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TO: 215. M. Tegza Final Plans Rev. Bur. Bldg. 5 4th Fl. SUPERSEDED BY EI 80-021 EFFECTIVE 4/18/1980	ENGINEERING INSTRUCTION NEW YORK STATE DEPARTMENT OF TRANSPORTATION SUBJECT: DESIGN CRITERIA FOR BRIDGES: 74-1 SELECTION GUIDELINES FOR THE USE OF UNPAINTED WEATHERING STEEL Subject Code: 7.35-12
Distribution: <input type="checkbox"/> Main Office <input type="checkbox"/> Regions <input checked="" type="checkbox"/> Special	Code: <u>EI 75-5</u>
APPROVED: <div style="text-align: center;"><i>R. N. Kamp</i></div>	Date: <u>January 10, 1975</u> Supersedes:

In order to minimize maintenance problems, reduce maintenance costs and eliminate the hazard frequently associated with the painting of bridges, superstructures of unpainted weathering (A 588) steel should normally be specified for the design of structures spanning waterways or railroads, where prestressed concrete design is inappropriate. For steel structures spanning highways, the use of unpainted weathering steel should be considered in order to gain the same advantages where substructure staining can be avoided or minimized, or at locations where such staining would not be deemed aesthetically displeasing.

To the degree necessary, the contract plans should include details of construction methods, materials and/or practices to prevent or remove substructure staining considered to be objectionable. For structures prominently exposed to the view of great numbers of people, elaborate measures should be employed. On the contrary, for isolated structures, or for those in unattractive environments, little or no protective measures need be taken.

For structures spanning railroad yards, consideration should also be given to the employment of unpainted weathering steel cap beams and columns for piers where accessibility for repair would be a major problem.

Requests by communities or others for the painting of weathering steel should generally be denied, except those with strong justification. To avoid complications during and subsequent to construction, this matter should be considered and a determination made prior to the completion of final design.

RNK/RCK/LH