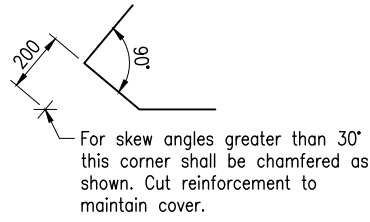


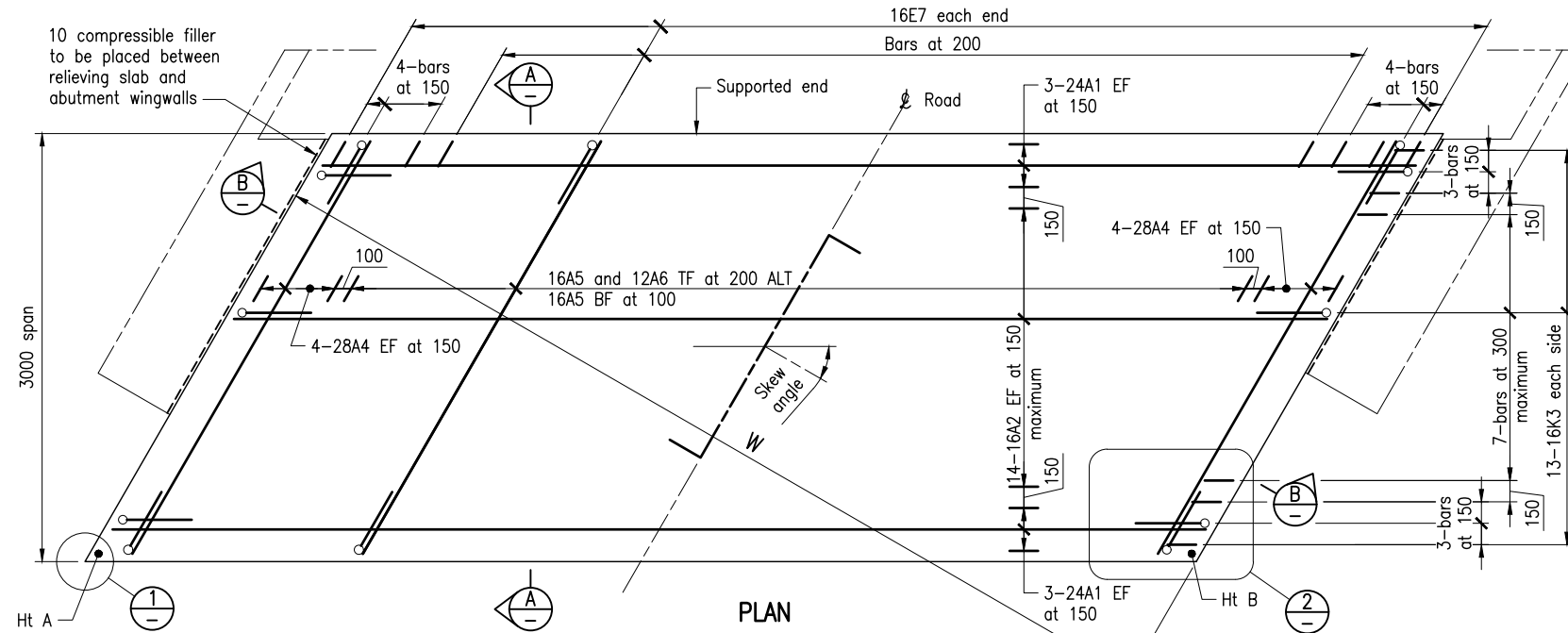
TABLE OF HEIGHTS

Height	Ht A	Ht B
ABUT A	xxx.xxx	xxx.xxx
ABUT B	xxx.xxx	xxx.xxx

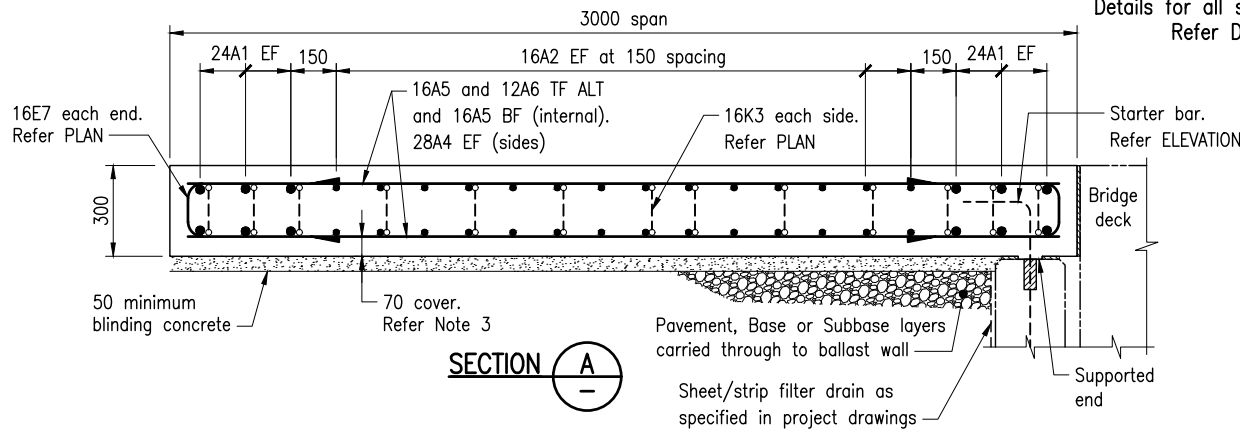
xxx.xxx = project specific details



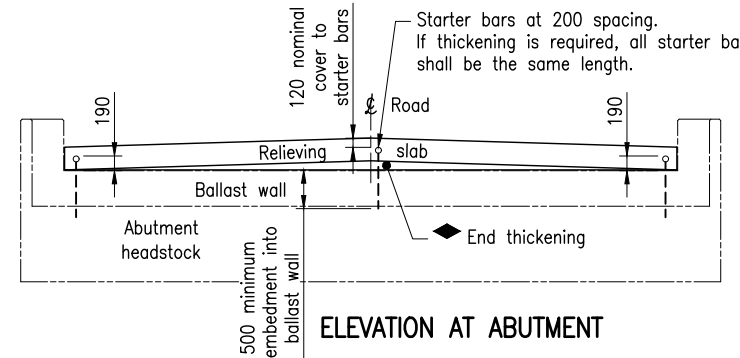
DETAIL 1



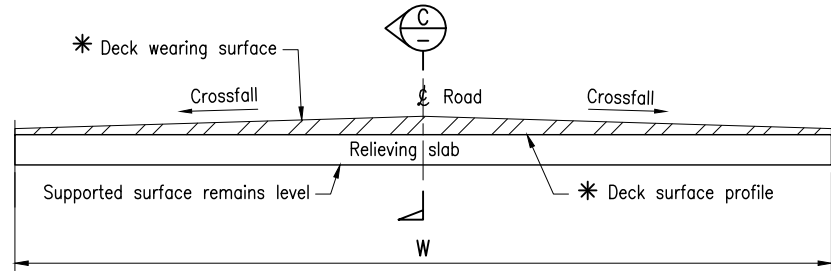
PLAN
Skew details shown.
Details for all skew angles are similar
Refer DESIGN CRITERIA



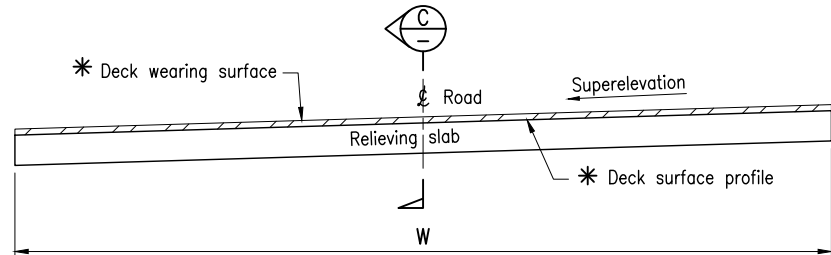
SECTION A



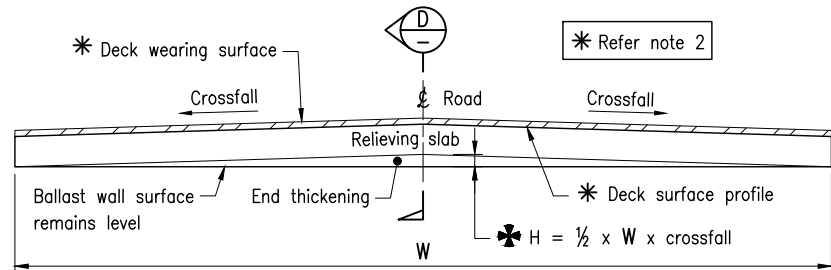
ELEVATION AT ABUTMENT



TYPE 1 - FOR BRIDGE DECKS WITHOUT CROSSFALL

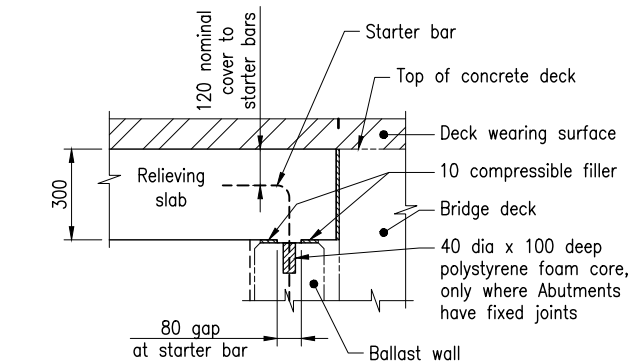


TYPE 2 - FOR BRIDGE DECKS WITH SUPERELEVATION

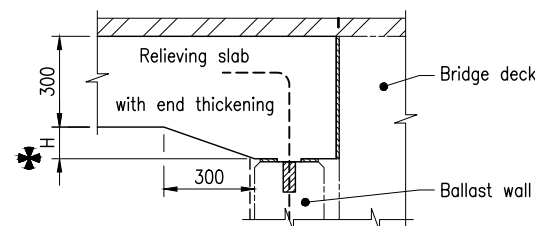


TYPE 3 - FOR BRIDGE DECKS WITH CROSSFALL

SECTION B

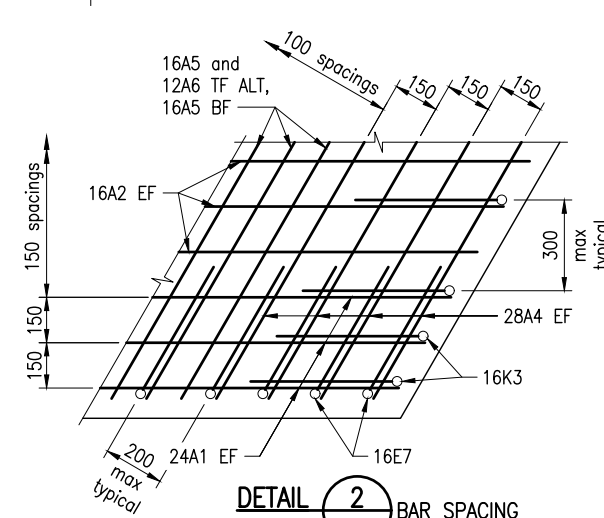


SECTION C

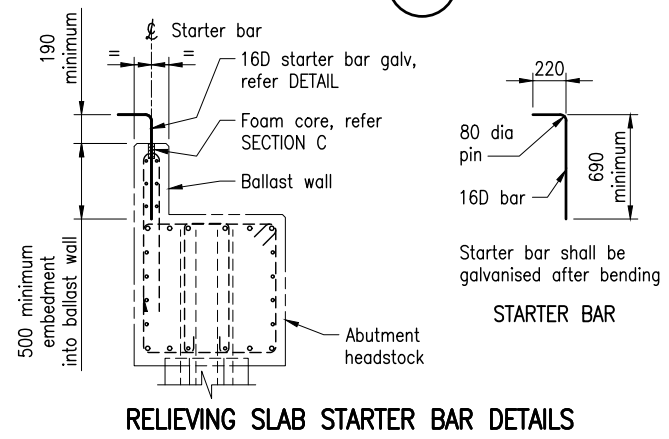


SECTION D Refer to SECTION C for all other details

* 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



RELIEVING SLAB STARTER BAR DETAILS

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.

DESIGN CRITERIA

Bridge Width

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

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.

NOTES:

1. RELIEVING SLABS shall be constructed on
 - (a) blinding concrete, or
 - (b) plastic sheet on a well trimmed and compacted surface covered by 25 sand blinding.
2. 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 shall be completed at least 15 metres away from the slab, unless otherwise accepted by the project road designer.
3. 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 the base of slabs that 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.
4. 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.
5. 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

Department of Transport and Main Roads			
BRIDGE APPROACHES			
RELIEVING SLAB 3 METRE SPAN		A3 Not to Scale	Standard Drawing No 2255 Date 7/2023