

IOWA DEPARTMENT OF TRANSPORTATION

To Office Bridges and Structures Date March 1, 2008
Attention All Employees Ref No. 521.1
From Gary Novey
Office Bridges and Structures
Subject MM No. 190 (LRFD Guidelines for Repair Projects)

Questions about the use of the AASHTO LRFD specifications for bridge repair designs have been brought to my attention. For now the following policy should be used when doing repair designs for the office.

1. If the design includes the complete replacement of the superstructure (beams and deck), then design the superstructure using the current AASHTO LRFD specifications. If required due to additional loading, the substructure shall be checked using the AASHTO 2002 Standard Specifications.
2. If the repair design includes:
 - a. A partial widening with just one or two new beam lines added
 - b. Replacement of the deck or barriers
 - c. Repairs to piers or abutments
 - d. Replacement of individual beams
 - e. Minor repair to beams, bearings or barriers rails

Then the AASHTO 2002 Standard Specifications or AASHTO LRFD Specifications may be used.

3. Questions have also been raised about the recent memo MM No.162, which dealt with the use of TL-5 barrier rails on all new interstate bridges. For now this policy is only for new bridges or major repairs where the deck or barrier rail is replaced. Rail retrofits projects shall continue to use the standard retrofit rails, which are 2 ft -10 in tall (See CADD standards 1031-1031T for details).

If you have any questions on the updated sheets, please check with Mike Nop or Dean Bierwagen.

GAN/dgb/bj