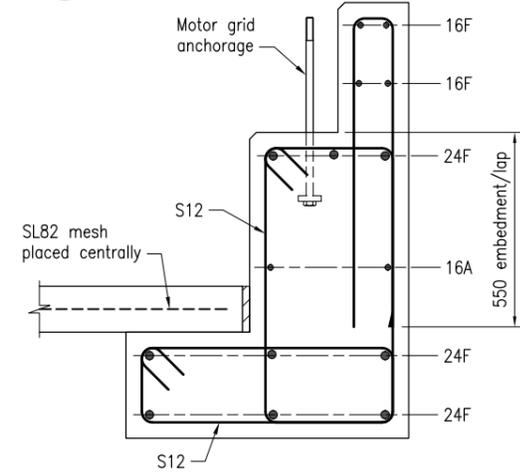
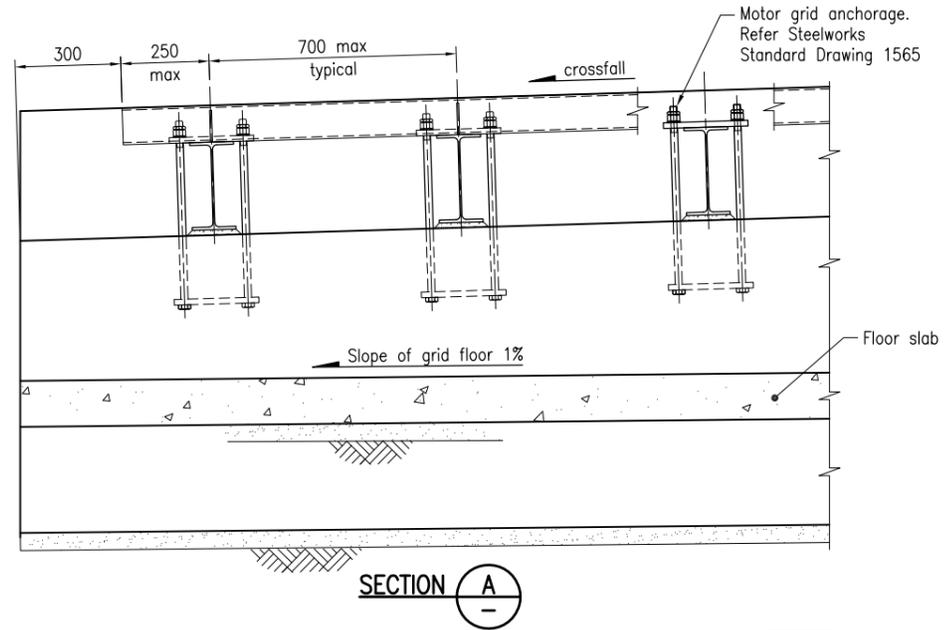
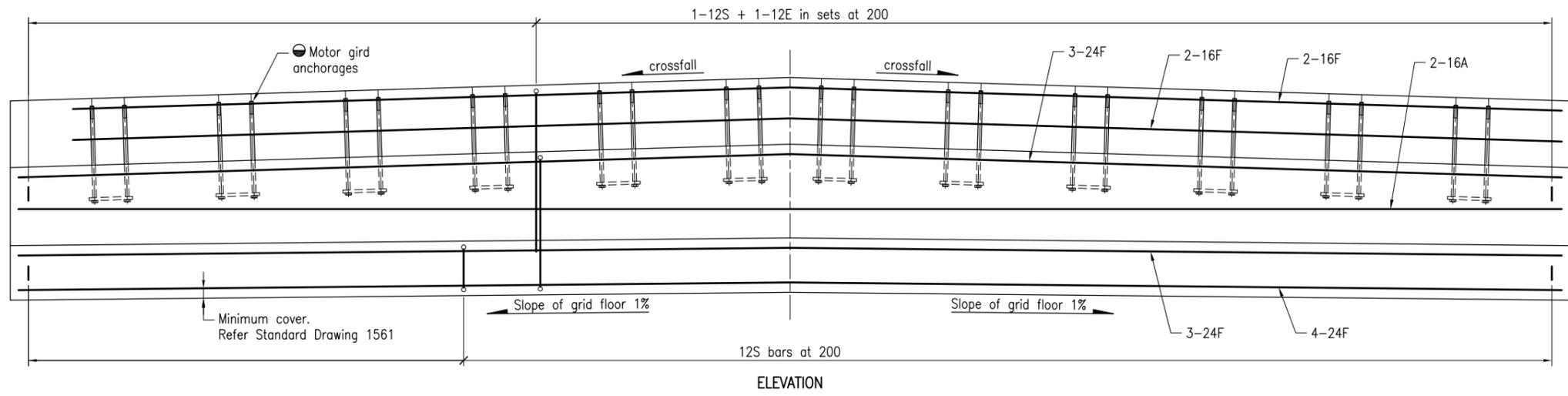


TYPICAL DETAIL OF CAST INSITU ABUTMENT AT MOTOR GRID ANCHORAGE
ALL GRID WIDTHS
All other detail omitted for clarity



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



CAST INSITU ABUTMENT – REINFORCEMENT
CROSSFALL TYPE AS SHOWN
SUPERELEVATION TYPE SIMILAR

DETAILS OF CAST INSITU ABUTMENTS

- 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 abutment, cured to MRTS70.
 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 for details of Motor Grid Steelworks.
 4. Place steel motor grids onto headstocks.
 5. Tighten nut and washer on UB sections, for motor grid anchorages.

- NOTES:**
1. Refer Standard Drawing 1561 for General Notes, Grid Fencing Notes, Grid Construction Scenarios, General Arrangement details for Standard Motor Grids and Grid Fencing.
 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 in situ concrete. If precast concrete abutments on ground are preferred, precast abutments shall be of one section to full width of the grid.
 6. For superelevation (single slope) road surface, the reinforcement similar.

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ROAD FURNITURE			
A3	Standard Drawing No	1562	
Not to Scale	Date	11/19	
A	B	C	