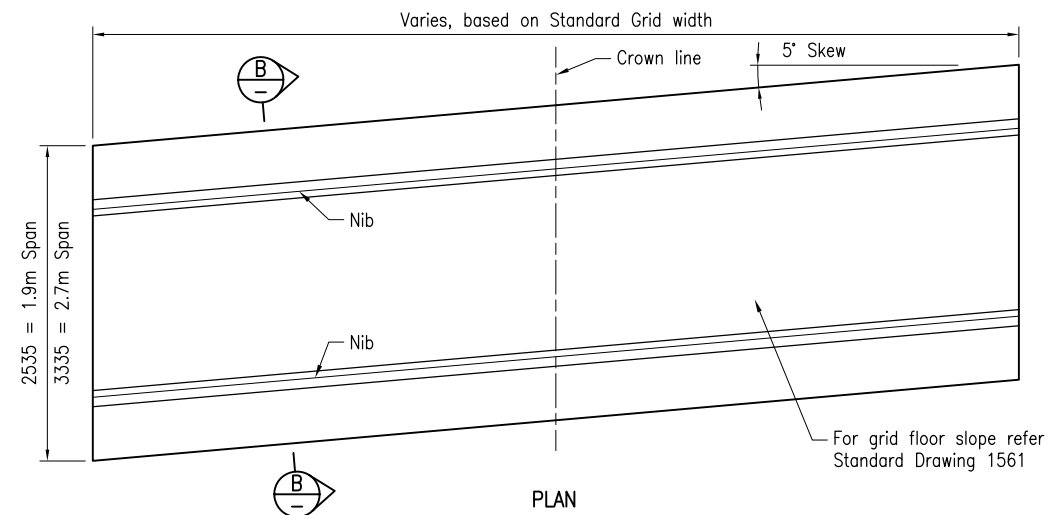
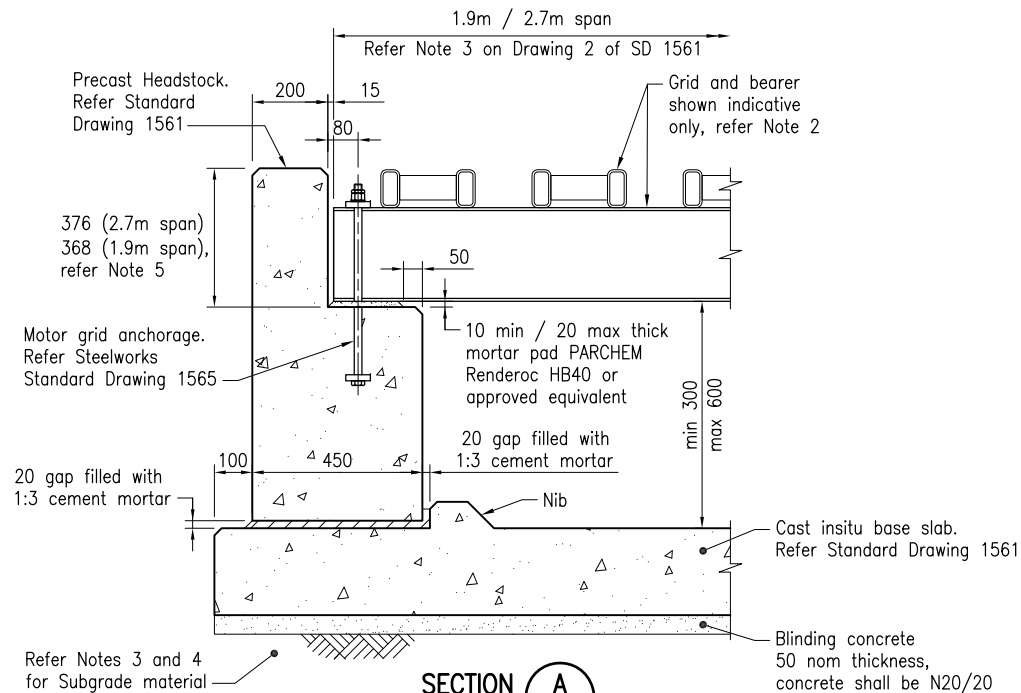


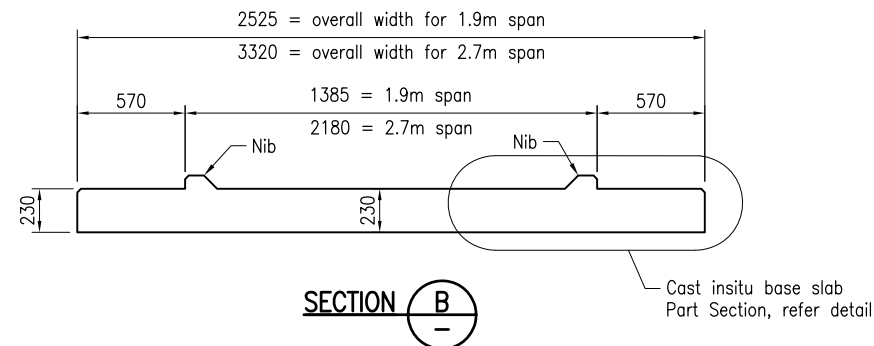
TYPICAL LAYOUT FOR PRECAST HEADSTOCKS ON CAST INSITU BASE SLAB



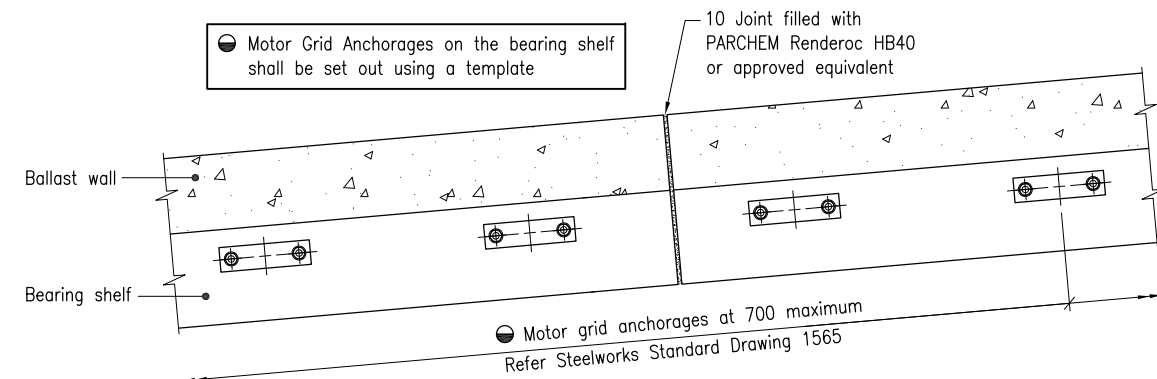
CAST INSITU BASE SLAB



TYPICAL DETAIL OF PRECAST HEADSTOCK AT MOTOR GRID ANCHORAGE



PART SECTION
CAST INSITU BASE SLAB - TYPICAL REINFORCEMENT DETAILS



PART PLAN
PRECAST HEADSTOCK CONNECTION DETAIL

DETAILS OF CAST INSITU BASE SLAB FOR PRECAST HEADSTOCKS

MOTOR GRID CONSTRUCTION SEQUENCE

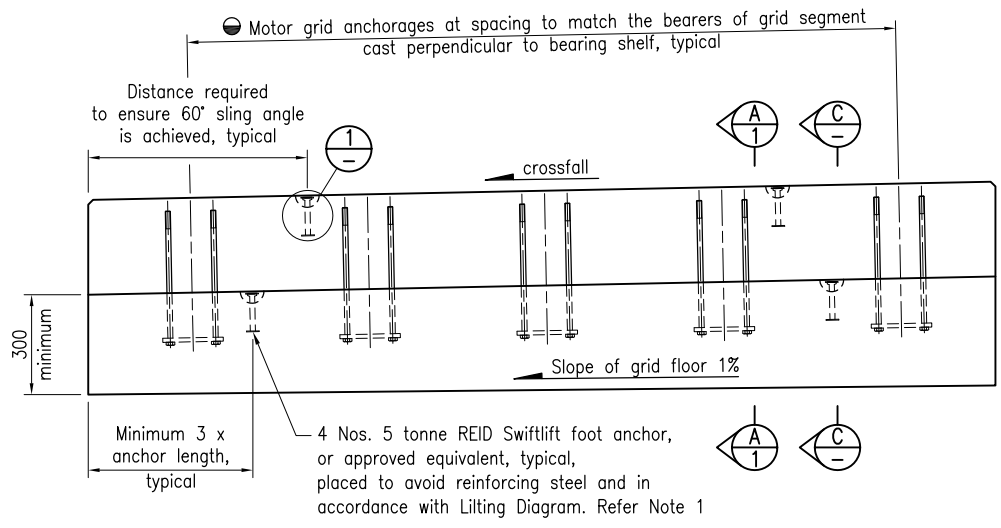
1. Level ground with suitable fill, or existing ground and compact to required bearing capacity. Refer NOTES 3 and 4.
2. Form up and cast base slab, cured to MRTS70.
3. Lower precast headstocks onto base slab.
3. Use a template to ensure motor grid anchorages on the bearing shelf of the headstocks are matching with the spacing of the Bearers. Refer Standard Drawing 1565 for details of Motor Grid Steelworks.
4. Place approved grout into abutment joints.
5. Place steel stock grids onto headstocks.
6. Tighten nut and washer on UB sections, for motor grid anchorages.

NOTES:

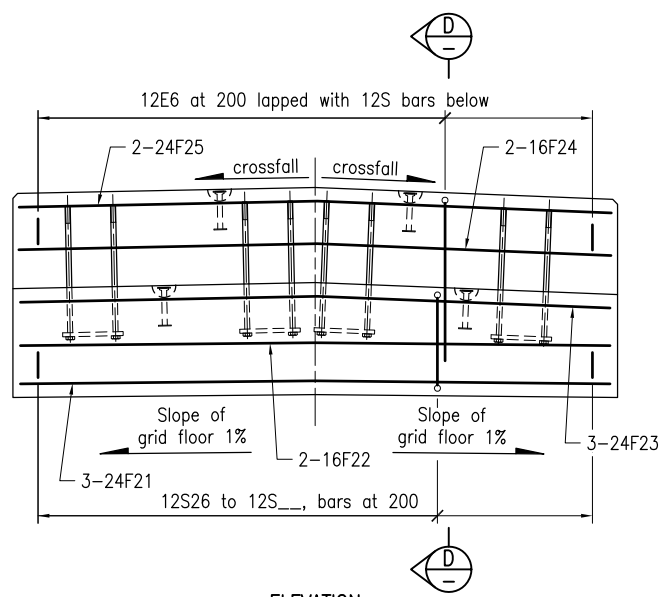
1. Refer Standard Drawing 1561 for General Notes, Grid Construction Scenarios and General Arrangements for Standard Motor Grids.
2. Refer Standard Drawing 1565 for Motor Grid Steelwork details.
3. DESIGN BEARING PRESSURE under the Base Slab is 100kPa.
4. BASE SLAB shall be constructed on a filled or existing subgrade of minimum 500 thick, with minimum 10% soaked CBR (compacted to 95% relative dry density), unless the actual bearing capacity of founding material has been assessed by a RPEQ (Geotechnical).
5. FINISHED LEVELS of the ballast wall of the headstock and top of edge RHS rails shall be within +0, -5mm tolerance.

Department of Transport and Main Roads			
ROAD FURNITURE			
MOTOR GRID - CAST INSITU BASE SLAB DRAWING 1 of 2		A3 Not to Scale	Standard Drawing No 1563 Date 11/19
A	B	C	

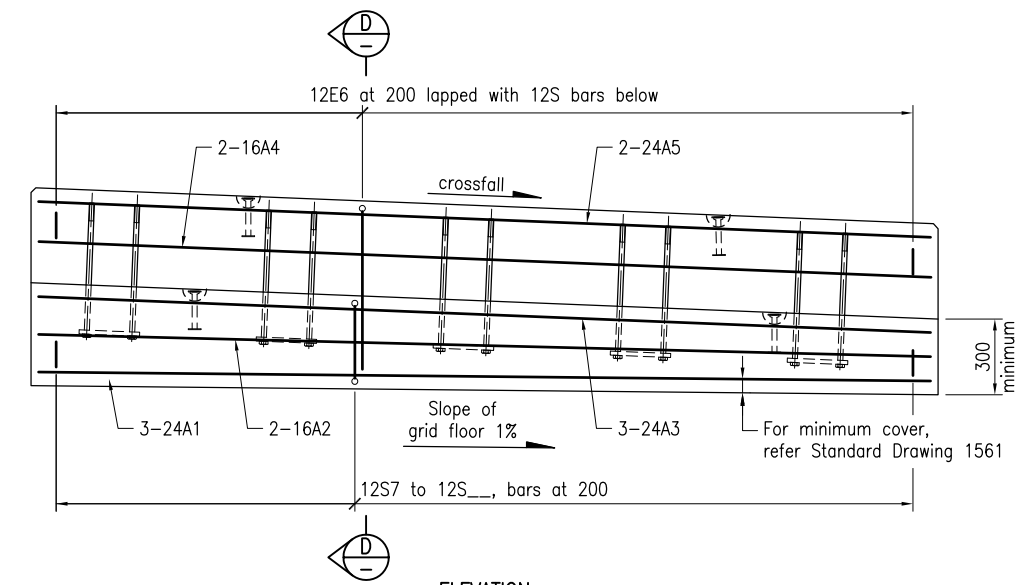
● Motor Grid Anchorages on the bearing shelf to be set out using a template



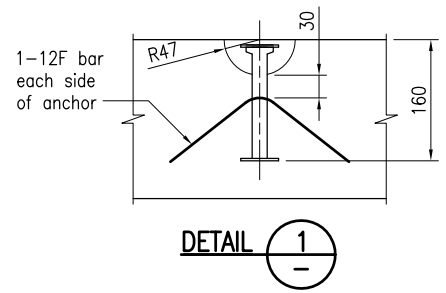
ELEVATION
TYPICAL PRECAST HEADSTOCK ASSEMBLY
 Crossfall Type shown, Superelevation similar.
 No OFF and geometry of each headstock is project specific



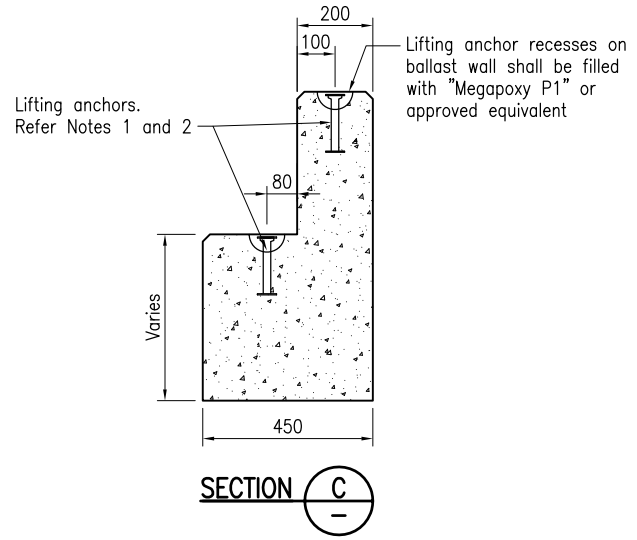
ELEVATION
TYPICAL PRECAST HEADSTOCK AT CROWN
 Crossfall Type shown, Superelevation similar.
 No OFF and geometry of each headstock is project specific



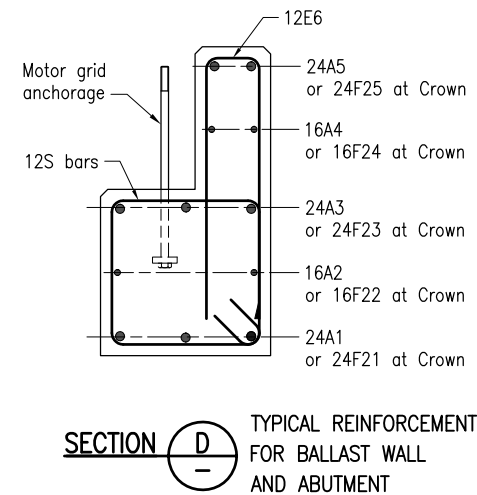
ELEVATION
TYPICAL PRECAST HEADSTOCK REINFORCEMENT
 Crossfall Type shown, Superelevation similar.
 No OFF and geometry of each headstock is project specific



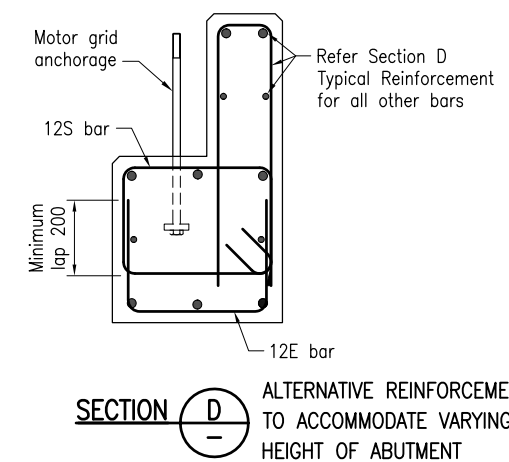
DETAIL 1



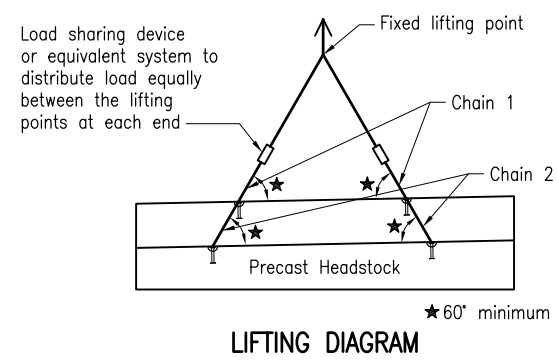
SECTION C



SECTION D TYPICAL REINFORCEMENT FOR BALLAST WALL AND ABUTMENT



SECTION D ALTERNATIVE REINFORCEMENT TO ACCOMMODATE VARYING HEIGHT OF ABUTMENT



LIFTING DIAGRAM

- NOTES:**
- For superelevation (single slope) road surface, the reinforcement similar.
 - The Lifting anchor details shown are for maximum precast item weight of 5t. For all other cases, lift points and devices shall be designed in accordance with MRTS72 and shown on project drawings. Dynamic load allowance for lifting anchor design is 1.5.
 - Lifting anchors shall maintain minimum cover to reinforcement.

DETAILS OF PRECAST HEADSTOCKS

Department of Transport and Main Roads			
ROAD FURNITURE			
MOTOR GRID – CAST INSITU BASE SLAB		A3	Standard Drawing No
DRAWING 2 of 2		Not to Scale	1563
			Date 11/19