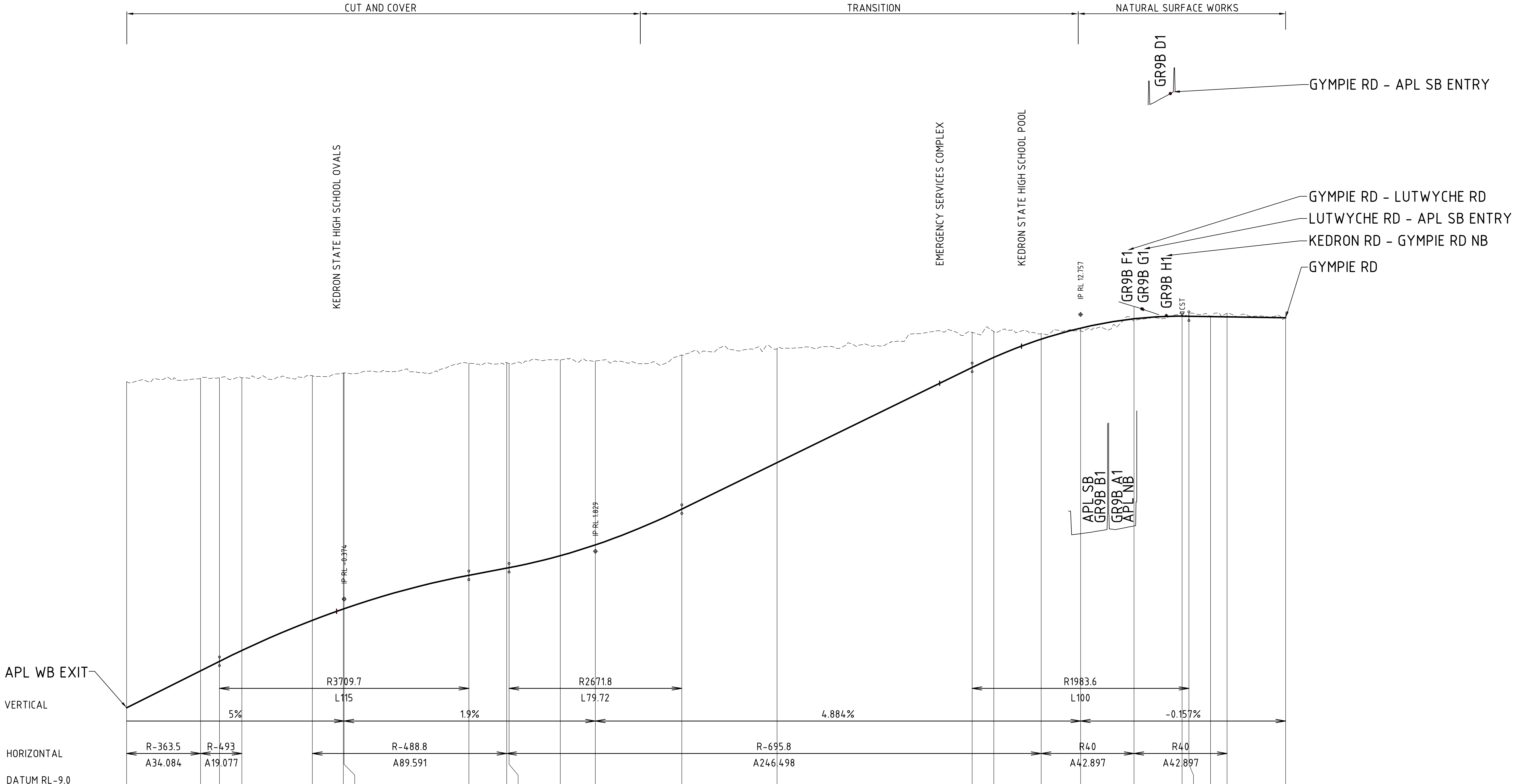

CHAINAGE	CONTROL LINE	EXISTING	DEPTH (Refer Note 1.)
0.000	-5.390	9.655	15.046
34.084	-3.686	9.814	13.501
42.837	-3.249	9.841	13.089
53.161	-2.747	9.833	12.580
85.702	-1.353	9.930	11.282
100.000	-0.831	10.055	10.886
100.337	-0.819	10.064	10.884
157.837	0.719	10.512	9.793
175.293	1.051	10.529	9.479
176.382	1.071	10.494	9.423
200.000	1.624	10.642	9.017
216.242	2.126	10.612	8.486
256.102	3.775	10.880	7.105
300.000	5.919	11.175	5.256
390.001	10.315	11.932	1.618
400.000	10.778	11.969	1.191
421.790	11.612	11.871	0.258
440.001	12.126	12.005	-0.121
464.688	12.556	12.463	-0.093
486.878	12.680	12.816	0.136
490.001	12.678	12.721	0.043
500.000	12.662	12.663	0.001
507.585	12.650	12.808	0.158
534.627	12.608	12.608	0.000

CONTROL LINE: GR9B L1
SCALE H 1:1000
SCALE V 1:100

NOTE:
1. DEPTH IS FROM EXISTING SURFACE TO PAVEMENT LEVEL. DEPTH TO CROWN FOR UNDERGROUND STRUCTURES IS APPROXIMATELY 7 TO 10 METERS ABOVE PAVEMENT LEVEL.

AIRPORT LINK WESTBOUND EXIT - GYMPIE ROAD

SCALE 1:250
SCALE 1:2500

PRELIMINARY
NOT FOR CONSTRUCTION

Rev.	Date	Revision Details	
01	19.07.06	INITIAL ISSUE FOR COORDINATOR GENERAL	PDH

SKM Connell Wagner JOINT VENTURE
Brisbane City
Queensland Government
airportlink DETAILED FEASIBILITY STUDY

AIRPORT LINK REFERENCE DESIGN
LONGITUDINAL SECTIONS
ALIGNMENT - GR9B L1
SHEET 1 OF 1

CW Project No. 9991
Scale V 1:100 AT A1, H 1:1000 AT A1
Sketch No. EIS-LS-024 Rev. 01