

READER RESPONSE

Editor,

I liked your message, "Those That Show Up Help Make the Rules," in the Winter 2013 issue of ASPIRE. I absolutely agree.

John Crigler, President
VSL
Hanover, Md.

[Editor's Response]

Thanks, John, for the note. It is a great team effort by all of us (association staff and volunteers). Association staff work hard to get creditable data into the hands of decision makers, but the volunteer committees have to carry the biggest load of creating the knowledge. And thus, "those that show up help make the rules."

Editor,

Were long-term dead load deflections a consideration during the "Evaluation of Common Design Policies for Precast, Prestressed Concrete I-Girder Bridges" described in the article in the Winter 2013 issue of ASPIRE™? If so, what criteria were used? If not, why not?

J. Doughty
Parsons Brinkerhoff
Raleigh, N.C.

[Author's Response]

Long-term dead load deflections were not considered in the analyses. The study was intended only to identify the relative sensitivity of three selected design policies over a wide range of span lengths, girder depths, girder spacings, etc. In actual design, some of the design outcomes used in the study may be disqualified for other reasons. However, in the authors' opinion, such disqualifications would not change the basic conclusions with respect to the relative sensitivity of the selected design policies.

Richard Brice and Bijan Khaleghi
Washington State Department of Transportation
Olympia, Wash.

Stephen J. Seguirant
Concrete Technology Corp.
Tacoma, Wash.


Editor,

The Perspective article regarding design policies for I-Girder bridges is very enlightening. Although no specific cost data are included, the implication is that substantial additional construction cost is incurred when using the more conservative standards. However, I expect that the actual cost differential is quite reasonable, especially when all life-cycle costs are included. The cost story would make a good follow-up article.

Stewart Gloyd
Olympia, Wash.

[Author's Response]

Cost analyses were beyond the scope of the study performed, and would take significant effort to assemble. However, the authors agree that the data in the article should not be extrapolated to imply substantial cost increases due to the use of more conservative design policies. WSDOT employs all three conservative policies in its standard design practice, but still finds that prestressed concrete girder bridges are the most economical, both from a first cost and life-cycle perspective.

Richard Brice, Bijan Khaleghi, and Stephen J. Seguirant 



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