

DESIGN CRITERIA

backslope of the protection

face of the abutment

The purpose of this drawing is to provide standard details only and fitness for purpose shall be determined and certified by the bridge design engineer. Because every abutment protection is designed to suit its specific location, this drawing shall be read in conjunction with the project specific bridge drawings.

MRTS03 allows for rock masonry walls to be substituted with unreinforced S20/20 mass concrete walls (if approved by the Project Administrator). Suitable rock quality and a tradesmen with considerable experience in rock masonry is needed to build a durable wall. Because such tradesmen are rare and a poorly constructed rock masonry wall will quickly fail, mass concrete walls are preferred.

Rock masonry is an inferior form of abutment protection compared to other standard forms of protection. Therefore, it's use should be limited to the widening of existing bridges that already have rock masonry.

In accordance with Workplace Health and Safety requirements, abutment headstocks must be easily accessible to allow them to be inspected and maintained. Where the clearance is no greater than 1700 high, this can be done by walking around the base of the protection. If the clearance is greater than 1700, a platform shall be provided 1700 from the underside of the bridge. Because a platform cannot be easily built into rock masonry, alternate forms of protection should be used when the clearance is greater than 1700.

Provided that the roadway embankment is no steeper than 1 on 2, access to the underside of the bridge shall be by walking down the road embankment. If the embankment is steeper than 1 on 2, a risk assessment shall determine the best method of accessing the underside of the bridge. This may be by walking down the road embankment where it is not too steep or by connecting a safety harness to a guardrail post for access down the embankment. Roadway embankments steeper than 1 on 2 must be protected.

When designing abutment protection, consideration must be given to the strength of the subgrade material. The protection must found in material CBR20 or better. The backfill material must be compacted to 95% RDD.

The possibility of scour at the protection must be assessed at each abutment. The depth of the protection into the ground must be designed to accommodate the depth of scour expected.

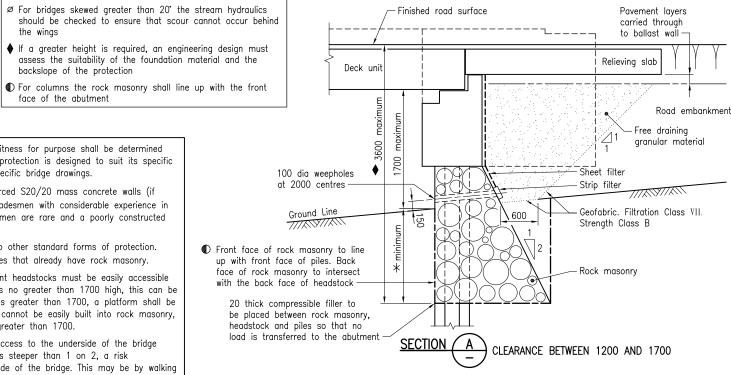
Pedestrian access down the abutment protection when the roadway embankment s no steeper than 1 on 2 Refer Design Criteria So Ground Line

ROCK MASONRY PROTECTION SQUARE BRIDGE SHOWN - SKEWED BRIDGE SIMILAR

The purpose of This Standard Drawing is to provide typical standard details.

The fitness for purpose of these details for a specific project shall be designed and certified by

The details specific to the project location shall be shown on the project specific drawings.



1. Refer Design Criteria for Bridges and Other Structures for the abutment protection type selection criteria.

Pavement layers carried throuah to ballast wall-

Road embankment

Free draining granular material

Relieving slab

Sheet filter

- Construction of abutment protection shall be in accordance with MRTS03.
- 2. PAYLINES for excavation shown thus ——-
- 3. DIMENSIONS are in millimetres unless shown otherwise.

ASSOCIATED AND REFERENCED DOCUMENTS:

Bridge Scour Manual

Design Criteria for Bridges and Other Structures

Departmental Specification

MRTS03 Drainage, Retaining Structures and Protective Treatments Leaislation:

Work Health and Safety Act 2011; Work Health and Safety Regulations 2011

Department of Transport and Main Roads			Maa.	(1)				
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ROCK MASONRY	Queensland Government		licen	licences/by/4.0/au				
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	Not to		2238					
	Scale	:	Date 11/19					
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