
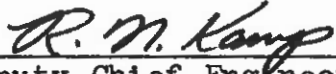


TO: MAIN OFFICE REGIONAL OFFICES SUPERSEDED BY EB 97-020 EFFECTIVE 4/4/1997	 ENGINEERING INSTRUCTION NEW YORK STATE DEPARTMENT OF TRANSPORTATION
	SUBJECT: DESIGN CRITERIA FOR HIGHWAY BRIDGES 74-2 Framing of Curved Bridges Subject Code: 7.35
Distribution: <input checked="" type="checkbox"/> Main Office <input checked="" type="checkbox"/> Regions <input type="checkbox"/> Special	Code: <u>EI 74-71</u> Date: <u>8/5/74</u> Supersedes:
APPROVED:  <u>Deputy Chief Engineer (Structures)</u>	

All stringers of horizontally curved highway bridges shall be curved.

If the central angle subtended by a span of the bridge exceeds the value given in the following table, the moments, shears and other forces required to proportion the individual members shall be based on an analysis of the entire structure, which takes into account the complete distribution of loads to the various members.

If the central angle subtended by each span does not exceed the value given, the members shall be designed as equivalent straight stringers of the developed length.

In all cases, the influence of torsion and the resulting stresses must be included in the design.

LIMITING CENTRAL ANGLE FOR NEGLECTING CURVATURE IN DETERMINING PRIMARY BENDING MOMENT			
No. of Stringers	Simple Span	End Span Continuous	Inter. Span Continuous
2	2°	3°	4°
3 or 4	3°	4°	5°
5 or more	4°	5°	6°