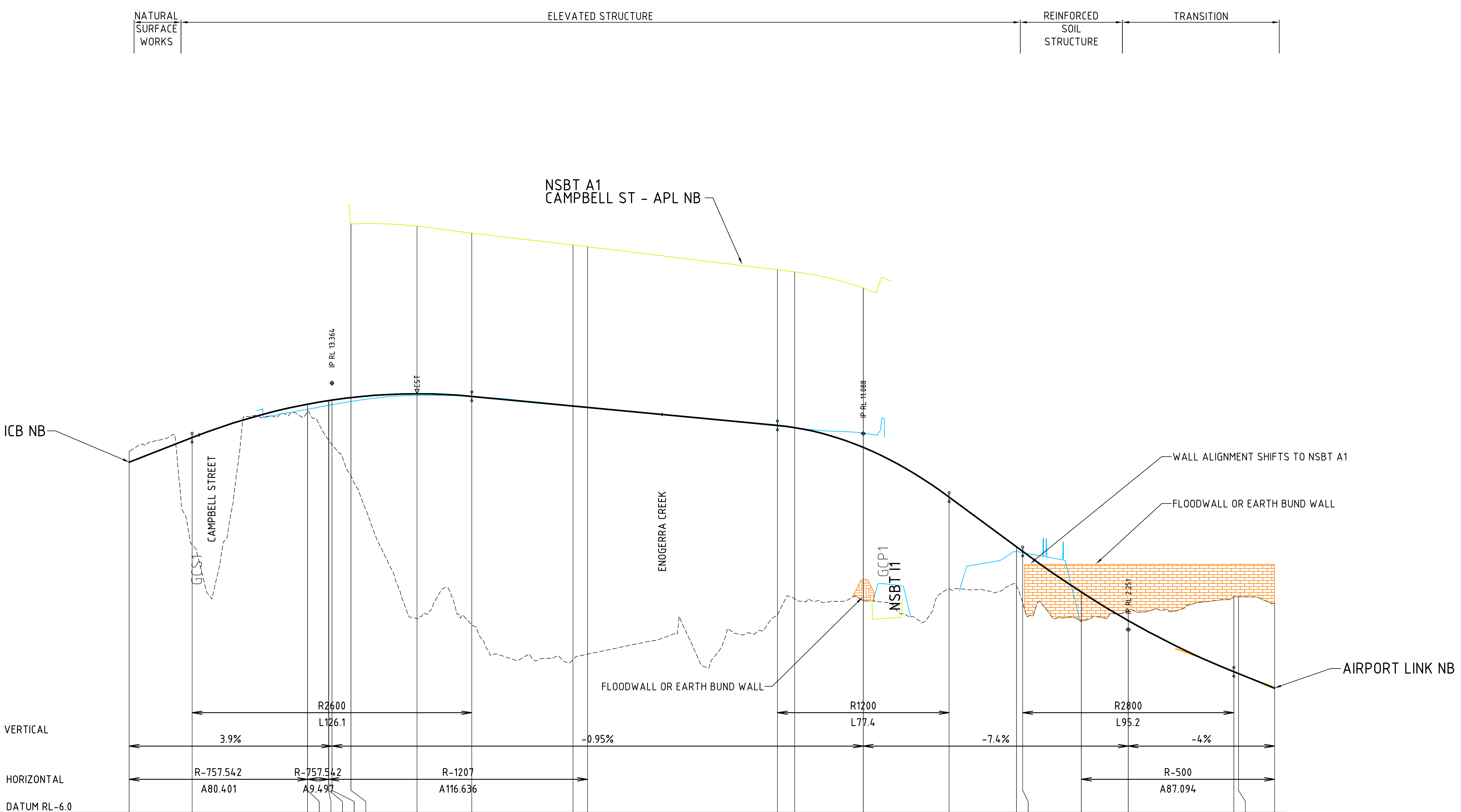

CHAINAGE	CONTROL LINE	EXISTING	DEPTH (Refer Note 1.)
0.000	9.800	10.287	0.486
28.331	10.905	6.082	-4.823
80.401	12.414	12.070	-0.345
80.428	12.415	12.073	-0.341
89.926	12.578	10.781	-1.796
89.956	12.578	10.777	-1.801
91.381	12.600	10.601	-1.999
100.000	12.712	9.188	-3.525
129.731	12.882	2.742	-10.140
154.431	12.765	2.446	-10.320
200.000	12.332	0.887	-11.445
206.592	12.270	1.144	-11.126
292.217	11.456	2.906	-8.550
300.000	11.357	3.632	-7.725
330.917	10.464	3.546	-6.919
369.617	8.225	4.080	-4.145
400.000	5.976	4.198	-1.778
402.741	5.774	3.469	-2.304
429.214	3.940	2.684	-1.256
450.341	2.656	3.059	0.403
497.941	0.347	3.737	3.390
500.000	0.265	3.733	3.468
516.308	-0.388	3.443	3.830

CONTROL LINE: NSBT G1
SCALE H 1:1000
SCALE V 1:100

ICB NORTH BOUND - AIRPORT LINK NORTH BOUND

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.

5 0 5 10 15 20 25m
SCALE 1:250
50 0 50 100 150 200 250m
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 - NSBT G1
SHEET 1 OF 1

CW Project No. 9991
Scale V 1:100 AT A1, H 1:1000 AT A1
Sketch No. EIS-LS-038
Rev. 01