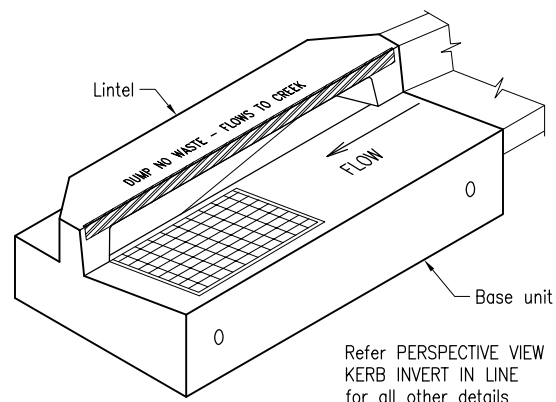
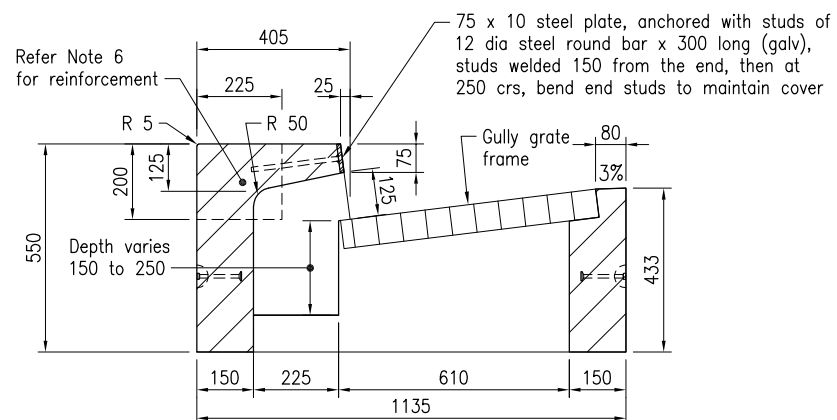


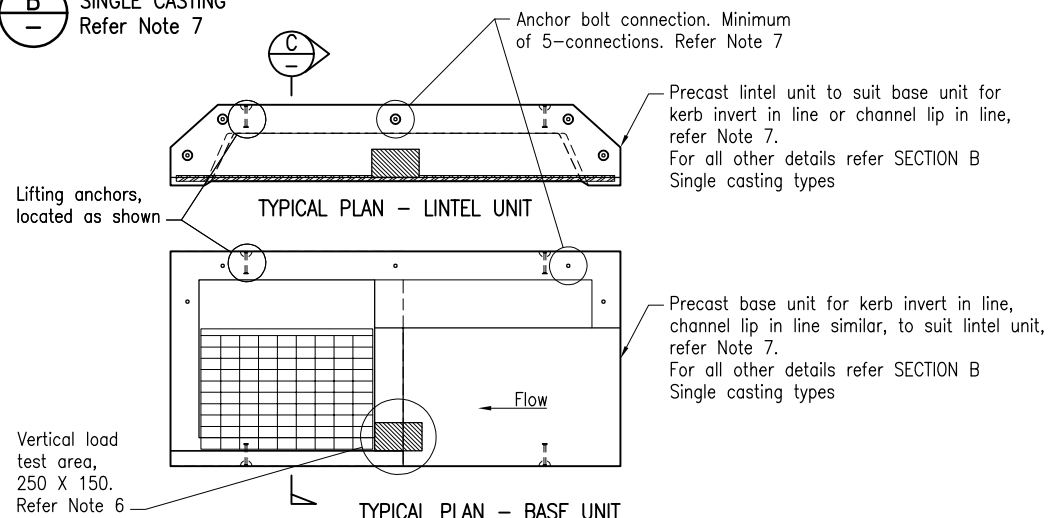
PERSPECTIVE VIEW  
KERB INVERT IN LINE



PERSPECTIVE VIEW  
CHANNEL LIP IN LINE



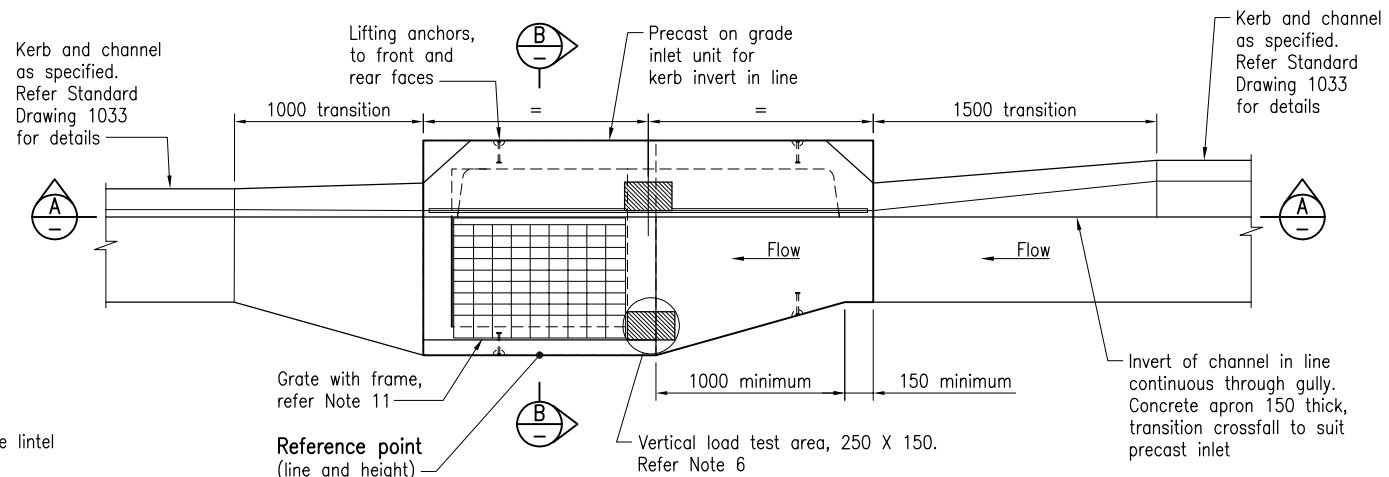
SECTION B SINGLE CASTING  
Refer Note 7



TYPICAL PLAN - LINTEL UNIT

TYPICAL PLAN - BASE UNIT

ALTERNATIVE DETAIL FOR SEPARATE LINTEL AND BASE UNIT

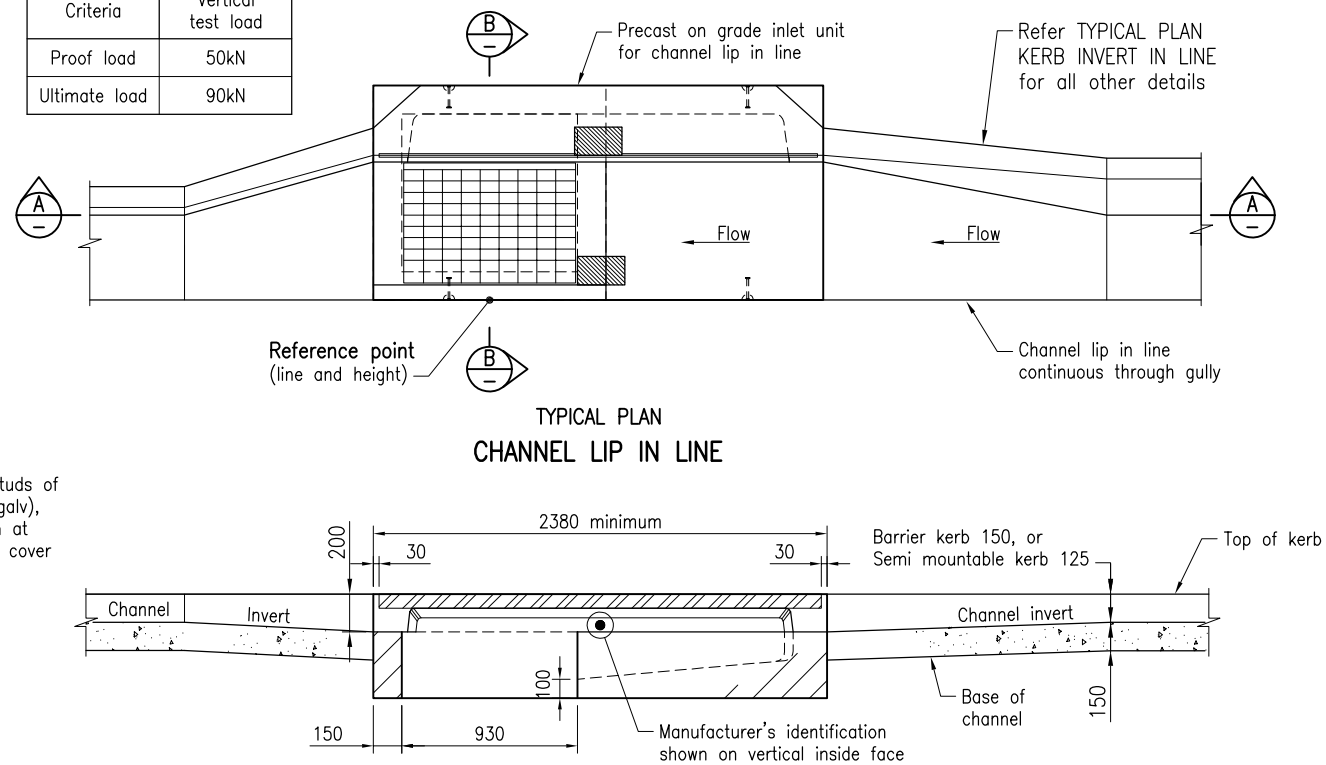


TYPICAL PLAN  
KERB INVERT IN LINE

TABLE A - TEST CRITERIA

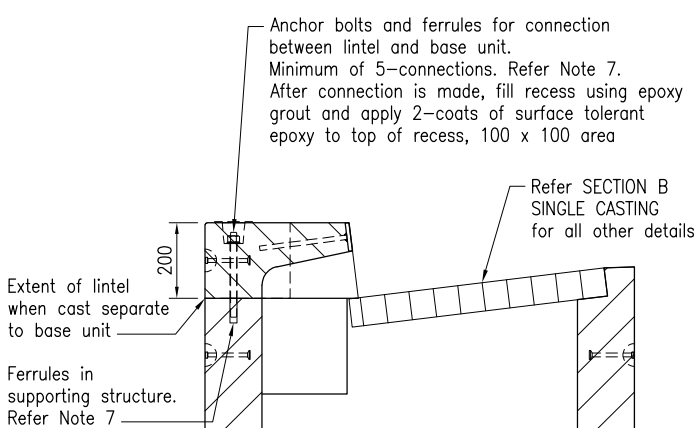
Refer Note 6

| Criteria      | Vertical test load |
|---------------|--------------------|
| Proof load    | 50kN               |
| Ultimate load | 90kN               |



TYPICAL PLAN  
CHANNEL LIP IN LINE

SECTION A ALONG CHANNEL INVERT



SECTION C ALTERNATIVE DETAIL FOR SEPARATE LINTEL AND BASE UNIT  
Refer Note 7

The purpose of This Standard Drawing is to provide typical standard details. The fitness for purpose of these details for a specific project shall be designed and certified by an RPEQ. The details specific to the project location shall be shown on the project specific drawings.

NOTES:

- SCOPE: This Standard Drawing provides details of precast roadway type inlet units.
- PRECAST COMPONENTS shall be in accordance with MRTS72. Precast concrete inlet units shall be approved by the Administrator before use in accordance with MRTS72. Precast components shall be made in a TMR registered casting yard.
- CONCRETE ROADWAY TYPE GULLIES shall be in accordance with MRTS03.
- DESIGN LIFE shall be 50 years minimum.
- CONCRETE shall be in accordance with MRTS70 with rigid formwork and intense vibration. In lieu of intense vibration, approved super workable concrete may be used. Exposure classification and cover to reinforcement shall be in accordance with AS 3600. Concrete to be N50/20. 20 cover for B1 exposure classification.
- REINFORCING STEEL shall be in accordance with MRTS71 and AS/NZS 4671. All reinforcing steel shall be ACRS certified. Reinforcement shall be provided by the designer to obtain the strength required to pass the specified test criteria. The load detailed in Table A shall be applied with separate tests at each location. Acceptance criteria for load testing to be as per AS 1597.1. Load testing frequency shall be as follows:
  - Ultimate load testing for product approvals - After review of design drawings submitted by the precaster, TMR will issue a letter of acceptance for testing if the drawings are satisfactory and in accordance with this standard drawing. Test to be witnessed by TMR or approved representative.
  - Proof load testing - Annually.
 The lintel unit shall be placed on a compacted confined sand bed (400mm depth max) during test for base. Sand bed is not required for test on lintel.
- A single casting for the Lintel and Base Unit is preferred. If separate components of lintel and base unit with dowel connection is proposed, the dowel connection shall be designed by precaster's designer and pass the test criteria. Minimum of 5-M16 class 8.8 bolts shall be provided for this connection. Ferrules in the supporting structure shall have 100 minimum embedment and 45 kN minimum anchor design capacity. These minimum anchor requirements are to meet the kerb horizontal design loads in accordance with Clause 11.1 of AS 5100.2.
- STEELWORK shall be fabricated to the requirements of MRTS78. Steel plate to Grade 250 UNO to AS/NZS 3678. All steelwork shall be hot dip galvanised to AS/NZS 4680.
- WELDING: Structural Steel welding shall be to AS/NZS 1554.1. All welds, except location tack welds, shall be SP category. Welding consumables shall be controlled hydrogen type: G493 to AS/NZS ISO 14341-B or T493 to AS/NZS ISO 17632-B. Reinforcing Steel welding shall be in accordance with Standard Drawings 1043 and 1044.
- LIFTING ANCHORS shall be designed and installed in accordance with MRTS72. Lifting anchors shall be an approved product.
- GRATE AND FRAME shall be Class D to AS 3996. Bicycle safety testing of grate shall be in accordance with AS 3996. High efficiency hydraulic grates may be used where cyclists are prohibited e.g. Motorways. Hinged grates are to be provided with a positive mechanical retainer to secure the grate firmly in place when in the open position. TMR approved grates and frames for this standard gully are to be used.
- Provide 10mm mortar (1 cement: 3 fine sand) joint between gully pit and precast inlet units.
- Dimensions are in millimetres unless shown otherwise.

ASSOCIATED DEPARTMENTAL DOCUMENTS:

Design Criteria for Bridges and Other Structures  
Road Drainage Manual

REFERENCED DOCUMENTS:

Departmental Specifications:

MRTS03 Drainage, Retaining Structures and Protective Treatments  
MRTS70 Concrete  
MRTS71 Reinforcing Steel  
MRTS72 Manufacture of Precast Concrete Elements  
MRTS78 Fabrication of Structural Steelwork

|   |              |  |      |
|---|--------------|--|------|
| Department of Transport and Main Roads    |              | <p>© The State of Queensland (Department of Transport and Main Roads) 2019<br/>http://creativecommons.org/licenses/by/4.0/au</p> |      |
| CONCRETE GULLY                            |              |  |      |
| A3  | Not to Scale | Standard Drawing No  | 1443 |
| ROADWAY TYPE PRECAST INLET UNITS ON GRADE |              | Date   | 7/19 |
| A   | B            | C  | D    |
| E   | F            |  |      |