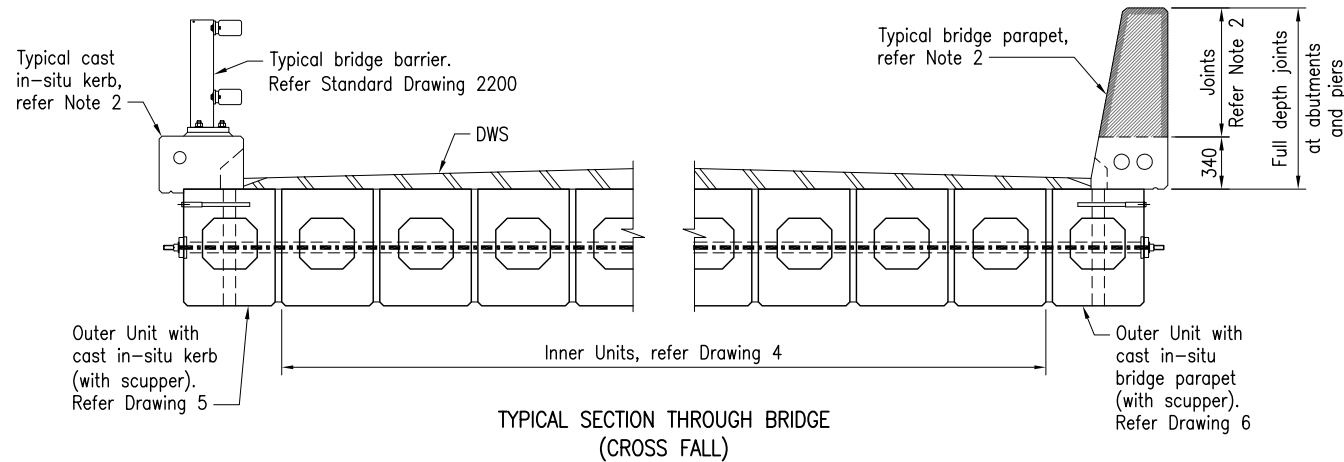
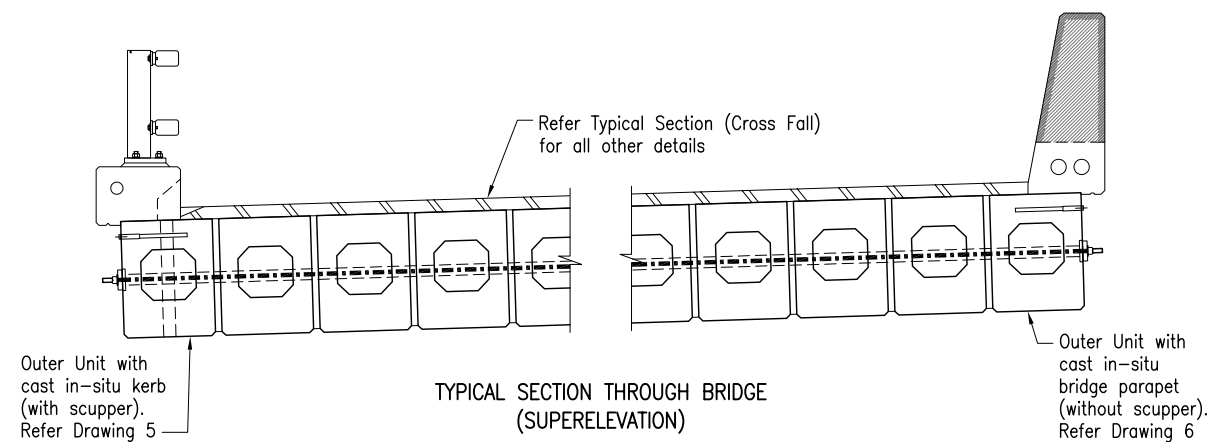


**NOTE**  
 The purpose of this Standard Drawing is to provide typical standard details. The fitness for purpose of this drawing for a specific project shall be determined and certified by an RPEQ, project specific details shall be required to be included in the scheme Drawings. Refer to Structural Drafting Standards – Chapter 15 for further associated information.



TYPICAL SECTION THROUGH BRIDGE (CROSS FALL)



TYPICAL SECTION THROUGH BRIDGE (SUPERELEVATION)

**GENERAL ARRANGEMENT FOR ALL 19m DECK UNIT TYPES**

**DECK UNIT SCHEDULE**

TYPE OF DECK UNIT	MASS (tonnes approx)	No OFF	TOTAL MASS (tonnes)
A	X.X	XX	XXX.X
B	X.X	XX	XXX.X
C	X.X	XX	XXX.X

XX denotes information to be included in the project drawings

**TRANSVERSE STRESSING UNIT SCHEDULE**

LENGTH (m)	MASS # (tonnes)	No OFF	TOTAL MASS # (tonnes)
XX.XXX	X.XXX	XX	X.XXX

# including transverse stressing anchorages  
 XX denotes information to be included in the project drawings

**NOTES:**

- DESIGN ASSUMPTIONS:** Refer Standard Drawing 2042 for design assumptions used for the standard details in this Drawing. Typical Sections through the Bridge are shown. The Project designer shall provide general arrangement details in the project drawings that are specific to the actual bridge geometry. Where unit types vary from span to span a unit layout diagram showing locations, numbers and type marks of units shall be shown on the project drawings.
- BRIDGE BARRIER:** Two types of regular performance bridge barriers have been considered in the standard details, as follows:  
 Cast in-situ kerb with steel post and rail type, where the kerb shall be continuous across the full span.  
 For standard cast in-situ kerb details refer Standard Drawing 2045.  
 Cast in-situ parapet type, where the parapet shall have joints at minimum 2.0m and maximum 4.0m centres along the barrier. These parapet joints shall be stopped at 340mm above the top of the outer deck unit and the joints shall be filled with an approved compressible filler. 340 mm depth of parapet shall be continuous across the full span. Parapet joints shall be located away from transverse stressing bar locations by 500 minimum.  
 Maximum Unfactored Uniformly distributed barrier self weight of 12 kN/m has been considered for kerb with steel post and rail barrier or parapet.  
 Kerb or parapet can accommodate single or two conduits.  
 Bridge barrier including kerb or parapet shall be designed by the bridge designer. The bridge designer shall confirm the starter bars projecting from the top of the deck unit shown in this standard drawing are appropriate for the proposed barriers.
- PSC DECK UNITS** shall be manufactured to MRTS73.
- CONCRETE** shall be in accordance with MRTS70.  
 Concrete S50/20.  
 Strength at transfer shall be 40MPa.  
 Exposure classification B2.  
 Concrete shall be cast in rigid forms and subjected to intense compaction, utilising a combination of internal and external vibration. An approved super-workable concrete mix may be used in lieu of intense vibration.  
 All chamfers where shown to be 25 x 25 unless shown otherwise.
- REINFORCING STEEL** shall be read in conjunction with Standard Drawings 1043 and 1044. Reinforcing steel shall be in accordance with MRTS71 and AS/NZS 4671.  
 Deformed bars Grade D500N. Round bars Grade R250N.  
 Minimum cover to reinforcing steel shall be 40 to all sides and the construction tolerance shall be in accordance with MRTS73.  
 All carbon reinforcing steel shall be ACRS certified.
- STRANDS** shall be AS/NZS 4672.1 – 7 wire ordinary-15.2-1750-Relax 2, to MRTS73, and testing requirements to AS/NZS 4672.2.  
 Pretensioning force at stressing = 187.5kN per strand.  
 Ends of strands to be coated with three coats minimum of approved surface tolerant epoxy after grinding flush with ends of units. Each coat shall be a minimum of 0.3 mm dry film thickness.
- STEELWORK** shall be fabricated to MRTS78.  
 Steel plate Grade 250 minimum to AS/NZS 3678.  
 Bolts Class 4.6 to AS 1111.1.  
 All bolts and nuts shall be hot dip galvanised to AS 1214.  
 All other steelwork shall be hot dip galvanised to AS/NZS 4680.  
 Prior to galvanising, all weld splatter and welding slag to be removed.  
 Stainless Steel shall be fabricated to MRTS78A.  
 Stainless steel plate shall be to ASTM A240M.  
 Stainless steel round bar shall be to ASTM A276.  
 Refer Standard Drawing 2200 for Steelwork Notes for regular performance level post and rail barriers.
- VOIDS** shall be cellular polystyrene Grade SL to AS 1366.3.
- TRANSVERSE STRESSING BARS** shall be to MRTS73.  
 Stressing Units shall be AS/NZS 4672.1-bar-29-1030-P, or -bar-32-1030-P, (with 300 mm minimum coarse thread at each end) and testing requirements to AS/NZS 4672.2.  
 Transverse stressing force at lock off shall be 350kN.  
 Stressing holes shall be grouted in accordance with MRTS74.  
 Grouting between deck units shall be in accordance with MRTS74.  
 A clear gap shall be maintained between the abutment sidewall and the outside face of the kerbs and shall not be filled with grout.
- ERECTION AND DECK CONSTRUCTION:** Supply and erection of deck units shall be in accordance with MRTS74.  
 Bridge deck using transversely stressed deck units to this standard drawing shall be constructed in accordance with MRTS77.

- WELDING** symbols to AS 1101.3.  
 All welds, except location tack welds, shall be SP category.  
 Tack welding for location purposes to AS/NZS 1554.3.  
 Welding consumables shall be controlled hydrogen type: G49X to AS/NZS 14341-B or T49X to AS/NZS ISO 17632-B.  
Stainless Steel Welding  
 Welding shall be to AS/NZS 1554.6. Weld quality shall be Category 2B.  
 Welding consumables shall be E316L to AS/NZS 1167.2 and/or AS/NZS 4854.
- CAST-IN LIFTING ANCHORS** shall be hot dip galvanised to AS 1214.  
 For all lifting notes refer to "Lifting Notes" on this Drawing.  
 For all lifting hoop notes refer to "Cast-in Lifting Hoop Notes" on this Drawing.
- PVC DRAINAGE PIPES** shall be to AS/NZS 1260.
- FINAL DECK UNIT DIMENSIONS:** When casting units the manufacturer shall make allowance in formwork for end formwork kick due to hog and axial shortening (equal amounts each end) so that the units assume the detailed dimensions, shown in this drawing, at 100 days.
- HOG DIFFERENTIAL:** Deck units shall be cast in a span by span configuration, with no more than 3 weeks elapsed between all units in the same span. This is to minimise hog differentials between internal and edge units at the time of erection.  
 Each Unit to be clearly marked with its Span and Unit type.
- DIMENSIONS** are in millimetres unless shown otherwise.

**ASSOCIATED DOCUMENTS:**

- Design Criteria for Bridges and Other Structures
- Drafting and Design Presentation Standards – Structural Drafting Standards

**REFERENCED DOCUMENTS:**

- Departmental Standard Drawings:
- 1043 Reinforcing Steel – Standard Bar Shapes
  - 1044 Reinforcing Steel – Lap Lengths
  - 2042 Precast Units – Design Assumptions for Transversely Stressed Standard Deck Units
  - 2045 Cast Insitu Kerbs – Standard Details for Transversely Stressed Bridges
  - 2200 Bridge Traffic Barriers – Post and Rail Traffic Barriers Regular Performance Level

**Departmental Specifications:**

- MRTS70 Concrete
- MRTS71 Reinforcing Steel
- MRTS73 Manufacture of Prestressed Concrete Members and Stressing Units
- MRTS74 Supply and Erection of Prestressed Concrete Deck and Kerb Units
- MRTS77 Bridge Deck
- MRTS78 Fabrication of Structural Steelwork
- MRTS78A Fabrication of Structural Stainless Steelwork

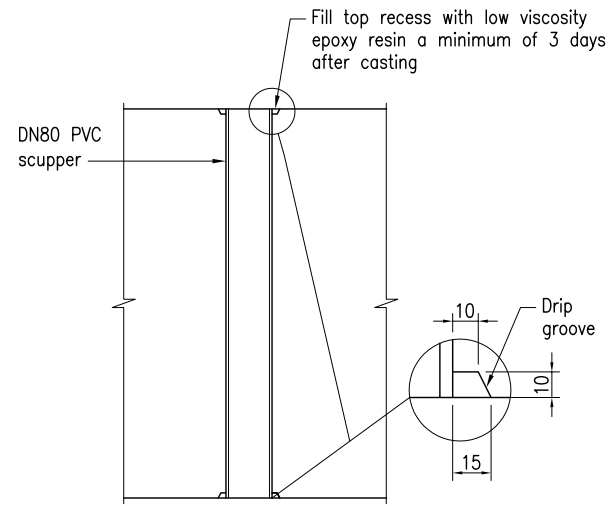
**LIFTING NOTES:**

- Maximum dynamic load factor used for this design is 2.0, unless higher dynamic allowance is required for project specific design.
- Proprietary lifting anchors shall be a TMR approved product.

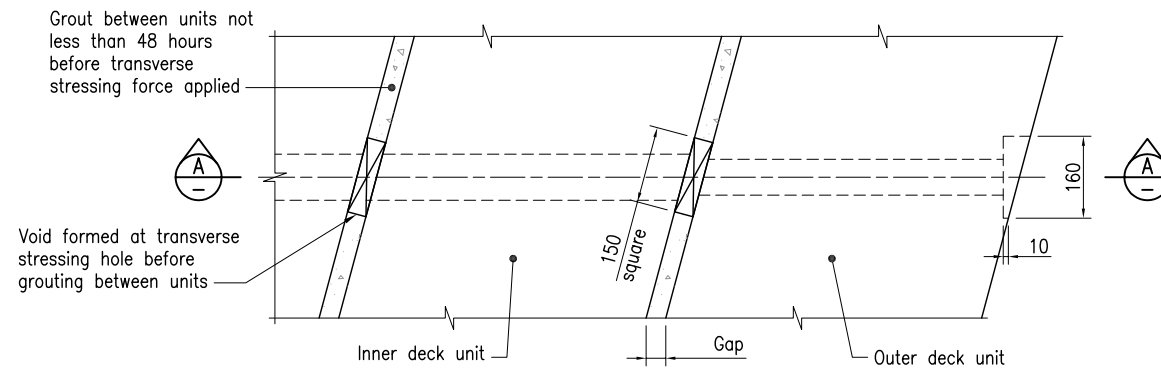
**CAST-IN LIFTING HOOP ANCHOR NOTES:**

- CAST-IN HOOP CAPACITY:** The critical characteristic cast-in hoop anchor capacity  $R_u$  shall exceed 450kN (WLL = 11.5 tonnes with  $FoS = 4$ ).
- After lifting hoop is no longer required, cut-off and grind flush with top of deck unit, apply three coats of approved surface tolerant epoxy to provide a minimum film thickness of 0.3 mm dry or 0.6mm wet.

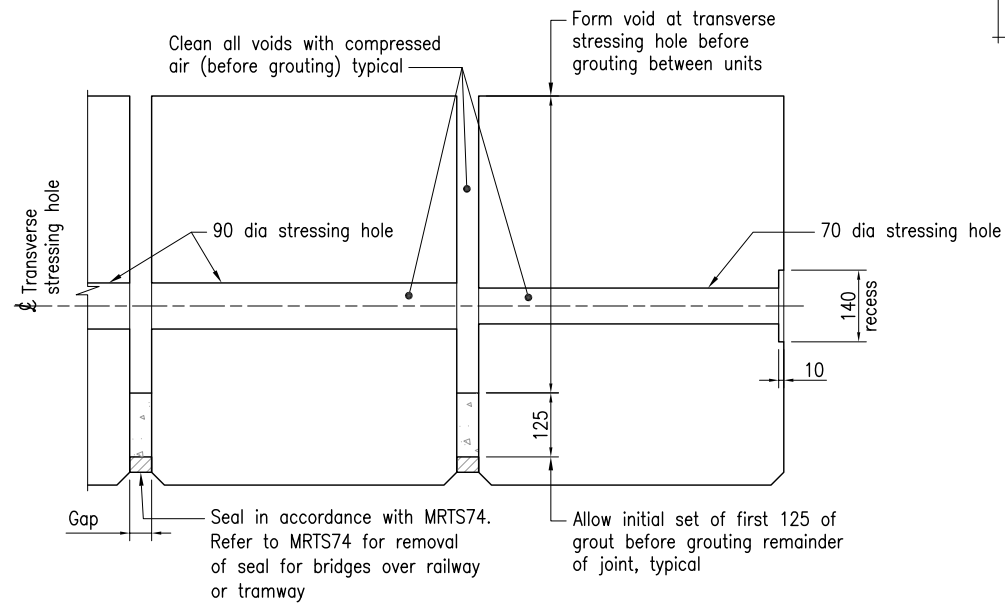
Department of Transport and Main Roads			
PRECAST UNITS			
19m PSC DECK UNIT		Standard Drawing No	
DRAWING 1 OF 6		2059	
GENERAL ARRANGEMENT AND NOTES		Date 7/18	
A3	Not to Scale	B	



ELEVATION  
SCUPPER DETAIL

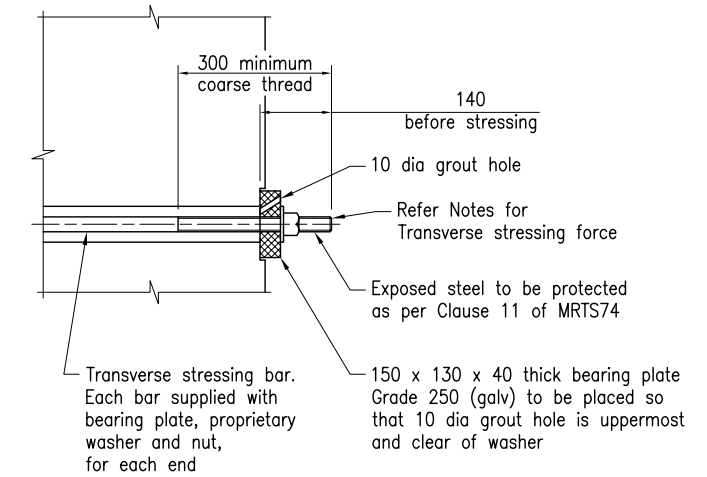


TYPICAL PLAN  
DRAWN AT 15° SKEW



SECTION A

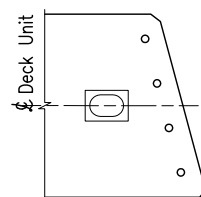
TRANSVERSE STRESSING VOID ARRANGEMENT



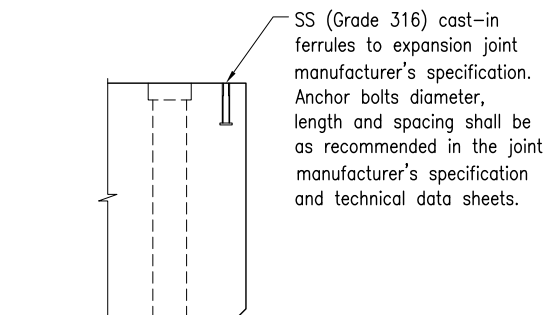
TRANSVERSE STRESSING BAR ASSEMBLY

HOG SCHEDULE

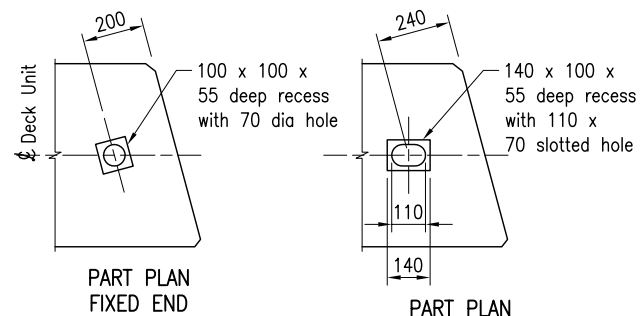
DESIGN HOG (mm)		
Transfer	30 days	100 days
23	29	40



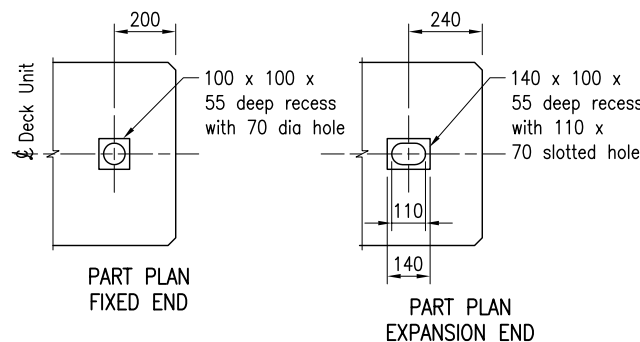
PART PLAN  
EXPANSION END



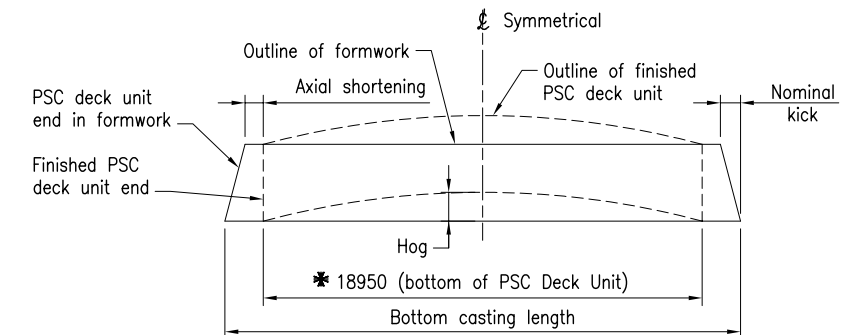
ELEVATION  
EXPANSION JOINT  
CAST-IN FERRULE DETAIL



SETOUT FOR HOLD DOWN BOLTS FOR SKEWED UNIT



SETOUT FOR HOLD DOWN BOLTS FOR SQUARE UNIT



ELEVATION

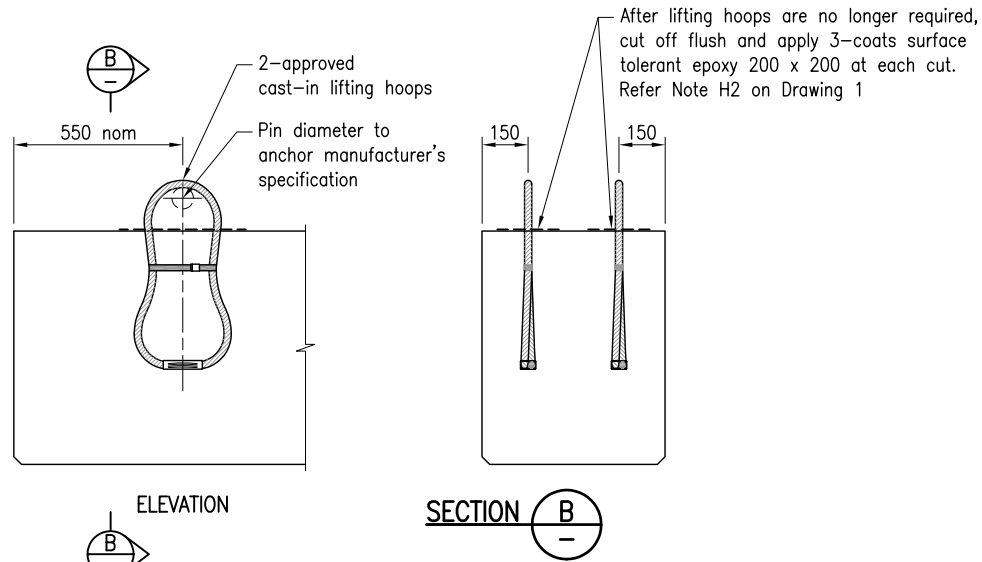
\* Final Precast Deck Unit length.  
When casting deck units the manufacturer is to make allowances in formwork for axial shortening and kick (equal amounts each end)

FORMWORK KICK DIAGRAM

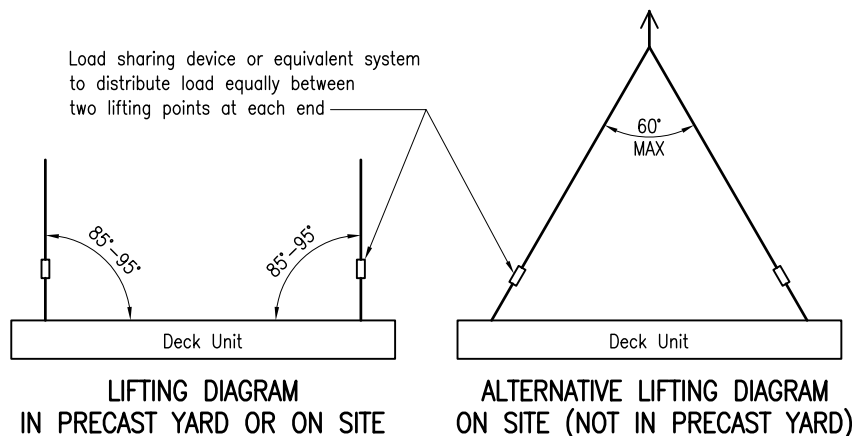
NOTES:

1. Refer Drawing 1 for all notes.
2. Refer Drawing 3 for LIFTING DETAILS and TYPICAL SECTION and TYPICAL STRAND LAYOUT

Department of Transport and Main Roads			
PRECAST UNITS			
19m PSC DECK UNIT		A3	Standard Drawing No
DRAWING 2 OF 6 GENERAL DETAILS		Not to Scale	2059 Date 7/18
A	B		

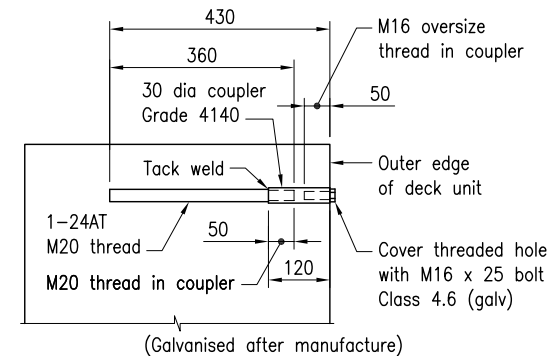


**CAST-IN LIFTING ANCHORS**

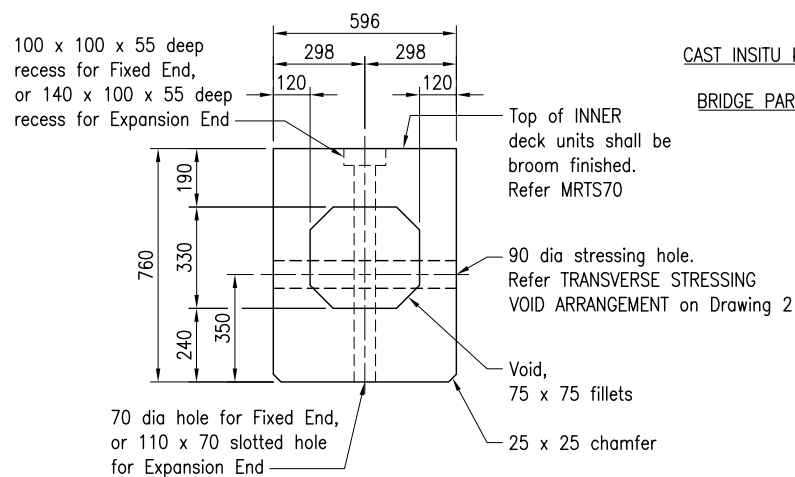


**LIFTING DIAGRAM IN PRECAST YARD OR ON SITE**

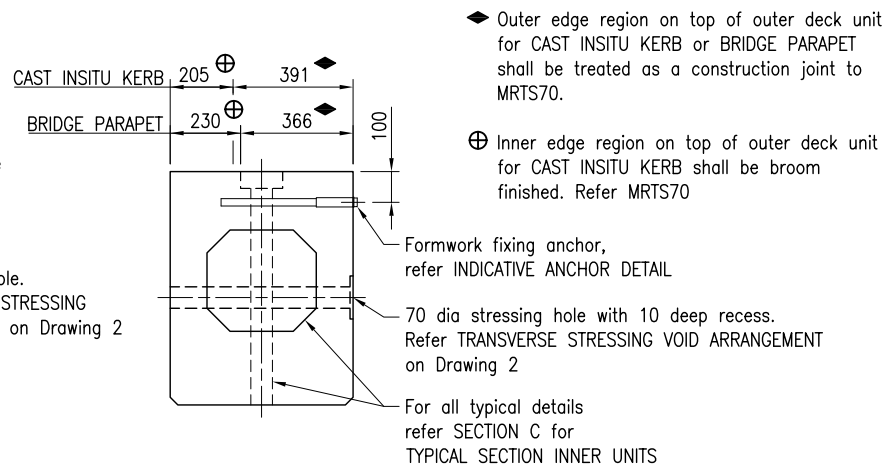
**ALTERNATIVE LIFTING DIAGRAM ON SITE (NOT IN PRECAST YARD)**



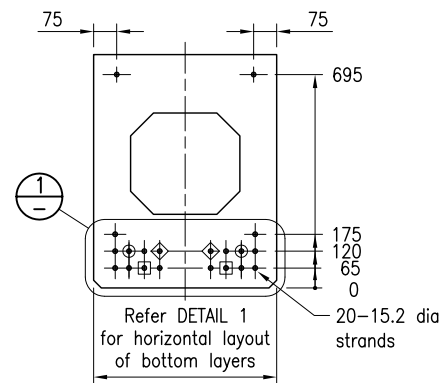
**INDICATIVE ANCHOR DETAIL**



**SECTION C 4 TYPICAL SECTION INNER UNITS**

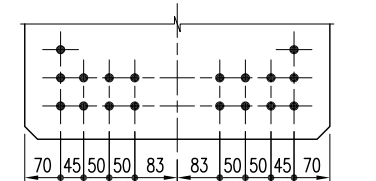


**SECTION C 5,6 TYPICAL SECTION OUTER UNITS**

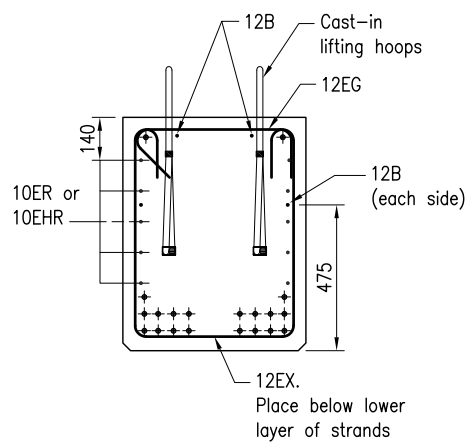


**TYPICAL STRAND LAYOUT**

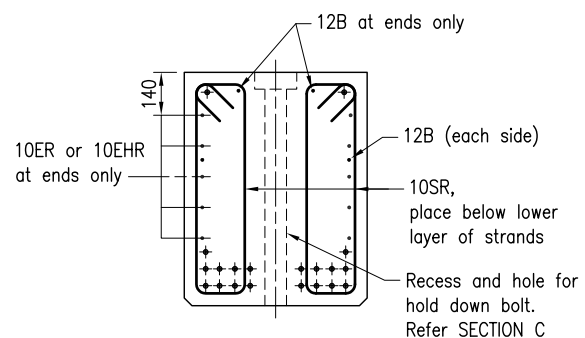
- + Do not Debond
- ◆ Debond strand 2000 from each end
- ⊕ Debond strand 4000 from each end
- ⊕ Debond strand 6000 from each end



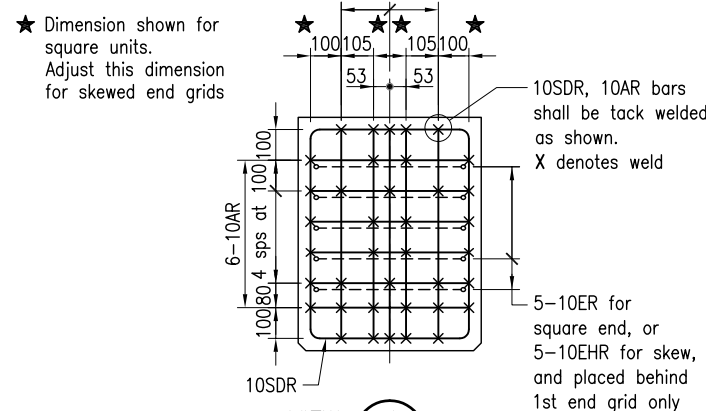
**DETAIL 1 HORIZONTAL LAYOUT OF BOTTOM STRANDS**



**SECTION G 4,5,6 CAST-IN LIFTING HOOPS**



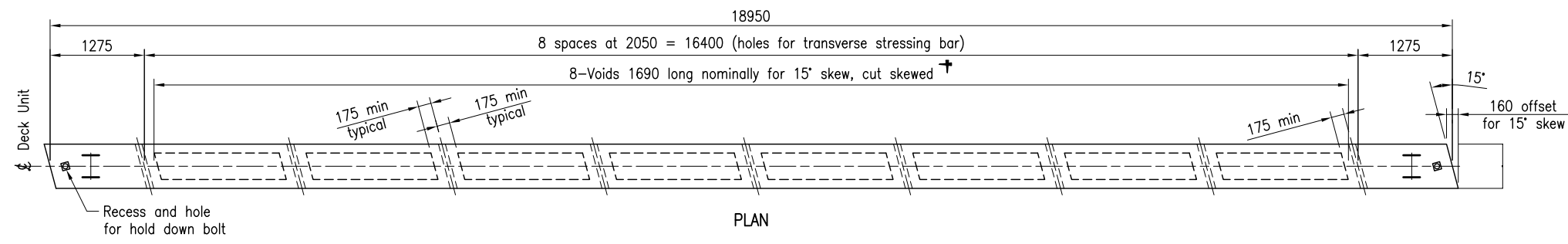
**SECTION H 4,5,6 AT HOLD DOWN BOLT HOLE AT SCUPPER SIMILAR**



**VIEW J 4,5,6 END GRID**

**NOTES:**  
1. Refer Drawing 1 for all notes.

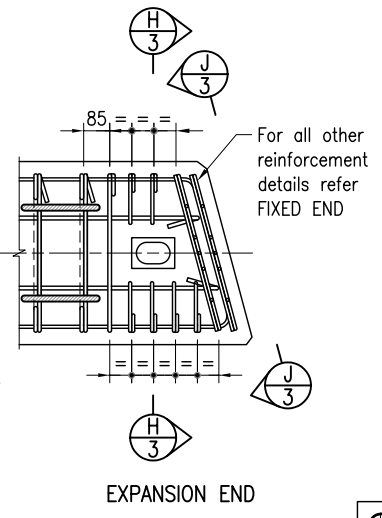
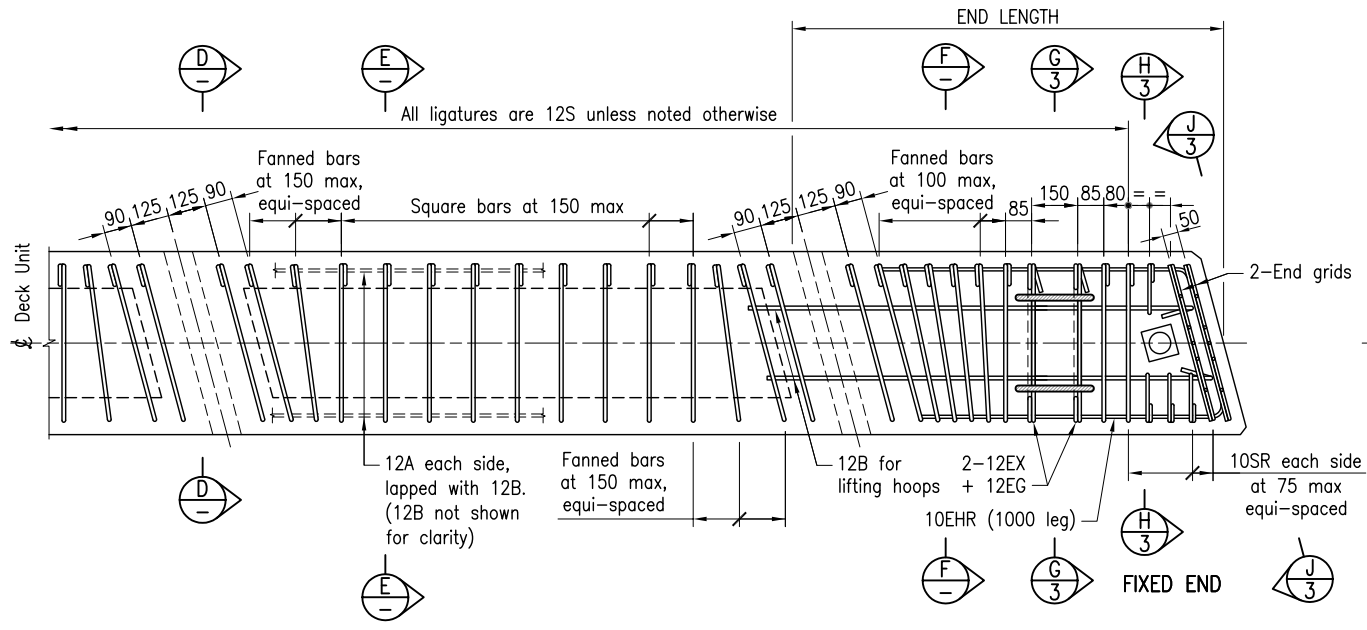
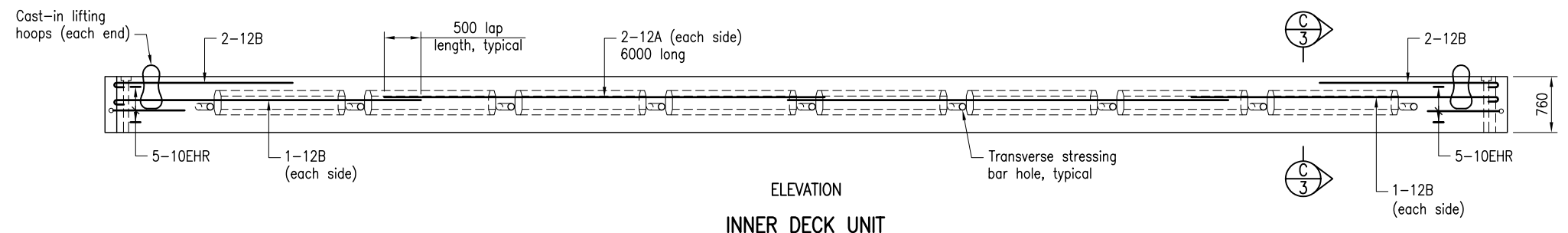
Department of Transport and Main Roads			
<b>PRECAST UNITS</b>			
19m PSC DECK UNIT		A3	Standard Drawing No
DRAWING 3 OF 6		Not to Scale	<b>2059</b>
TYPICAL SECTIONS AND LIFTING DETAILS			Date 7/18



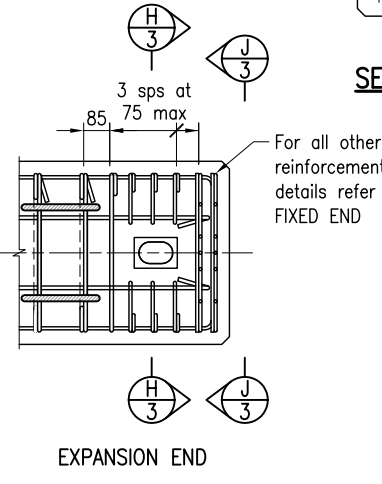
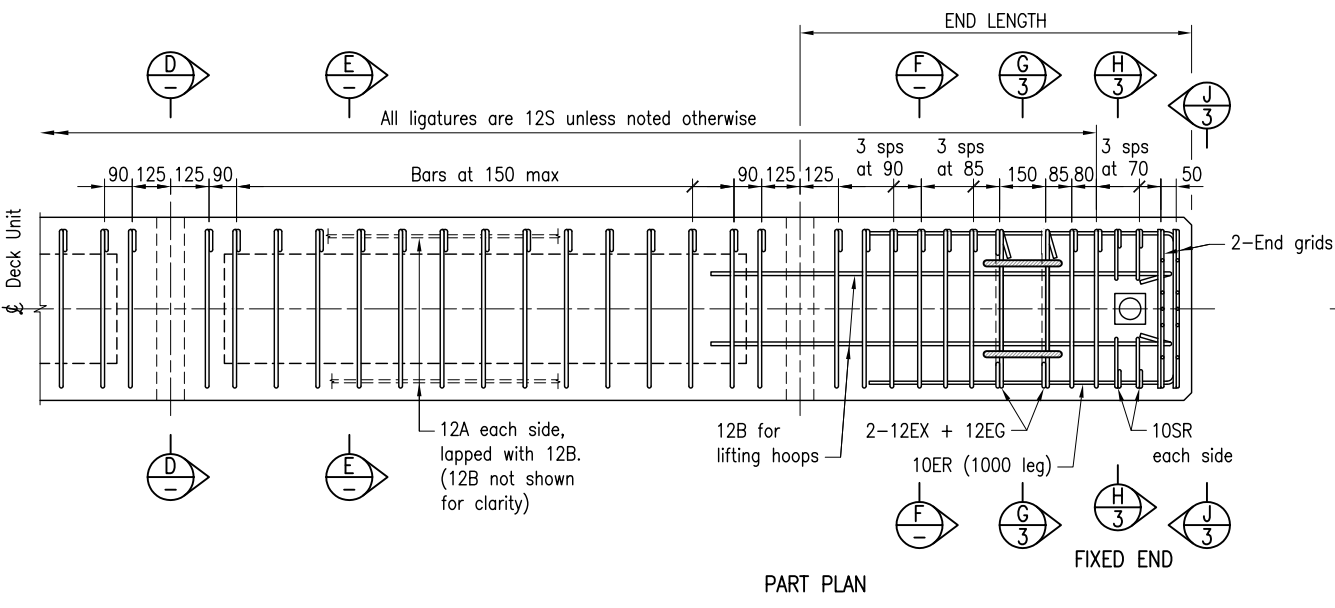
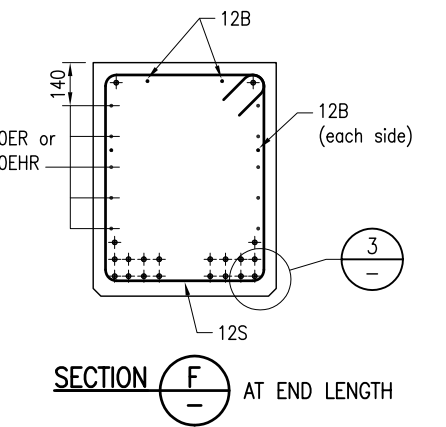
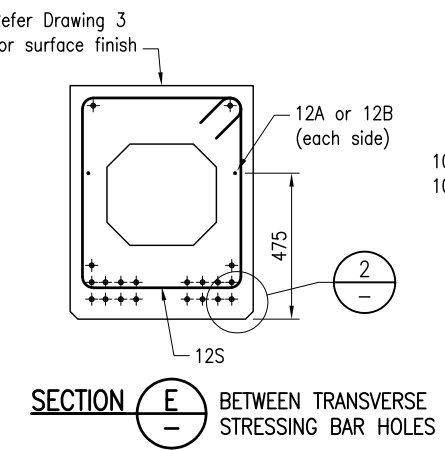
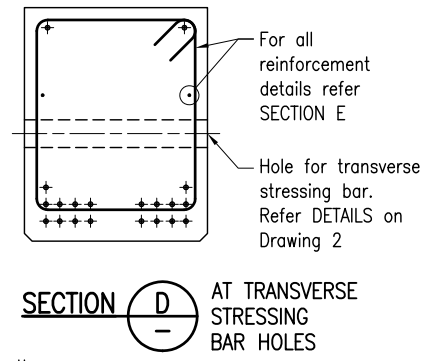
**SKIEW DIMENSIONS for Inner Deck Units**

Skew angle	Length of void, cut skewed	Offset for skew at ends
0	1700	0
5	1695	50
10	1695	105
15 †	1690	160
20	1675	215
25	1660	275
30	1645	345

† 15' skew is shown in PLAN

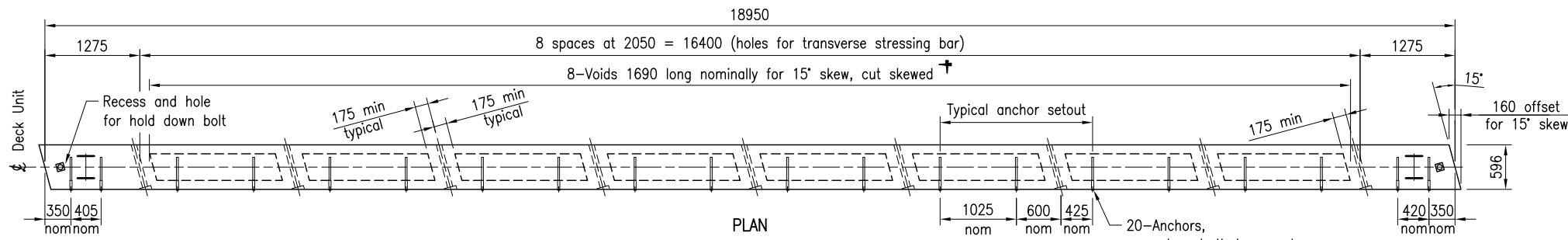


Strands not shown on PART PLANS for clarity

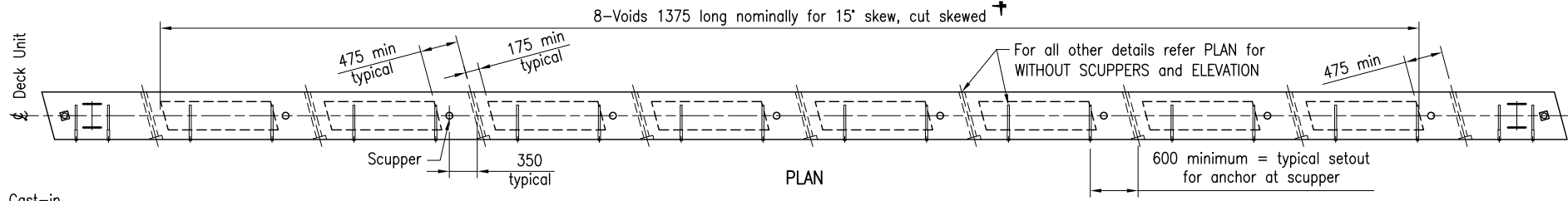


- NOTES:**
1. Refer Drawing 1 for all notes.
  2. Refer Drawing 3 for TYPICAL SECTION and TYPICAL STRAND LAYOUT

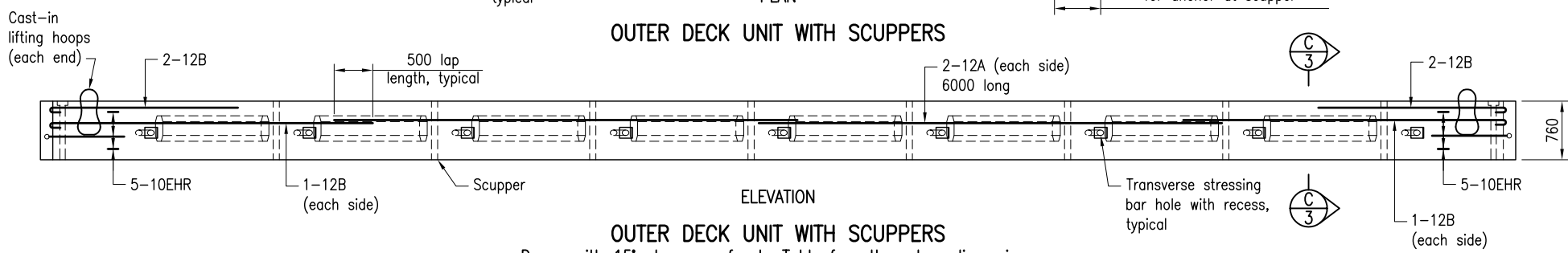
Department of Transport and Main Roads		 <small>© The State of Queensland (Department of Transport and Main Roads) 2018  <a href="http://creativecommons.org/licenses/by/3.0/au">http://creativecommons.org/licenses/by/3.0/au</a></small>
PRECAST UNITS		
19m PSC DECK UNIT		Standard Drawing No
DRAWING 4 OF 6 INNER DECK UNIT		2059
A3	Not to Scale	Date 7/18



OUTER DECK UNIT WITHOUT SCUPPERS



OUTER DECK UNIT WITH SCUPPERS

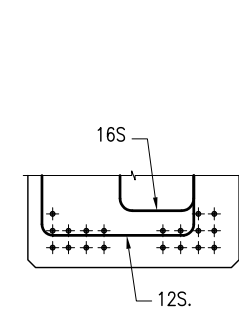


OUTER DECK UNIT WITH SCUPPERS  
Drawn with 15° skew - refer to Table for other skew dimensions

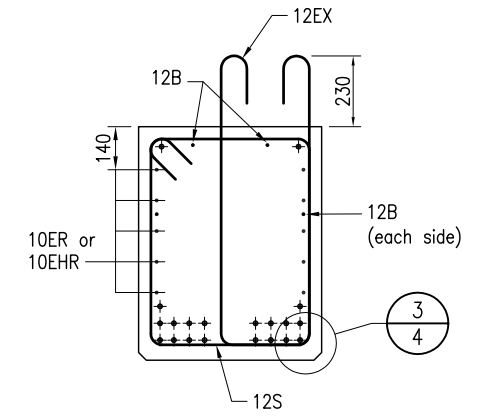
**SKIEW DIMENSIONS  
for Outer Deck Unit with  
Cast In-situ Kerb**

Skew angle	Void length without scupper, cut skewed	Void length with scupper, cut skewed	Offset for skew at ends
0	1700	1400	0
5	1695	1395	50
10	1695	1390	105
15	1690	1375	160
20	1675	1355	215
25	1660	1355	275
30	1645	1295	345

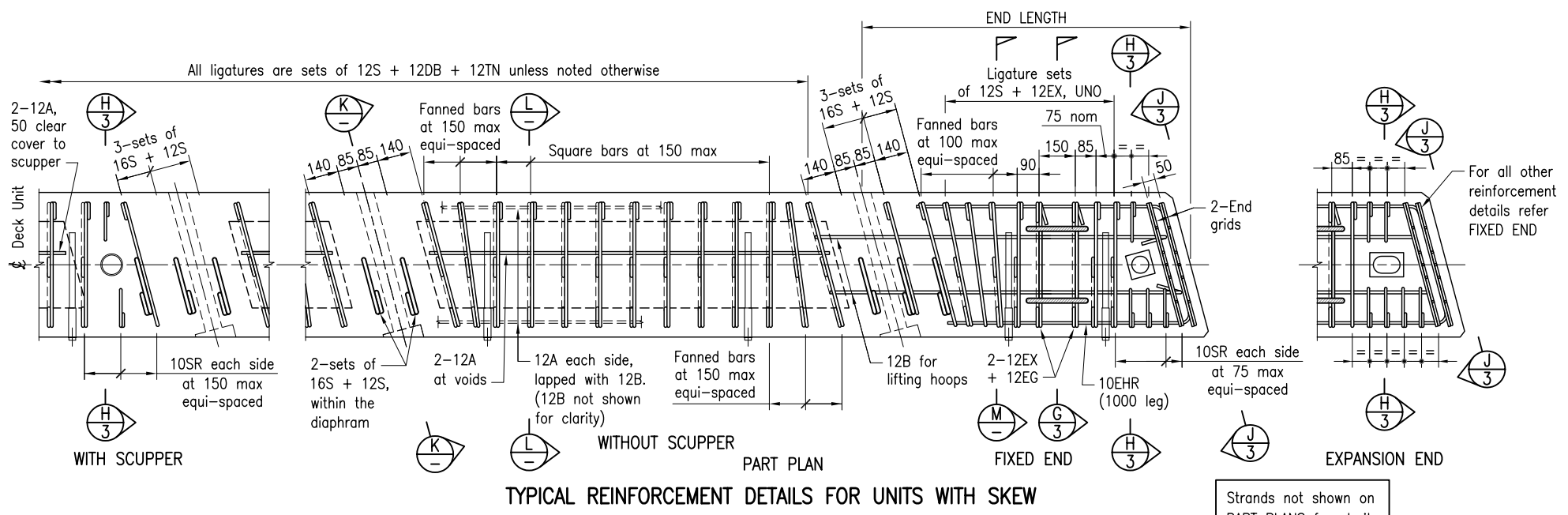
↑ 15° skew is shown in PLAN



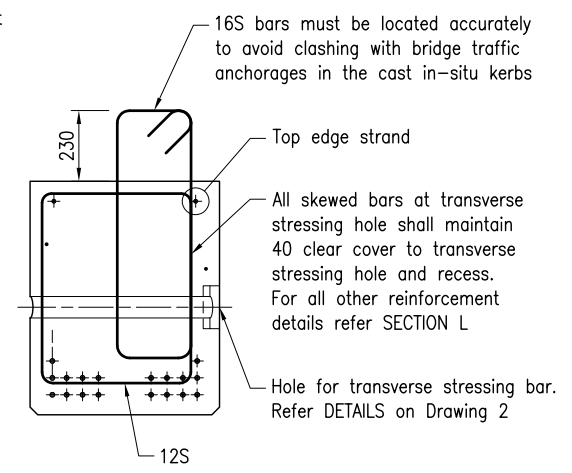
SECTION K AT TRANSVERSE STRESSING BAR HOLES FOR UNITS WITH SKEW ANGLE > 15°



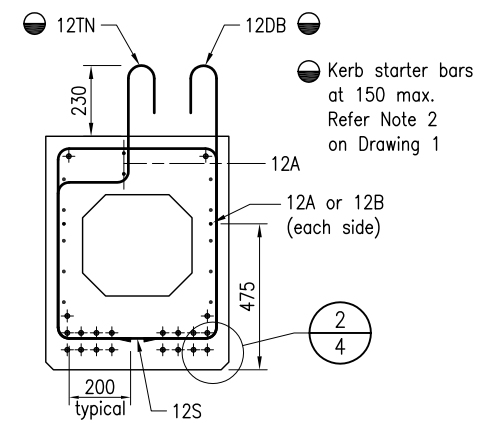
SECTION M AT END LENGTH



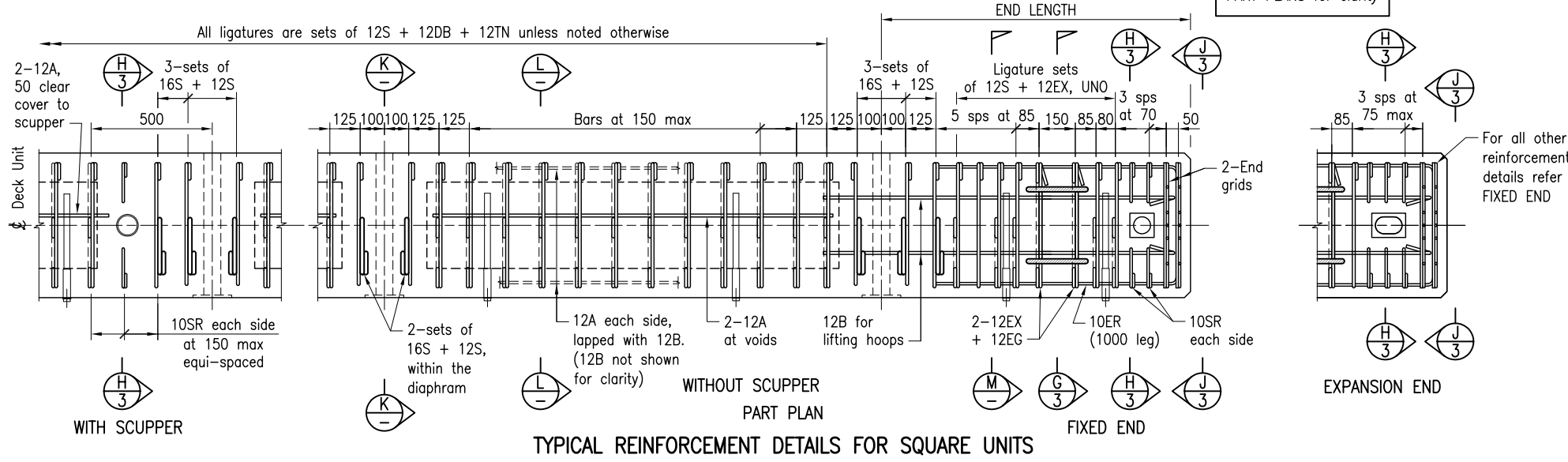
TYPICAL REINFORCEMENT DETAILS FOR UNITS WITH SKEW



SECTION K AT TRANSVERSE STRESSING BAR HOLES FOR UNITS WITH SKEW ANGLE 0° < SKEW ≤ 15°



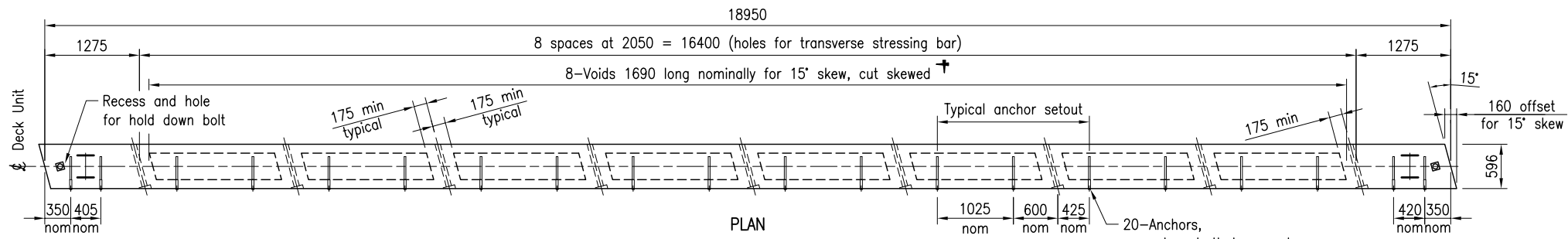
SECTION L BETWEEN TRANSVERSE STRESSING BAR HOLES



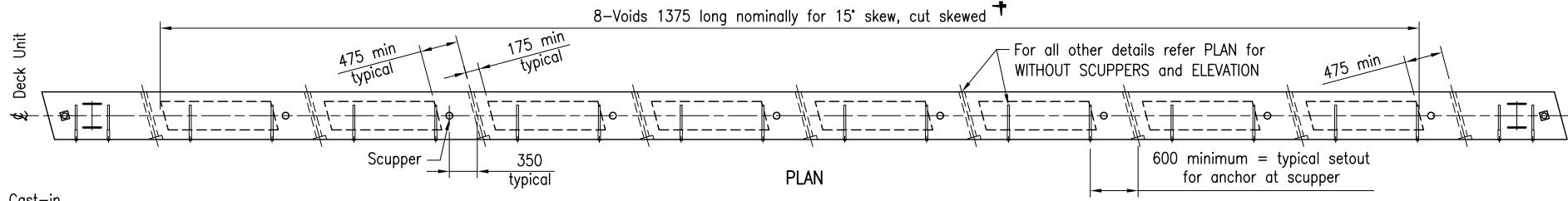
TYPICAL REINFORCEMENT DETAILS FOR SQUARE UNITS

- NOTES:**
- Refer Drawing 1 for all notes.
  - Refer Drawing 3 for TYPICAL SECTION and TYPICAL STRAND LAYOUT

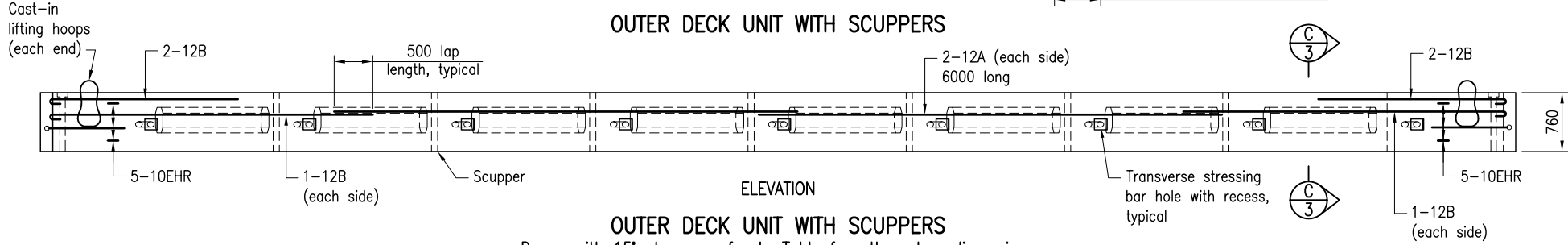
Department of Transport and Main Roads			
PRECAST UNITS			
19m PSC DECK UNIT		A3	Standard Drawing No
DRAWING 5 OF 6		Not to Scale	2059
OUTER DECK UNIT WITH CAST IN-SITU KERB		A	Date 7/18



OUTER DECK UNIT WITHOUT SCUPPERS



OUTER DECK UNIT WITH SCUPPERS

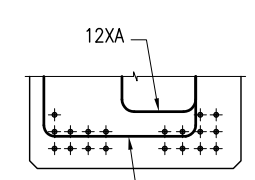


OUTER DECK UNIT WITH SCUPPERS  
Drawn with 15° skew - refer to Table for other skew dimensions

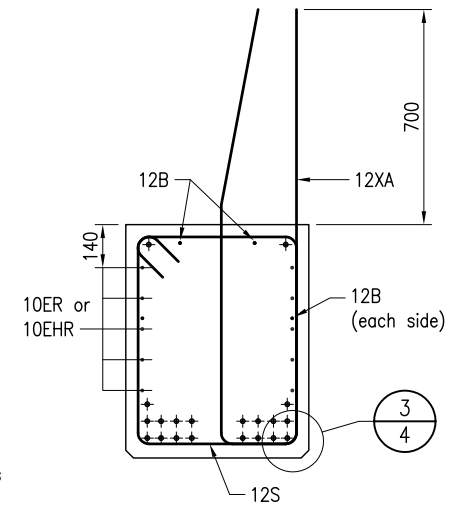
SKEW DIMENSIONS  
for Outer Deck Unit with  
Cast In-situ Kerb

Skew angle	Void length without scupper, cut skewed	Void length with scupper, cut skewed	Offset for skew at ends
0	1700	1400	0
5	1695	1395	50
10	1695	1390	105
15	1690	1375	160
20	1675	1355	215
25	1660	1355	275
30	1645	1295	345

↑ 15° skew is shown in PLAN

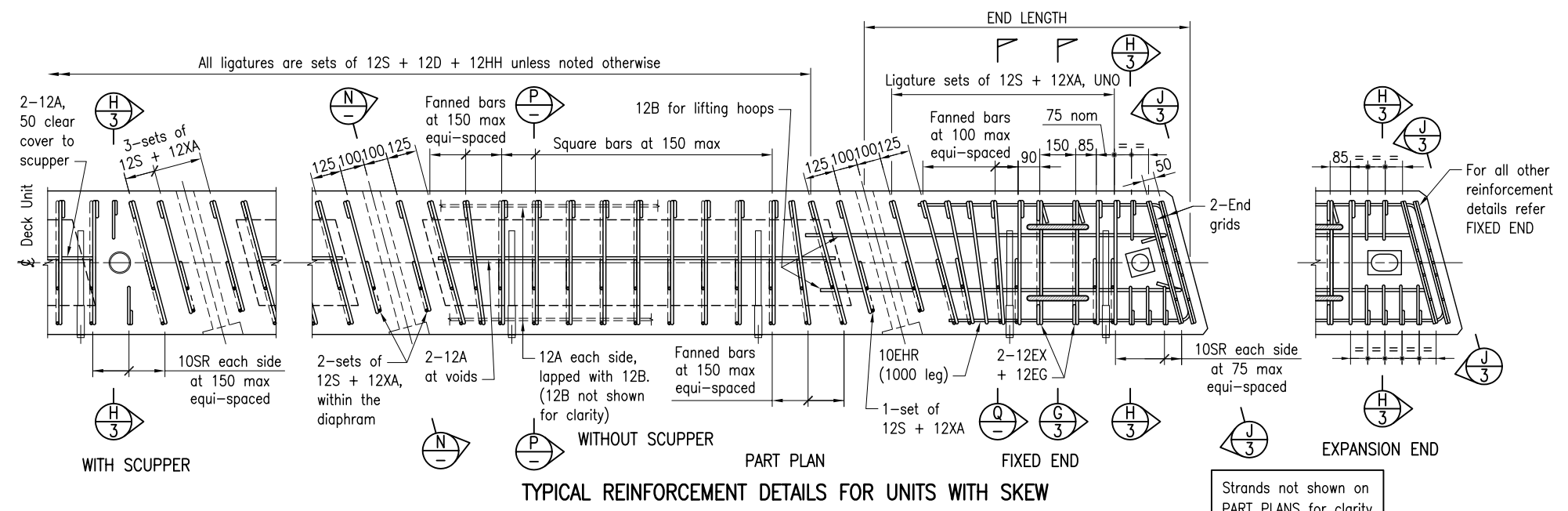


For > 15° skew, place between the second and third outside strands and in contact with (or close to) second layer of bottom strands.

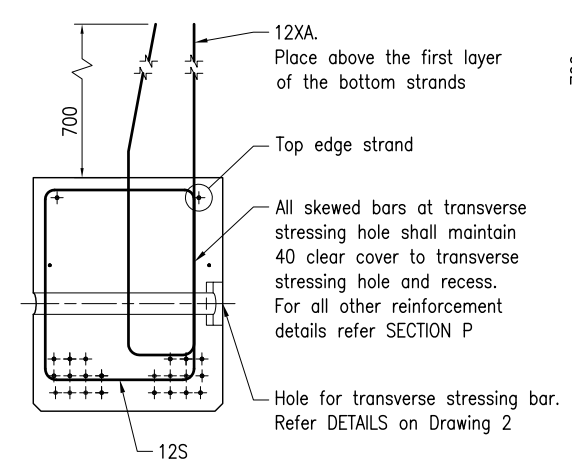


SECTION Q AT END LENGTH

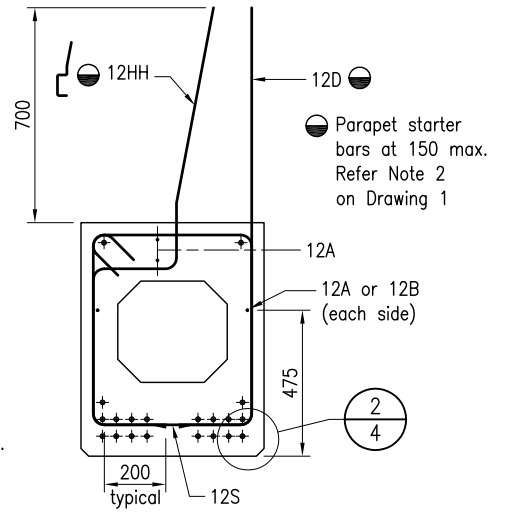
SECTION N AT TRANSVERSE STRESSING BAR HOLES FOR UNITS WITH SKEW ANGLE > 15°



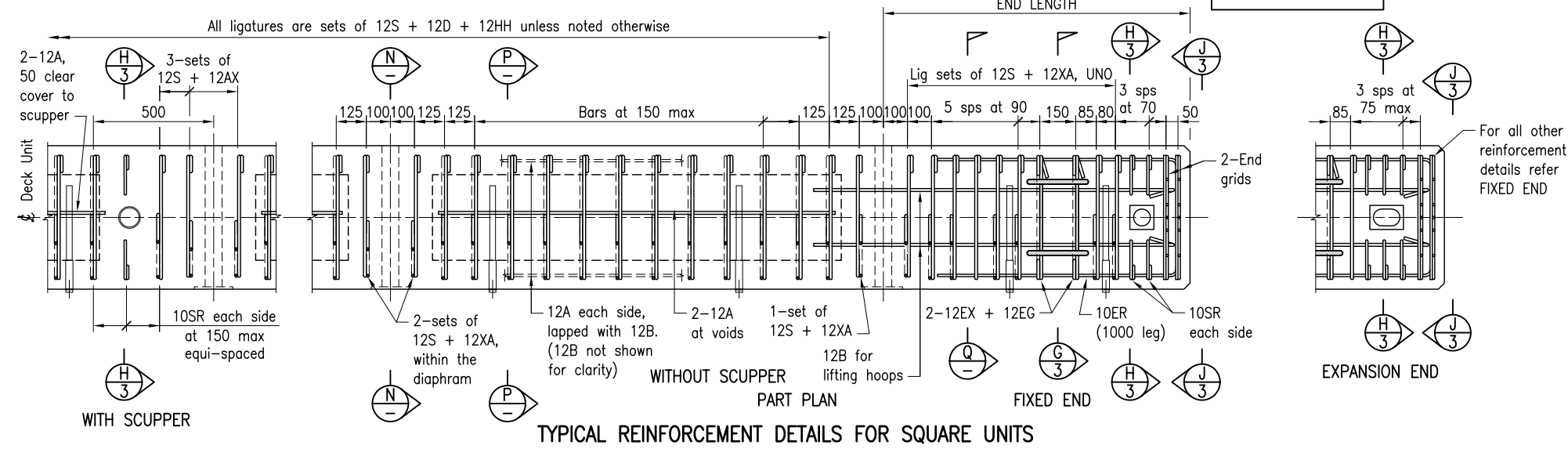
TYPICAL REINFORCEMENT DETAILS FOR UNITS WITH SKEW



SECTION N AT TRANSVERSE STRESSING BAR HOLES FOR UNITS WITH SKEW ANGLE 0° < SKEW ≤ 15°



SECTION P BETWEEN TRANSVERSE STRESSING BAR HOLES



TYPICAL REINFORCEMENT DETAILS FOR SQUARE UNITS

- NOTES:
- Refer Drawing 1 for all notes.
  - Refer Drawing 3 for TYPICAL SECTION and TYPICAL STRAND LAYOUT

Department of Transport and Main Roads			
PRECAST UNITS			
19m PSC DECK UNIT		A3	Standard Drawing No
DRAWING 6 OF 6		Not to Scale	2059
OUTER DECK UNIT WITH BRIDGE PARAPET		A	Date 7/18