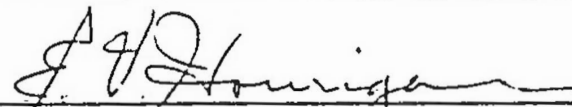


CONSULTATION

TO: SUPERSEDED BY EB 97-020 EFFECTIVE 4/4/97	<h2 style="text-align: center;">ENGINEERING INSTRUCTION</h2> <p style="text-align: center;">NEW YORK STATE DEPARTMENT OF TRANSPORTATION</p> <p>SUBJECT: Technical Policy and Procedure Manual: Users Manual for Bridge Inventory and Inspection Part III - Rating Subject Code: 7 . 35-11</p>
Distribution: <input type="checkbox"/> Main Office <input checked="" type="checkbox"/> Regions <input checked="" type="checkbox"/> Special	Code: <u>EI 82-44</u>
APPROVED:  <u>E. V. HOURIGAN, Deputy Chief Engineer (Structures)</u>	Date: <u>June 29, 1982</u> Supersedes:

A review of Bridge Rating Computations indicates that a question exists in the interpretation of the Manual For Maintenance Inspection of Bridges, 1978 in regards to placement of live loads on the structure.

In rating the structure the following procedure will be followed:

1. The number of design lanes will be in accordance with the AASHTO Standard Specifications for Highway Bridges except that two lanes shall be considered for roadway widths down to 18'. However, if the lanes in use under actual traffic exceed this requirement then the actual number of traffic lanes in use should be used to rate the structure.
2. All trucks or lane loads will be kept within the lanes used to rate the structure.
3. The distribution of loads shall be determined in accordance with the current AASHTO Standard Specifications for Highway Bridges except when the width of traffic lanes is less than 10 feet. For lane widths less than 10 feet the truck loading shall be positioned to provide 1.5 feet between an edge of lane and the center of a wheel load, and the lane loading shall be assumed to occupy the entire lane width.
4. When the bridge rating affects the posting of a bridge and is influenced by sidewalk loads, such as a girder carrying sidewalk and truck loading, the 4th paragraph on Page 32 of the Manual For Maintenance Inspection of Bridges, 1978 concerning sidewalk loadings should be reviewed by the Engineer. The Engineer must then determine the probable maximum sidewalk load and make a determination of unit loading to be used. The loading to be used will not exceed the design loading as given in the AASHTO Standard Specification for Highway Bridges.