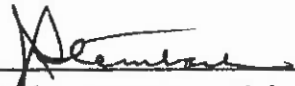


TO: SUPERSEDED BY EB 82-018 EFFECTIVE 4/26/82	ENGINEERING BULLETIN NEW YORK STATE DEPARTMENT OF TRANSPORTATION
Distribution: <input checked="" type="checkbox"/> Main Office <input checked="" type="checkbox"/> Regions <input type="checkbox"/> Special	Code: <u>EB 81-43</u>
APPROVED:  _____ J. Sternbach, Deputy Chief Engineer (Construction Div.)	Date: <u>09/17/81</u> Supersedes: <u>EB 81-18</u> dated <u>4/27/81</u> .

This Engineering Bulletin Expires _____

There were a number of cases during the past construction season where welding was performed in the tension zone of structural steel in violation of our specifications. The purpose of this Bulletin is to call to the attention of all construction and design engineers the need for strict enforcement of the prohibition against such welding.

Plans for steel bridges contain the following note: "Within the tension zones delineated, there shall be no welding permitted other than what is detailed on the plans. Welding for the attachment of forms, ties, etc., shall not be permitted."

Plans for continuous steel bridges (those having top flange tension zones) will have the tension zones defined. The tension zone areas are the areas in which no welding, other than that shown on the plans, will be allowed. Stud Shear Connectors may be continued through these areas to approximately the point of D.L. contraflexure, which will also be shown on the plans. Stud Shear Connectors shall not be continuous across these tension zone areas.

Only welding for the purpose of repairing a steel stringer will be allowed in a tension zone, and this welding will only be allowed in conjunction with the approval of a repair procedure by the Deputy Chief Engineer, Structures.

If the plans for any bridge being constructed under your direction appear ambiguous or incomplete with regard to the definition of the tension zone, contact the Structures Division for clarification or interpretation of the plans.

Failure to comply with this requirement may lead to serious fatigue cracking of steel stringers and resultant shortened bridge life and/or high repair costs.

NOTE: The foregoing will be included in the next revision to the Construction Supervision Manual. In the interim, insert this Bulletin in the Manual following Page 550-2.