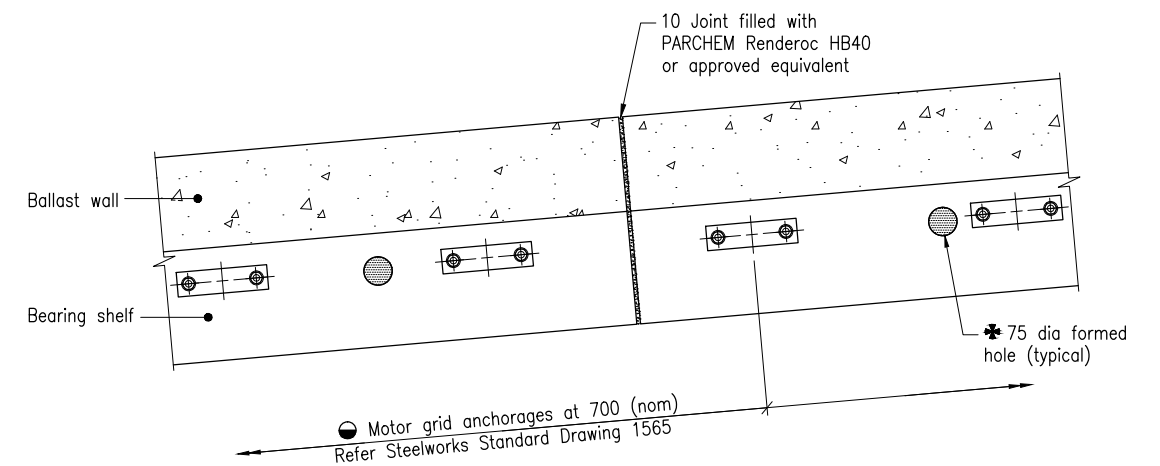
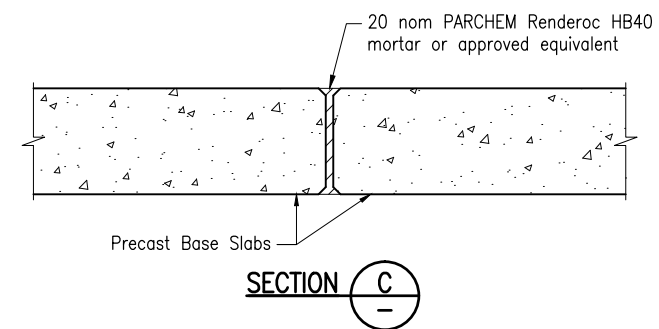


PLAN
PRECAST ELEMENTS LAYOUT

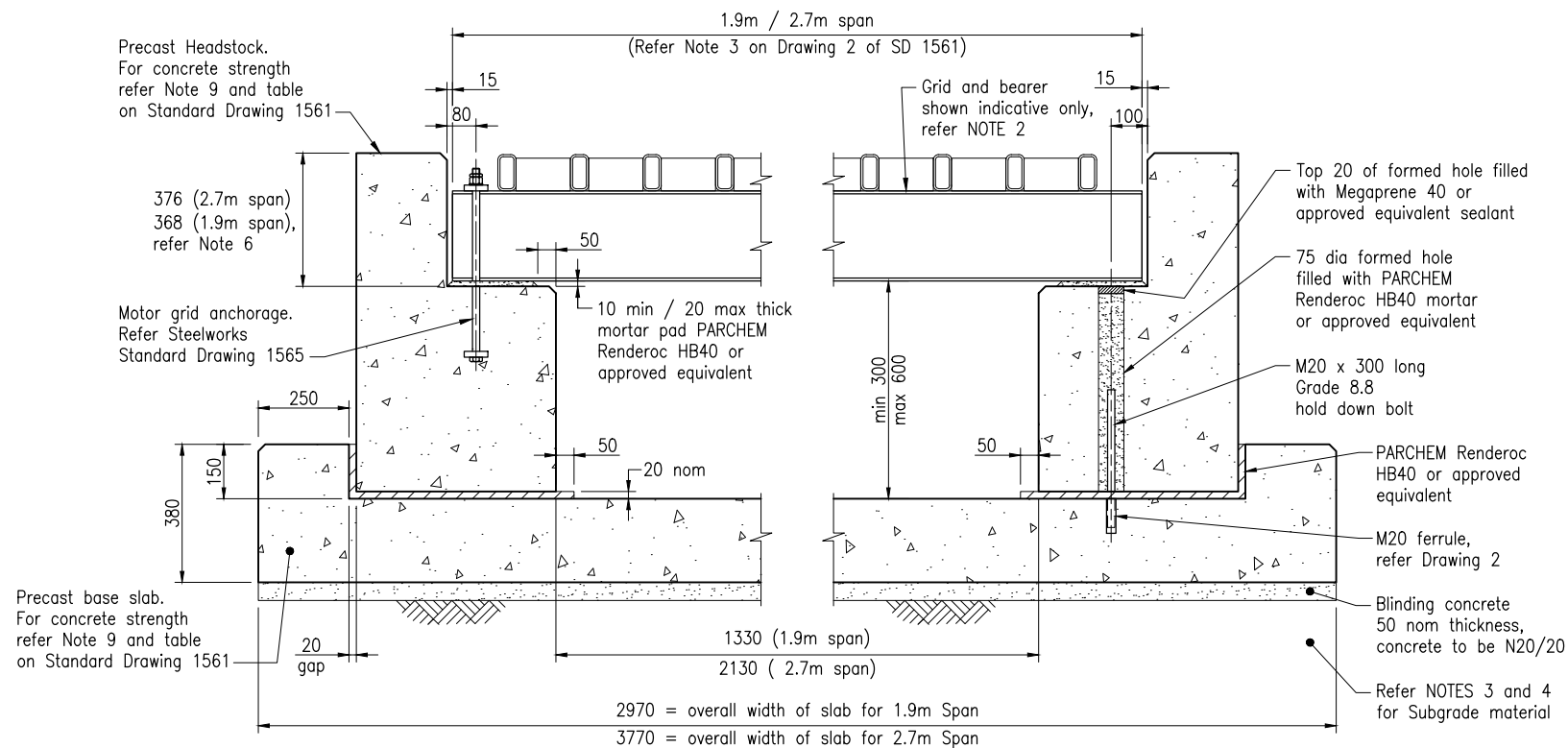


PLAN
PRECAST HEADSTOCK CONNECTION DETAIL



✦ Location of ferrules for hold down bolts are indicative only. Accurate location of these is project specific and shall be shown on the project drawings for particular grid width and span.

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



TYPICAL DETAIL OF PRECAST HEADSTOCK
AT MOTOR GRID ANCHORAGE

SECTION A

TYPICAL DETAIL OF PRECAST HEADSTOCK
AT HOLD DOWN BOLT HOLE

SECTION B

PRECAST HEADSTOCK AND PRECAST BASE SLABS ASSEMBLY

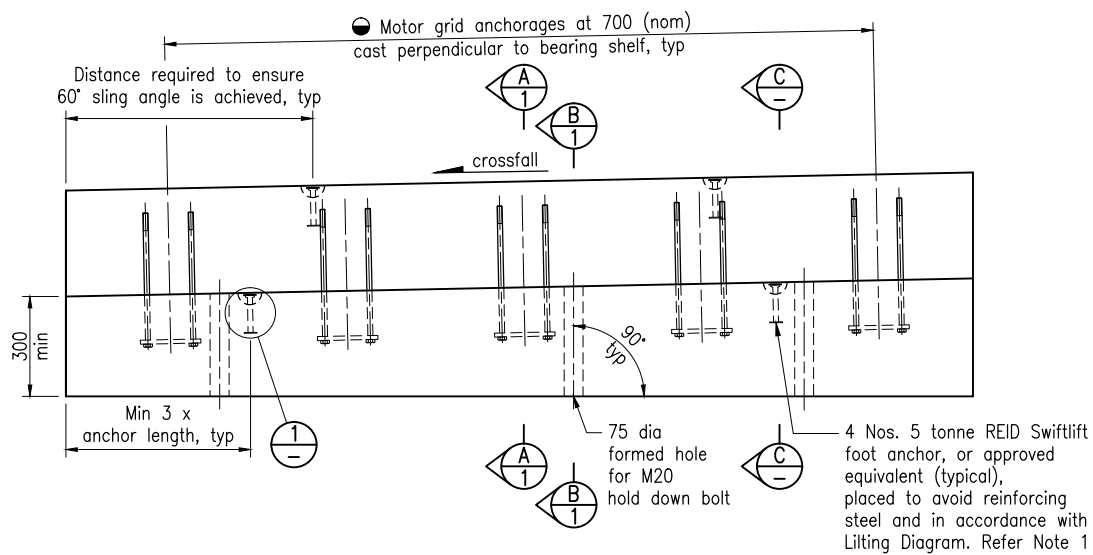
MOTOR GRID CONSTRUCTION SEQUENCE

1. Level ground with suitable fill, or existing ground with suitable bearing capacity. (Refer NOTES 4 and 5.)
2. Place precast base slabs.
3. Install hold down bolts (M20) into ferrules located in the precast base slabs. Lower precast headstocks onto precast base slabs.
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 – RHS Rails.
5. Use mortar to fill hold down bolt holes with minimum 1 day curing and 10MPa strength.
6. Place approved grout into abutment joints.
7. Place steel motor grids onto headstocks.
8. Tighten nut and washer on UB sections, for motor grid anchorages.

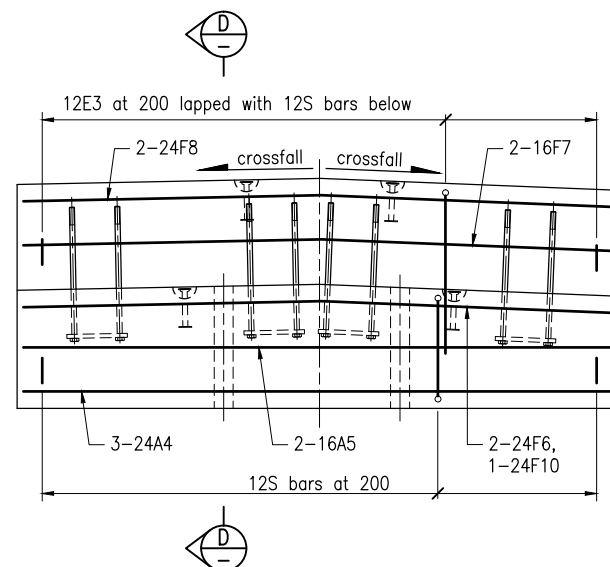
NOTES:

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. Location of hold down bolt holes and motor grid anchorages are indicative only. Accurate location of these is project specific and shall be shown on the project drawings for particular grid width and span.
4. DESIGN BEARING PRESSURE under the slab bases is 100kPa.
5. SLABS shall be constructed on a filled or existing subgrade of minimum 500 thick, with minimum 10% soaked CBR to the width of the abutment (compacted to 95% relative dry density), unless the actual bearing capacity of founding material has been assessed by a RPEQ (Geotechnical).
6. FINISHED LEVELS of the ballast wall of the headstock and top of edge RHS rails shall be within +0, -5mm tolerance

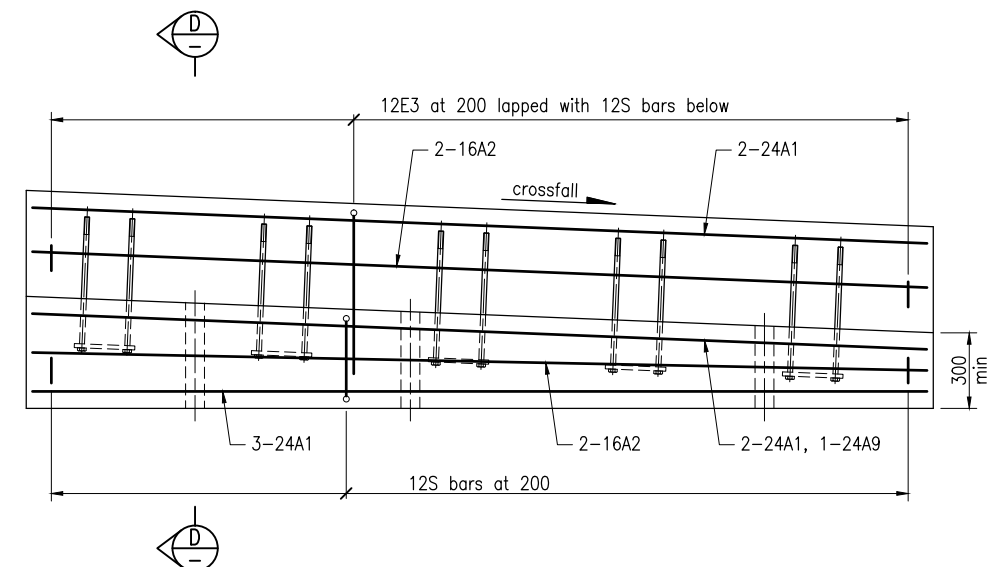
Department of Transport and Main Roads			
ROAD FURNITURE			
MOTOR GRID – PRECAST BASE SLAB DRAWING 1 of 2		A3 Not to Scale A	Standard Drawing No 1564 Date 3/14



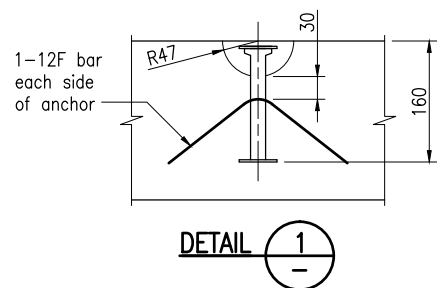
ELEVATION
TYPICAL PRECAST HEADSTOCK ASSEMBLY
 Crossfall Type shown, Superelevation similar
 (No OFF and geometry of each headstock is project specific)



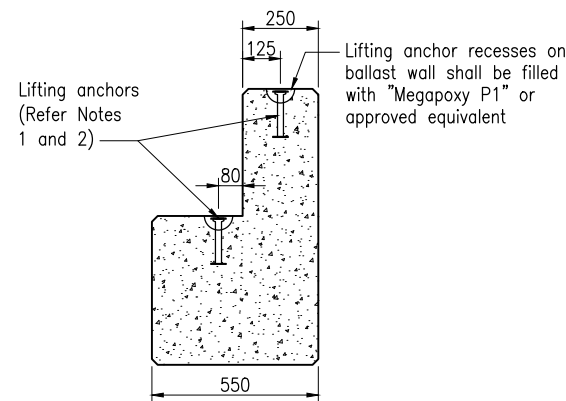
ELEVATION
TYPICAL PRECAST HEADSTOCK AT CROWN
 Crossfall Type shown, Superelevation similar
 (No OFF and geometry of each headstock is project specific)



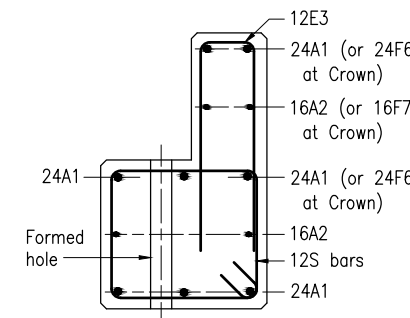
ELEVATION
TYPICAL PRECAST HEADSTOCK REINFORCEMENT
 Crossfall Type shown, Superelevation similar
 (No OFF and geometry of each headstock is project specific)



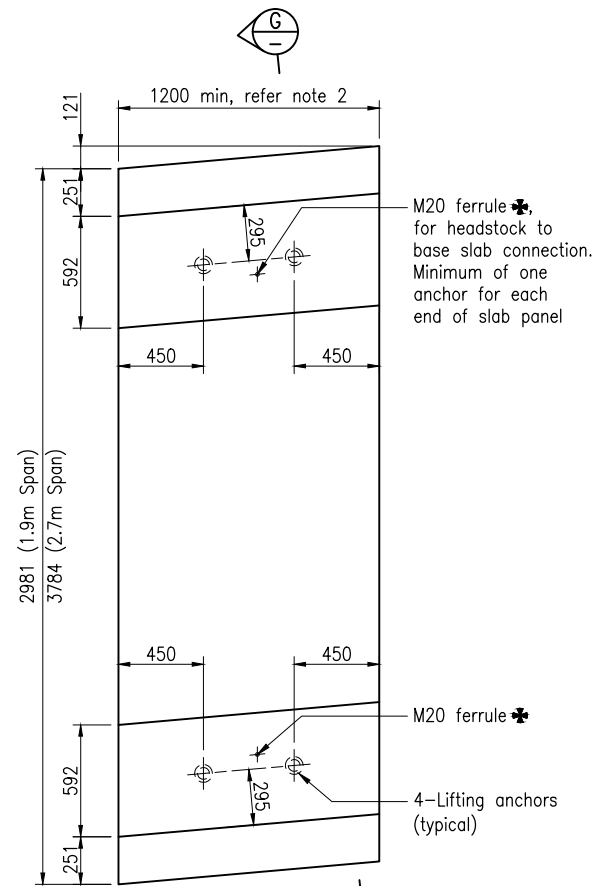
DETAIL 1



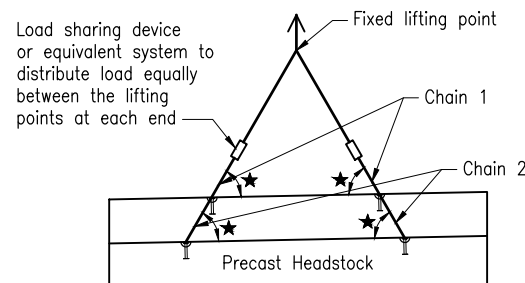
SECTION C



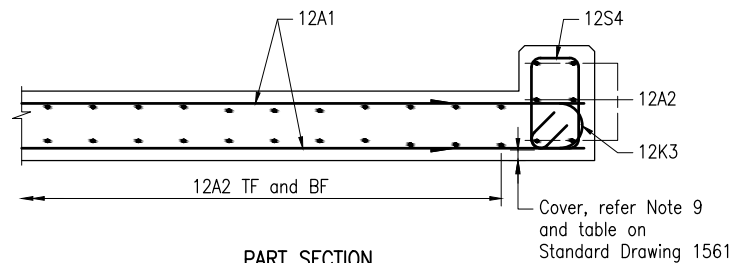
SECTION D



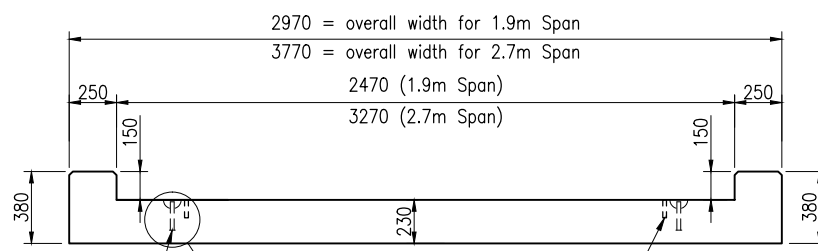
PLAN
TYPICAL PRECAST SLAB
 (No OFF and width of each slab is project specific)



LIFTING DIAGRAM
 (Precast Headstock shown, Base Slab similar)
 ★ 60° minimum



PART SECTION
TYPICAL PRECAST SLAB REINFORCEMENT DETAILS

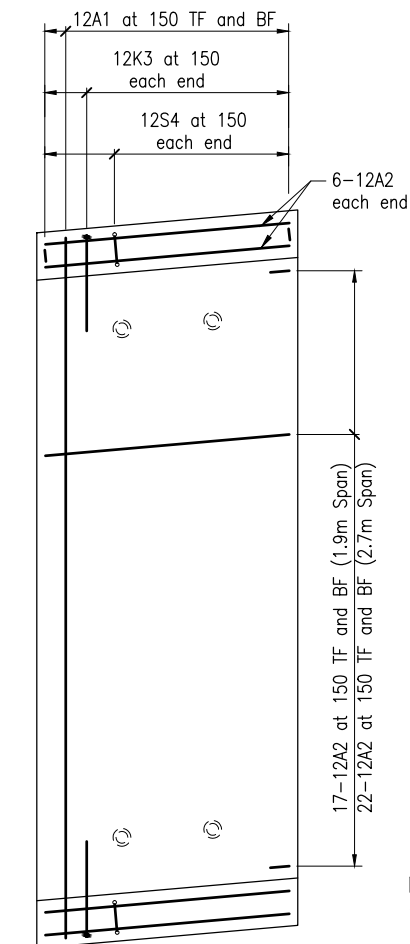


5 tonne REID swiftlift foot anchor (each end), may be moved slightly if necessary to avoid reinforcing steel, refer NOTE 1

M20 x 95 REID ferrule (galv) Part No FH20095GH with 12 x 300 long cross bar or approved equivalent (typical)

SECTION G

DETAILS OF PRECAST BASE SLABS AND PRECAST HEADSTOCKS



PLAN
TYPICAL PRECAST SLAB REINFORCEMENT DETAILS

★ Location of ferrules for hold down bolts are indicative only. Accurate location of these is project specific and shall be shown on the project drawings for particular grid width and span.

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

- NOTES:
- 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.
 - Lifting anchors shall maintain minimum cover to reinforcement.
 - The width of the Precast Slab panels to be defined to suit project specific Motor Grid width.

Department of Transport and Main Roads			
ROAD FURNITURE			
MOTOR GRID - PRECAST BASE SLAB DRAWING 2 of 2		A3	Standard Drawing No
		Not to Scale	1564
		A	Date 3/14