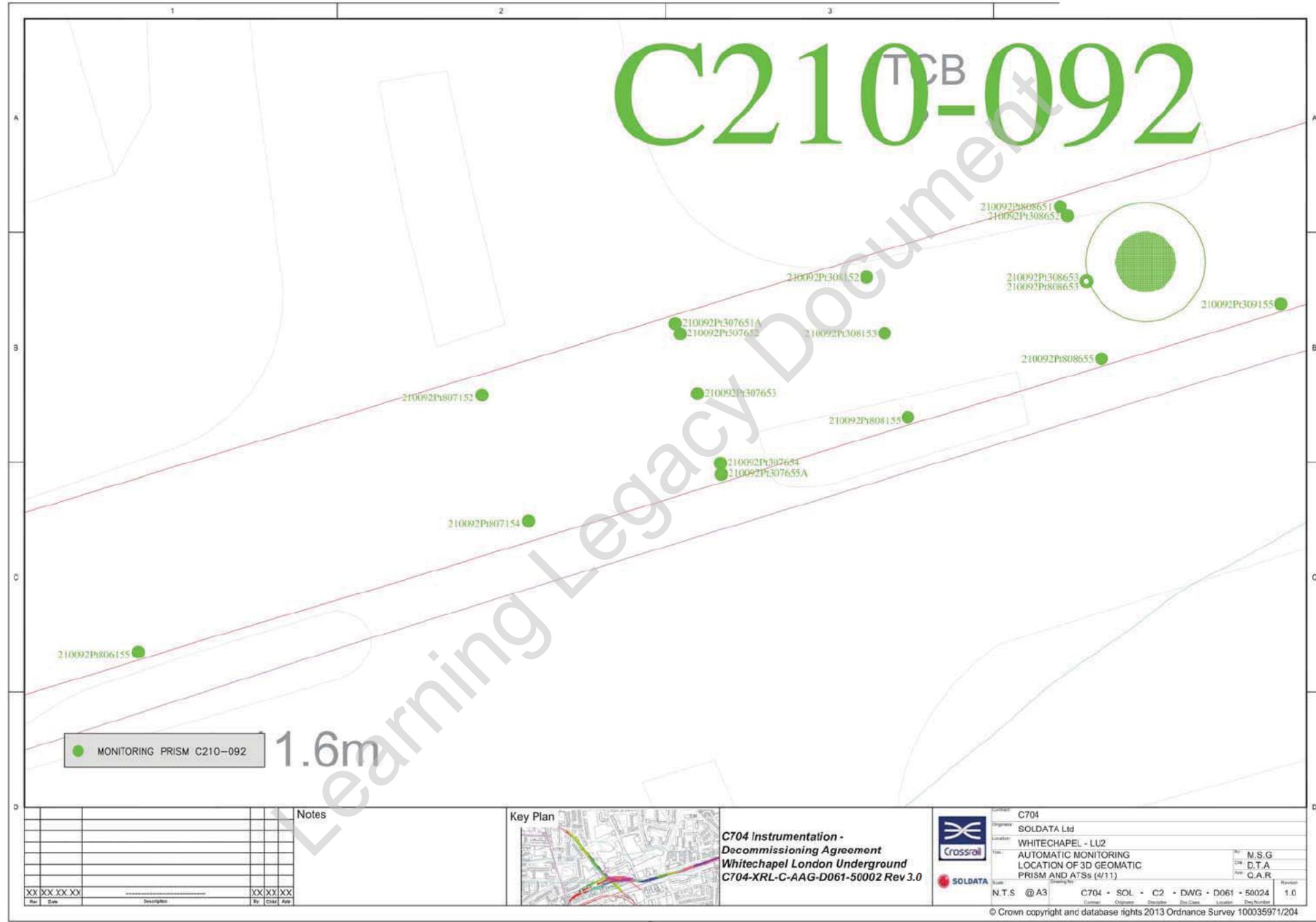
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Prepared by: SOLDATA Ltd
Location: WHITECHAPEL - LU2
Title: AUTOMATIC MONITORING
LOCATION OF 3D GEOMATIC
PRISM AND ATSS (2/11)
Drawing No.: N.T.S @ A3
Drawing Date: 10/06/2013
Scale: C704 - SOL - C2 - DWG - D061 - 50022
Comments: Compacted
Organizer: D.T.A
Describer: Q.A.R
Locates: 1.0
Dept Number:

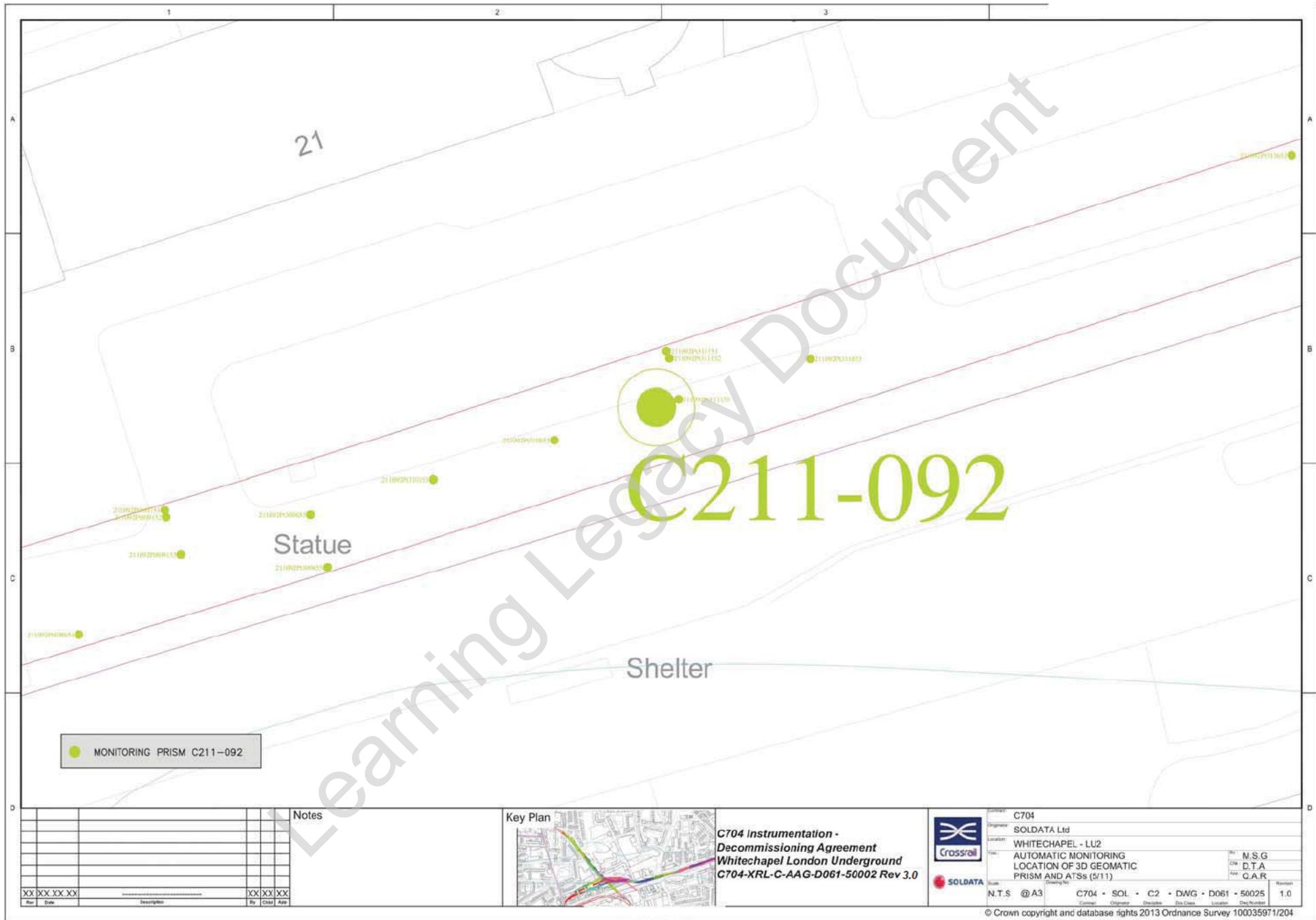
© Crown copyright and database rights 2013 Ordnance Survey 100035971/204

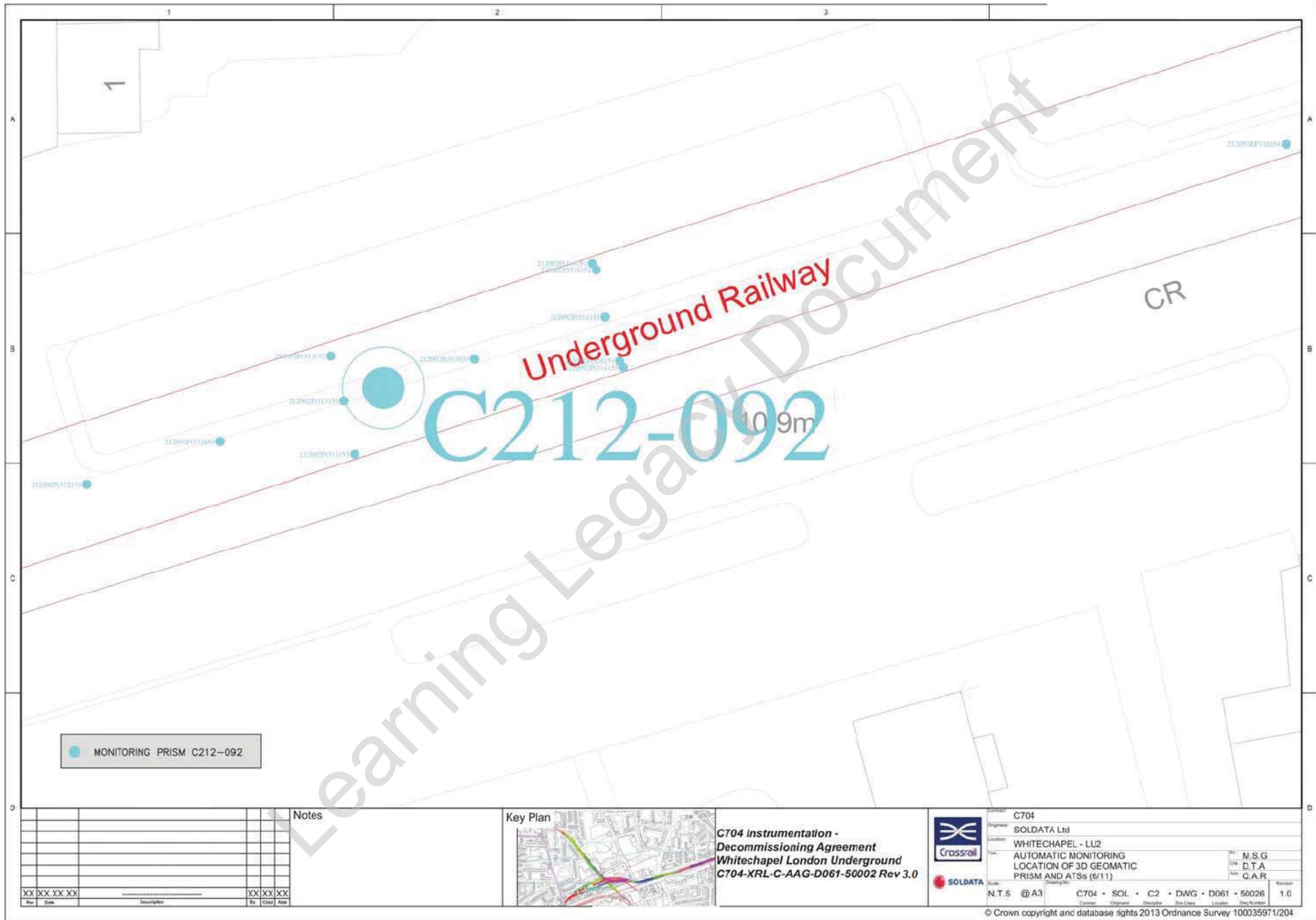
C209-092

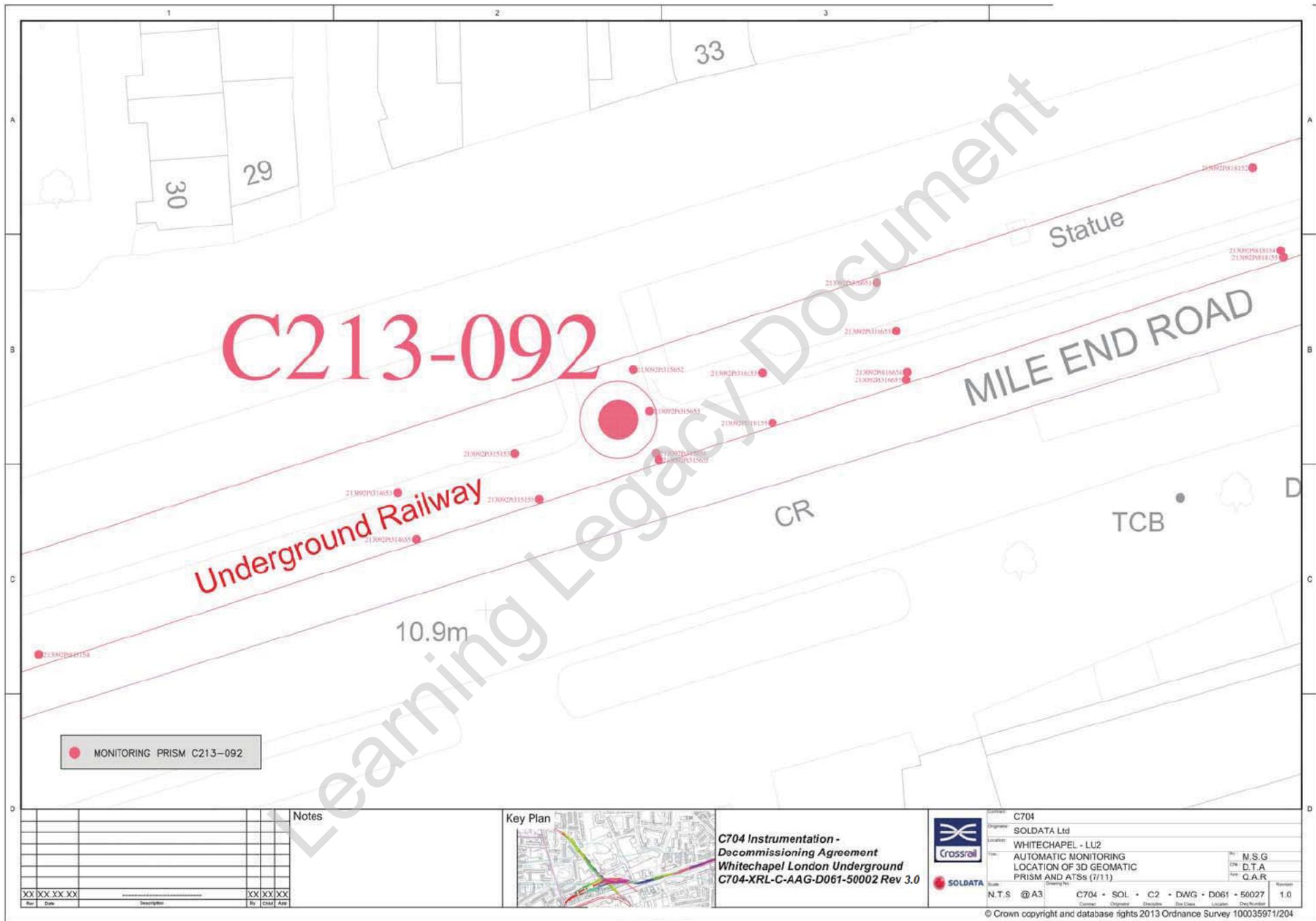


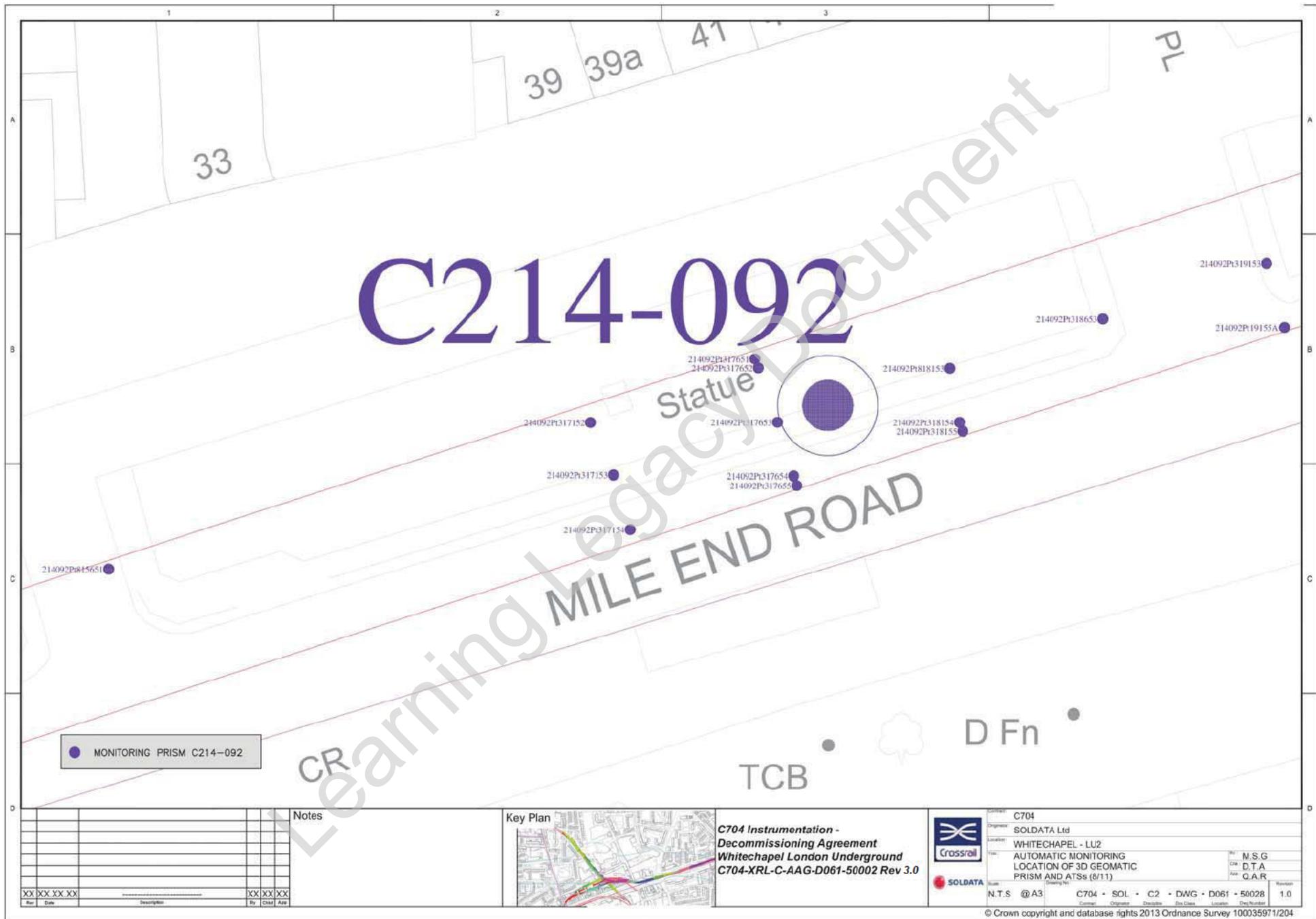
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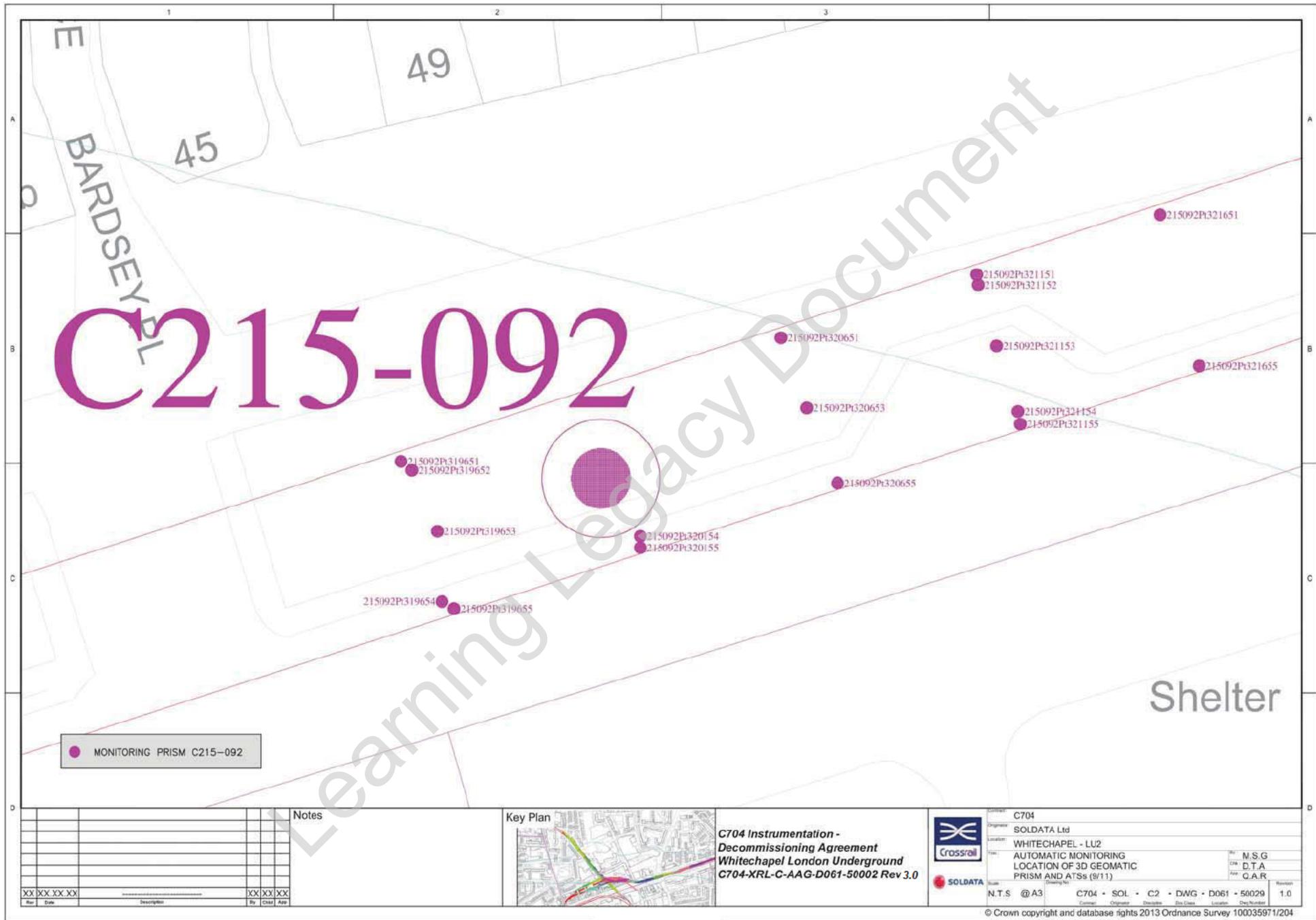


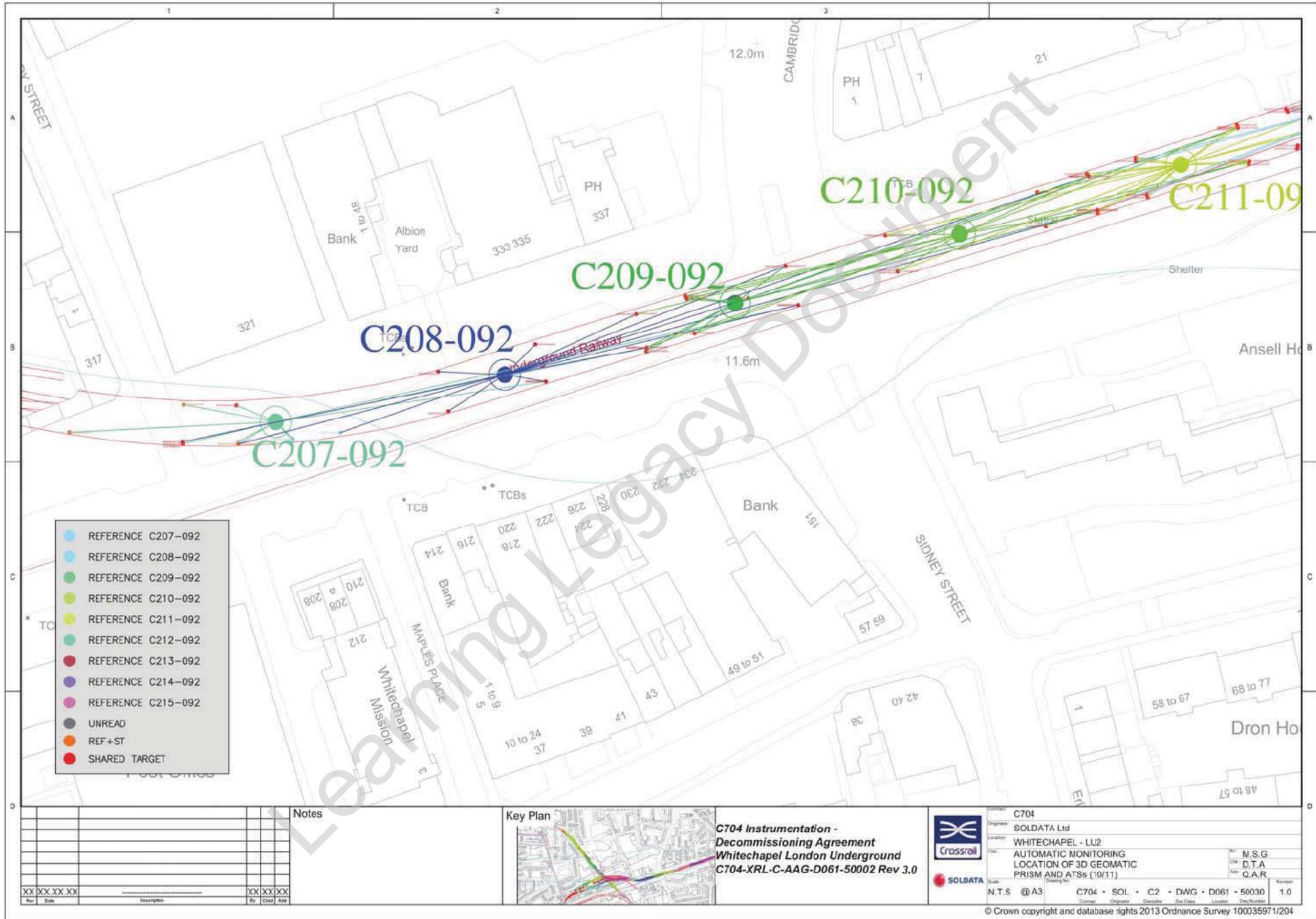


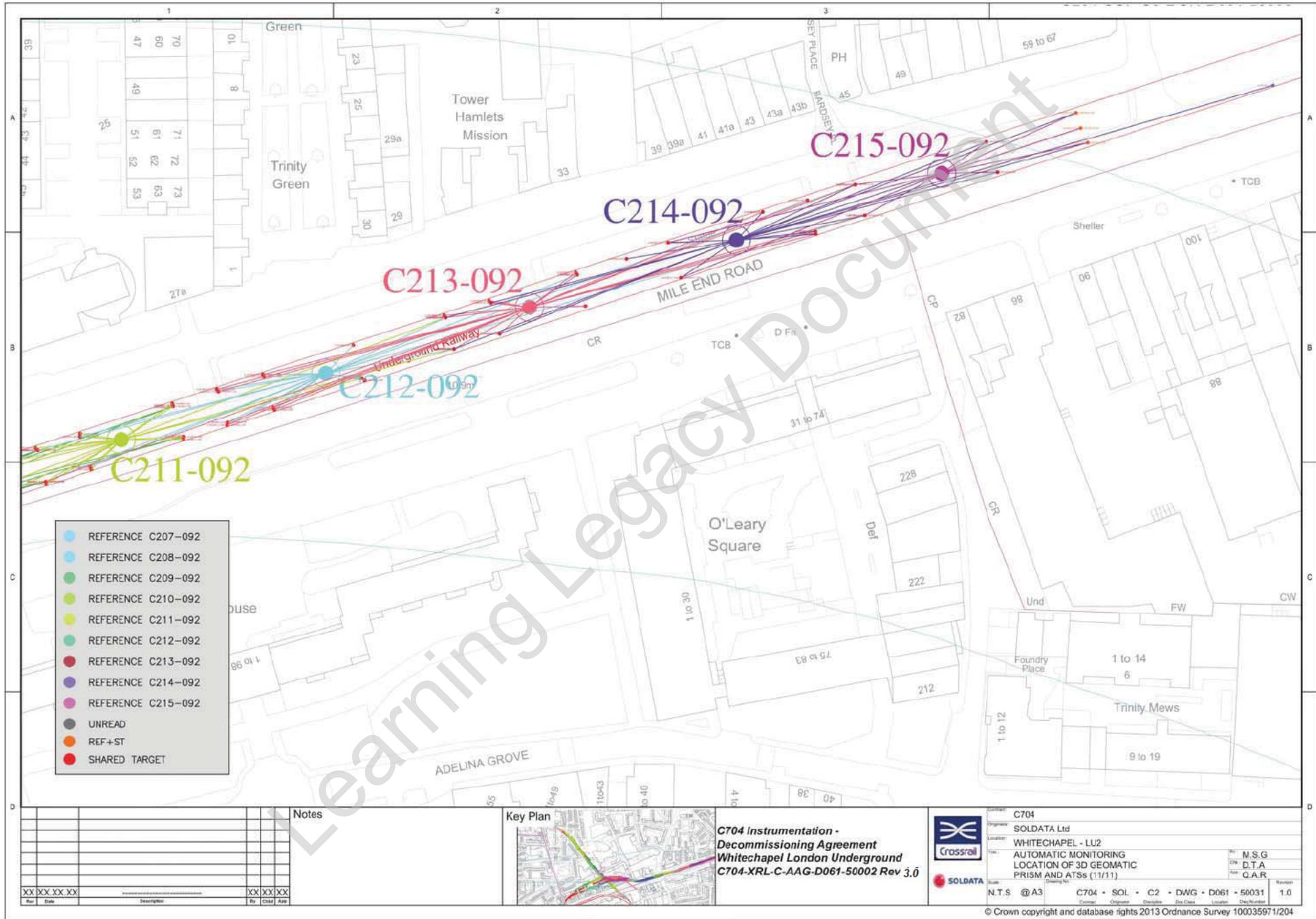












APPENDIX C

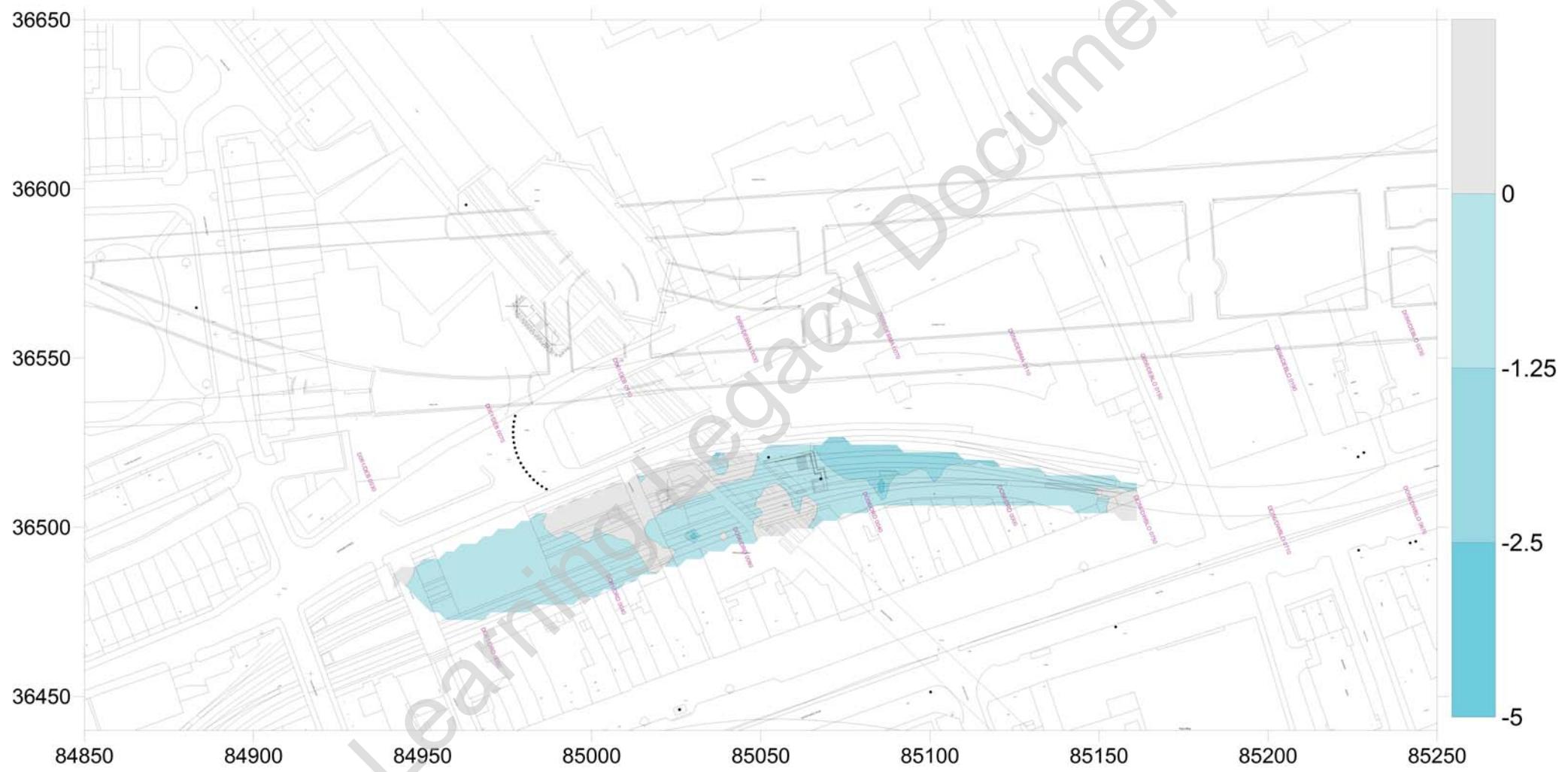
Differential Movement Z (mm) from 30/01/2015 to 30/04/2015 - Track and Structure



Differential Movement Z (mm) from 30/01/2015 to 30/04/2015 - Structure

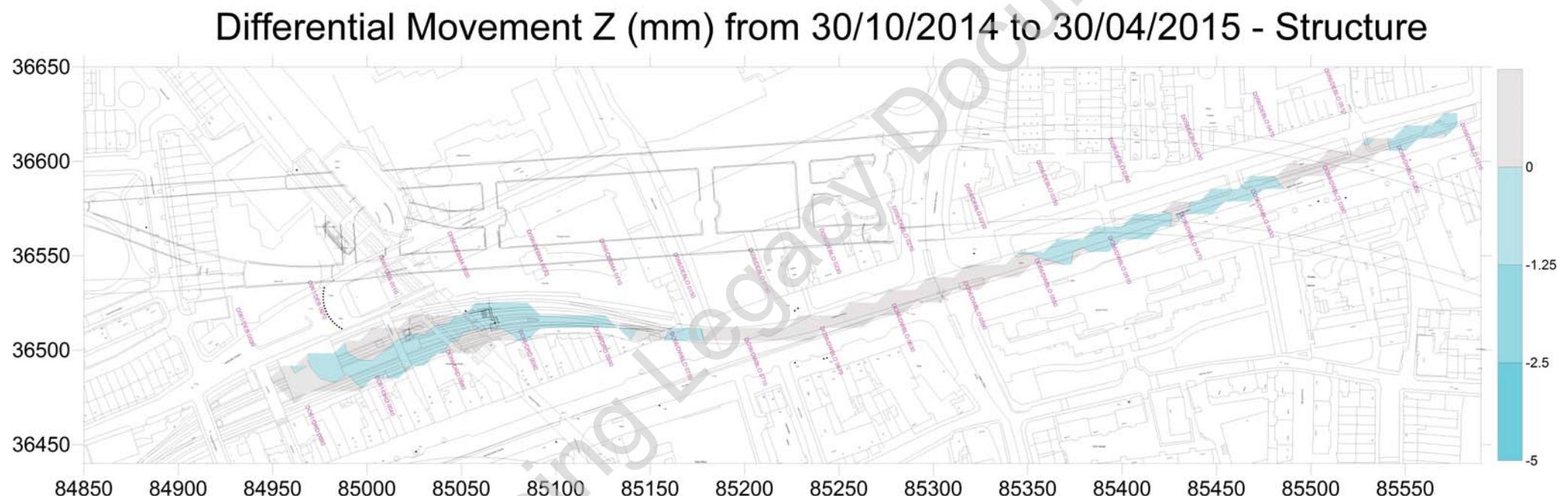


Differential Movement Z (mm) from 30/01/2015 to 30/04/2015 - Track

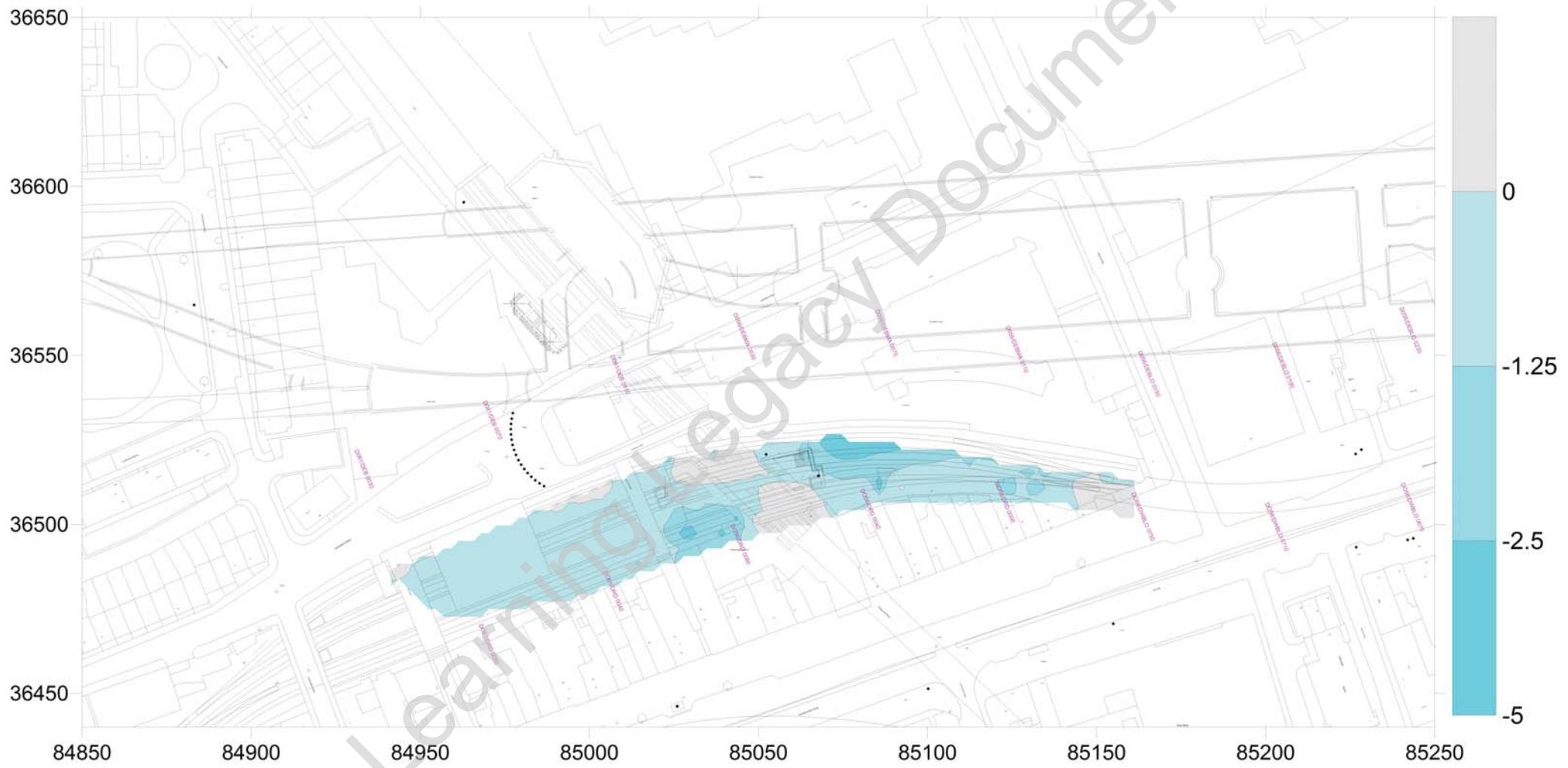


Differential Movement Z (mm) from 30/10/2014 to 30/04/2015 - Track and Structure

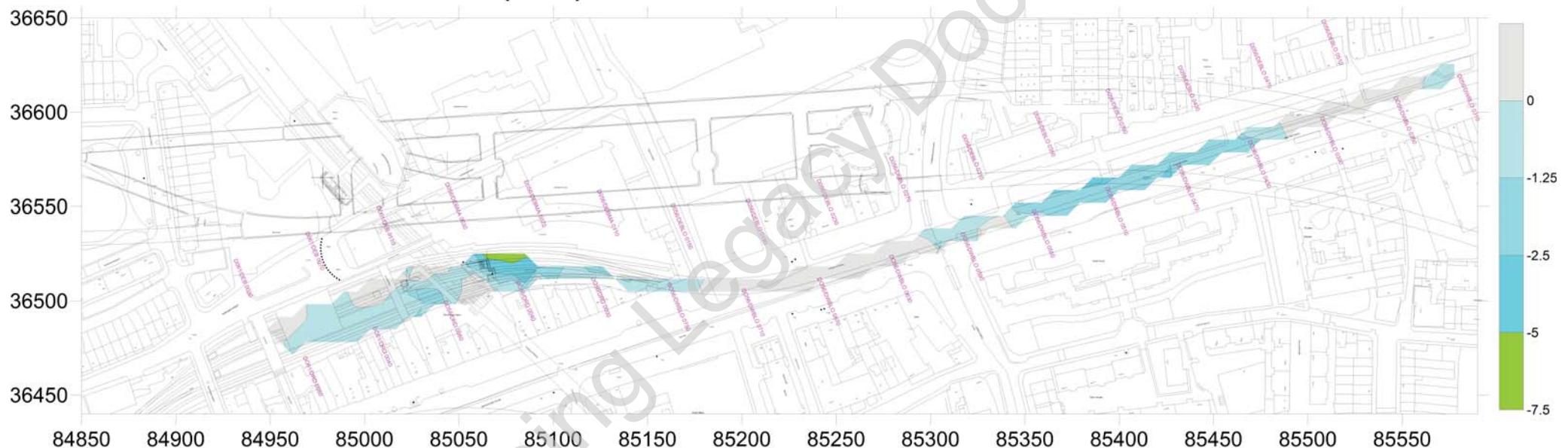




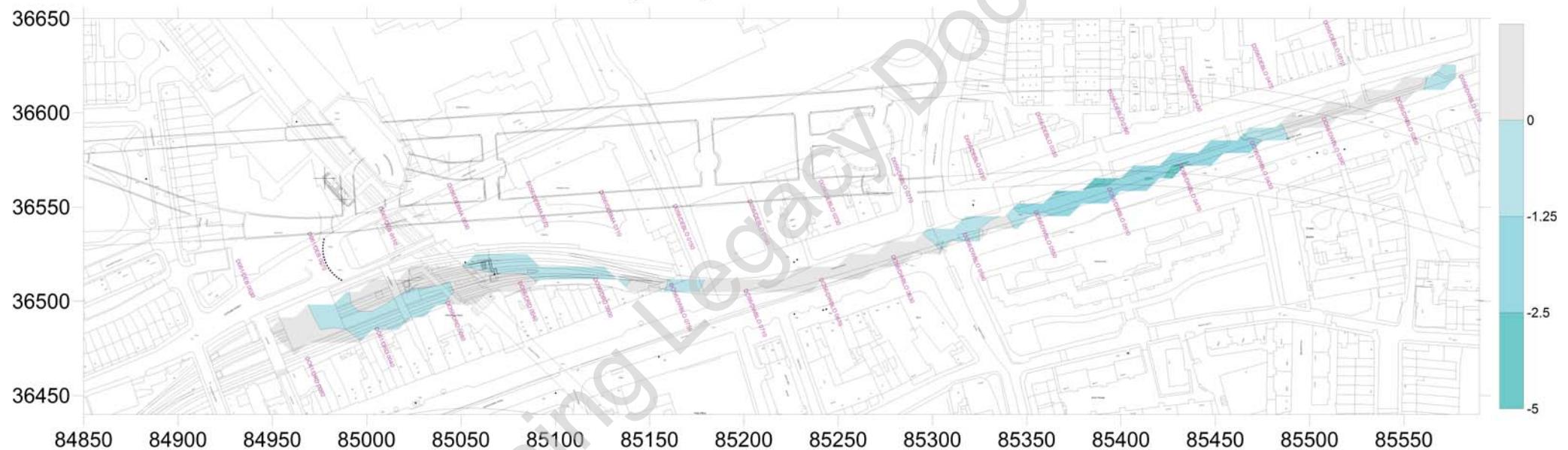
Differential Movement Z (mm) from 30/10/2014 to 30/04/2015 - Track



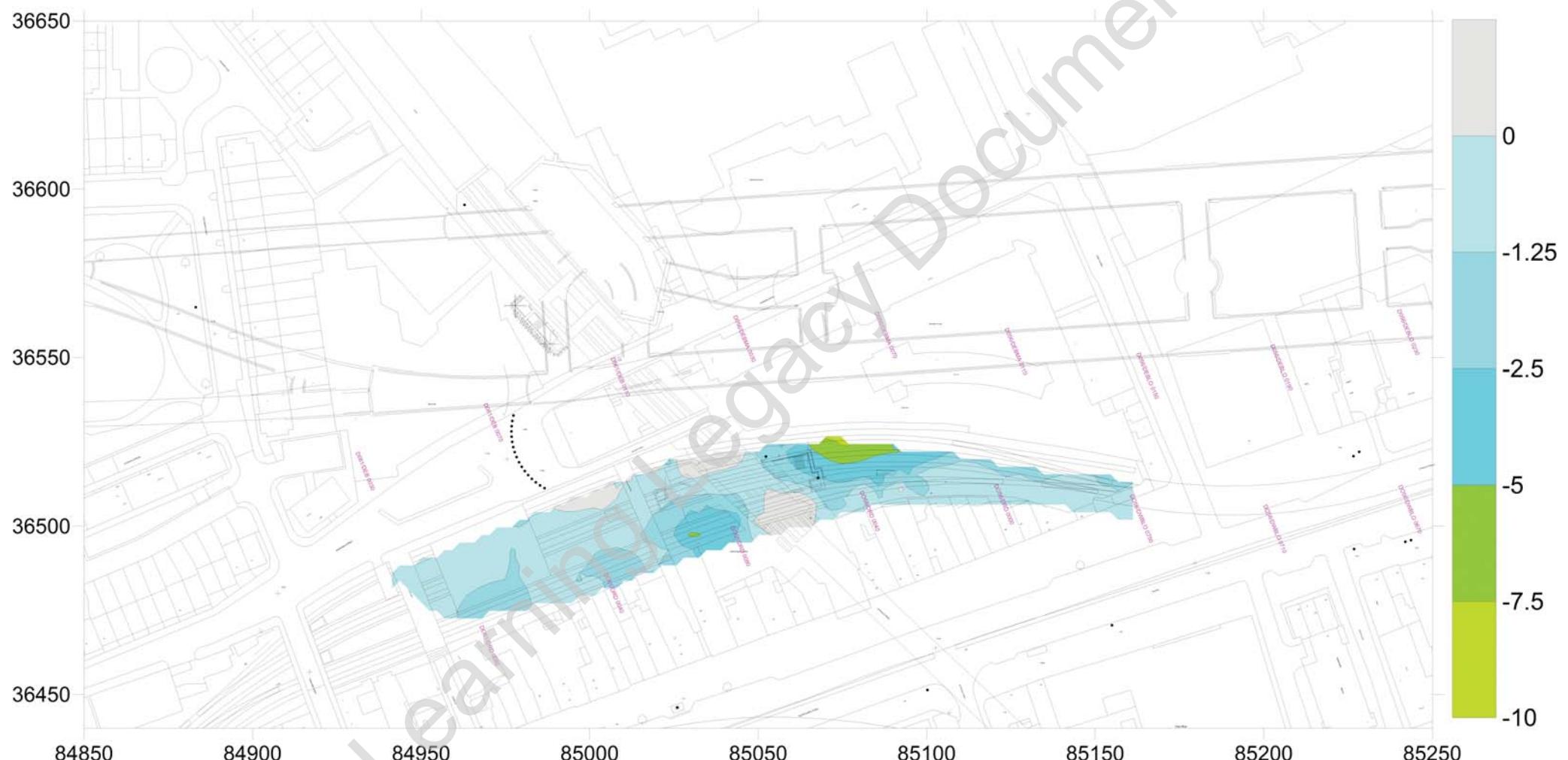
Differential Movement Z (mm) from 30/04/2014 to 30/04/2015 - Track and Structure



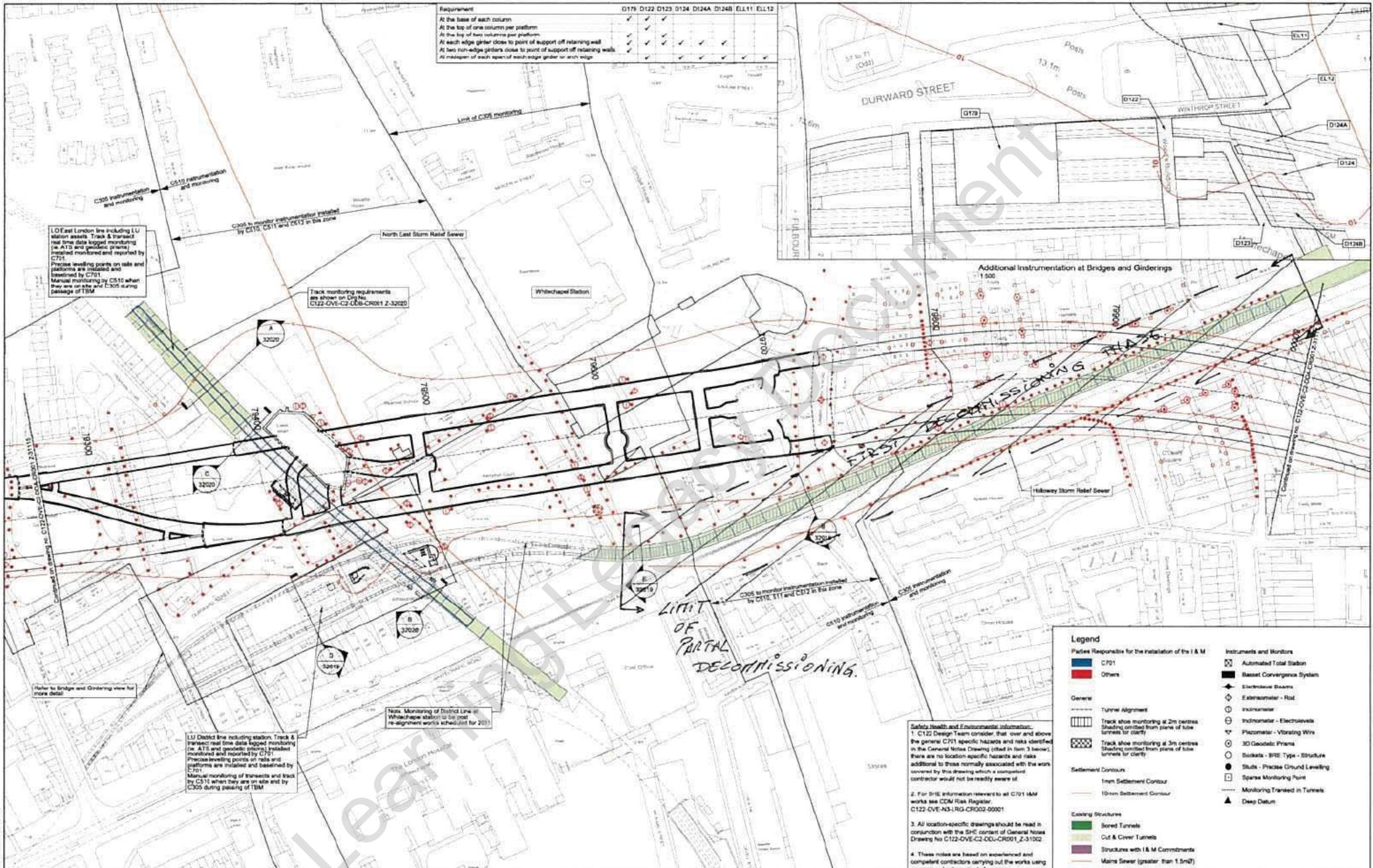
Differential Movement Z (mm) from 30/04/2014 to 30/04/2015 - Structure



Differential Movement Z (mm) from 30/04/2014 to 30/04/2015 - Track

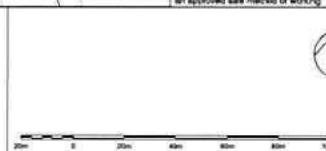


APPENDIX D



| Notes | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|
| 1. For Implementation & Monitoring general notes, schedule and monitoring frequency, refer to Drawing No. C122-OVE-C2-D0A-CR001_Z-3102 and C122-OVE-D03-CR001_Z-31007. | | | | | | | | | |
| Decommissioning Agreement Whitechapel London Underground C704-XRL-C-AAG-D061-50002 Rev 3.0 | | | | | | | | | |
| P01 - 09/11/2010 First Issue PSI - 14/11/2011 Minimum requirement for instrumentation and Monitoring Rev Date Description By Check App Auth | | | | | | | | | |

Key Plan



APPENDIX B:

LEVELLING MARKS

TABLE OF CONTENTS

1. LEVELLING MARKS LOCATED ON THE FOUR RAILS

1.1 COORDINATES

1. LEVELLING MARKS LOCATED ON THE FOUR RAILS.

This document includes the location and elevation values for all the levelling marks located on the four rails.

1.1. COORDINATES

| SENSOR TYPE | SENSOR ID | SENSOR LOCATION-GPS READING (m) | | |
|----------------|-----------|---------------------------------|------------|--------------------|
| | | Easting X | Northing Y | Elevation Z (mATD) |
| Levelling mark | LT080101 | 85579.553 | 36624.342 | 102.504 |
| Levelling mark | LT080102 | 85575.283 | 36624.555 | 102.511 |
| Levelling mark | LT080103 | 85573.366 | 36623.930 | 102.510 |
| Levelling mark | LT080104 | 85571.475 | 36623.315 | 102.505 |
| Levelling mark | LT080105 | 85569.570 | 36622.696 | 102.509 |
| Levelling mark | LT080106 | 85567.666 | 36622.075 | 102.524 |
| Levelling mark | LT080107 | 85565.765 | 36621.455 | 102.534 |
| Levelling mark | LT080108 | 85563.865 | 36620.836 | 102.542 |
| Levelling mark | LT080109 | 85561.955 | 36620.208 | 102.555 |
| Levelling mark | LT080110 | 85560.068 | 36619.591 | 102.566 |
| Levelling mark | LT080111 | 85558.166 | 36618.975 | 102.575 |
| Levelling mark | LT080112 | 85556.258 | 36618.356 | 102.582 |
| Levelling mark | LT080113 | 85554.359 | 36617.738 | 102.587 |
| Levelling mark | LT080114 | 85552.457 | 36617.121 | 102.597 |
| Levelling mark | LT080115 | 85550.548 | 36616.497 | 102.616 |
| Levelling mark | LT080116 | 85548.655 | 36615.879 | 102.629 |
| Levelling mark | LT080117 | 85546.751 | 36615.261 | 102.637 |
| Levelling mark | LT080118 | 85544.847 | 36614.640 | 102.646 |
| Levelling mark | LT080119 | 85542.945 | 36614.019 | 102.653 |
| Levelling mark | LT080120 | 85541.057 | 36613.410 | 102.657 |
| Levelling mark | LT080121 | 85539.137 | 36612.787 | 102.663 |
| Levelling mark | LT080122 | 85537.226 | 36612.154 | 102.673 |
| Levelling mark | LT080123 | 85535.344 | 36611.540 | 102.682 |
| Levelling mark | LT080124 | 85533.442 | 36610.922 | 102.695 |
| Levelling mark | LT080125 | 85531.540 | 36610.305 | 102.702 |
| Levelling mark | LT080126 | 85529.633 | 36609.683 | 102.709 |
| Levelling mark | LT080127 | 85527.733 | 36609.063 | 102.716 |
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| Levelling mark | LT080129 | 85523.934 | 36607.824 | 102.731 |
| Levelling mark | LT080130 | 85522.029 | 36607.204 | 102.739 |
| Levelling mark | LT080131 | 85520.131 | 36606.588 | 102.746 |
| Levelling mark | LT080132 | 85518.224 | 36605.967 | 102.752 |
| Levelling mark | LT080133 | 85516.325 | 36605.349 | 102.759 |

| | | | | |
|----------------|----------|-----------|-----------|---------|
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| Levelling mark | LT080135 | 85512.528 | 36604.108 | 102.779 |
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| Levelling mark | LT080137 | 85508.703 | 36602.872 | 102.804 |
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| Levelling mark | LT080140 | 85503.011 | 36601.023 | 102.847 |
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| | | | | |
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| Levelling mark | LT080224 | 85343.119 | 36549.554 | 104.018 |
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| Levelling mark | LT080228 | 85335.548 | 36547.217 | 104.087 |
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| Levelling mark | LT080249 | 85295.362 | 36534.780 | 104.460 |
| Levelling mark | LT080250 | 85293.437 | 36534.178 | 104.482 |
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| Levelling mark | LT080255 | 85283.896 | 36531.240 | 104.571 |
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| Levelling mark | LT080262 | 85270.525 | 36527.119 | 104.751 |
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| Levelling mark | LT080264 | 85266.704 | 36525.951 | 104.803 |
| Levelling mark | LT080265 | 85264.782 | 36525.365 | 104.830 |
| Levelling mark | LT080266 | 85262.886 | 36524.782 | 104.855 |
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| Levelling mark | LT080271 | 85253.312 | 36521.861 | 104.980 |

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| Levelling mark | LT080273 | 85249.493 | 36520.700 | 105.020 |
| Levelling mark | LT080274 | 85247.565 | 36520.117 | 105.045 |
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| Levelling mark | LT080276 | 85243.785 | 36519.018 | 105.095 |
| Levelling mark | LT080277 | 85241.824 | 36518.461 | 105.119 |
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| Levelling mark | LT080279 | 85238.031 | 36517.267 | 105.167 |
| Levelling mark | LT080280 | 85236.119 | 36516.721 | 105.201 |
| Levelling mark | LT080281 | 85234.194 | 36516.180 | 105.238 |
| Levelling mark | LT080282 | 85232.303 | 36515.667 | 105.268 |
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| Levelling mark | LT081122 | 85537.704 | 36610.722 | 102.674 |
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| Levelling mark | LT081164 | 85457.809 | 36584.786 | 103.152 |
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| Levelling mark | LT081167 | 85452.117 | 36582.920 | 103.202 |
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| Levelling mark | LT081191 | 85406.459 | 36568.104 | 103.564 |
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| Levelling mark | LT081210 | 85370.279 | 36556.537 | 103.853 |
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| Levelling mark | LT081229 | 85334.008 | 36545.213 | 104.137 |
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| Levelling mark | LT083102 | 85576.734 | 36620.042 | 102.520 |
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| Levelling mark | LT084132 | 85519.226 | 36602.897 | 102.741 |
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| Levelling mark | LT084138 | 85507.812 | 36599.184 | 102.818 |
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| Levelling mark | LT084268 | 85259.993 | 36520.529 | 104.903 |

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| Levelling mark | LT084269 | 85258.080 | 36519.942 | 104.928 |
| Levelling mark | LT084270 | 85256.169 | 36519.359 | 104.952 |
| Levelling mark | LT084271 | 85254.256 | 36518.772 | 104.978 |
| Levelling mark | LT084272 | 85252.341 | 36518.187 | 105.005 |
| Levelling mark | LT084273 | 85250.426 | 36517.608 | 105.032 |
| Levelling mark | LT084274 | 85248.516 | 36517.030 | 105.064 |
| Levelling mark | LT084275 | 85246.580 | 36516.445 | 105.094 |
| Levelling mark | LT084276 | 85244.654 | 36515.907 | 105.125 |
| Levelling mark | LT084277 | 85242.743 | 36515.364 | 105.157 |
| Levelling mark | LT084278 | 85240.866 | 36514.800 | 105.187 |
| Levelling mark | LT084279 | 85238.921 | 36514.162 | 105.219 |
| Levelling mark | LT084280 | 85236.994 | 36513.612 | 105.253 |
| Levelling mark | LT084281 | 85235.068 | 36513.071 | 105.287 |
| Levelling mark | LT084282 | 85233.124 | 36512.543 | 105.319 |
| Levelling mark | LT084283 | 85231.190 | 36512.034 | 105.353 |
| Levelling mark | LT084284 | 85229.246 | 36511.537 | 105.382 |
| Levelling mark | LT084285 | 85227.288 | 36511.054 | 105.413 |
| Levelling mark | LT084286 | 85225.341 | 36510.598 | 105.442 |
| Levelling mark | LT084287 | 85223.377 | 36510.162 | 105.476 |
| Levelling mark | LT084288 | 85221.405 | 36509.741 | 105.514 |
| Levelling mark | LT084289 | 85219.433 | 36509.357 | 105.553 |
| Levelling mark | LT084290 | 85217.467 | 36508.986 | 105.593 |
| Levelling mark | LT084291 | 85215.466 | 36508.646 | 105.642 |
| Levelling mark | LT084292 | 85213.489 | 36508.344 | 105.682 |
| Levelling mark | LT084293 | 85211.511 | 36508.043 | 105.724 |
| Levelling mark | LT084294 | 85209.500 | 36507.785 | 105.769 |
| Levelling mark | LT084295 | 85207.513 | 36507.549 | 105.815 |
| Levelling mark | LT084296 | 85205.493 | 36507.314 | 105.861 |
| Levelling mark | LT084297 | 85203.499 | 36507.157 | 105.909 |
| Levelling mark | LT084298 | 85201.505 | 36507.001 | 105.954 |
| Levelling mark | LT084299 | 85199.511 | 36506.845 | 106.000 |
| Levelling mark | LT084300 | 85199.511 | 36506.845 | 106.046 |