INTEROFFICE MEMORANDUM

DATE: August 8, 1973

TO: BRIDGE DESIGN PERSONNEL

FROM: Veral Pinkerton, Bridge Engineer

SUBJECT: Bridge Railing - 1973 AASHO Specifications

The 1973 AASHO Bridge Specifications include extensive revisions in the design and detail of bridge railing systems. For the present, it shall be our office policy to disregard these changes.

One specific point should be mentioned. We shall continue to use 2'-3" as the distance from the roadway surface to the applied load for the sloped face concrete barrier even though we detail it 2'-8" high.

VP:bw

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
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IN REPLY REFER TO Beldges and directures - Enteriors

Mr. Henry Grey Piractor of Highways Seate Highway Department Lizzle Cook, Arkensas

Sear Hr. Grays

Frinched are ten bepies of SHWA F sice dated May 11, 1973, on the subject, "Permanent Steel Bridge Deck Force for Comprete Deck Slobs of Gridges on Federal-sid Projects".

As moted, if the State wishes to permit the was of stay-in-place forms as an alternate, construction details should be included in the coeffications, and specifications.

Sinceraly yours,

/s/ E. V. Apel

C. P. PSHILD Division Yaglacor

Enclosures

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FEDERAL HIGHWAY ADMINISTRATION

SUDJECT Permanent Steel Bridge Deck Forms for Concrete Deck Slabs of Bridges on Federal-aid Projects

FHWA NOTICE

May 11, 1973 HNG-32

Due to the critical shortage of lumber, particularly plywood, throughout most of the United States, the contracting procedures prescribed in IM 40-3-72, dated July II, 1972, have been reevaluated.

It has been determined that the selection of material for bridge deck forms for bridges on Federal-aid Projects should, to the extent feasible, follow paragraph 16 Material or Product Selection of PPM 21-6.3, dated October 3, 1972. If the State highway department desires to include or permit alternate bridge deck form materials (removable forms or permanent forms) in a contract, then special details, designs and specifications must be included in the PS&E assembly for each acceptable forming method. To obtain maximum cost benefits, bidding procedures should permit the contractor the option of selecting which method is used. In the case of longer spans (generally over 100 feet) the details and method of bidding would also provide for the different beam requirements when different size members are required. One method that would provide for effective bidding would be to bid the complete superstructure or the superstructure items as lump sums and merely provide the quantities of structural steel, reinforcing steel and deck concrete for the various methods of forming as information to the bidders.

On the basis of current and completed research, concrete bridge decks constructed with precast bridge planks have shown high incidence of transverse cracking at the plank joints and concrete bridge decks constructed with permanent steel forms have shown greater indications of deterioration where significant amounts of deicing chemicals are used. Therefore, the inclusion of moisture barriers or other effective methods capable of preventing corrosion of the reinforcing steel is essential.

The specifications attached to IM 40-3-72 for Permanent Steel Bridge Deck Forms shall continue to be used for projects which permit or require this method of bridge deck forming. The provisions contained

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Headquarters Regions Divisions in the IM for a minimum credit to the project shall also apply when there is a change from removable bridge deck forms. Therefore, if a State determines that either forming method is considered acceptable, it would be desirable to provide for their use in the original plans and specifications.

H. A. Lindberg

Acting Associate Administrator for Engineering and Traffic Operations