

Message from the Editor

Anytime I run across statistics about our nation's bridge infrastructure, I am staggered by the numbers. For example, the Federal Highway Administration's National Bridge Inventory statistics for 2012 indicate that there are 607,000 bridges in the United States and that 24% of them are either structurally deficient or functionally obsolete. Those numbers imply that a significant amount of bridge construction is in our future.

Most bridges are not signature spans like New York's Tappan Zee Bridge—a steel truss structure currently being replaced with twin cable-stayed steel structures. Rather, they are the highway bridges we drive over and under every day. The National Steel Bridge Alliance is always on the lookout for innovations that further increase the cost effectiveness of these types of steel bridges. One such concept is called “simple-made-continuous” or “simple for dead load–continuous for live load” (SDCL for short). The SDCL concept combines the constructability of simple-span structures with the in-service performance of continuous spans through the use of a unique field connection between adjacent girders. This field connection has been the focus of several studies investigating the ease of construction and long-term durability of effective connection details.

This year, the second and third quarter issues of *Engineering Journal* contain a collection of peer-reviewed papers highlighting some of this SDCL research. In a slight departure from our regular format, one paper in each issue presents a successful SDCL steel bridge case study.

For more information on SDCL steel bridge solutions, visit the National Steel Bridge Alliance at www.steelbridges.org.

Sincerely,

A handwritten signature in black ink that reads "Keith A. Grubb". The signature is written in a cursive, flowing style.

Keith A. Grubb, P.E., S.E.
Editor

