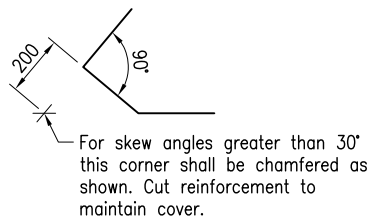


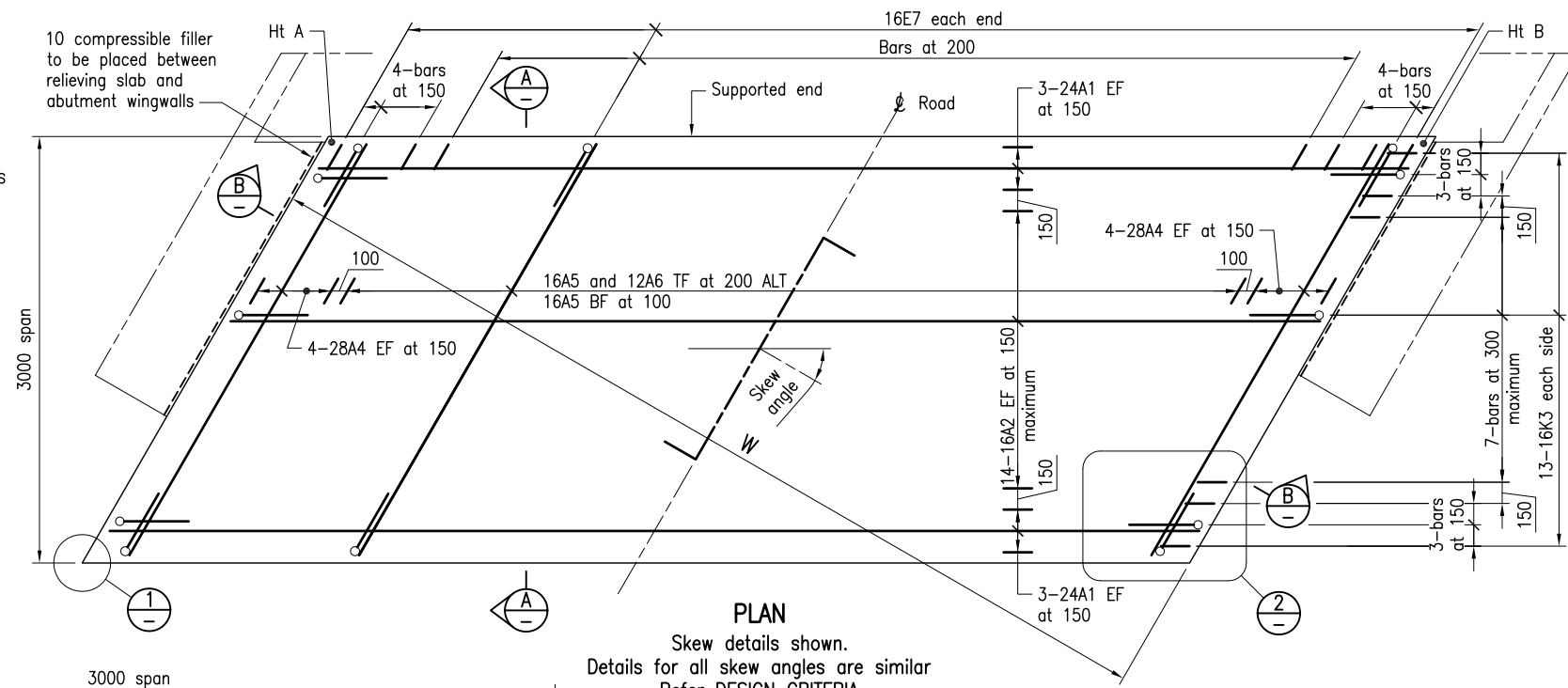
TABLE OF HEIGHTS

| Height | Ht A | Ht B |
|--------|---------|---------|
| ABUT A | xxx.xxx | xxx.xxx |
| ABUT B | xxx.xxx | xxx.xxx |

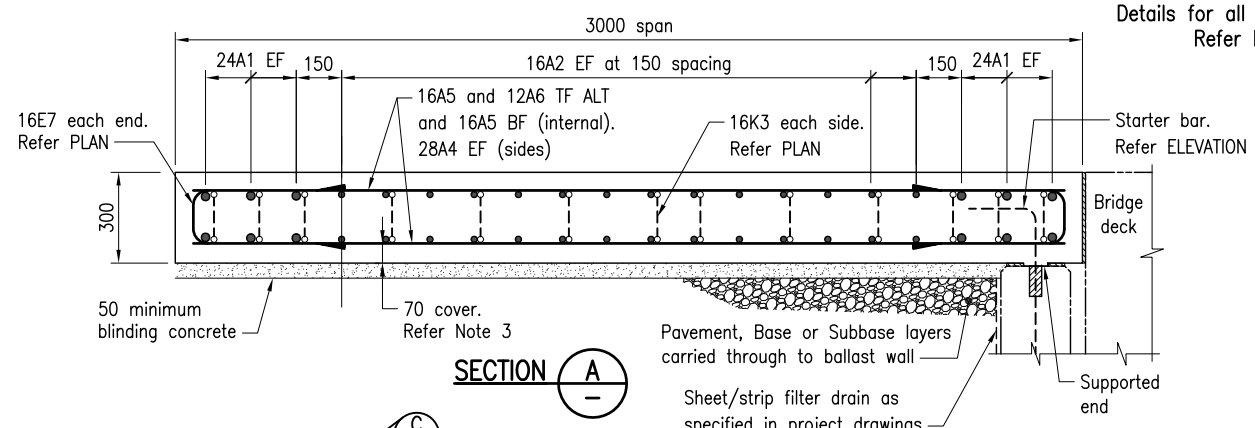
xxx.xxx = project specific details



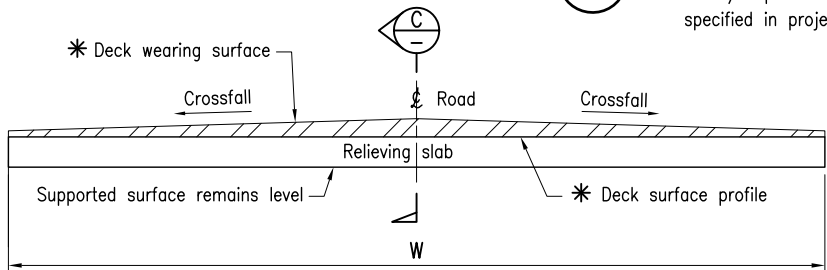
DETAIL 1



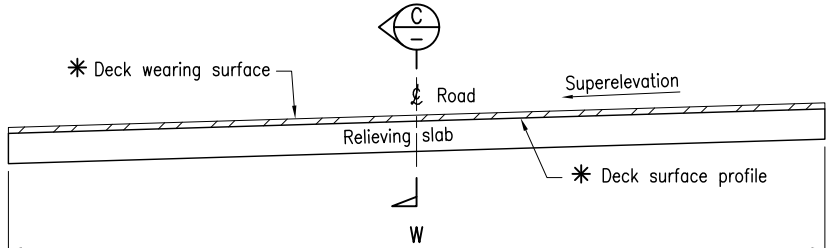
PLAN
Skew details shown.
Details for all skew angles are similar
Refer DESIGN CRITERIA



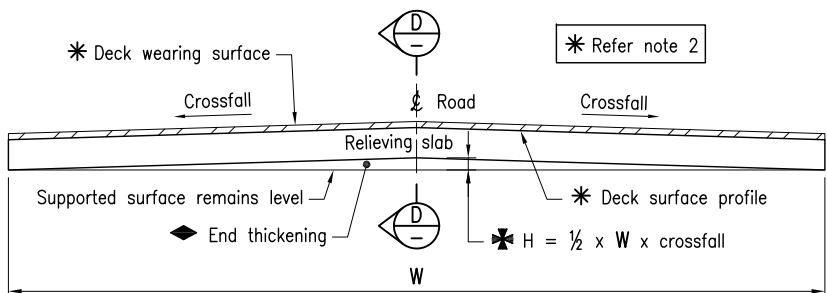
SECTION A



TYPE 1 - FOR BRIDGE DECKS WITHOUT CROSSFALL



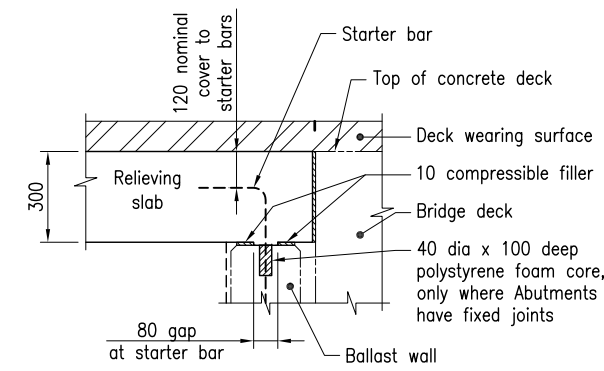
TYPE 2 - FOR BRIDGE DECKS WITH SUPERELEVATION



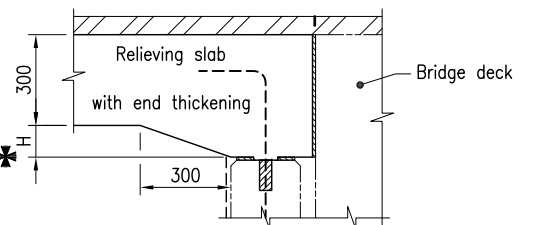
TYPE 3 - FOR BRIDGE DECKS WITH CROSSFALL

◆ End thickening not required if Abutment has crowned ballast wall

SECTION B

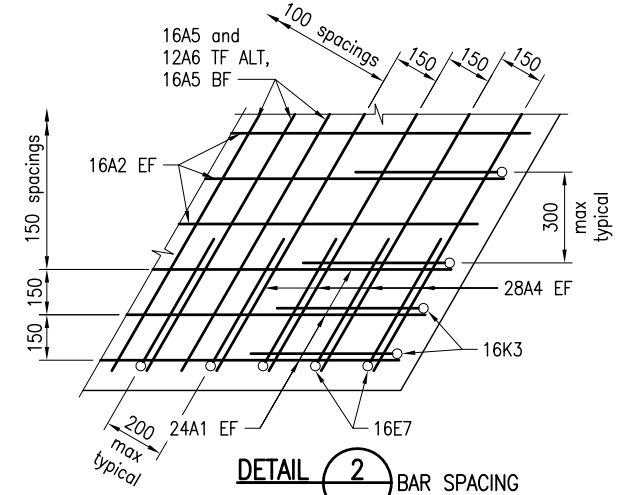


SECTION C

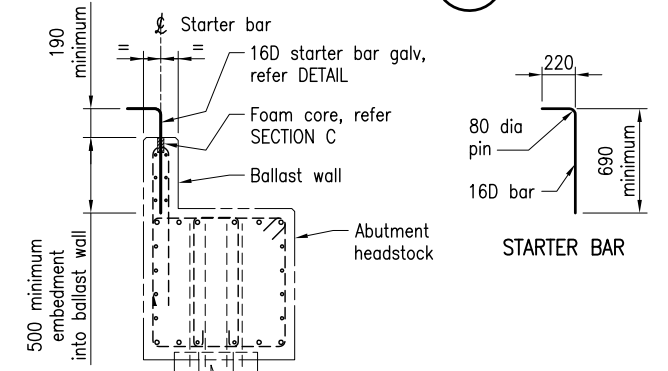


SECTION D Refer to SECTION C for all other details

◆ Example of Formula
If W = 8600
and crossfall = 0.03 (3%)
then H = 1/2 x 8600 x 0.03
= 129



DETAIL 2 BAR SPACING



STARTER BAR

RELIEVING SLAB STARTER BAR DETAILS

NOTES:

- RELIEVING SLABS shall be constructed on
 - blinding concrete, or
 - plastic sheet on a well trimmed and compacted surface covered by 25 sand blinding.
- CROSSFALL OR SUPERELEVATION of the slab shall be the same as that of the adjacent bridge. The slab shall finish flush with the top of the bridge deck and the deck wearing surface shall be carried through from the bridge over the slab. Change of crossfall, if any, to that of the adjacent pavement should be made clear of the slab over a distance of 15 metres.
- CONCRETE shall be in accordance with MRTS70. Exposure classification B2. Concrete S40/20. Blinding concrete N20/20. Cover to reinforcing steel shall be 60, except bottom of slab shall be 70. Construction joints are not necessary, but may be used to permit traffic flow during construction. Construction joints shall be in accordance with MRTS70. Continuity of reinforcement across the joint is essential.
- REINFORCING STEEL shall be read in conjunction with Standard Drawings 1043 and 1044, and in accordance with MRTS71 and AS/NZS 4671. Deformed bars Grade D500N. Relieving slab starter bars shall be hot dip galvanised to AS/NZS 4680. All carbon reinforcing steel shall be ACRS certified.
- DIMENSIONS are in millimetres unless shown otherwise.

ASSOCIATED DOCUMENTS:
Design Criteria for Bridges and Other Structures

REFERENCED DOCUMENTS:
Departmental Standard Drawings:
1043 Reinforcing Steel - Standard Bar Shapes
1044 Reinforcing Steel - Lap Lengths

Departmental Specifications:
MRTS70 Concrete
MRTS71 Reinforcing Steel

Note:
The purpose of this 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 and included in the Project Drawings.

RELIEVING SLAB DESIGN CRITERIA

Bridge Width
The minimum bridge width for use with these standard relieving slabs shall be 8.6m
The maximum bridge width for use with these standard relieving slabs shall be 12.0m

Skew
Bridges with a skew ranging from 0 to 45 degrees may utilise standard relieving slabs. Where the angle of skew exceeds 45 degrees, project specific design will be necessary

Design Traffic Loads to AS 5100 Bridge Design
W80 Wheel Loading
A160 Axle Loading
S1600 Stationary Traffic Loading
M1600 Moving Traffic Loading
M1600 Moving Tri-axle Group Loading
HLP 400 Loading

Structural Design
Relieving slabs are designed in accordance with AS 5100.5

Settlement
3 metre relieving slabs are used where short and long term bridge approach settlement is expected to be small. Total future settlement should be less than 25mm at the end of the slab. This relieving slab would typically be constructed on an embankment less than 10 metres high and on firm ground.

| | | | |
|--|--|---------------------|------|
| Department of Transport and Main Roads | | | |
| BRIDGE APPROACHES | | | |
| RELIEVING SLAB | | Standard Drawing No | 2255 |
| 3 METRE SPAN | | | |