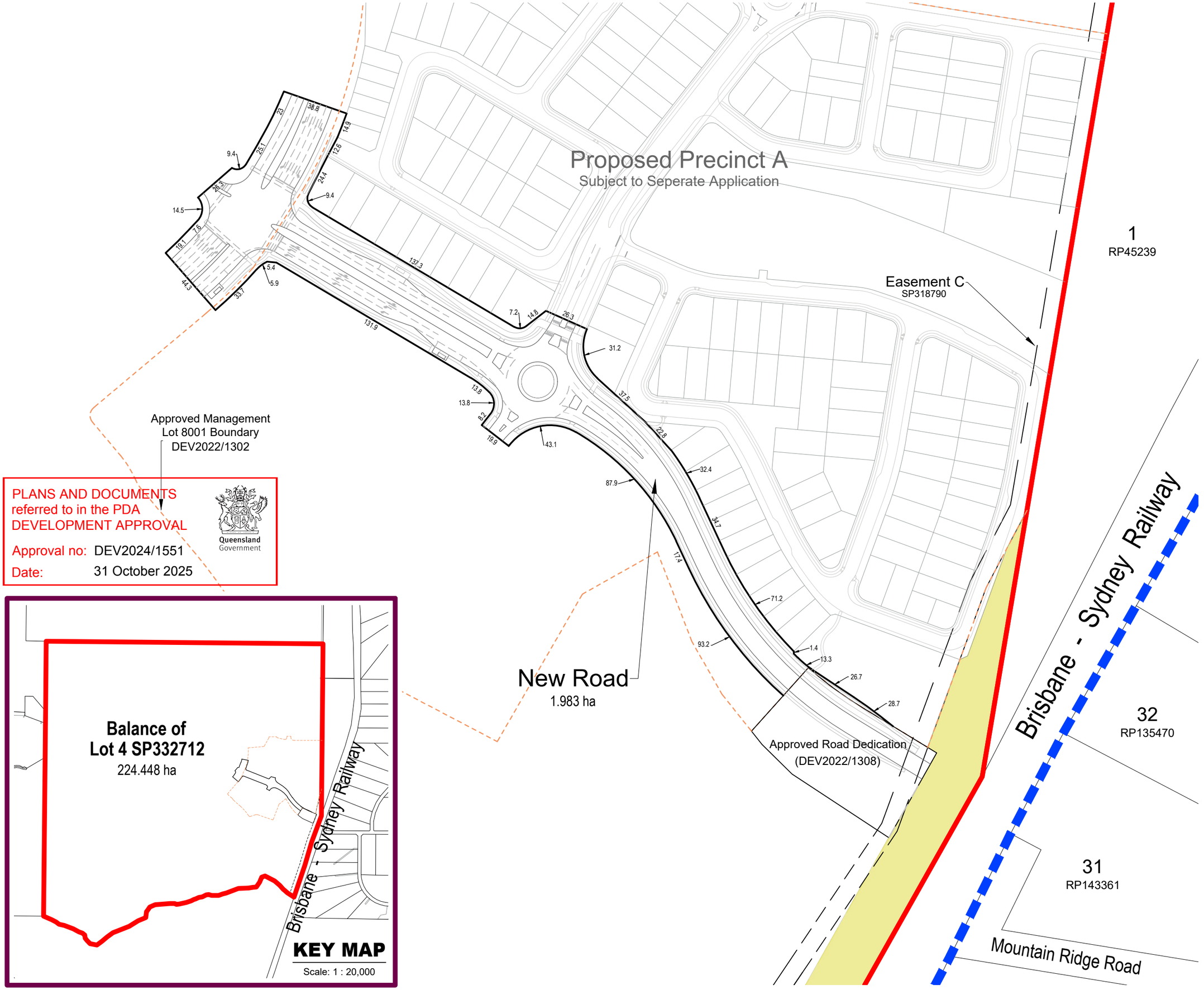


PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV2024/1551

Date: 31 October 2025

Queensland Government

0 10 20 30 40 60 1 : 2,000 @ A3

NEW BEITH

PROPOSED MOUNTAIN RIDGE ROAD EXTENSION

PLAN REF:	**151113 – 46**
Rev No:	**A**
DATE:	07 May 2025
CLIENT:	Frasers
DRAWN BY:	MM/WNW
CHECKED BY:	JK

Legend

- Site Boundary
- PDA Boundary
- Future Railway Corridor

Note:

All Lot Numbers, Dimensions and Areas are approximate only, and are subject to survey and Council approval.

Dimensions have been rounded to the nearest 0.1 metres.

Areas have been rounded down to the nearest 5m².

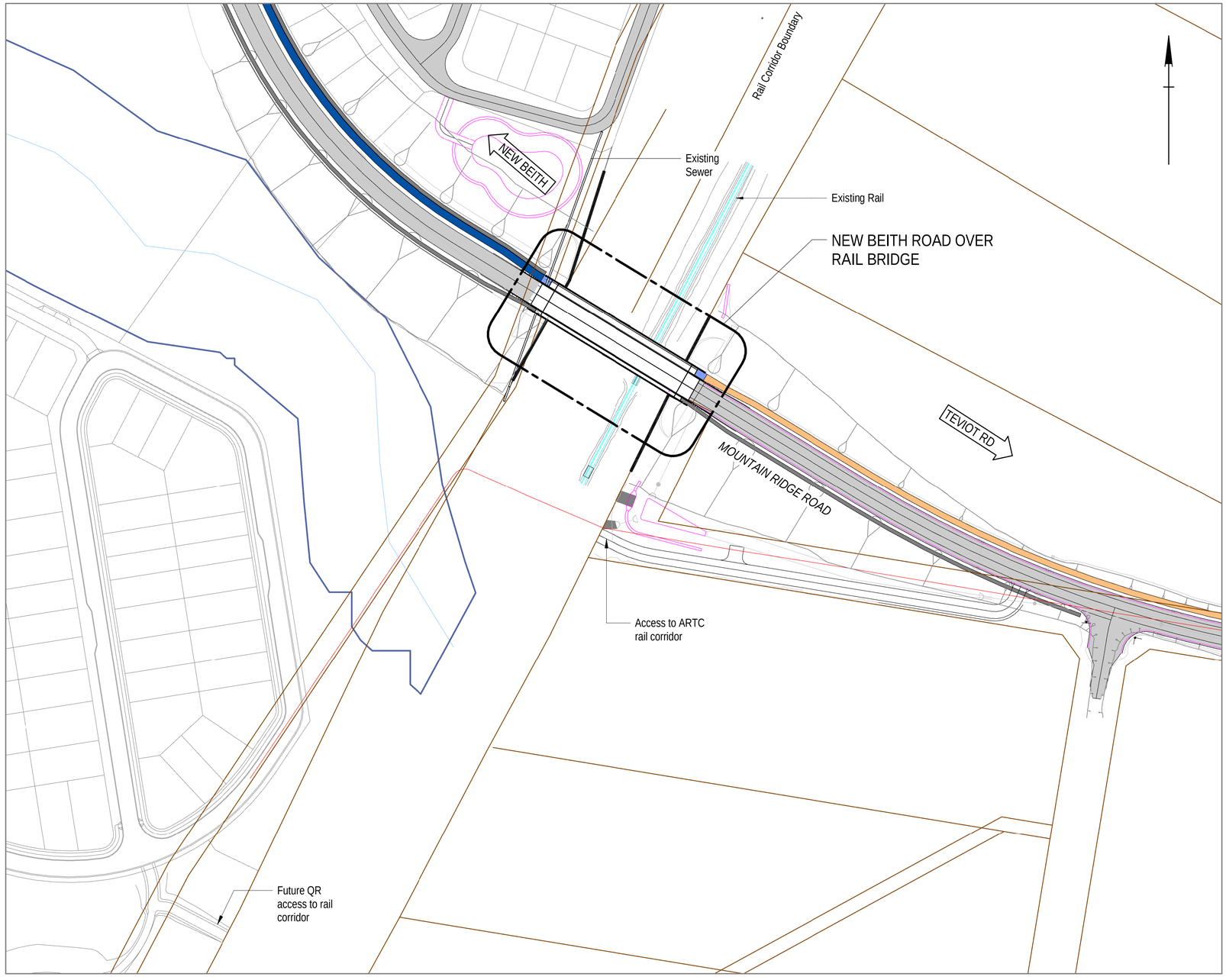
The boundaries shown on this plan should not be used for final detailed engineers design.

Source Information:
Site boundaries: RPS.
Adjoining information: DCDB.
Contours: Colliers
Environment constraints: SHG Group

URBAN DESIGN
Level 8
31 Duncan Street
PO Box 1559
Fortitude Valley QLD 4006
T +61 7 3539 9500
W rpsgroup.com

FRASERS PROPERTY NEW BEITH TRUST
NEW BEITH ROAD OVER RAIL BRIDGE

Drawing Index		
DRG No.	Revision	Drawing Title
001	L	DRAWING INDEX AND LOCALITY PLAN
002	L	GENERAL ARRANGEMENT - SHEET 1 OF 6
003	H	GENERAL ARRANGEMENT - SHEET 2 OF 6
004	K	GENERAL ARRANGEMENT - SHEET 3 OF 6
005	K	GENERAL ARRANGEMENT - SHEET 4 OF 6
006	K	GENERAL ARRANGEMENT - SHEET 5 OF 6
007	E	GENERAL ARRANGEMENT - SHEET 6 OF 6
008	F	REINFORCED EARTH WALLS - SHEET 1 OF 2
009	F	REINFORCED EARTH WALLS - SHEET 2 OF 2
010	G	ABUTMENT PROFILES - SHEET 1 OF 4
011	F	ABUTMENT PROFILES - SHEET 2 OF 4
012	F	ABUTMENT PROFILES - SHEET 3 OF 4
013	C	ABUTMENT PROFILES - SHEET 4 OF 4
014	F	ABUTMENT REINFORCEMENT - SHEET 1 OF 4
015	E	ABUTMENT REINFORCEMENT - SHEET 2 OF 4
016	E	ABUTMENT REINFORCEMENT - SHEET 3 OF 4
017	F	ABUTMENT REINFORCEMENT - SHEET 4 OF 4
018	G	PIER - FORMWORK PROFILE
021	F	PIER REINFORCEMENT - SHEET 1 OF 2
022	E	PIER REINFORCEMENT - SHEET 2 OF 2
025	G	BEARINGS AND BEARING RESTRAINT PLATES
026	G	GIRDERS - SHEET 1 OF 9
027	F	GIRDERS - SHEET 2 OF 9
028	E	GIRDERS - SHEET 3 OF 9
029	F	GIRDERS - SHEET 4 OF 9
030	F	GIRDERS - SHEET 5 OF 9
031	E	GIRDERS - SHEET 6 OF 9
032	E	GIRDERS - SHEET 7 OF 9
033	E	GIRDERS - SHEET 8 OF 9
034	E	GIRDERS - SHEET 9 OF 9
042	H	DECK - SHEET 1 OF 6
043	F	DECK - SHEET 2 OF 6
044	F	DECK - SHEET 3 OF 6
045	F	DECK - SHEET 4 OF 6
046	E	DECK - SHEET 5 OF 6
047	E	DECK - SHEET 6 OF 6
048	E	RELIEVING SLAB - SHEET 1 OF 2
049	E	RELIEVING SLAB - SHEET 2 OF 2
050	F	INSPECTION, MAINTENANCE AND JACKING
051	E	MISCELLANEOUS DETAILS - SHEET 1 OF 4
052	F	MISCELLANEOUS DETAILS - SHEET 2 OF 4
053	G	MISCELLANEOUS DETAILS - SHEET 3 OF 4
054	F	MISCELLANEOUS DETAILS - SHEET 4 OF 4
055	G	CONCRETE BARRIERS - SHEET 1 OF 7
056	E	CONCRETE BARRIERS - SHEET 2 OF 7



LOCALITY PLAN
Scale A

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL
Approval no: DEV2024/1551
Date: 31 October 2025
Queensland Government

NOT FOR CONSTRUCTION

DRAWING REVISION HISTORY

No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE
L	100% Issue - For Approval	S.Lemon	J.Marshall	D.Crowe	10/01/2025
K	100% Issue - For Tender	J.Page	J.Marshall	D.Crowe	28/11/2024
J	100% Issue - For Tender	S.Lemon	J.Marshall	D.Crowe	25/10/2024
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G	85% Issue	D.Branch	J.Marshall	D.Crowe	10/11/2023
F	85% Issue	D.Branch	J.Marshall	D.Crowe	06/10/2023
		S.Lemon	J.Marshall	D.Crowe	

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SIGNED
DATE 02/12/2024

SCALE (PLOTTED FULL SIZE) AS SHOWN (A1)
SHEET SIZE A1
A 0 10 20 30 40m (1:1000@ A1)

pitt&sherry
pittsh.com.au Phone 1300 748 874 ABN 67 140 184 309

CLIENT FRASERS PROPERTY NEW BEITH TRUST
PROJECT NEW BEITH ROAD OVER RAIL BRIDGE
MOUNTAIN RIDGE ROAD, NEW BEITH
STATUS FOR TENDER

DRAWING TITLE DRAWING INDEX AND LOCALITY PLAN
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HORIZ. GRID: MGA2020 Z56 | HORIZ. ORIGIN: PM 186068
DRAWING No. P.22.0175-00-STR-DRG-001 | REVISION L
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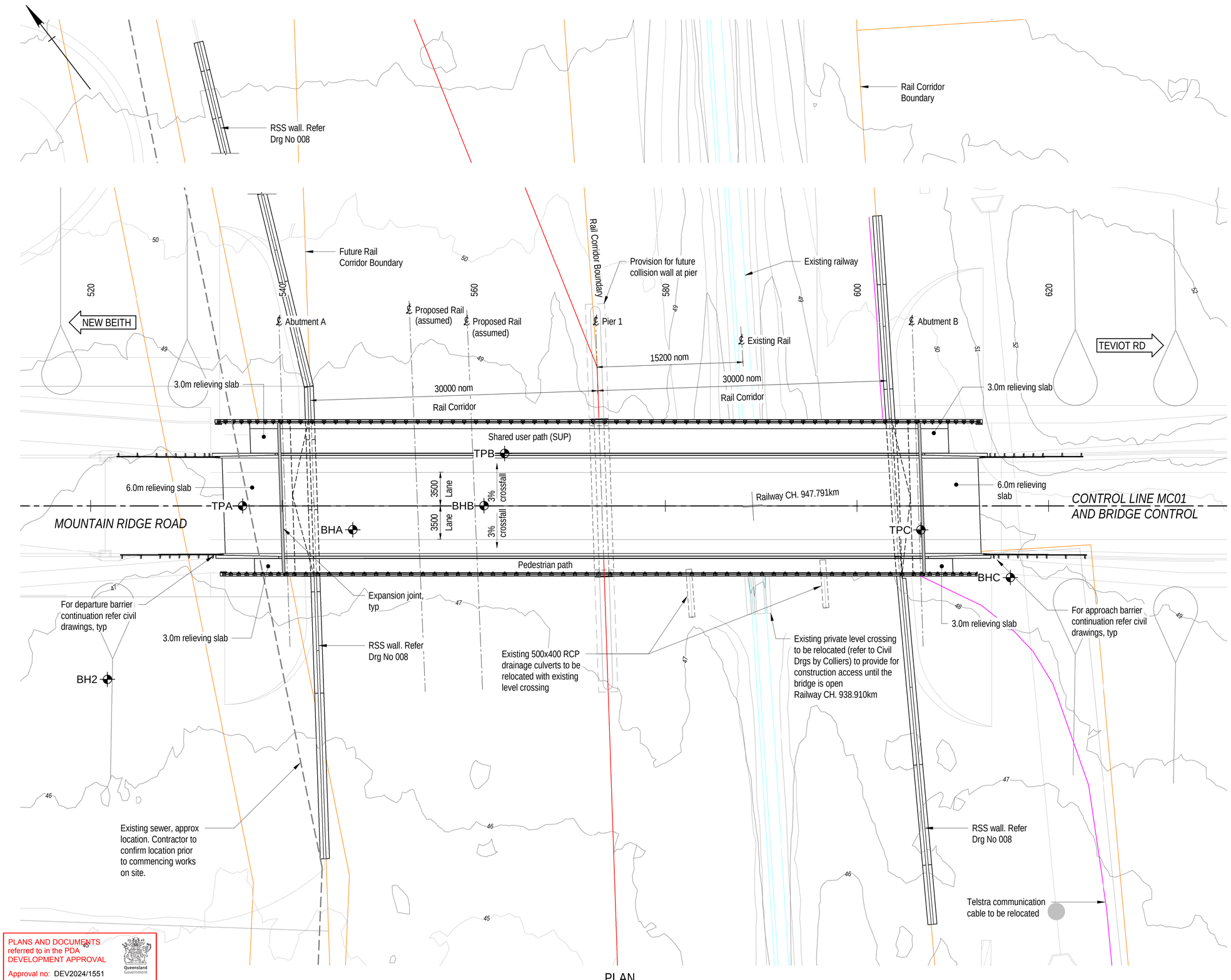


PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL

Approval no: DEV2024/1551

Date: 31 October 2025

Queensland Government

PLAN
Scale F

NOTES

1. TRADE NAMES have been used for a particular product requirement but equivalent products may be submitted for approval.
2. CHAINAGES, CO-ORDINATES AND REDUCED LEVELS are in metres, all other dimensions are in millimetres. Reduced levels are referenced to Australian Height Datum.
3. STRUCTURES DRAWINGS are to be read in conjunction with other relevant discipline drawings (e.g. roads, drainage, structures, utilities etc).
4. DIMENSIONS shall not be scaled from the drawings.
5. MAINTAIN THE STRUCTURE in a stable condition and ensure no part is overstressed during construction activities.
6. ALL SERVICES must be located, identified and protected before works are carried out in the vicinity of bridge works.
7. NO FILLING to be placed above the soffit of the abutment headstocks until at least seven days after erection of the end spans and casting of the deck.
8. The thickness of DWS and bituminous waterproof membrane at any point shall not be less than 70 (60 minimum DWS and 10 bituminous waterproof membrane).
9. FORMWORK for the deck shall be supported by the PSC girders. On no account is the formwork to be tommed from the ground.
10. CONFIRM all bridge horizontal and vertical alignment and set out data against civil drawings.
11. A DATE PLATE is to be cast into the outside face of the left-hand wingwall at Abutment A.
12. A PERMANENT SURVEY MARK is to be cast into the top of the left-hand wingwall at Abutment A.

DESIGN LOADINGS

Vehicle loading: Number design lanes: 3 (between traffic barriers)
SM1600 Loading : including dynamic load allowance of 30% and braking force of 720 kN
HLP320 Loading : including dynamic load allowance of 10% and positioned as per the limits shown on the 'Limits of HLP320 Vehicle Diagram' (on this drawing)
Class of structure: B
Zone of structure: 2
Speed Category: 1

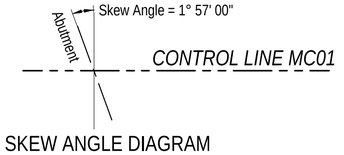
Design Wind: Wind Region B. Terrain Category 2.
SLS: V=38 m/s (5% AEP).
ULS: V=63 m/s (0.05% AEP).

Impact Loads: Barrier Performance Level: Medium (500 kN at 1450mm effective high)
Collison loads from rail traffic in accordance with AS5100, ARTC ETS-09-00 and Queensland Rail specification CIVIL-SR-012.
- 4000 kN parallel and 1500 kN perpendicular to the track applied 2m above top of rail to Pier 1 and RE walls at abutments.
Impact load on superstructure: 410kN in accordance with ARTC ETS-09-00 Cl9.2.4.3

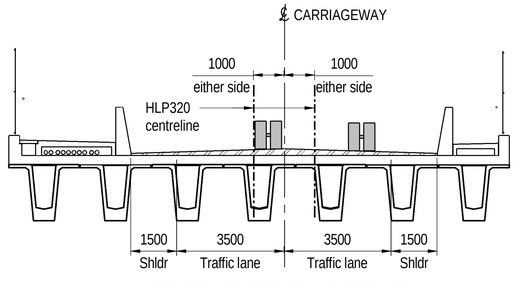
Differential settlement: 10mm between adjacent bridge support structures

Earthquake loading: In accordance with AS 1170.4-2007 and AS 5100.2.
Bridge Earthquake Design Category = BEDC-4.

LEGEND



SKEW ANGLE DIAGRAM
NTS



LIMITS OF HLP320 VEHICLE DIAGRAM
NTS

NOT FOR CONSTRUCTION

DRAWING REVISION HISTORY						
No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE	
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J	100% Issue - For Tender	S.Lemon	J.Marshall	D.Crowe	25/10/2024	
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F	85% Issue	S.Lemon	J.Marshall	D.Crowe	07/07/2023	
		S.Lemon	J.Marshall	D.Crowe		

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SIGNED

DATE 02/12/2024

SCALE (PLOTTED FULL SIZE) AS SHOWN (A1)

F 0 2 4 6 8m (1:200@ A1)

SHEET SIZE A1

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pittsh.com.au Phone 1300 748 874 ABN 67 140 184 309

CLIENT FRASERS PROPERTY NEW BEITH TRUST

PROJECT NEW BEITH ROAD OVER RAIL BRIDGE
MOUNTAIN RIDGE ROAD, NEW BEITH

STATUS FOR TENDER

DRAWING TITLE GENERAL ARRANGEMENT
SHEET 1 OF 6

VERT. DATUM: AHD	HEIGHT ORIGIN: PM 126832	CLIENT No.	-
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DRAWING No. P.22.0175-00-STR-DRG-002		REVISION	L

9/01/2025 12:14:58 PM P.22.0175-00-STR-DRG-002

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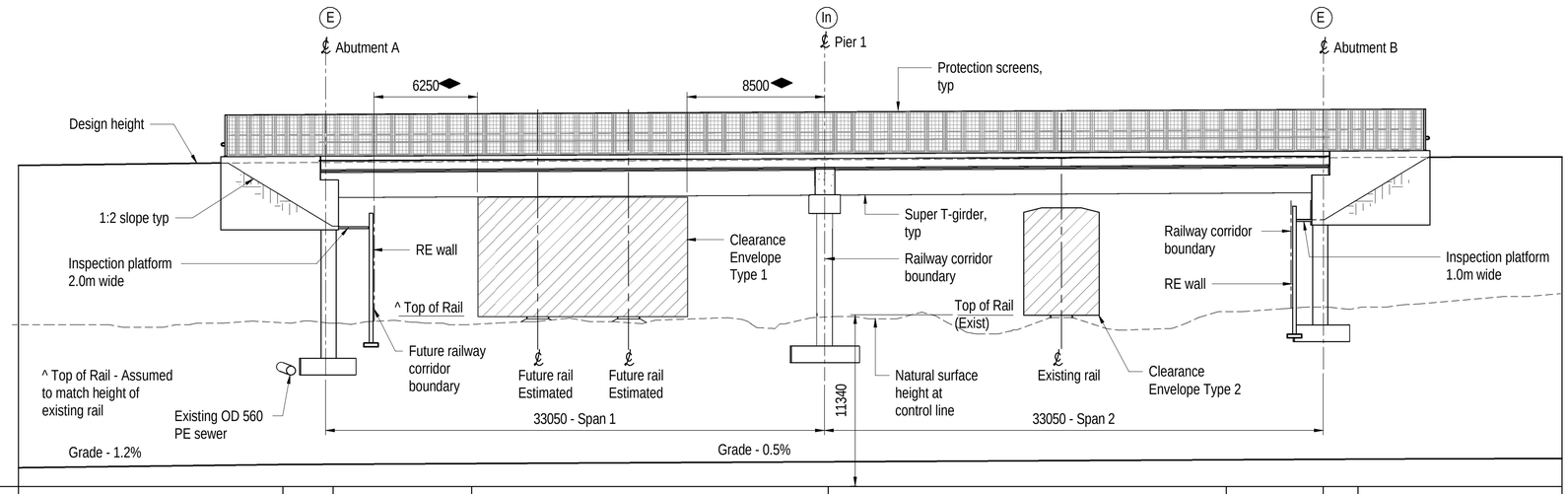
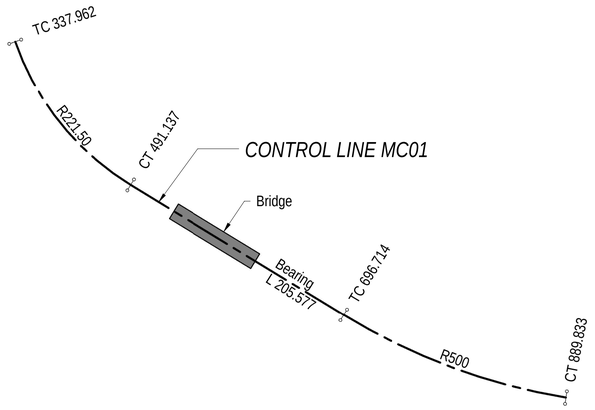


DATUM Ht 37.000

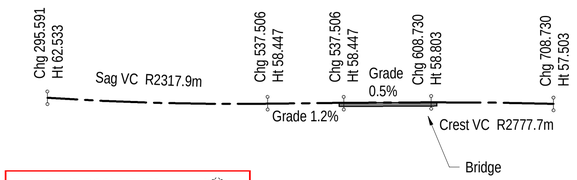
DESIGN HEIGHT	58.237	58.447	58.464	58.509	58.628	58.760	58.792	58.803	58.838	
NATURAL SURFACE HEIGHT	47.703	47.853	47.813	47.764	48.232	48.569	48.874	48.832	49.730	
CHAINAGE MC01	520.000	537.506	540.833	Abut. A	550.000	573.633	Pier 1	600.000	Abut. B 606.433	608.730	622.620

◆ Measured perpendicular to the rail corridor

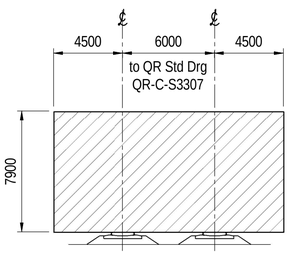
LONGITUDINAL ELEVATION
Scale F



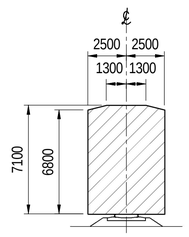
HORIZONTAL ALIGNMENT
NTS



VERTICAL ALIGNMENT
NTS



CLEARANCE ENVELOPE TYPE 1
Based on horizontal clearances to QR Standard Drg QR-C-S3306
NTS



CLEARANCE ENVELOPE TYPE 2
Based on ARTC Rollingstock Outline F
NTS

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL
Queensland Government
Approval no: DEV2024/1551
Date: 31 October 2025

LEGEND

(E) Denotes expansion joint
(In) Denotes integral support

SUSTAINABILITY NOTES

GENERAL

1. THE CONTRACTOR SHALL ENSURE DOCUMENTATION EVIDENCE IS COLLATED AND AVAILABLE FOR ALL MATERIALS REFERENCED BELOW INCLUDING EVIDENCE OF THE MATERIAL TYPE / STRENGTH, MATERIAL MIX (I.E. RECYCLED MATERIAL CONTENT) AND THE COST. IN ADDITION TO THE SPECIFIED REQUIREMENTS, THE CONTRACTOR IS ENCOURAGED TO IDENTIFY ADDITIONAL OPPORTUNITIES FOR INCREASING USE OF RECYCLED / SUSTAINABLE MATERIALS.

STEEL

1. AT LEAST 80% (BY MASS) OF ALL REINFORCING STEEL MUST BE SOURCED FROM A STEEL MANUFACTURING COMPANY THAT IS A MEMBER OF, AND COMPLIES WITH THE REQUIREMENTS OF, THE WORLD STEEL ASSOCIATION'S (WSA) CLIMATE ACTION PROGRAMME (CAP). A VALID CAP CERTIFICATE FROM THE WSA, CONFIRMING THAT THE STEEL MAKER IS A MEMBER OF THE CAP MUST BE PROVIDED.
2. ANY STEEL REINFORCEMENT THAT IS REQUIRED IN STRUCTURAL ITEMS (E.G. THE CONCRETE REINFORCEMENT IS REQUIRED FOR STRENGTH), MUST BE HIGH-STRENGTH STEEL (500 MPa).
3. THE REINFORCING STEEL USED IN THE PROJECT FOR STRUCTURAL APPLICATIONS MUST BE SOURCED FROM A STEEL MAKER USING AN ENERGY-REDUCING PROCESS IN MANUFACTURING. IT MUST BE SHOWN THAT 60% OF REINFORCING PRODUCTS, MEASURED AS A PERCENTAGE MASS OF REINFORCING STEEL PRODUCED PER ANNUM BY THE STEEL MAKER, ARE MANUFACTURED WITH USE OF THIS TECHNOLOGY.
4. THE ENERGY REDUCTION ARISING FROM ENERGY-REDUCING PROCESSES MUST EQUATE TO AT LEAST 300 MJ/TONNE. TO DETERMINE COMPLIANCE WITH THIS BENCHMARK, A LIFECYCLE ASSESSMENT REPORT MUST BE PROVIDED BY THE STEEL MANUFACTURER. THIS REPORT MUST BE CONDUCTED IN ACCORDANCE WITH THE PROTOCOL FOR DEMONSTRATING EQUIVALENCY IN ENERGY REDUCTION DEVELOPED BY THE GBCA (AS PER BELOW).

   THE PROTOCOL FOR DEMONSTRATING EQUIVALENCY IN ENERGY REDUCTION DEVELOPED BY THE GBCA IS BASED ON THE PE-AUSTRALASIA AND UNIVERSITY OF NEW SOUTH WALES (PE AND UNSW), 2010, "ELECTRIC ARC FURNACE STEELMAKING – A LIFE CYCLE ASSESSMENT OF TWO OPTIONS: COKE INJECTION TECHNOLOGY (CIT) AND POLYMER INJECTION TECHNOLOGY (PIT) METHODOLOGY REPORT". THE EQUIVALENCY PROTOCOL IS BASED ON THE SAME LCA METHODOLOGY USED IN THE POLYMER INJECTION TECHNOLOGY (PIT) STUDY BY PE-AUSTRALASIA AND THE UNIVERSITY OF NEW SOUTH WALES (PE AND UNSW 2010) USED TO INFORM THIS CREDIT. THE ENERGY REDUCTION EQUIVALENCY BENCHMARK RELATES TO THE ENERGY REDUCTION OUTCOMES FROM USING PIT IN AN ELECTRIC ARC FURNACE (EAF) STEEL MANUFACTURING PLANT COMPARED WITH STANDARD COKE INJECTION TECHNOLOGY (CIT).

STEEL CONTINUED

THE METHODOLOGY CAN BE SUMMARISED AS FOLLOWS:

- LIFECYCLE ASSESSMENT GENERATED IN ACCORDANCE WITH INTERNATIONALLY APPLICABLE LCA TECHNIQUES SPECIFIED IN ISO 14040:2006 (ENVIRONMENTAL MANAGEMENT - LIFE CYCLE ASSESSMENT - PRINCIPLES AND FRAMEWORK) AND ISO 14044:2006 (ENVIRONMENTAL MANAGEMENT - LIFE CYCLE ASSESSMENT REQUIREMENTS AND GUIDELINES);
- THE FUNCTION CONSIDERED IS THE PRODUCTION OF STEEL BILLET. OTHER FUNCTIONS RELATING TO THE GENERATION OF CO-PRODUCTS FROM STEEL PRODUCTION TO BE ALLOCATED ON THE BASIS OF PROCEDURES RECOMMENDED IN ISO 14044:2006;
- THE FUNCTIONAL UNIT IS 1 TONNE OF STEEL BILLET;
- THE STANDARD MEASURE FOR ENERGY IS MJ;
- BOUNDARY CONDITIONS ARE 'CRADLE TO GATE', MEANING ALL PRODUCTION STAGES FROM RAW MATERIALS MINED (CRADLE) TO FINISHED STEEL BILLET READY TO BE CONVERTED TO PRODUCTS (GATE);
- CARBON FOOTPRINT CALCULATED AND REPORTED IN TERMS OF SCOPE 1, 2 AND 3 EMISSIONS, AS DEFINED ACCORDING TO WORLD BUSINESS COUNCIL FOR SUSTAINABLE DEVELOPMENT / WORLD RESOURCES INSTITUTE GREENHOUSE GAS PROTOCOL, CORPORATE ACCOUNTING AND REPORTING STANDARD (WBSCD/ WRI, 2004)
- A SINGLE INDEPENDENT PEER REVIEW CONDUCTED ON THE LCA ACCORDING TO ISO 14044:2006.

THE CONTRACTOR MUST PROVIDE EVIDENCE OF THE STRENGTH GRADE USED IN THE PROJECT AND ENERGY REDUCING PROCESSES USED IN THE MANUFACTURE, AS WELL AS THE COST OF THE COMPLIANT STEEL.

CONSTRUCTION WORKS TIMBER

1. AT LEAST 95% (BY COST) OF ALL TIMBER USED IN THE CONSTRUCTION WORKS MUST BE CERTIFIED BY A FOREST CERTIFICATION SCHEME THAT MEETS THE GBCA'S 'ESSENTIAL' CRITERIA FOR FOREST CERTIFICATION OR BE FROM A REUSED SOURCE. TIMBER AND TIMBER PRODUCTS SOURCED FROM CERTIFIED FORESTS MUST BE ACCOMPANIED BY A RELEVANT CHAIN OF CUSTODY (COC) CERTIFICATION IN ORDER TO BE RECOGNISED AS CERTIFIED TIMBER. THIS REQUIREMENT APPLIES TO ALL TIMBER APPLICATIONS WITHIN THE CONSTRUCTION WORKS. NO DISTINCTION IS MADE BETWEEN TEMPERATE, TROPICAL, HARDWOOD AND SOFTWOOD TIMBERS AND ENGINEERED WOOD PRODUCTS. WHEN ASSESSING CONSTRUCTION WORKS TIMBER THE FOLLOWING REQUIREMENTS APPLY.
2. WHERE THE ACTUAL COST OF THE ITEM IS KNOWN THEN THIS COST MUST BE REPORTED. WHERE THE ACTUAL COST OF REUSED ITEMS IS NOT KNOWN THEN THE COST MAY BE ESTIMATED ON THE BASIS OF REPLACEMENT COST (I.E. THE COST OF AN EQUIVALENT NEW ITEM).

FORMWORK

NEW FORMWORK MUST BE MADE FROM CERTIFIED TIMBER TO COMPLY WITH THIS REQUIREMENT. FORMWORK, MADE FROM NON-CERTIFIED TIMBER, THAT IS PURCHASED AS NEW FOR A PROJECT AND IS REUSED WITHIN THE SAME PROJECT, MAY NOT BE CLAIMED AS REUSED, IRRESPECTIVE OF THE NUMBER OF TIMES IT IS REUSED ON THE SAME PROJECT. FORMWORK, MADE FROM NON-CERTIFIED TIMBER, THAT HAS PREVIOUSLY BEEN USED IN ANOTHER PROJECT, AND IS USED AGAIN IN THIS PROJECT, CAN BE CLAIMED AS REUSED.

RECYCLED TIMBER

1. IF A TIMBER PRODUCT IS PRODUCED FROM 100% POST-CONSUMER RECYCLED TIMBER, WITHOUT THE INCORPORATION OF ANY VIRGIN TIMBER CONTENT, THEN THIS SHALL BE INCLUDED AS REUSED TIMBER. THIRD-PARTY VERIFICATION IS REQUIRED, IN THE FORM OF A SIGNED STATEMENT, TO CONFIRM THE 100% RECYCLED CONTENT, IN ORDER FOR THE RECYCLED TIMBER PRODUCT TO BE RECOGNISED AS REUSED TIMBER. THE THIRD-PARTY VERIFICATION STATEMENT MUST BE PROVIDED BY AN AUDITOR REGISTERED BY THE REGISTRAR ACCREDITATION BOARD QUALITY SOCIETY OF AUSTRALASIA (RABQSA), OR OTHER EQUIVALENT NATIONAL OR INTERNATIONAL AUDITOR ACCREDITATION SYSTEM.

CONCRETE

1. MINIMUM 50% SUPPLEMENTARY CEMENTITIOUS MATERIAL CONTENT TO BE USED WITHIN ALL CONCRETE (MIN 25% FLY ASH AND 25% SLAG)AGGREGATE. THE CONTRACTOR SHALL IMPLEMENT 20% RECYCLED GLASS SAND FOR FINE AGGREGATE COMPONENTS

ASPHALT

ALL ASPHALT MUST BE A WARM MIX ASPHALT (AN ASPHALT MIX PRODUCED AT TEMPERATURES 20 TO 30 DEGREES LOWER THAN HOT MIX ASPHALT (PRODUCED AT TEMPERATURES OF 160° C)

1. 20% AVERAGE RECLAIMED ASPHALT PAVEMENT (RAP) CONTENT TO BE INCORPORATED WITHIN DENSE GRADED ASPHALT.

PVC

COMPLIANT PVC USE MUST MEET PVC BEST PRACTICE GUIDELINES OR THE SPECIFIC USE OF AN ALTERNATIVE MATERIAL FOR PRODUCTS, THAT WOULD NORMALLY BE PVC, MUST BE INCLUDED IN THE PROJECT. THE PVC BEST PRACTICE GUIDELINES ARE AVAILABLE ON THE GREEN BUILDING COUNCIL OF AUSTRALIA WEBSITE (SEE THE AUDITOR VERIFICATION GUIDANCE DOCUMENT). DOCUMENTING COMPLIANCE OF A PVC PRODUCT TO THE PVC BEST PRACTICE GUIDELINES SHALL BE DEMONSTRATED USING EITHER OF THE FOLLOWING:

1. AUDIT VERIFICATION CERTIFICATE
   A VALID AUDIT VERIFICATION CERTIFICATE FOR EACH OF THE PVC PRODUCTS SPECIFIED OR USED IN THE PROJECT. THE CERTIFICATE MUST CLEARLY STATE THE PRODUCT NAME, COMPLIANCE AGAINST THE GBCA'S BEST PRACTICE GUIDELINES FOR PVC, DATE OF VALIDITY, AUDITOR'S NAME, AND SIGNATURE. THE AUDITOR MUST BE JAS-ANZ ACCREDITED.
2. PRODUCT ACCREDITATION CERTIFICATE
   A PRODUCT ACCREDITATION CERTIFICATE FROM A GREEN BUILDING COUNCIL OF AUSTRALIA ACCREDITED SCHEME. THE SCHEME MUST CLEARLY REFERENCE THE GUIDELINES IN THEIR STANDARD.

NOT FOR CONSTRUCTION

DRAWING REVISION HISTORY

No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE
H	100% Issue - For Approval	S.Lemon	J.Marshall	D.Crowe	10/01/2025
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D	85% Issue	D.Branch	J.Marshall	D.Crowe	06/10/2023
C	85% Issue	S.Lemon	J.Marshall	D.Crowe	07/07/2023
		S.Lemon	J.Marshall	D.Crowe	

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SIGNED
DATE 02/12/2024

SCALE (PLOTTED FULL SIZE) AS SHOWN (A1)
SHEET SIZE A1
F 0 2 4 6 8m (1:200@ A1)

pitt&sherry
pittsh.com.au Phone 1300 748 874 ABN 67 140 184 309

CLIENT FRASERS PROPERTY NEW BEITH TRUST
PROJECT NEW BEITH ROAD OVER RAIL BRIDGE
MOUNTAIN RIDGE ROAD, NEW BEITH
STATUS FOR TENDER

DRAWING TITLE
GENERAL ARRANGEMENT
SHEET 2 OF 6

VERT. DATUM: AHD	HEIGHT ORIGIN: PM 126832	CLIENT No.	-
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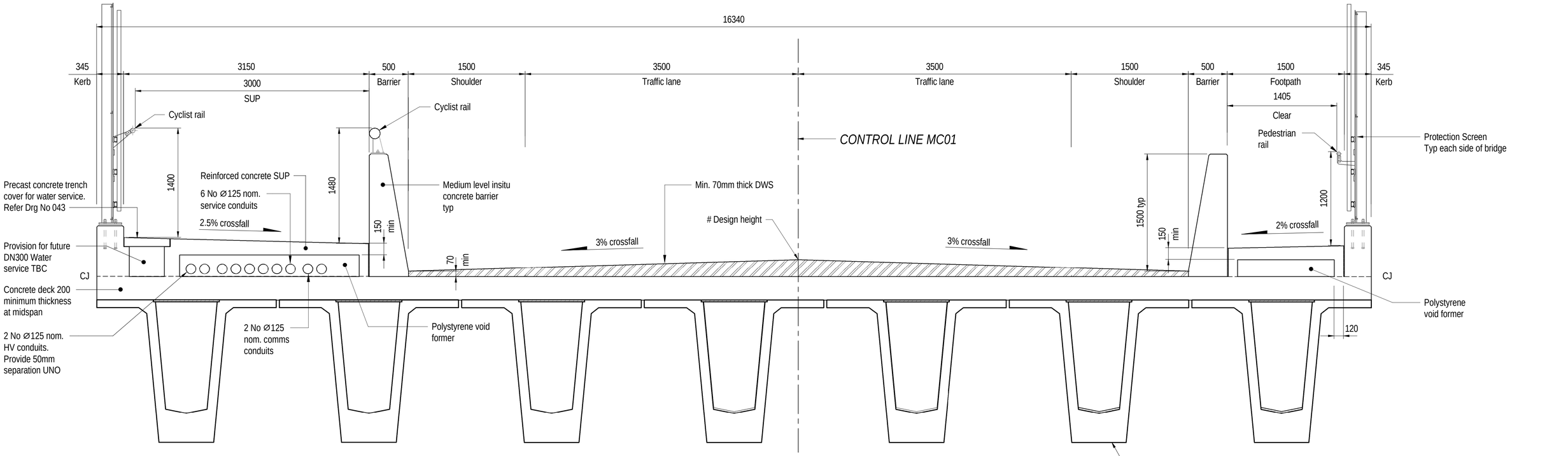
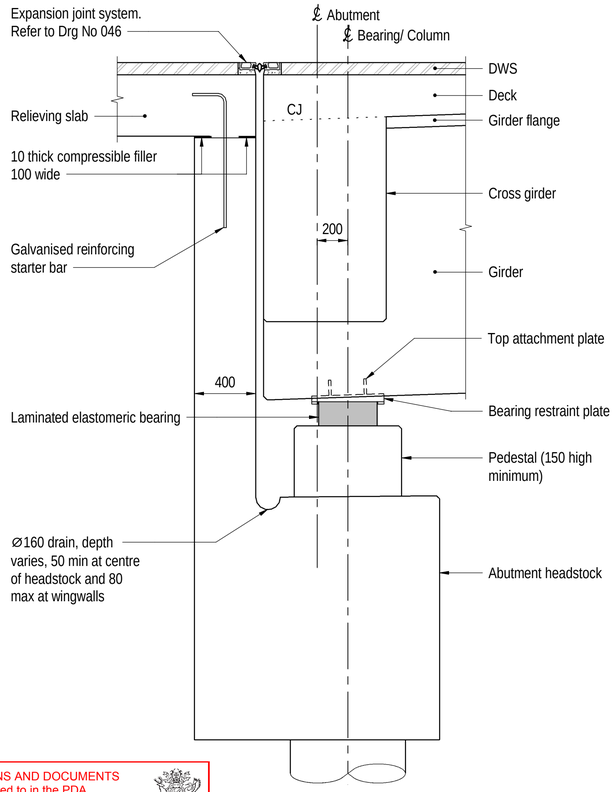
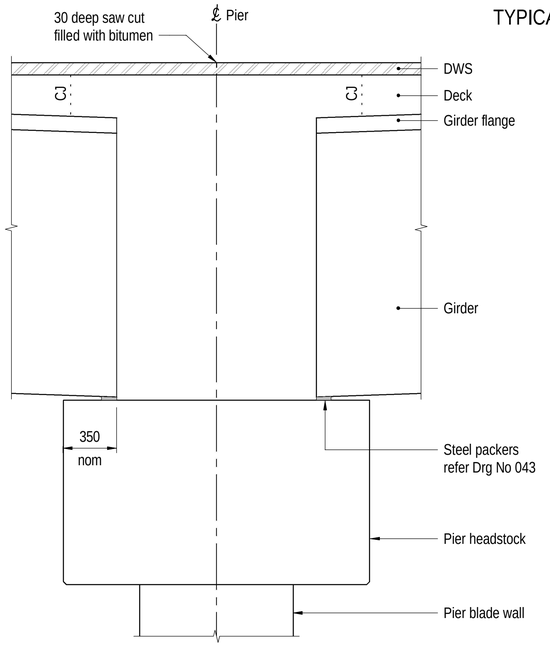


TYPICAL DECK SECTION
Scale P

For road design strings refer to the civil drawings and model

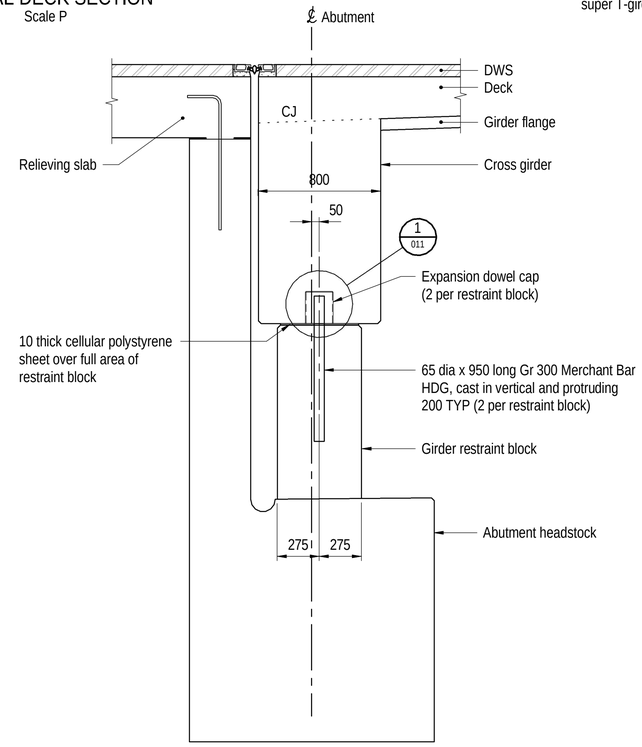


ABUTMENTS - EXPANSION JOINT



PIER 1 - CONTINUOUS DECK

ANCHORAGE DETAILS
Scale Q



GIRDER RESTRAINT BLOCK DETAILS
Scale Q

NOTES
1. For NOTES refer to Drg No 002.
2. Polystyrene shall be cellular GRADE L to AS 1366.3

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL
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SHEET SIZE A1

P 0 250 500 750 1000mm (1:25@ A1)
Q 0 200 400 600 800mm (1:20@ A1)

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DRAWING TITLE GENERAL ARRANGEMENT
SHEET 3 OF 6

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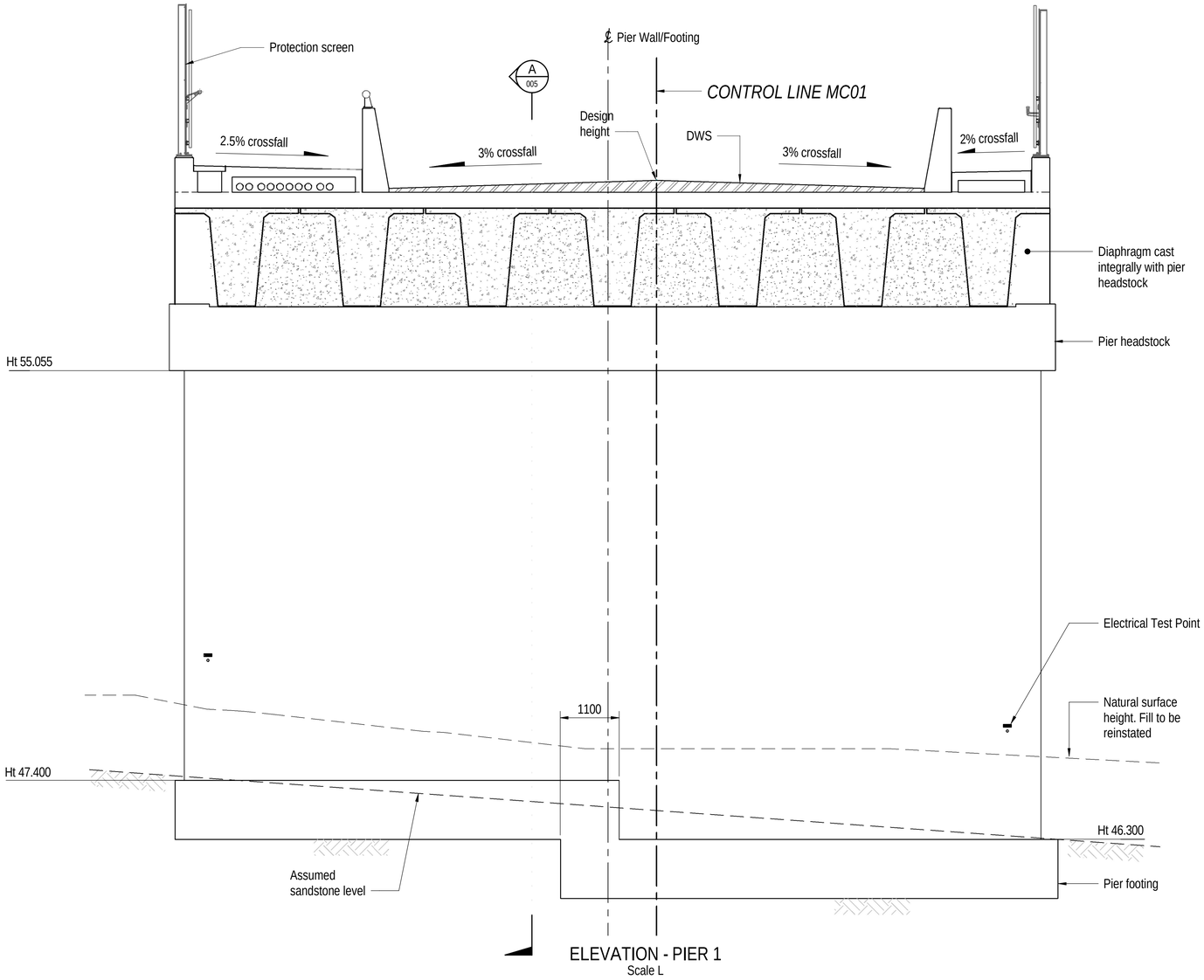
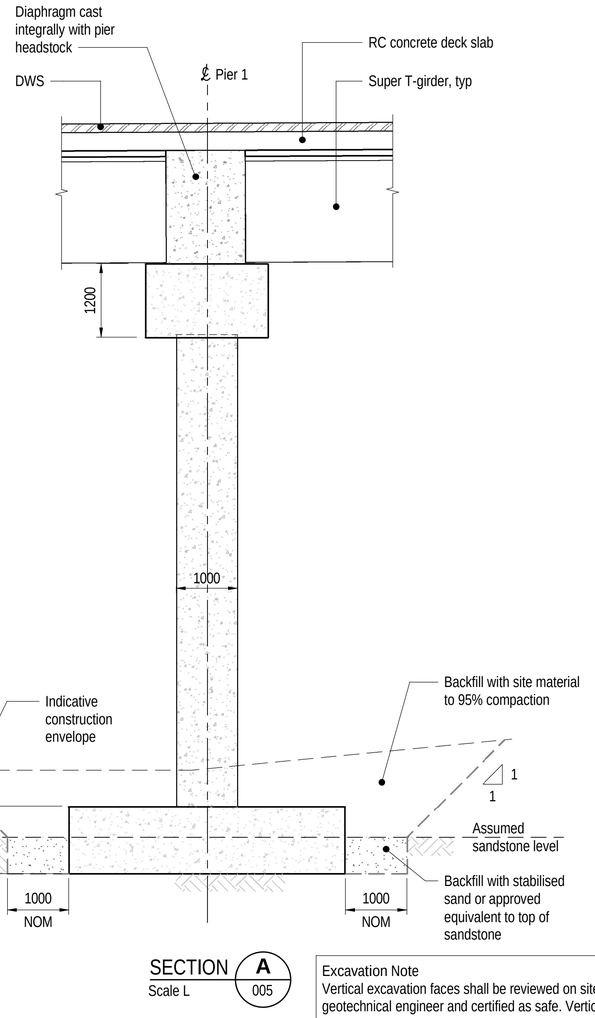
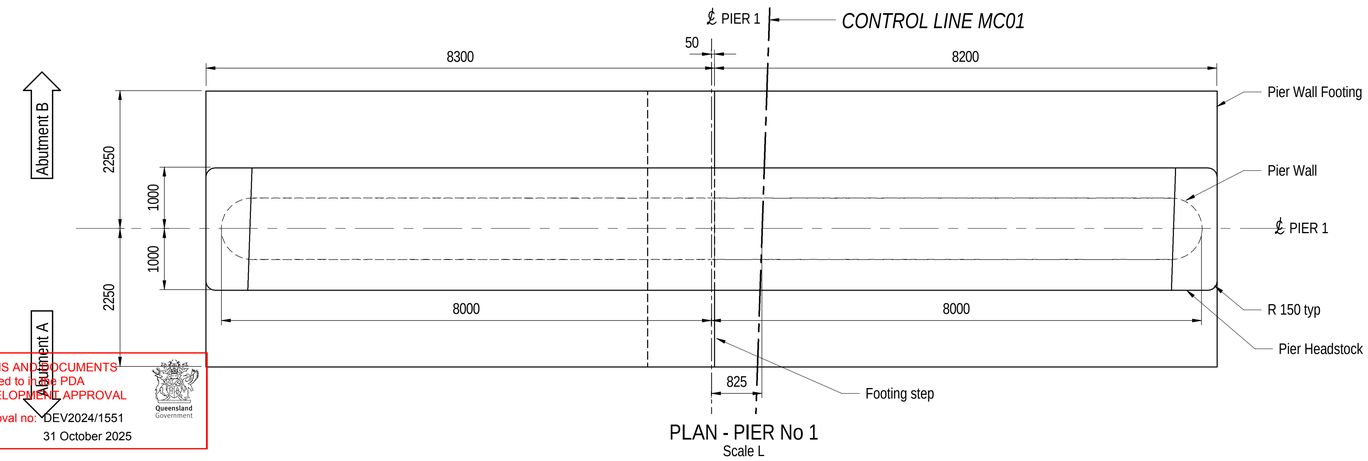


ELEVATION - PIER 1
Scale L



SECTION A 005
Scale L

Excavation Note
Vertical excavation faces shall be reviewed on site by geotechnical engineer and certified as safe. Vertical excavation face shall not exceed 1500mm for residual soils and extremely weathered rock and 3000mm for medium - high strength rock. Refer to Geotechnical Report No J001800-003-R-Rev0.



PLAN - PIER No 1
Scale L

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SHEET SIZE A1
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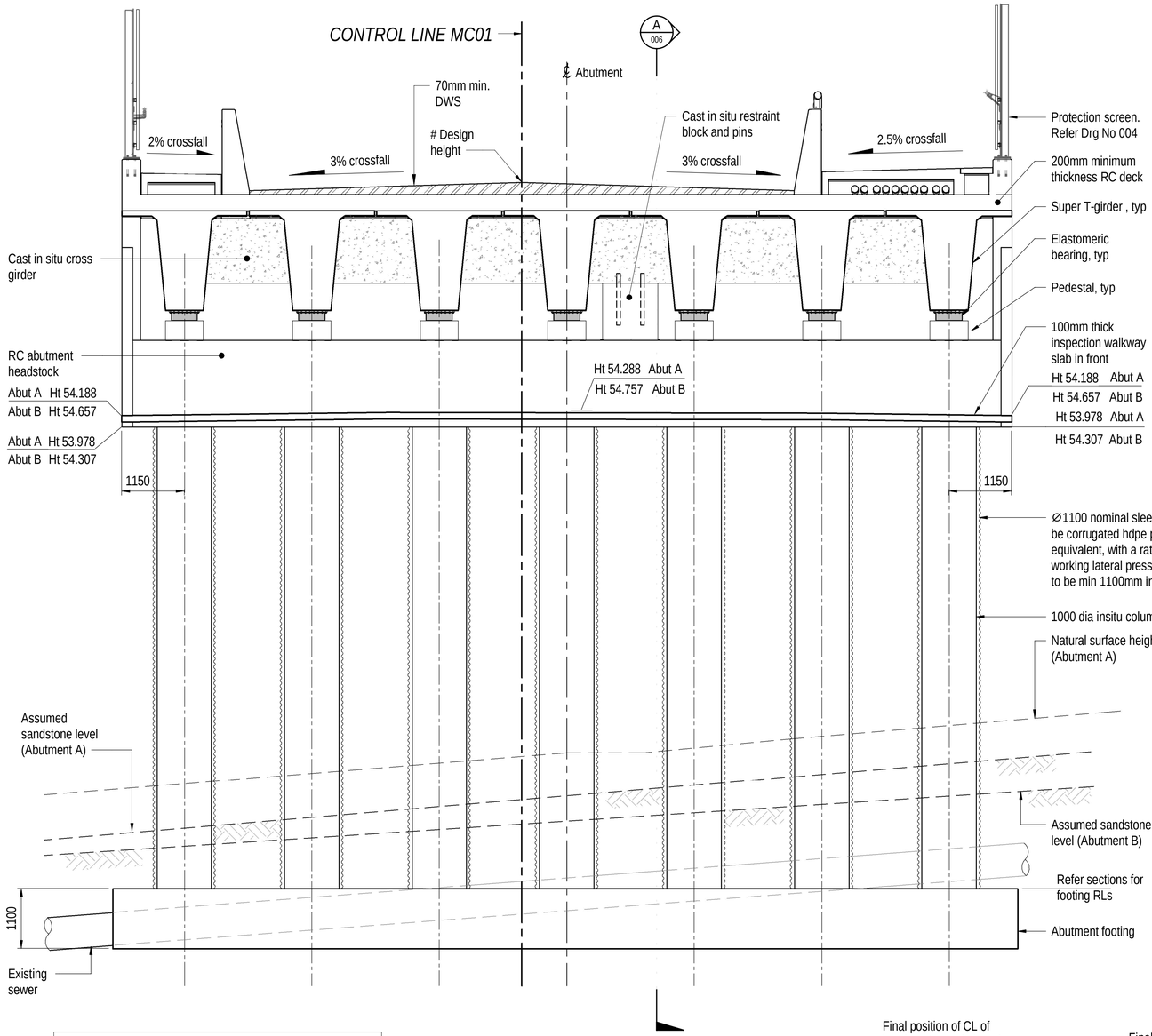
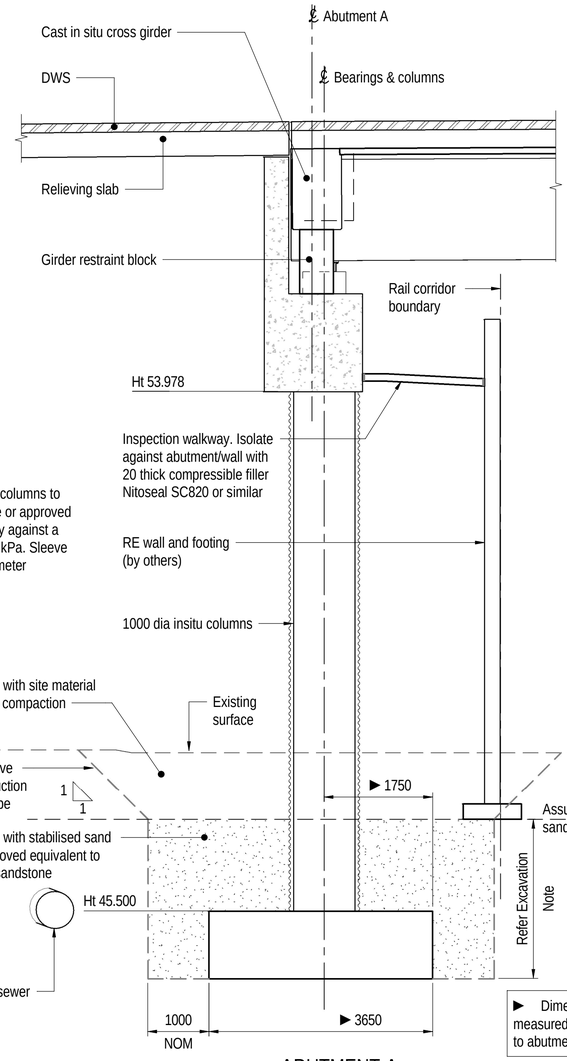


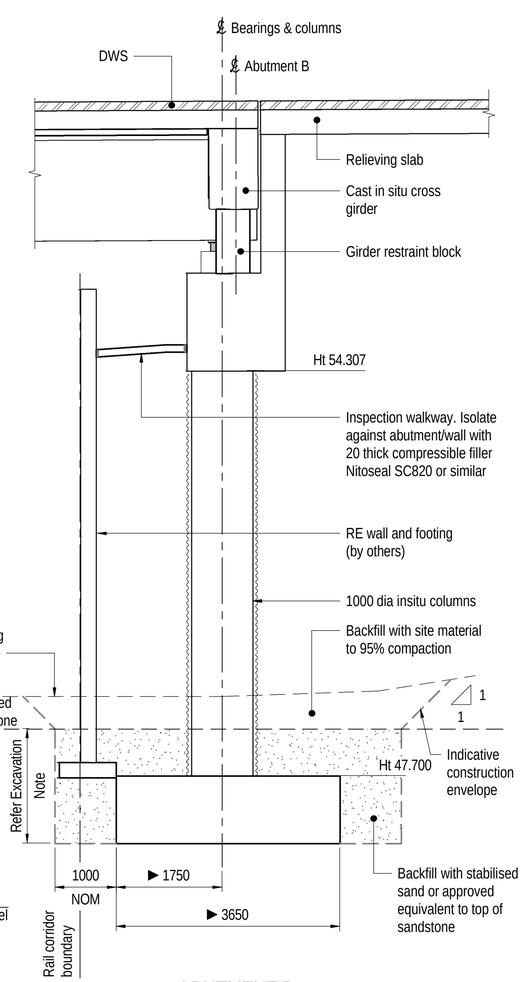
For road design strings refer to the civil drawings and model

ELEVATION - ABUTMENT A, ABUTMENT B SIM OPP HAND
Scale L



ABUTMENT A

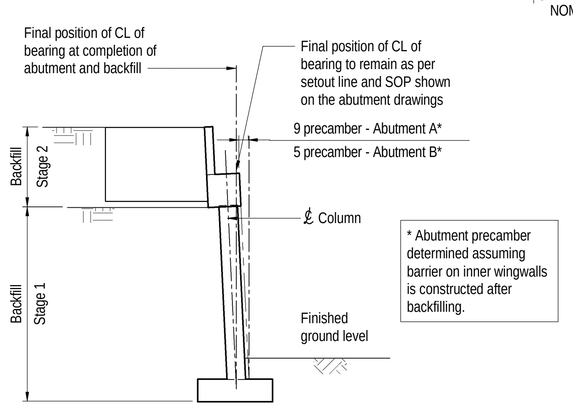
▶ Dimension measured perpendicular to abutment centreline



ABUTMENT B

Excavation Note
Vertical excavation faces shall be reviewed on site by geotechnical engineer and certified as safe. Vertical excavation face shall not exceed 1500mm for residual soils and extremely weathered rock and 3000mm for medium - high strength rock. Refer to Geotechnical Report No J001800-003-R-Rev0.

SECTION A
Scale L
006



* Abutment precamber determined assuming barrier on inner wingwalls is constructed after backfilling.

ABUTMENT PRECAMBER DIAGRAM
NTS

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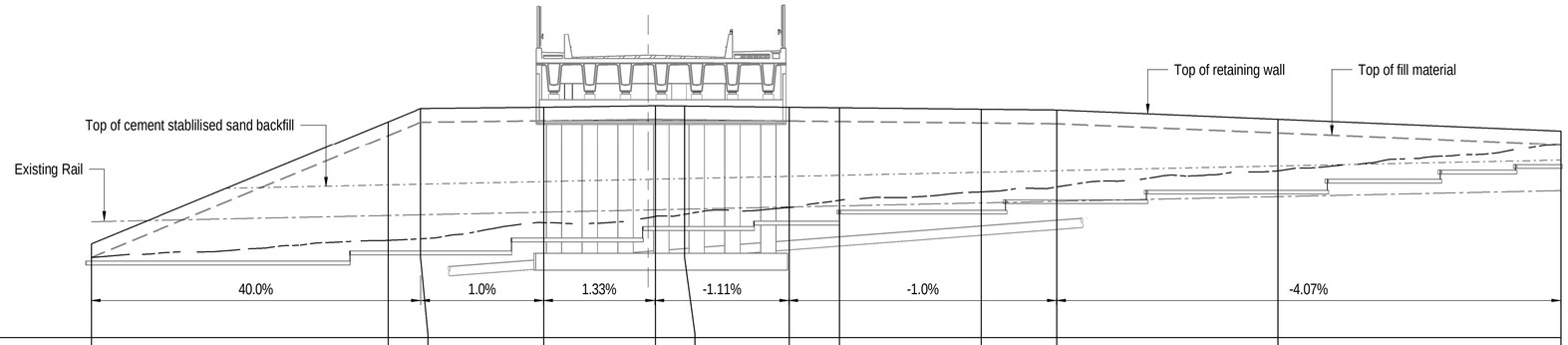
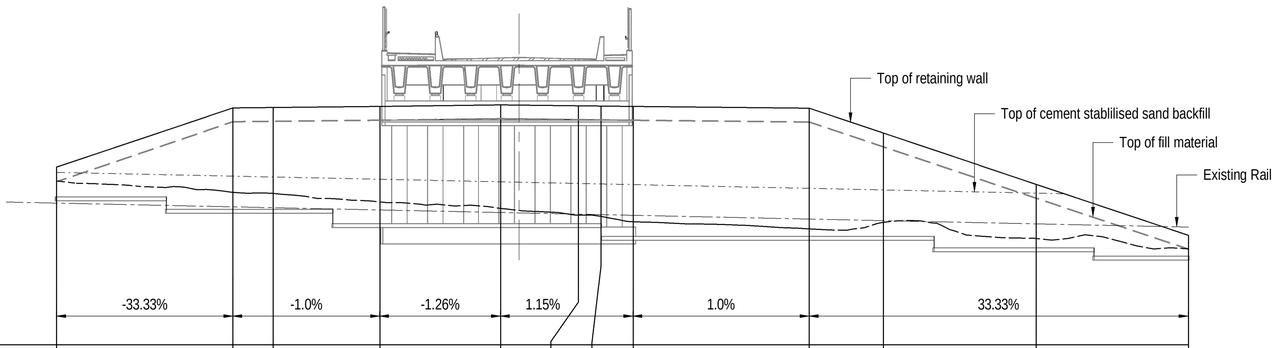


Datum RL 40.000												
Top of Mass Concrete Levelling Pad	45.000	45.656	45.656	46.503	47.248	47.248	47.604	48.325	48.325	49.002	49.628	51.305
Retaining Wall Top	46.123	54.124	55.005	55.088	55.188	55.166	55.088	55.054	54.959	54.908	54.300	53.523
Cut (-) / Fill	0.900	7.772	8.551	7.577	7.269	7.116	6.587	6.085	5.441	5.068	3.407	0.900
Existing Surface	45.223	46.352	46.454	47.511	47.919	48.050	48.501	48.969	49.518	49.840	50.893	52.631
Chainages	0.000	20.000	22.204	30.499	38.000	40.000	47.031	50.414	60.000	65.072	80.000	99.072

RSS WALL ELEVATION - ABUTMENT A
Scale F



Datum RL 40.000												
Top of Mass Concrete Levelling Pad	49.662	48.845	48.845	47.919	47.919	47.919	47.919	47.090	47.090	47.090	46.340	45.800
Retaining Wall Top	51.608	55.461	55.487	55.557	55.657	55.598	55.581	55.557	55.441	53.824	50.477	47.158
Cut (-) / Fill	0.900	5.497	5.596	6.222	6.746	7.121	7.186	7.514	7.864	5.820	2.608	0.900
Existing Surface	50.708	49.964	49.891	49.335	48.911	48.477	48.395	48.043	47.577	48.004	46.972	46.258
Chainages	74.188	62.629	60.000	53.008	45.084	40.000	38.511	36.404	24.852	20.000	10.000	0.000

RSS WALL ELEVATION - ABUTMENT B
Scale F

NOTES

1. The design and construction of RSS walls shall be in accordance with MRTS06
2. Geotextile fabric shall comply with MRTS06, MRTS03 and MRTS27
3. Concrete for precast concrete wall facing panels shall be f'c = 40MPa (min. grade). Exposure classification: B2.
   Cover 50mm assuming intense compaction and rigid steel forms used
4. RSS wall internal stability shall be designed by the RSS Supplier. Minimum required reinforcement lengths have been provided within the drawings. Reinforcement type shall be selected by the RSS Supplier and shall be verified by a geotechnical engineer acting for the RSS Supplier.
5. Site specific Geotechnical testing results can be found in Geotechnical Report J001800-003-R-Rev0
6. Design of RSS reinforcing grid is to allow for location of columns
7. Precast concrete wall facing panels shall be nominal maximum 2000 high by 2000 wide. Facing panel design to consider loads from extended height for containment of personnel:
   0.75kN/m horizontal and 0.75kN/m vertical applied at the top of the extended height simultaneously
8. Precast reinforced concrete panels shall be manufactured to MRTS72
9. RSS wall shall be constructed to tolerances detailed in MRTS06. All soil reinforcement to be laid horizontally
10. Monitoring shall be carried out on the RSS wall in accordance with MRTS06 Clause 9.8
11. Assumed design geotechnical parameters:
    - A. Unit weight of RSS fill = 22 kN/m^3
    - B. Unit weight of general fill = 22 kN/m^3
    - C. Minimum drained shear strength of general fill = 75 kPa
    - D. Effective angle of internal friction of general fill = 29 degrees
    - E. Effective cohesion of general fill = 3 kPa
    - F. Founding layer of RSS wall is very stiff clay of shear strength = 125 kPa or better. To be proven onsite prior to construction of RSS wall.
    - G. Should the founding layer of RSS wall not meet the above description and strength, this layer is to be removed to a depth of minimum 150mm below where a layer meeting the above criteria is encountered and proven onsite, then replaced with a suitable fill meeting the above criteria. Removal and replacement to be conducted according to MRTS04.

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SHEET SIZE A1

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DRAWING TITLE
REINFORCED EARTH WALLS
SHEET 1 OF 2

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HORIZ. GRID: MGA2020 Z56	HORIZ. ORIGIN: PM 186068		
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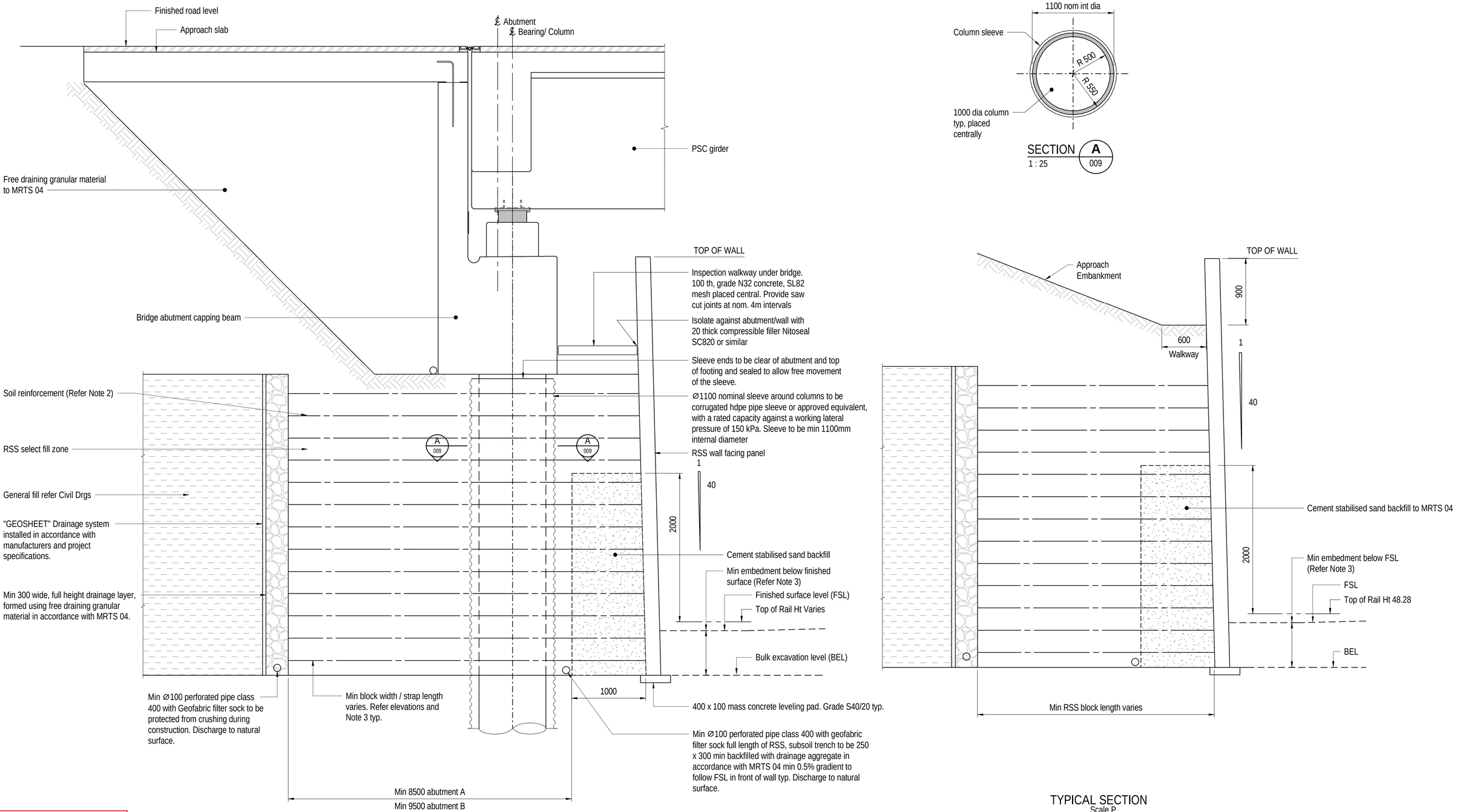

TYPICAL SECTION AT ABUTMENT
Scale P

SECTION A 009
1 : 25

TYPICAL SECTION
Scale P

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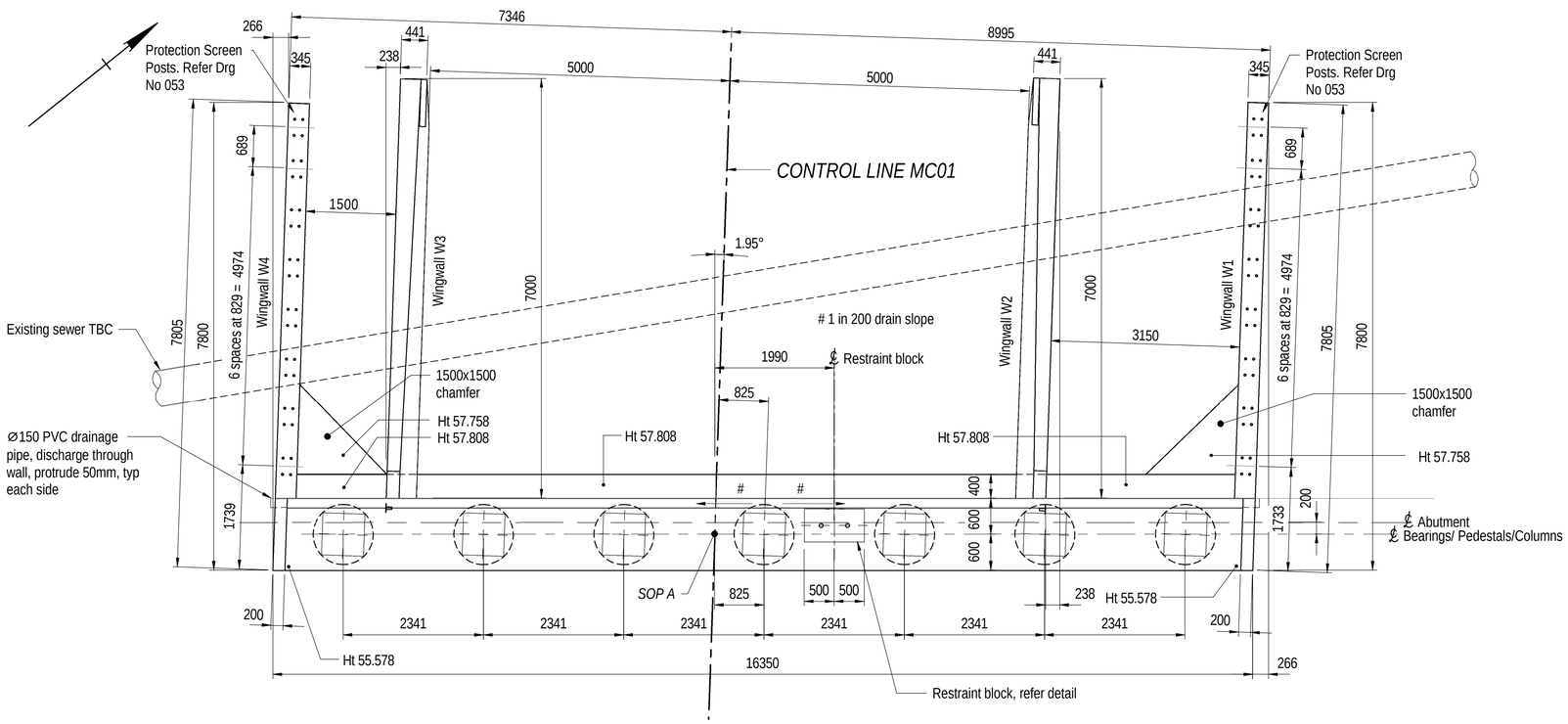
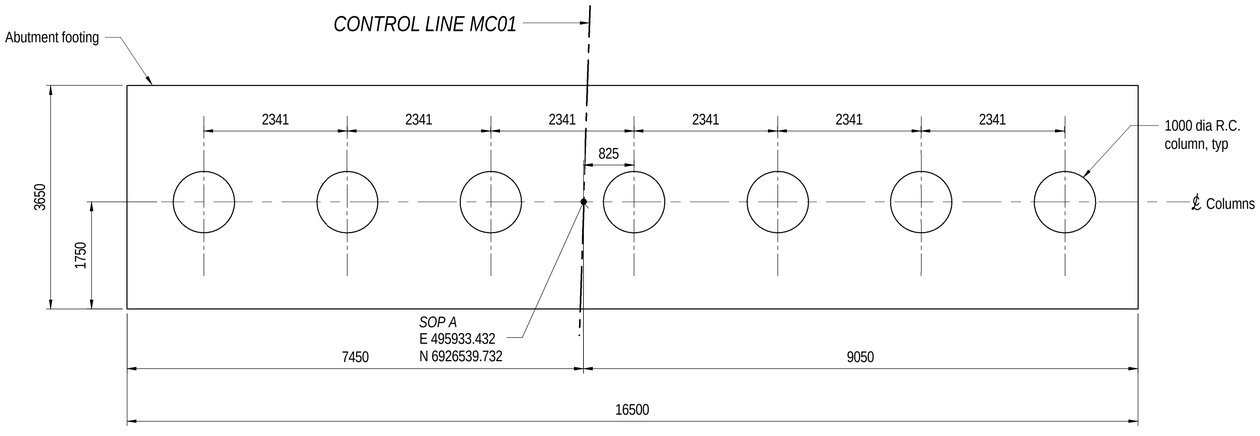


PLAN - ABUTMENT A
Scale L



FOOTING PLAN - ABUTMENT A
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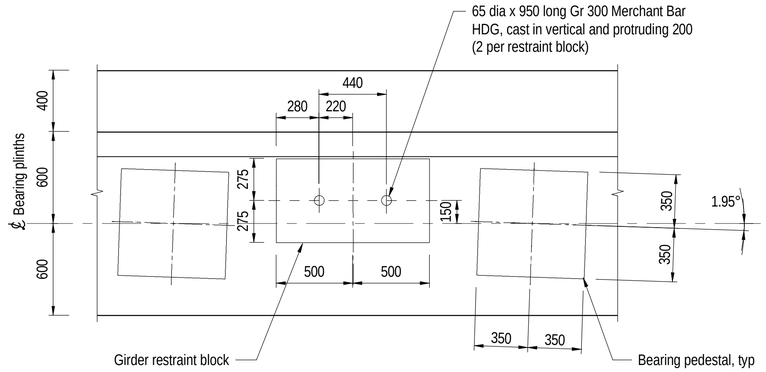


PLAN - GIRDER RESTRAINT BLOCK AND BEARING PEDESTAL
ABUTMENT A AS SHOWN, ABUTMENT B SIMILAR
Scale Q

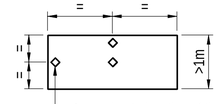
NOTES

1. TRADE NAMES have been used for a particular product requirement but equivalent products may be submitted for approval.
2. Concrete to be in accordance with MRTS70 Concrete.
3. Concrete exposure classificxation shall be B2 UNO
4. Concrete class shall be S40/20 except as follows:

CONCRETE ELEMENT	CONCRETE EXPOSURE CLASSIFICATION	CONCRETE CLASS
Blinding concrete	N/A	N20/20
Mass Concrete	B2	N20/20
Bearing Pedestals	B2	S40/10
Columns	B2	S50/20

The class designations specifies the required class and grade to AS 1379 and the nominal maximum aggregate size (mm).

4. In accordance with MRTS70 Concrete, monitoring for thick concrete sections with a minimum dimension greater than 1m shall be carried out using thermocouples. The monitoring shall be undertaken to establish the peak core temperature and maximum differential temperature. The details of the monitoring shall be submitted to the administrator for approval. The maximum core temperature and maximum differential from the core temperature to the outer surface shall be in accordance with the specification. Refer to diagram for location of thermocouples.
5. Construction joints shall be used only as shown on the drawings. No construction joint shown on the drawings shall be omitted without the written approval of the designer.
6. Unless specifically noted otherwise on the drawings, all exposed concrete edges having a contained angle of less than 120° shall be provided with 19mm x 19mm fillets or chamfers as appropriate.



THERMOCOUPLE PLACEMENT DIAGRAM
NTS

7. The minimum required ultimate bearing capacity ($\phi_g R_{ug}$) based on geotechnical strength reduction factor (ϕ_g) = 0.55:
   A. Abutment A: 825 kPa
   B. Abutment B: 825 kPa
8. If founding layer is determined to be of rocky nature, three samples to be taken from three different locations of the founding layer, generally one around the middle and one close to either edge of the foundation and point load tests to be conducted on these samples in accordance with AS 4133.4.1:2007 to confirm strength design assumptions. Tests can be conducted insitu using portable testing equipment
9. If founding layer is determined to be of silty/clayey nature, three samples to be taken from three different locations of the founding layer, generally one around the middle and one close to either edge of the foundation and pocket penetrometer tests to be conducted on these samples to confirm strength design assumptions. Should these tests provide inconclusive results, hand-held vane shear tests can be conducted on samples taken from the same areas in accordance with AS 1289.6.2.1—2001 for confirmation of results. Alternatively, vane shear tests can be initially conducted. Tests can be conducted insitu using portable testing equipment
10. The anticipated rock material strength for all foundations is very low (AS 1726:2017, Table 19) or stronger. The administrator shall be notified if the geotechnical assessor observes rock less than very low strength or actual conditions differ significantly from the design expectations, and borehole and test pit logs.
11. Hold Point: prior to the placement of any blinding concrete, the completed excavation shall be inspected by the geotechnical assessor to map the encountered rock types, weathering, intact strength, presence of any rock mass defects, and to confirm that the minimum ultimate bearing capacity is met prior to construction of each foundation.
12. Following approval, a 50 mm layer of blinding concrete shall be placed on the subgrade in advance of the pad footing.

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L 0 1000 2000mm (1:50@ A1)
Q 0 200 400 600 800mm (1:20@ A1)

SHEET SIZE A1

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CLIENT FRASERS PROPERTY NEW BEITH TRUST
PROJECT NEW BEITH ROAD OVER RAIL BRIDGE
MOUNTAIN RIDGE ROAD, NEW BEITH
STATUS FOR TENDER

DRAWING TITLE
ABUTMENT PROFILES
SHEET 1 OF 4

VERT. DATUM: AHD | HEIGHT ORIGIN: PM 126832 | CLIENT No. -
HORIZ. GRID: MGA2020 Z56 | HORIZ. ORIGIN: PM 186068
DRAWING No. P.22.0175-00-STR-DRG-010 | REVISION G
9/01/2025 12:15:45 PM P.22.0175-00-STR-DRG-010

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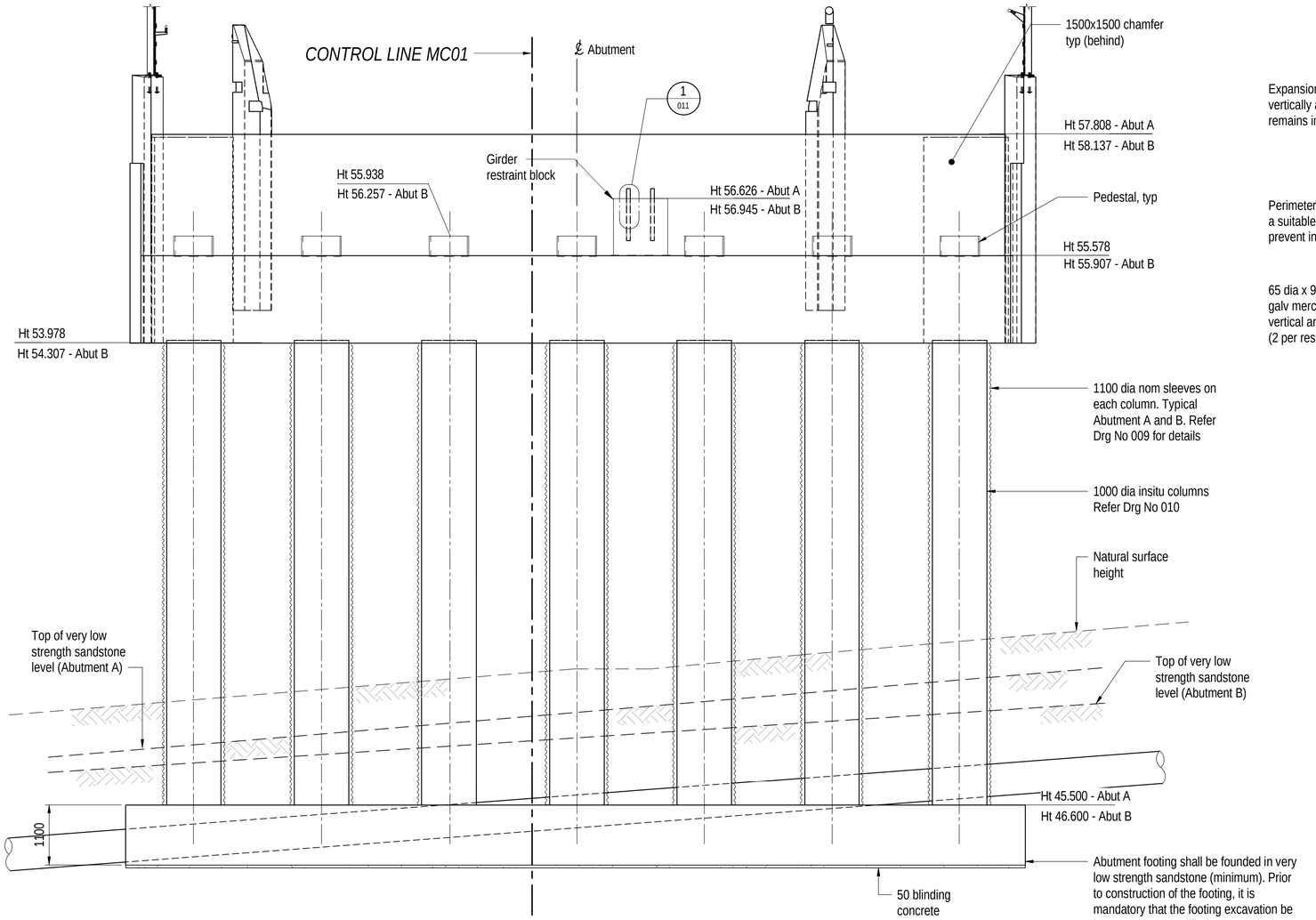
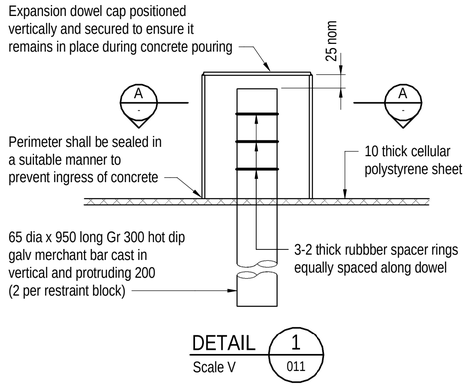
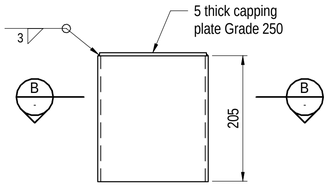


ELEVATION - ABUTMENT A, ABUTMENT B SIMILAR AS NOTED
Scale L



DETAIL 1 / 011
Scale V



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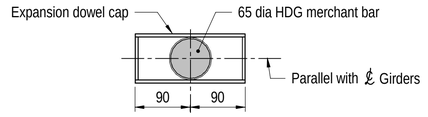
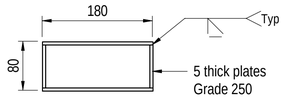


SECTION A / -
Scale V



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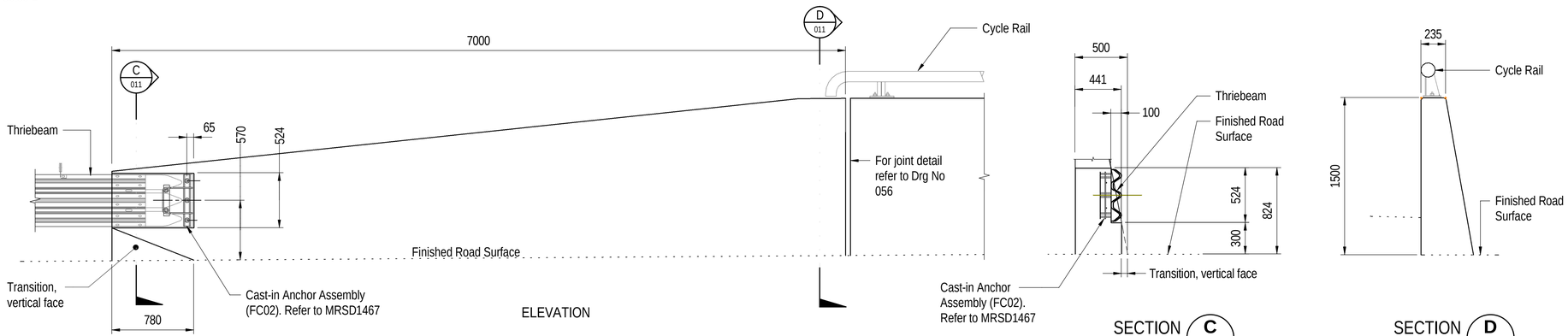

ELEVATION

THRIE BEAM ASSEMBLY CONNECTION
1 : 25

SECTION C / 011
1 : 25

SECTION D / 011
1 : 25

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL
Approval no: DEV2024/1551
Date: 31 October 2025
Queensland Government

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DRAWING REVISION HISTORY

No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE
F	100% Issue - For Approval	S.Lemon	J.Marshall	D.Crowe	10/01/2025
E	100% Issue - For Tender	J.Page	J.Marshall	D.Crowe	28/11/2024
D	100% Issue - For Tender	S.Lemon	J.Marshall	D.Crowe	25/10/2024
C	100% Issue	S.Lemon	J.Marshall	D.Crowe	21/08/2024
B	85% Issue	D.Branch	J.Marshall	D.Crowe	06/10/2023
A	85% Issue	S.Lemon	J.Marshall	D.Crowe	07/07/2023
		S.Lemon	J.Marshall	D.Crowe	

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SIGNED
DATE 02/12/2024

SCALE (PLOTTED FULL SIZE) AS SHOWN (A1)
L 0 1000 2000mm (1:50@ A1)
V 0 50 100 150 200mm (1:5 @ A1)

SHEET SIZE A1

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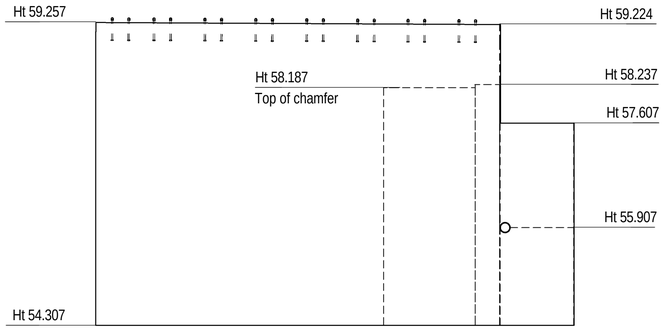
CLIENT FRASERS PROPERTY NEW BEITH TRUST
PROJECT NEW BEITH ROAD OVER RAIL BRIDGE
MOUNTAIN RIDGE ROAD, NEW BEITH
STATUS FOR TENDER

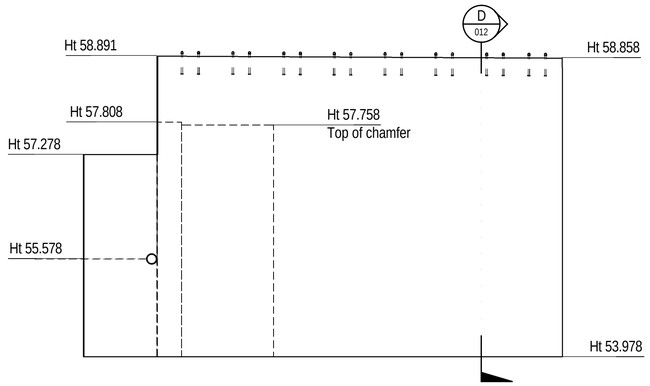
DRAWING TITLE
ABUTMENT PROFILES
SHEET 2 OF 4

VERT. DATUM: AHD	HEIGHT ORIGIN: PM 126832	CLIENT No.	-
HORIZ. GRID: MGA2020 Z56	HORIZ. ORIGIN: PM 186068		
DRAWING No. P.22.0175-00-STR-DRG-011		REVISION	F
9/01/2025 12:15:52 PM	P.22.0175-00-STR-DRG-011		

Autodesk Docs://P.22.0175/B-P.22.0175-STR-MDL-001_NEW BEITH BRIDGE_V22.rvt



ELEVATION - WINGWALL W5
Scale L



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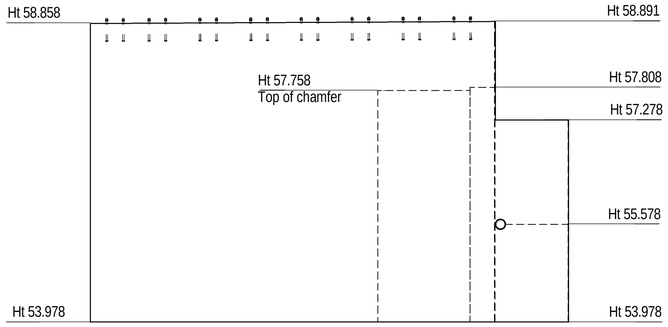
Scale L



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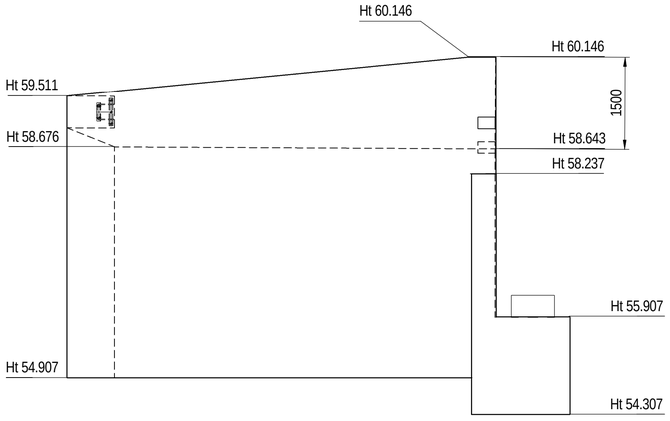

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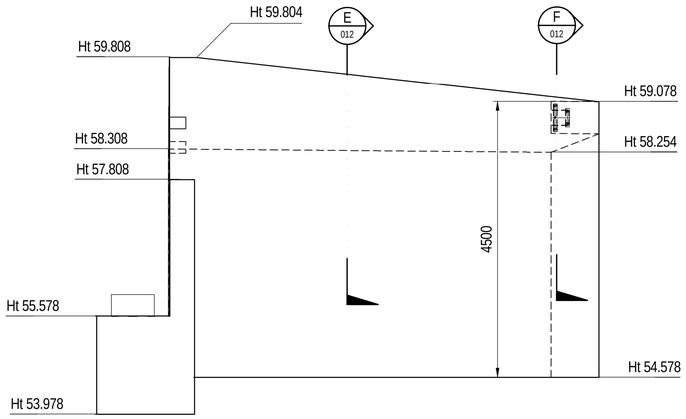
Scale L



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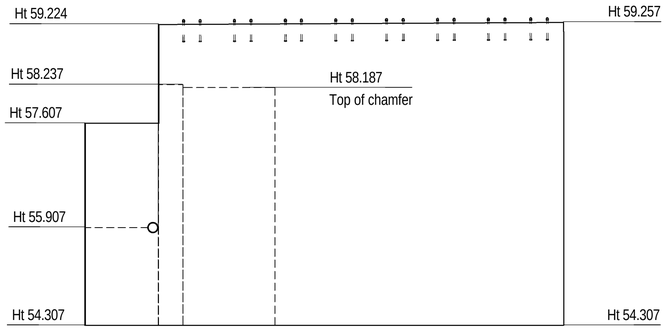
Scale L



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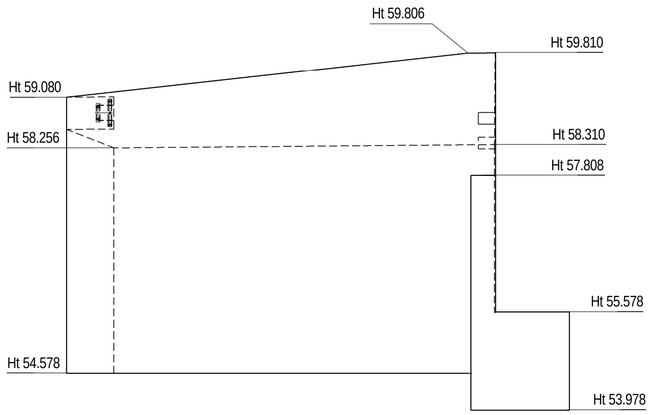
Scale L



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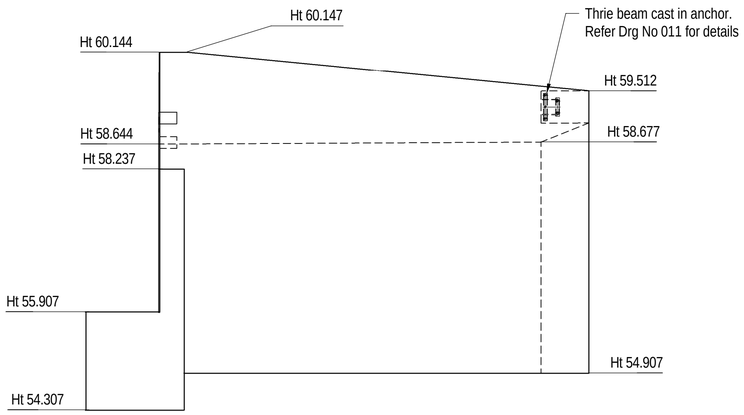
Scale L



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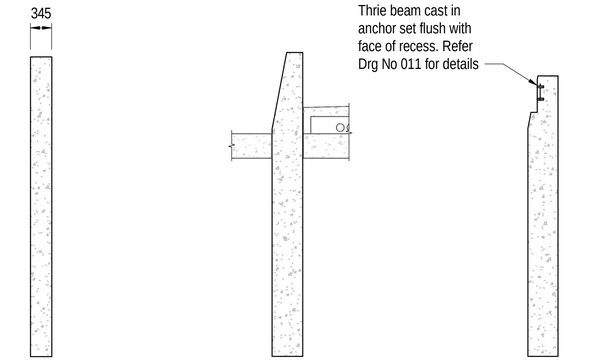

SECTION D 012
1 : 50

SECTION E 012
1 : 50

SECTION F 012
1 : 50

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL
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Queensland Government

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F	100% Issue - For Approval	S.Lemon	J.Marshall	D.Crowe	10/01/2025
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A	85% Issue	S.Lemon	J.Marshall	D.Crowe	07/07/2023
		S.Lemon	J.Marshall	D.Crowe	

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DATE 02/12/2024

SCALE (PLOTTED FULL SIZE) AS SHOWN (A1)
SHEET SIZE A1
L 0 1000 2000mm (1:50@ A1)
P 0 250 500 750 1000mm (1:25@ A1)

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CLIENT FRASERS PROPERTY NEW BEITH TRUST
PROJECT NEW BEITH ROAD OVER RAIL BRIDGE
MOUNTAIN RIDGE ROAD, NEW BEITH
STATUS FOR TENDER

DRAWING TITLE ABUTMENT PROFILES
SHEET 3 OF 4

VERT. DATUM: AHD	HEIGHT ORIGIN: PM 126832	CLIENT No.	-
HORIZ. GRID: MGA2020 Z56	HORIZ. ORIGIN: PM 186068		
DRAWING No. P.22.0175-00-STR-DRG-012		REVISION	F
9/01/2025 12:15:59 PM	P.22.0175-00-STR-DRG-012		

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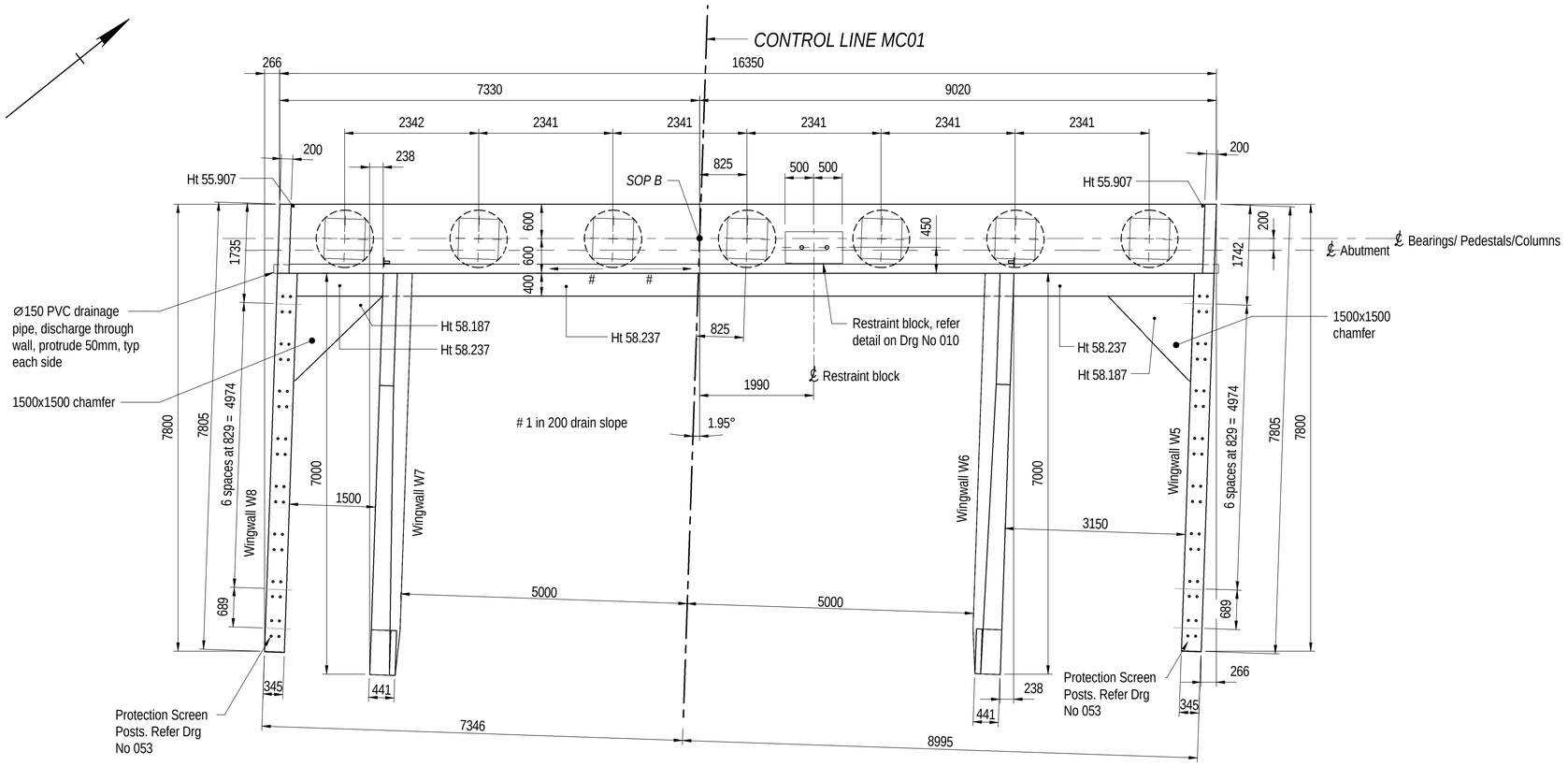
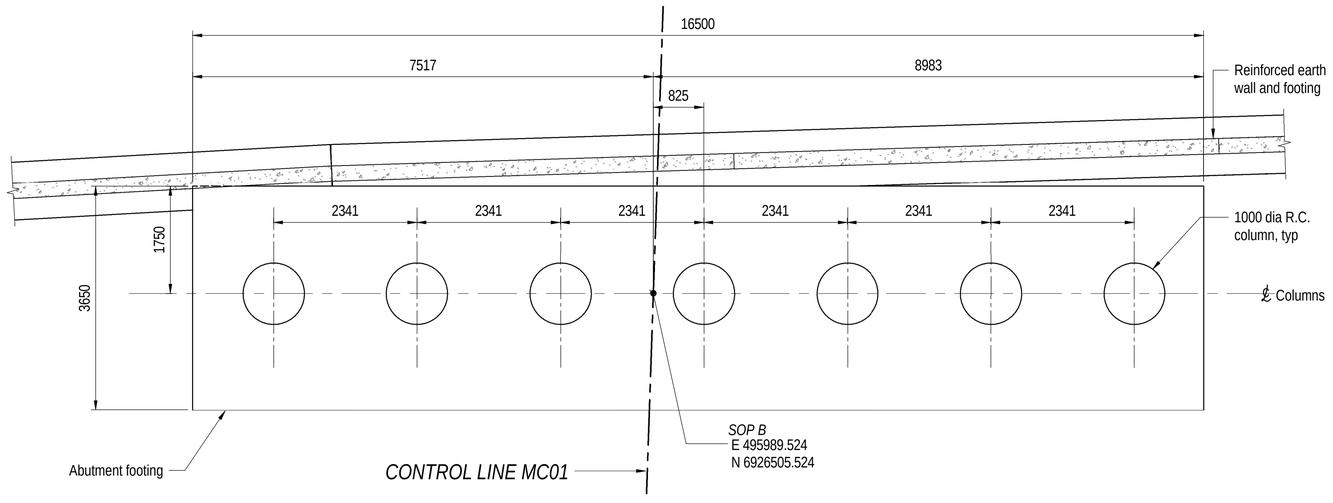


PLAN - ABUTMENT B
Scale L



FOOTING PLAN - ABUTMENT B
Scale L

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL
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		S.Lemon	J.Marshall	D.Crowe		

SCALE (PLOTTED FULL SIZE): AS SHOWN (A1)
L 0 1000 2000mm (1:50@ A1)
SHEET SIZE: A1

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CLIENT: FRASERS PROPERTY NEW BEITH TRUST
PROJECT: NEW BEITH ROAD OVER RAIL BRIDGE MOUNTAIN RIDGE ROAD, NEW BEITH
STATUS: FOR TENDER

DRAWING TITLE: ABUTMENT PROFILES SHEET 4 OF 4

VERT. DATUM: AHD	HEIGHT ORIGIN: PM 126832	CLIENT No.	-
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DRAWING No. P.22.0175-00-STR-DRG-013		REVISION	C
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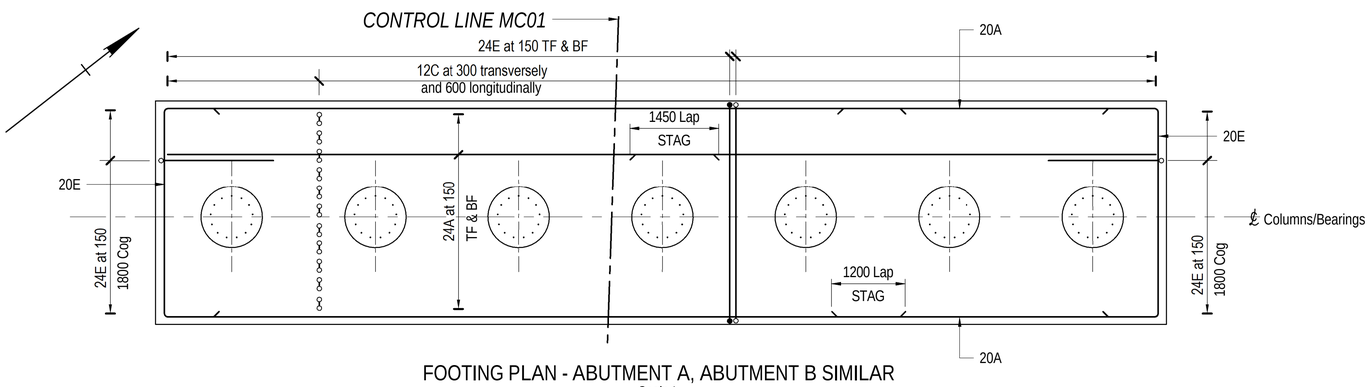
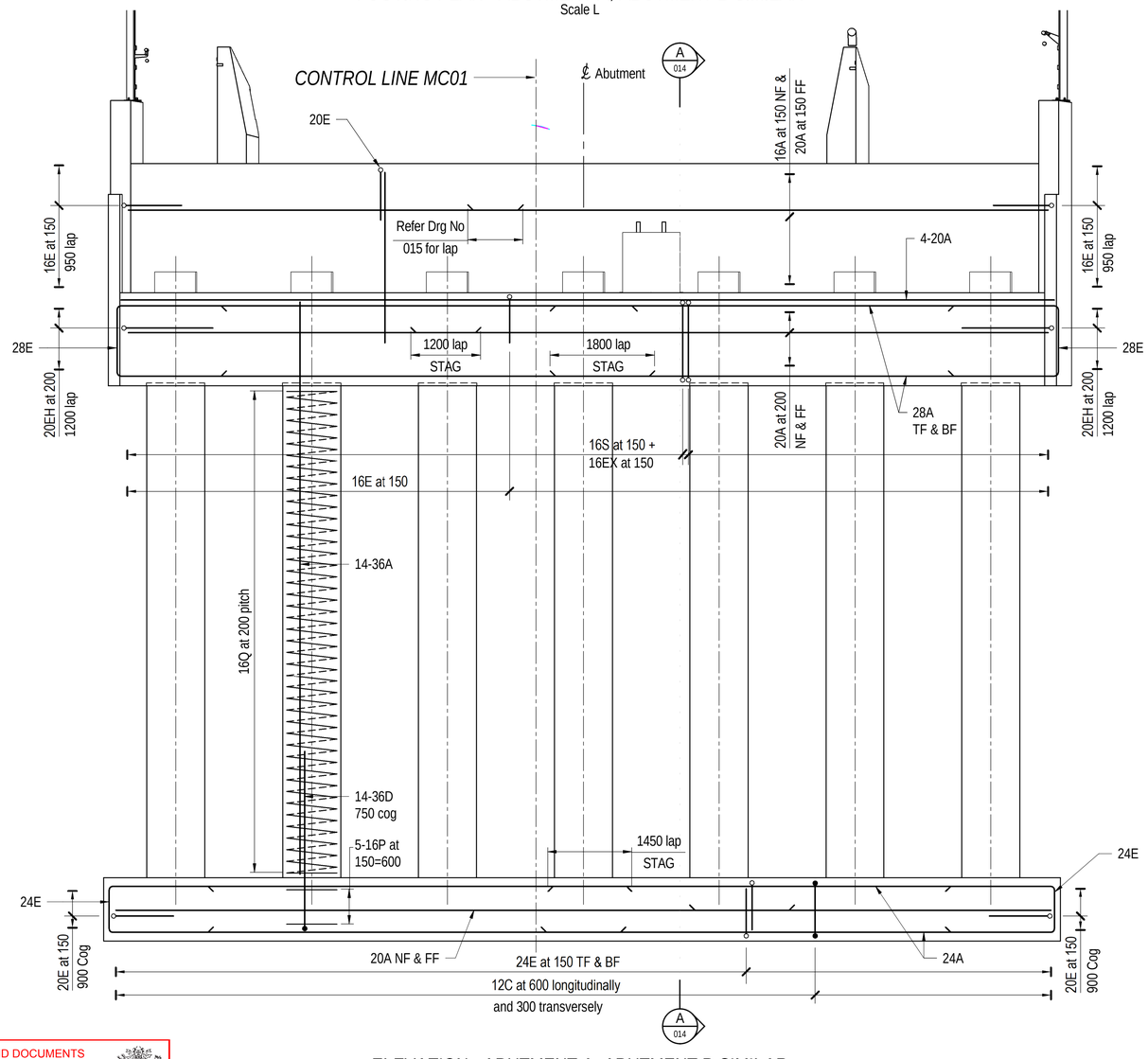


FOOTING PLAN - ABUTMENT A, ABUTMENT B SIMILAR
Scale L



ELEVATION - ABUTMENT A, ABUTMENT B SIMILAR
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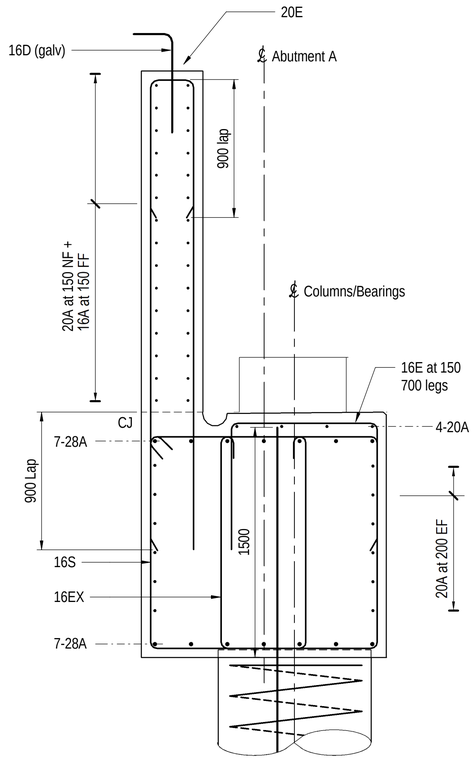

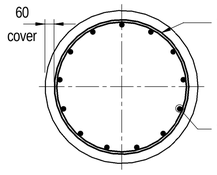

SECTION B
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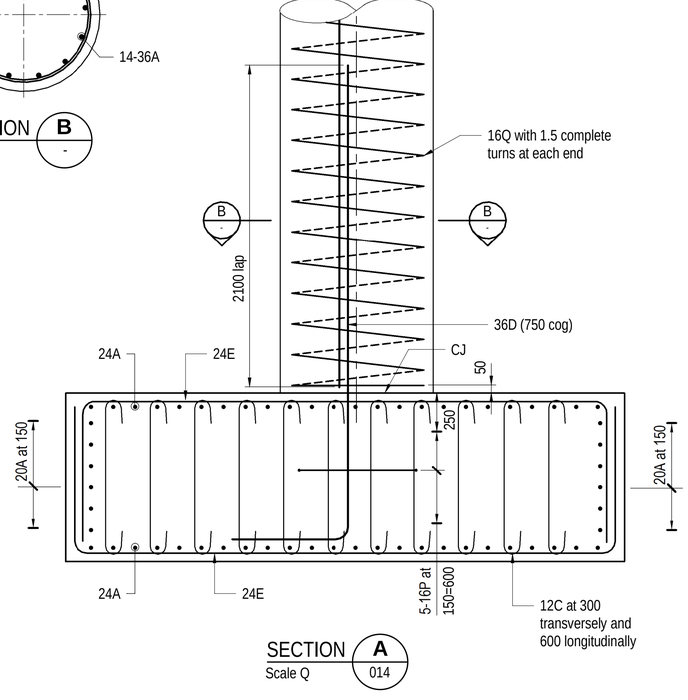

SECTION A
Scale Q
014

NOTES

1. REINFORCING STEEL to be read in conjunction with TMR Standard Drawings 1043 and 1044.
   Reinforcing steel to be in accordance with MRTS71 Reinforcing Steel and AS/NZS 4671.
   Deformed bars Grade D500N.
   Round bars Grade R250N.
   Welded wire reinforcing mesh Grade 500L.
   Minimum cover to reinforcing steel to be 60mm unless noted otherwise.
   All carbon reinforcing steel to be Australian Certification Authority for Reinforcing Steel (ACRS) certified.
2. Designation of reinforcement bars is as follows:

   12-16A at 150 NF
   No of bars — Location
   Bar diameter — Bar spacing
   Bar shape
3. Laps and other splices in reinforcement shall only be made at the positions shown on the drawings unless alternative or extra locations are approved in writing by the designer.
4. Side and end laps in welded mesh reinforcement shall be in accordance with AS 5100.5 clause 13.2.3.
5. Refer to TMR Standard Drawing 1044 for minimum development and splice lengths.
6. Where more than 50% of the reinforcement is spliced at one section the splice lengths shall be 1.25 times the values shown on TMR Standard Drawing 1044.
7. Reinforcement is shown diagrammatically on these drawings and therefore does not depict the precise position of bars.
8. Reinforcement may be displaced slightly to clear pile reinforcement and formed holes where necessary.
9. Notation for standard reinforcement locations used on these drawing shall be:

TF	- Top face	LV	- Length varies
BF	- Bottom face	STAG	- Staggered
NF	- Near face	ABR	- Alternate bars reversed
FF	- Far face	ES	- Equal spaces
EF	- Each face	ADD	- Additional bar
ALT	- Alternate		

10. WELDING symbols conform to AS 1101.3.
    Welding of bar splices to AS/NZS 1554.3.
    All welds, except location tack welds, shall be SP category.
    Tack welding for location purposes to AS/NZS 1554.3 clause 3.3.1 and 3.3.2.
    Welding shall not be carried out within 75mm from a bent portion of bar.
    Welding consumables to be controlled hydrogen type:
    G49X to AS/NZS ISO 14341-B, or T49X to AS/NZS ISO 17632-B.

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A	85% Issue	S.Lemon	J.Marshall	D.Crowe	07/07/2023
		S.Lemon	J.Marshall	D.Crowe	

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SIGNED
DATE 02/12/2024

SCALE (PLOTTED FULL SIZE) AS SHOWN (A1)
L 0 1000 2000mm (1:50@ A1)
Q 0 200 400 600 800mm (1:20@ A1)

SHEET SIZE A1

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CLIENT FRASERS PROPERTY NEW BEITH TRUST
PROJECT NEW BEITH ROAD OVER RAIL BRIDGE
MOUNTAIN RIDGE ROAD, NEW BEITH
STATUS FOR TENDER

DRAWING TITLE
ABUTMENT REINFORCEMENT
SHEET 1 OF 4

VERT. DATUM: AHD	HEIGHT ORIGIN: PM 126832	CLIENT No.	-
HORIZ. GRID: MGA2020 Z56	HORIZ. ORIGIN: PM 186068		
DRAWING No. P.22.0175-00-STR-DRG-014		REVISION	F
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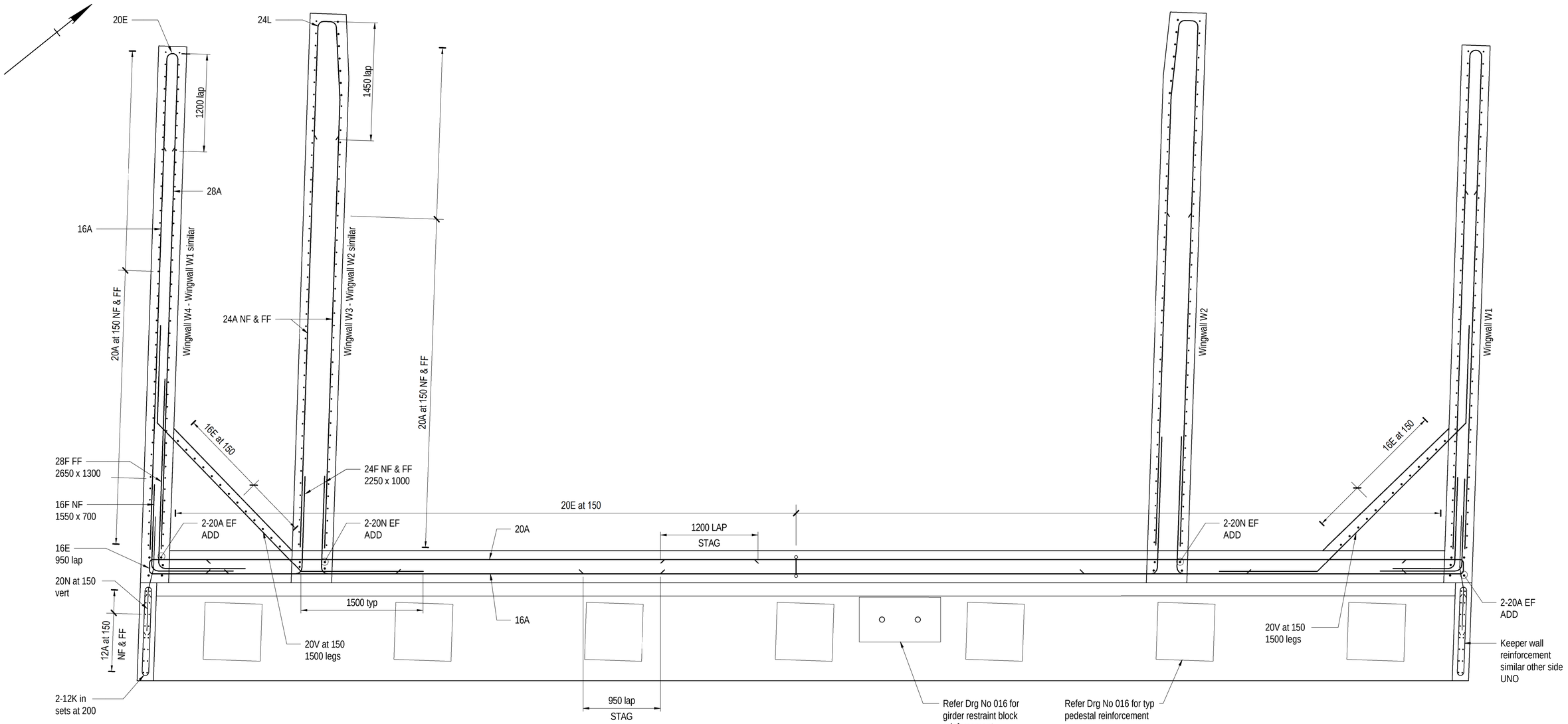

PLAN - ABUTMENT A, ABUTMENT B SIMILAR

Scale P

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL

Approval no: DEV2024/1551

Date: 31 October 2025

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C	100% Issue	S.Lemon	J.Marshall	D.Crowe	21/08/2024	
B	85% Issue	D.Branch	J.Marshall	D.Crowe	06/10/2023	SIGNED
A	85% Issue	S.Lemon	J.Marshall	D.Crowe	07/07/2023	DATE 02/12/2024
		S.Lemon	J.Marshall	D.Crowe		

SCALE (PLOTTED FULL SIZE) AS SHOWN (A1)

P 0 250 500 750 1000mm (1:25@ A1)

SHEET SIZE A1

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CLIENT FRASERS PROPERTY NEW BEITH TRUST

PROJECT NEW BEITH ROAD OVER RAIL BRIDGE
MOUNTAIN RIDGE ROAD, NEW BEITH

STATUS FOR TENDER

DRAWING TITLE ABUTMENT REINFORCEMENT
SHEET 2 OF 4

VERT. DATUM: AHD	HEIGHT ORIGIN: PM 126832	CLIENT No.	-
HORIZ. GRID: MGA2020 Z56	HORIZ. ORIGIN: PM 186068		
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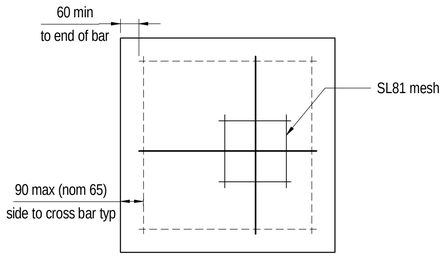
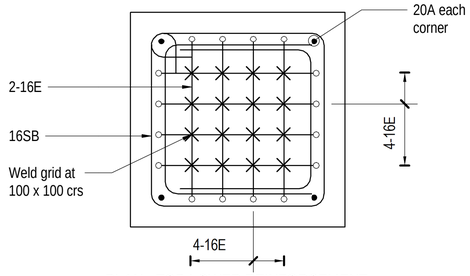


PLAN - TOP UPPER REINFORCEMENT



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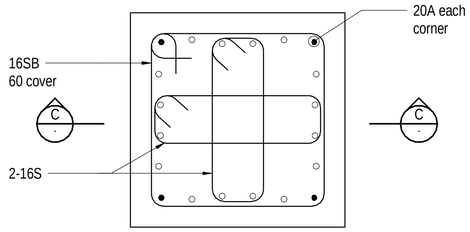

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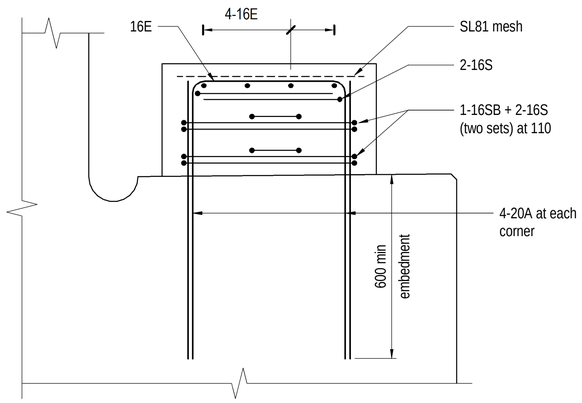

SECTION C
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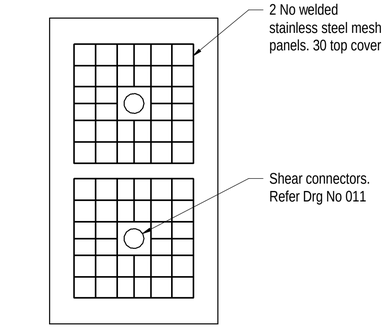

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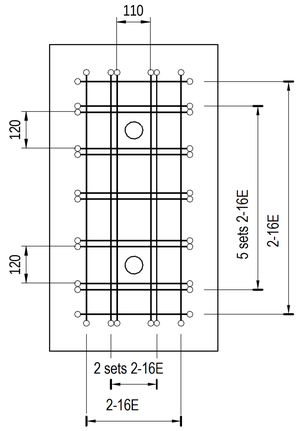
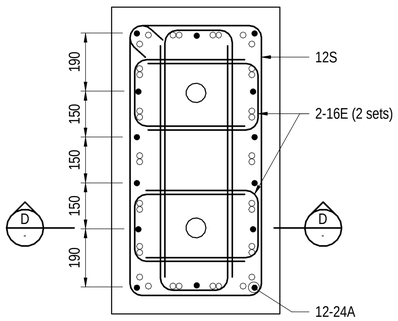
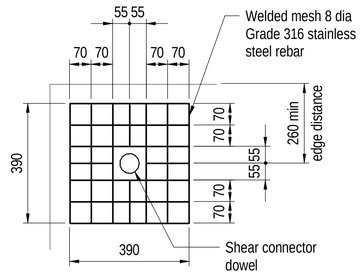


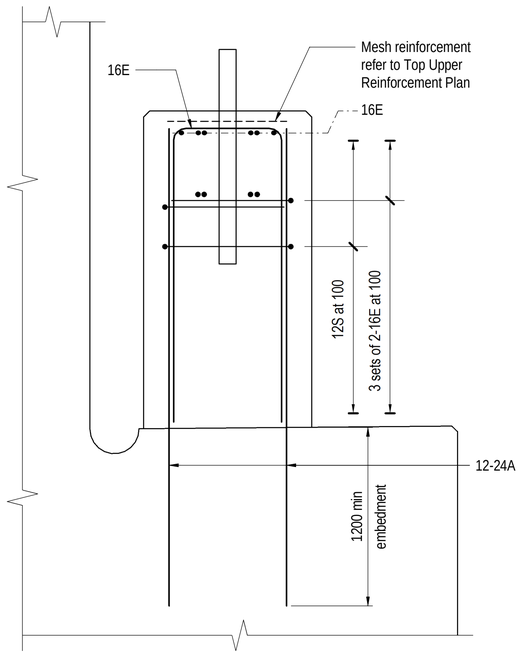
PLAN - TOP LOWER REINFORCEMENT



PLAN - SIDE FACE REINFORCEMENT



PLAN - MESH REINFORCEMENT



SECTION D
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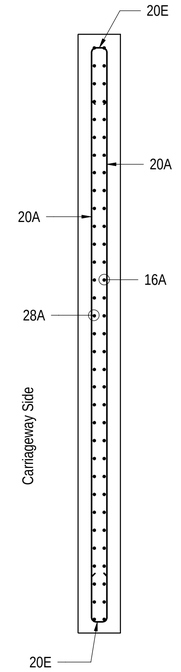
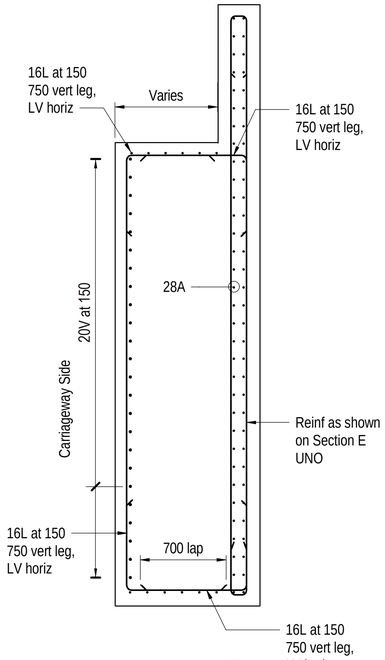
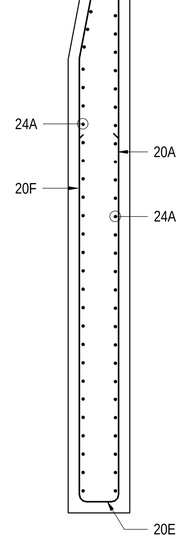


SECTION E
Scale P 017



SECTION F
Scale P 017



SECTION G
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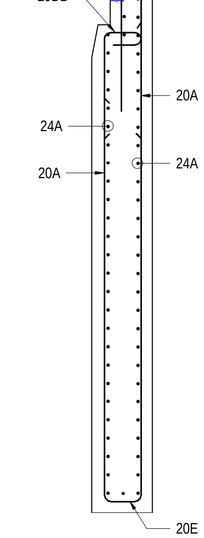

SECTION H
Scale P 017

GIRDER RESTRAINT BLOCK REINFORCEMENT
Scale T

BEARING PEDESTAL REINFORCEMENT
Scale T

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL
Approval no: DEV2024/1551
Date: 31 October 2025
Queensland Government

NOT FOR CONSTRUCTION

DRAWING REVISION HISTORY

No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE
E	100% Issue - For Approval	S.Lemon	J.Marshall	D.Crowe	10/01/2025
D	100% Issue - For Tender	S.Lemon	J.Marshall	D.Crowe	25/10/2024
C	100% Issue	S.Lemon	J.Marshall	D.Crowe	21/08/2024
B	85% Issue	D.Branch	J.Marshall	D.Crowe	06/10/2023
A	85% Issue	S.Lemon	J.Marshall	D.Crowe	07/07/2023
		S.Lemon	J.Marshall	D.Crowe	

APPROVED
ORIGINAL COPY ON FILE
"E" SIGNED BY
SIGNED
DATE 02/12/2024

SCALE (PLOTTED FULL SIZE) AS SHOWN (A1)
SHEET SIZE A1

T 0 100 200 300 400mm (1:10 @ A1)
P 0 250 500 750 1000mm (1:25@ A1)

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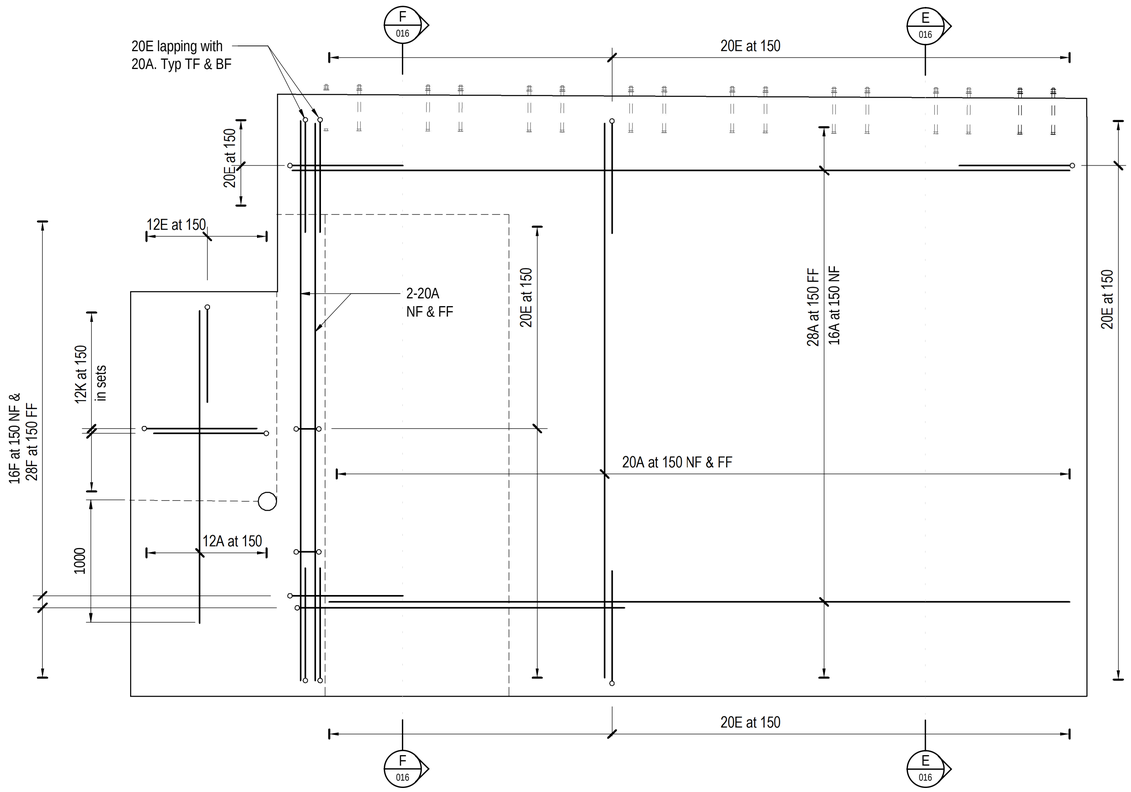
CLIENT FRASERS PROPERTY NEW BEITH TRUST
PROJECT NEW BEITH ROAD OVER RAIL BRIDGE
MOUNTAIN RIDGE ROAD, NEW BEITH
STATUS FOR TENDER

DRAWING TITLE
ABUTMENT REINFORCEMENT
SHEET 3 OF 4

VERT. DATUM: AHD | HEIGHT ORIGIN: PM 126832 | CLIENT No. -
HORIZ. GRID: MGA2020 Z56 | HORIZ. ORIGIN: PM 186068
DRAWING No. P.22.0175-00-STR-DRG-016 | REVISION E
9/01/2025 12:16:20 PM P.22.0175-00-STR-DRG-016

Autodesk Docs://P.22.0175/B-P.22.0175-STR-MDL-001_NEW BEITH BRIDGE_V22.rvt

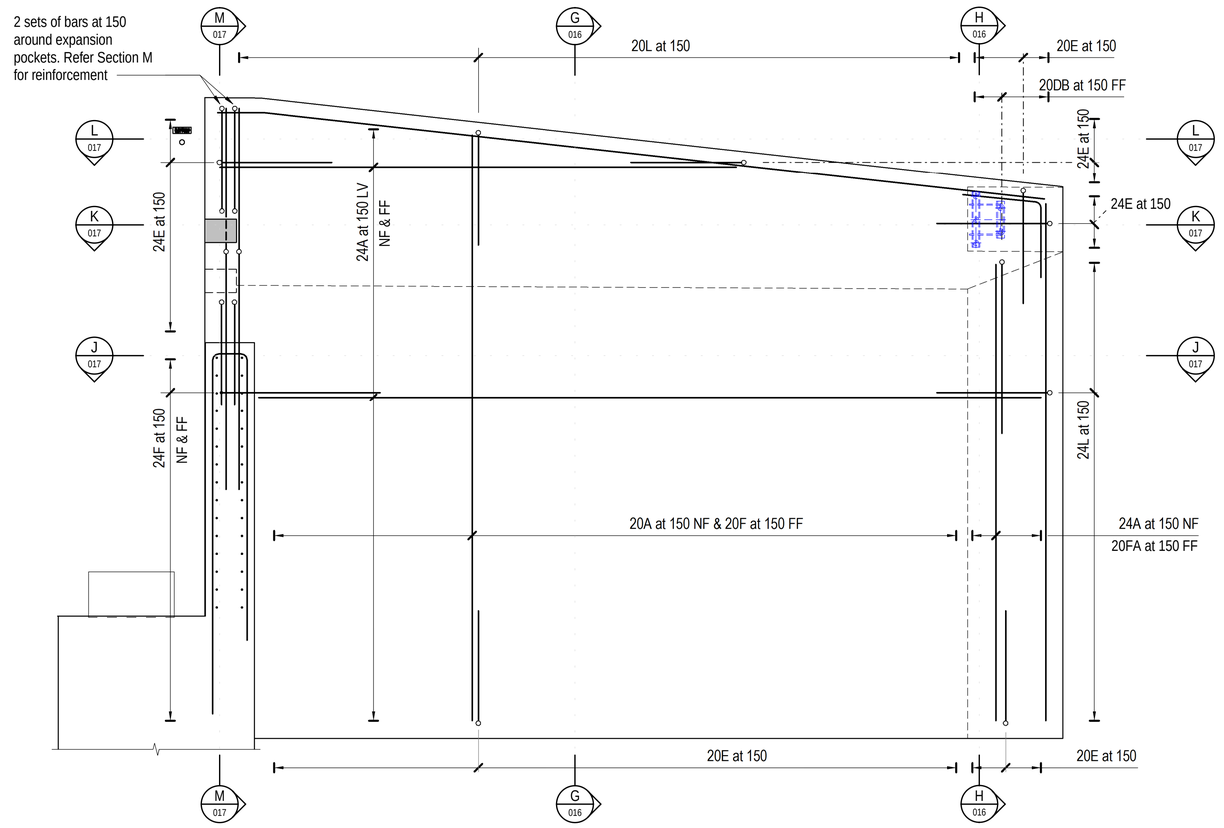


ELEVATION - WINGWALL W1 REINFORCMENT

Scale P

WINGWALL W4 SIMILAR

WINGWALL W5 AND W8 SIMILAR OPPOSITE HAND

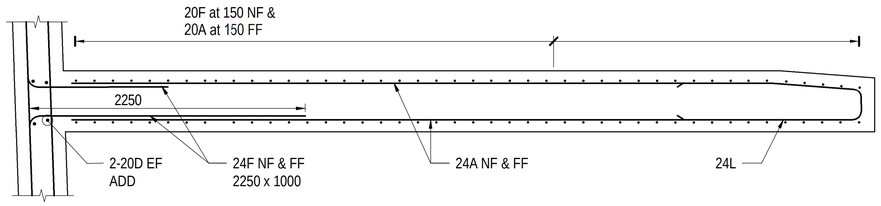


ELEVATION - WINGWALL W2 REINFORCEMENT

Scale P

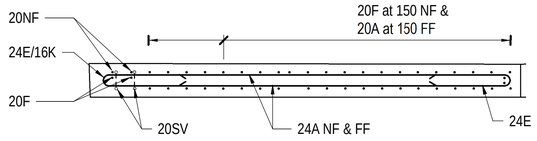
WINGWALL W3 SIMILAR

WINGWALL W6 AND W7 SIMILAR OPPOSITE HAND



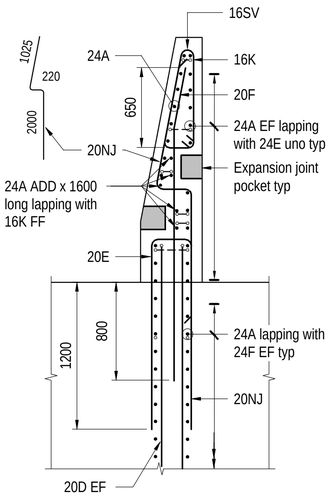
SECTION J

Scale P 017



SECTION L

Scale P 017

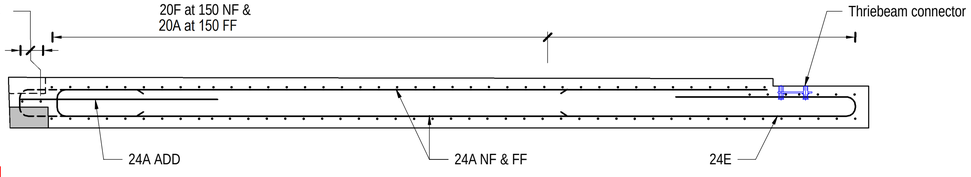


SECTION M

Scale P 017

BALLAST WALL REINFORCEMENT NOT SHOWN

2 sets of bars at 150 around expansion pockets. Refer Section M for reinforcement



SECTION K

Scale P 017

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL

Queensland Government

Approval no: DEV2024/1551

Date: 31 October 2025

NOT FOR CONSTRUCTION

DRAWING REVISION HISTORY						
No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE	
F	100% Issue - For Approval	S.Lemon	J.Marshall	D.Crowe	10/01/2025	APPROVED ORIGINAL COPY ON FILE "E" SIGNED BY
E	100% Issue - For Tender	J.Page	J.Marshall	D.Crowe	28/11/2024	
D	100% Issue - For Tender	S.Lemon	J.Marshall	D.Crowe	25/10/2024	
C	100% Issue	S.Lemon	J.Marshall	D.Crowe	21/08/2024	
B	85% Issue	D.Branch	J.Marshall	D.Crowe	06/10/2023	SIGNED
A	85% Issue	S.Lemon	J.Marshall	D.Crowe	07/07/2023	DATE 02/12/2024
		S.Lemon	J.Marshall	D.Crowe		

SCALE (PLOTTED FULL SIZE) AS SHOWN (A1)

P 0 250 500 750 1000mm (1:25@ A1)

SHEET SIZE A1

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CLIENT FRASERS PROPERTY NEW BEITH TRUST

PROJECT NEW BEITH ROAD OVER RAIL BRIDGE
MOUNTAIN RIDGE ROAD, NEW BEITH

STATUS FOR TENDER

DRAWING TITLE ABUTMENT REINFORCEMENT
SHEET 4 OF 4

VERT. DATUM: AHD	HEIGHT ORIGIN: PM 126832	CLIENT No.	-
HORIZ. GRID: MGA2020 Z56	HORIZ. ORIGIN: PM 186068		
DRAWING No. P.22.0175-00-STR-DRG-017		REVISION	F

9/01/2025 12:16:26 PM P.22.0175-00-STR-DRG-017

Autodesk Docs://P.22.0175/B-P.22.0175-STR-MDL-001_NEW BEITH BRIDGE_V22.rvt