

## 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



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

SUBJECT 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 11, 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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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