

IOWA DEPARTMENT OF TRANSPORTATION

To Office	Bridges and Structures	Date	February 1, 2008
Attention	All Employees	Ref No.	521.1
From	Gary Novey		
Office	Bridges and Structures		
Subject	Issuance of New Wing Standards 2110, 2111, 2112, 2112-S, 2113, 2113-S, 2114, 2114-S and 2115. (CADD M0095)		

The following new standards have been issued and shall be used on all new bridge projects. These standards shall be used with revised A, B, C, and D abutment standards, new bulb tee abutment standards, and nonstandard welded girder bridges. See CADD M0054 and M0097 that were release on February 1, 2008 for additional information. The bridge wing height has been revised to a rectangular section to work with the new bridge and backfill standard 1007D or 1007E and the thickness has been revised to match the variable barrier rail end section.

The new bridge plan format will show the wing details on a separate plan sheet in addition to the Integral Abutment and Stub Abutment standard sheets. In addition, the abutment wing reinforcing details have been removed from the revised Integral Abutment and Stub Abutment standards.

Electronic copies are available in the following Office of Bridges and Structures standard directory **W:\Highway\Bridge\Standards\Bridges** and on the Internet:

<http://www.dot.state.ia.us/bridge/standard.htm>

1. Standards 2110-2114

Individual wing standards have been issued for the: A beam (sheet 2110); B, BTB (sheet 2111); C and BTC (sheet 2112); D and BTB (sheet 2113); and BTE (2104). Each of these standards has the wing height determined by the standard prestressed beam depth and should be used with the integral abutment bridge standards.

2. Standards 2112-S, 2113-S and 2114-S

Individual wing standards have been issued for the: C and BTC (sheet 2112-S); D and BTB (sheet 2113-S); and BTE (2114-S). Each of these standards has the wing height determined by the prestressed beam depth and should be used with the stub abutment bridge standards.

3. Standard 2115

To be used with non-standard welded girder type bridges with either integral abutments or stub abutments. The abutment wing height is determined using a minimum "C" dimension of 1'-0" which is from the bottom of the abutment footing to the bottom of wing at the abutment corner with the smallest vertical dimension. The same abutment wing height should then be used at all other corners. The "C" dimension may vary because of grade changes and skews.

If you have any questions on the new released standard sheets, please check with Thayne Sorenson or Dean Bierwagen.

GAN/dgb/bj