

As much as
75% FASTER
than on-site
field-fabricated
construction

RediDek® Bridge Deck Replacement System

Patented System



Making Bridge Rehabilitation Affordable

TrueNorth Steel's innovative process uses lightweight prefabricated galvanized corrugated steel deck panels. RediDek® bridge deck panels arrive on site ready to install on existing steel, wood or concrete girders.



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Features & Benefits

- Shop-installed lifting eyes facilitate fast picking points for speedy installation.
- Pre-punched weld holes are provided based on girder spacing. For concrete or timber stringers, a bolted flange connection is provided to securely attach the RediDek® panels to the bridge girders.
- RediDek® prefabricated panels have interior splice bars to bolt adjacent panels together.
- Each panel has shop-installed side and end dams to contain road base, asphalt or concrete.
- Shop-installed blade runners protect steel bridge deck from grader and plow blades.

Steel Specifications & Span Tables

Table 1 - Engineering Data, 12" x 4-1/4" Bridge Flooring - Type A

Nominal Gauge	Design Thickness (in)	Yield Strength (ksi)	Approx. Weight (psf)	Moment of Inertia (in ⁴ /ft)	Section Modulus (in ³ /ft)	Allowable Net Span* (in)			
						HS 15-44	HS 20-44	HL-93	U80
12	0.104	50	7.4	6.05	2.92	65	52	52	N/A
9	0.149	50	10.5	8.83	4.02	77	61	61	59
7	0.179	50	12.6	10.59	4.78	89	70	70	67

The allowable net spans presented in the table above are for informational purposes only and require consultation with the project engineer for specific product application recommendations.

- Net span is the clear span between girder flanges.
- Allowable net span is based on 3-3/4" of gravel ballast cover above the top flange of 4-1/4" decking.
- Steel decking shall be 4-1/4" deep x 12" lay length "Type A" galvanized corrugated steel conforming to ASTM A653 grade 50.
- Steel decking shall be galvanized G200 coating weight per ASTM A653.

Beaverhead County Installation



“ TrueNorth Steel’s revolutionary RediDek® prefabricated deck panels saved us three days of construction time. As one of the largest counties in Montana, we are limited on county forces and infrastructure dollars. Saving valuable time allows us to quickly move onto the next project.” – Scott Jones, Beaverhead County Road and Bridge Supervisor