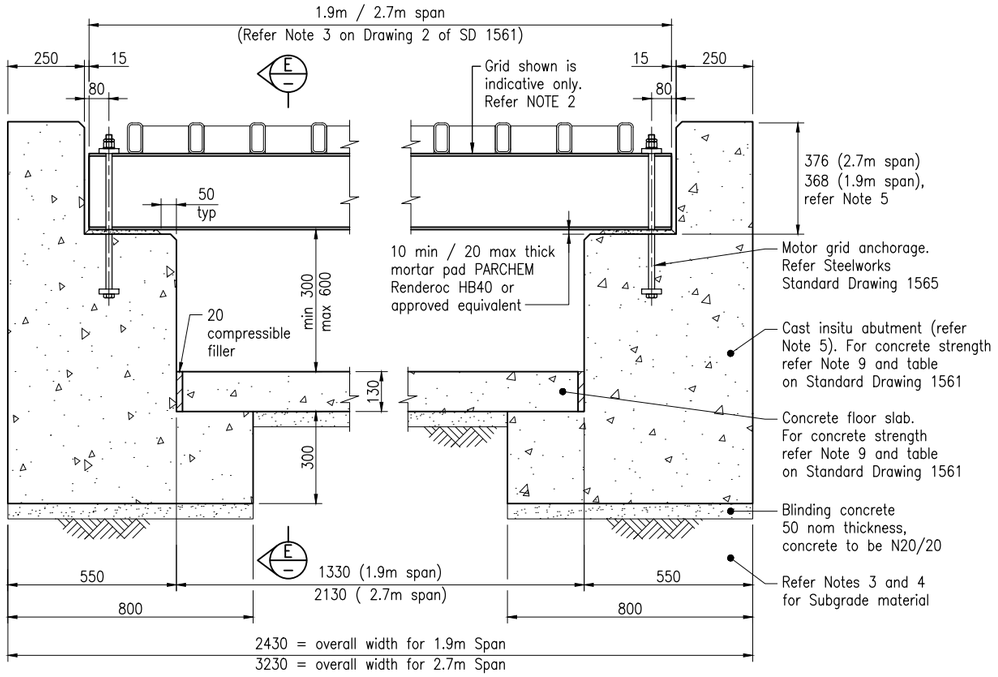
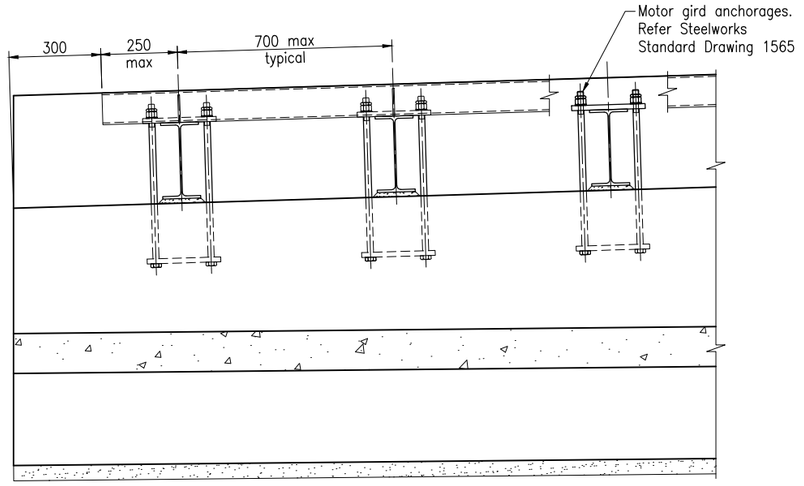


DETAIL 1/2,3

(ALL GRID WIDTHS)

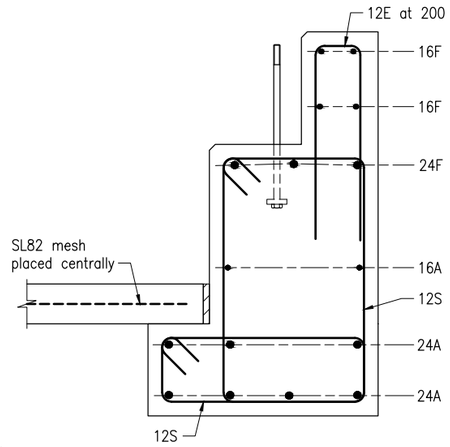
(All other detail omitted for clarity)



SECTION E

MOTOR GRID CONSTRUCTION SEQUENCE

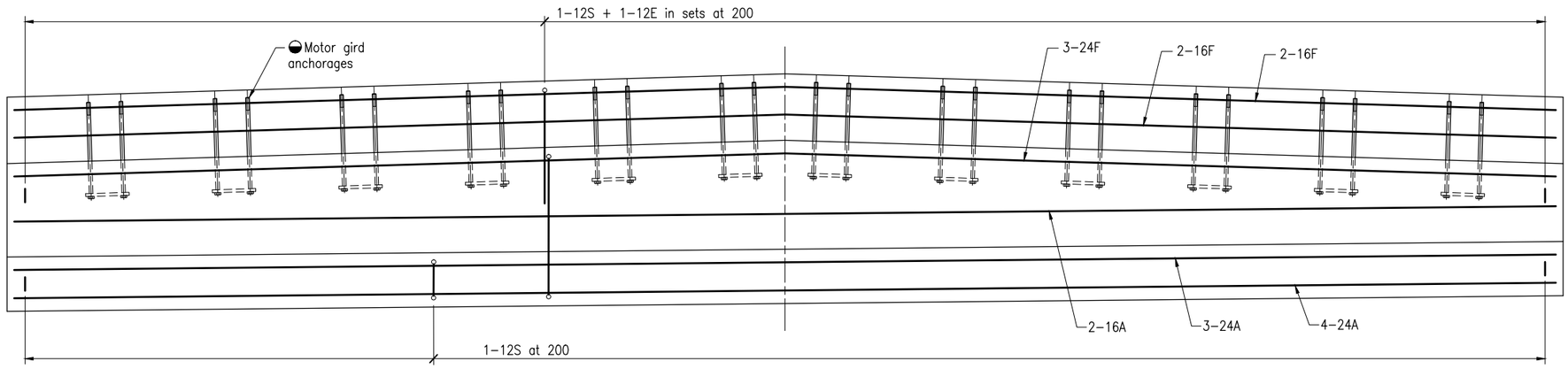
1. Level ground with suitable fill, or existing ground with suitable bearing capacity. (Refer NOTES 3 and 4.)
2. Form up and cast abutment.
3. Use a template to ensure stock grid anchorages on the headstocks are matching with bolt holes on the Bearers Refer Standard Drawing 1565 for details of Motor Grid Steelworks – RHS Rails.
4. Place steel stock grids onto headstocks.
5. Tighten nut and washer on UB sections, for motor grid anchorages.



TYPICAL SECTION

REINFORCEMENT DETAILS

Motor Grid Anchorages on the bearing shelf to be set out using a template.



ELEVATION

CAST INSITU ABUTMENT – REINFORCEMENT

CROSSFALL TYPE AS SHOWN
SUPERELEVATION TYPE SIMILAR

NOTES:

1. Refer Standard Drawing 1561 for General Notes, Grid Construction Scenarios, General Arrangement drawings for Standard Motor Grids.
2. Refer Standard Drawing 1565 for Motor Grid Steelwork details. DESIGN BEARING PRESSURE under the Abutments bases is 150kPa.
3. ABUTMENTS shall be constructed on a filled or existing subgrade of minimum 500 thick to the width of the abutment, with minimum 15% soaked CBR (compacted to 95% relative dry density), unless the actual bearing capacity of founding material has been assessed by a RPEQ (Geotechnical).
4. FINISHED LEVELS of the ballast wall of the headstock and top of edge RHS rails shall be within +0, –5mm tolerance.
5. Abutments shown in this drawing shall be cast insitu concrete. If precast concrete abutments on ground are preferred, precast abutments shall be of one section to full width of the grid.

DETAILS OF CAST INSITU ABUTMENTS

Department of Transport and Main Roads

ROAD FURNITURE

MOTOR GRID – CAST INSITU ABUTMENT

Queensland Government

© The State of Queensland (Department of Transport and Main Roads) 2014
http://creativecommons.org/licences/by/3.0/au

A3

Not to Scale

Standard Drawing No 1562

Date 3/14

A