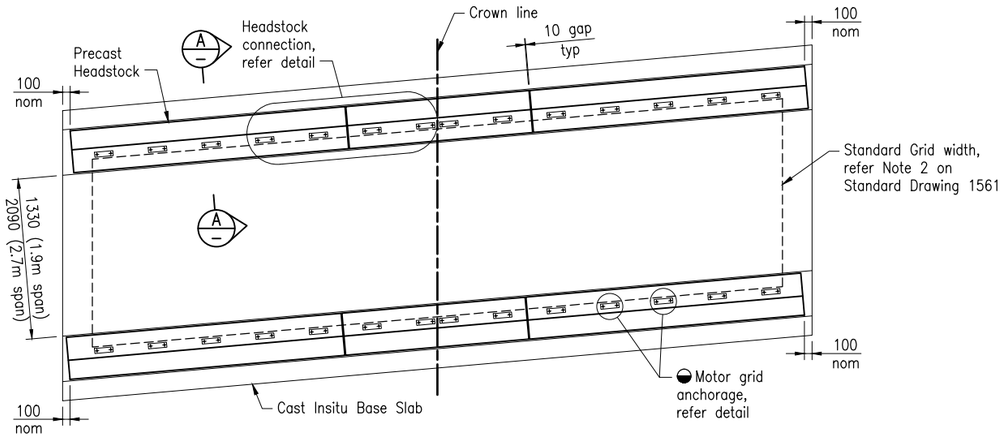
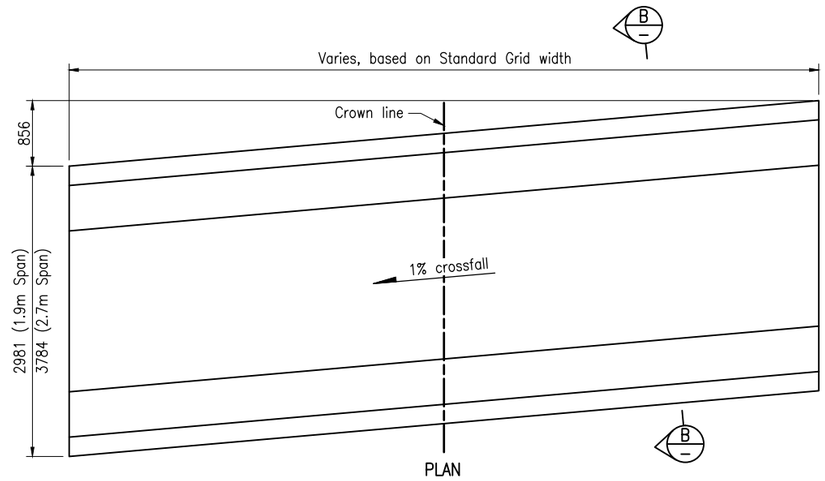


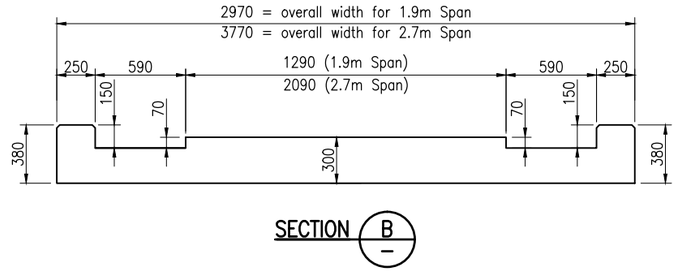
PLAN

TYPICAL LAYOUT FOR PRECAST HEADSTOCKS ON CAST INSITU BASE SLAB

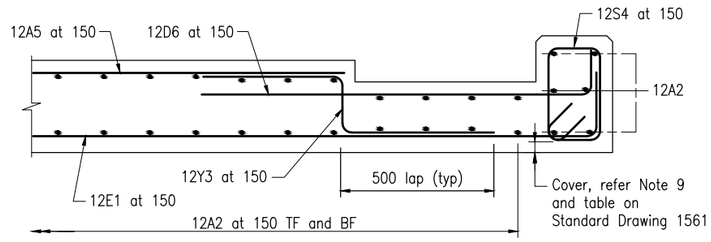


PLAN

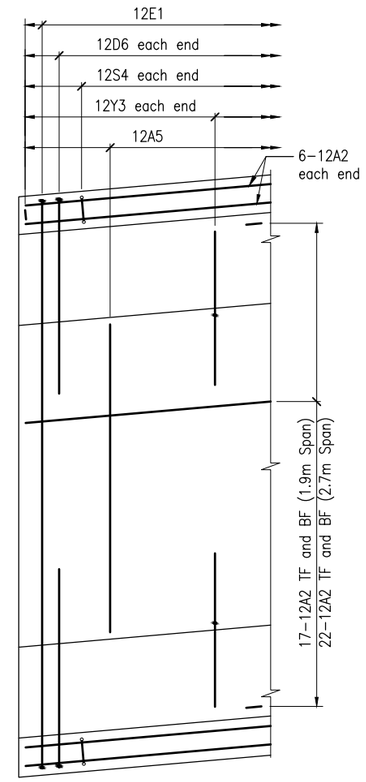
CAST INSITU BASE SLAB



SECTION B

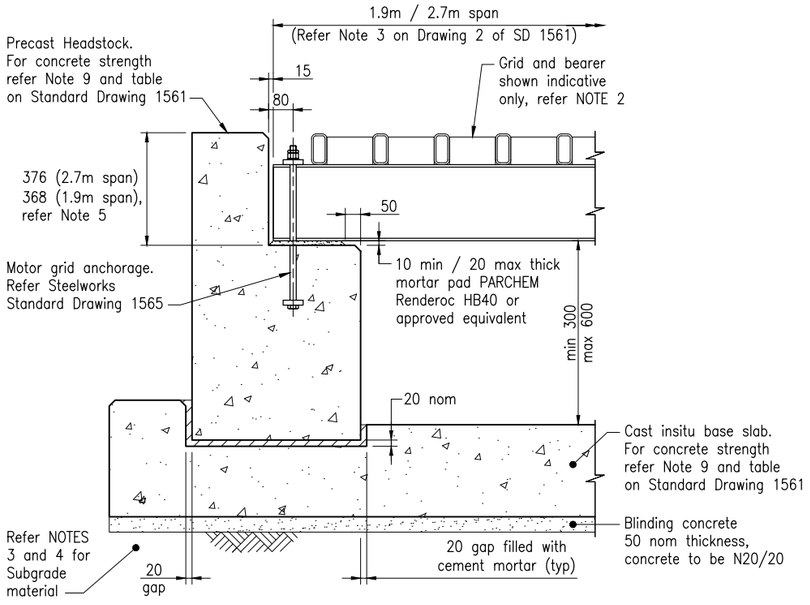


PART SECTION



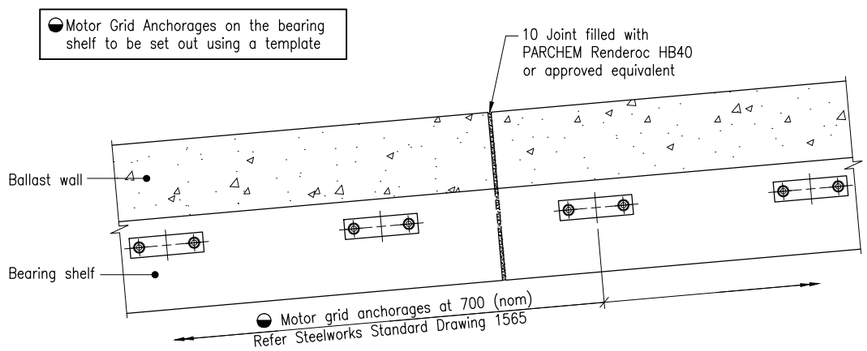
PART PLAN

CAST INSITU BASE SLAB – TYPICAL REINFORCEMENT DETAILS



SECTION A

TYPICAL DETAIL OF PRECAST HEADSTOCK AT MOTOR GRID ANCHORAGE



PLAN

PRECAST HEADSTOCK CONNECTION DETAIL

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 base slab.
3. Lower precast headstocks onto base slab.
4. 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
5. Place approved grout into abutment joints.
6. Place steel stock grids onto headstocks.
7. 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.

DETAILS OF CAST INSITU BASE SLAB (FOR PRECAST HEADSTOCKS)

Department of Transport and Main Roads

ROAD FURNITURE

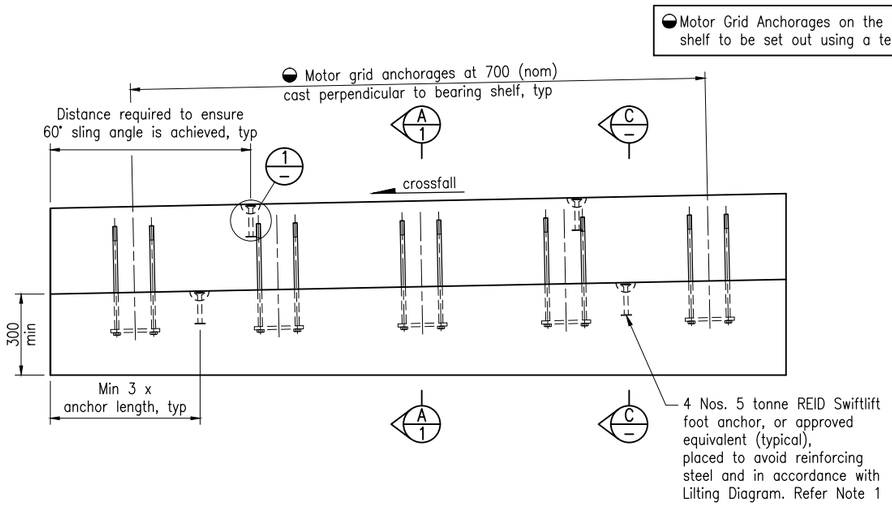
MOTOR GRID –
CAST INSITU BASE SLAB
DRAWING 1 of 2

A3

Not to Scale

Standard Drawing No
1563
Date 3/14

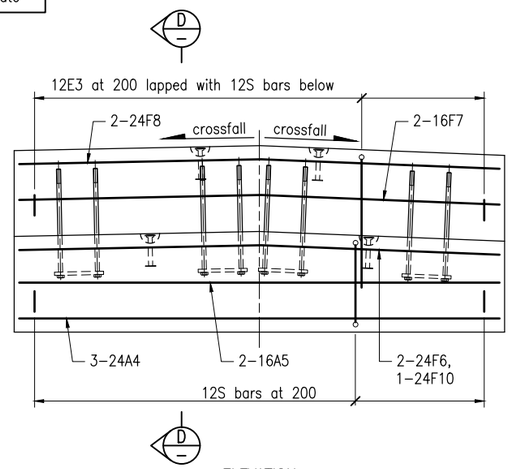
A



ELEVATION

TYPICAL PRECAST HEADSTOCK ASSEMBLY

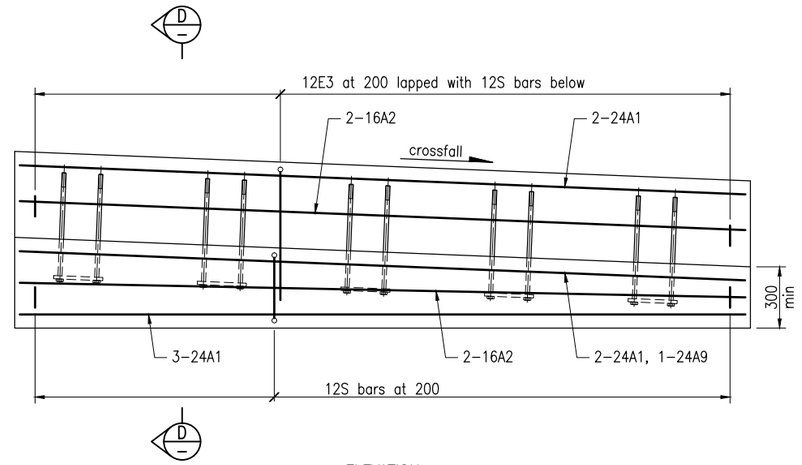
Crossfall Type shown, Superelevation similar
(No OFF and geometry of each headstock is project specific)



ELEVATION

TYPICAL PRECAST HEADSTOCK AT CROWN

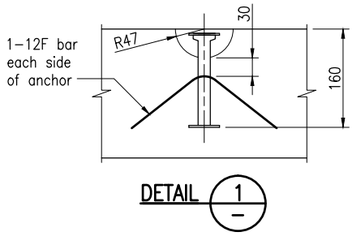
Crossfall Type shown, Superelevation similar
(No OFF and geometry of each headstock is project specific)



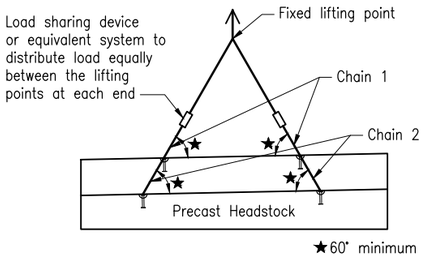
ELEVATION

TYPICAL PRECAST HEADSTOCK REINFORCEMENT

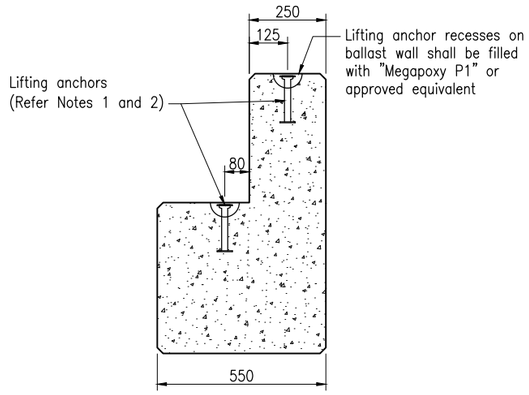
Crossfall Type shown, Superelevation similar
(No OFF and geometry of each headstock is project specific)



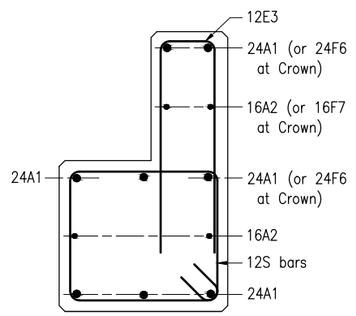
DETAIL 1



LIFTING DIAGRAM



SECTION C



SECTION D

NOTES:

1. The Lifting anchor details shown are for maximum precast item weight of 5t.
   For all other cases, lift points and devices to be designed as per MRTS 72 and shown on project drawings.
   Dynamic load allowance for lifting anchor design is 1.5.
2. 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
DRAWING 2 of 2

Queensland Government

A3

Not to Scale

Standard Drawing No
1563
Date 3/14

A