

For skews less than or equal to 20 degrees the transverse bars shall be placed parallel to the skew. For skews greater than 20 degrees the transverse bars shall be placed normal to the girders.

Use of steel stay-in-place forms should be considered during design for steel girder or precast girder bridges for special conditions only. Some circumstances which warrant such investigation include: bridges over heavily traveled roads, bridges over live streams and bridges over deep canyons. A discussion on their use shall be made in the Design Concept Report. If use of steel stay-in-place forms is not recommended during design, they will not be allowed during construction due to the extra dead load. Contractor requests for usage during construction will not be approved.

**302.01 SPAN LENGTHS
(AASHTO 3.24.1.2)**

The deck slab span length for AASHTO girders shall be the clear distance between the top flanges plus one-half the flange width.

**302.02 SLAB THICKNESS
(AASHTO 8.11.1)**

The thickness of new deck slabs shall be designed in 10 millimeter increments with the minimum thickness as shown below, unless otherwise directed by the Project Manager.

Slab Thickness		
	<i>S(m)</i>	<i>t(mm)</i>
Up to	1.800	190
1.801 to	2.100	200
2.101 to	2.400	210
2.401 to	2.700	220
2.701 to	3.000	230
3.001 to	3.300	240
3.301 to	3.600	250
3.601 to	3.900	260

Where S = Design span as defined in AASHTO 3.24.1 and above.

t = Minimum thickness of deck slab.

**302.03 PROTECTION AGAINST
CORROSION
(AASHTO 8.22.1)**

The minimum clearance for top reinforcing in new decks shall be 50 millimeters with 50 millimeter Asphaltic wearing surface and the minimum specified concrete strength ($f'c$) shall be 280 kg/cm².

**302.04 DISTRIBUTION METHOD
(AASHTO 3.24.3)**

Use the AASHTO method for load distribution on slabs except for unusual loads or unusual structures such as single cell boxes.

**302.05 RAILING LOADS
(AASHTO 3.24.5.2)**

When barriers are located at the deck edge, the deck shall be designed to resist both the axial force and the bending moments due to all dead loads and horizontal rail load or due to all dead loads plus vertical wheel loads, whichever is critical.