
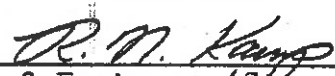


7-9-75

TO: 215. M. Tegza Final Plans Rev. Bur. Bldg. 5 4th Fl. SUPERSEDED BY EB 98-014 EFFECTIVE 4/24/1998	 <h2 style="text-align: center;">ENGINEERING INSTRUCTION</h2> <p style="text-align: center;">NEW YORK STATE DEPARTMENT OF TRANSPORTATION</p> <p>SUBJECT: DESIGN CRITERIA FOR BRIDGES: 75-2 BOLTED SPLICES IN ROLLED BEAMS AND BUILT-UP GIRDERS</p> <p>Subject Code: 7.35-12</p>
Distribution: <input type="checkbox"/> Main Office <input type="checkbox"/> Regions <input checked="" type="checkbox"/> Special	Code: <u>EI 75-36</u>
APPROVED:  <hr/> Deputy Chief Engineer (Structures)	Date: <u>5/27/75</u> Supersedes:

In the design of long stringers and girders, simple or continuous, straight or curved, consideration should be given to the need for field splices. Bolted field splices are preferred over welded field splices whenever aesthetically acceptable because of substantial savings in time and money.

Except for those cases where it is obvious that no field splice will be required (span lengths less than 120 feet for straight or long radius curved members), the flanges should have sufficient excess area at points where splicing is anticipated to permit a bolted splice to be made.

Splice locations are generally selected near transitions in flange thickness or width where there is sufficient flange area to permit hole drilling while still maintaining the required net area.

When rolled beams are used for continuous structures, the field splices should be located in areas where no cover plates are required and consideration should be given to the fact that the fatigue strength of the section adjacent to the bolted connection (Category B*) is less than the fatigue strength of the base metal in areas where there is no splice (Category A*).

*See Article 1.7.3 of the Standard Specifications for Highway Bridges.

