SHORT SPAN STEEL BRIDGE ALLIANCE™

AGA American Galvanizers Association
Protecting Steel for a Sustainable Future

Building Better Bridges in 2025

AIA Approved Continuing Education

ENGINEERING RCEP REGISTERED CONTINUING EDUCATION PROGRAM

Feb 19, 1 pm ET	Steel vs Concrete Life Cycle Performance and Costs
April 23, 1 pm ET	Unlocking the Potential of Buried Steel Structures
Sept 10, 1 pm ET	Next-Gen Steel Bridge Design Tools for Smarter Solutions
Dec 10, 1 pm ET	Simple for Dead, Continuous for Live Designs for Optimal Performance

Steel®

www.shortspansteelbridges.org

Steel vs Concrete Life Cycle Performance and Costs

Building Better Bridges in 2025
Short Span Steel Bridge Alliance
February 19, 2025

Michael Barker, PE
University of Wyoming
Short Span Steel Bridge Alliance

Short Span Steel Bridge Alliance – Who We Are

A group of **bridge** and **buried soil structure** industry leaders who have joined together to provide **educational information** on the design and construction of short span steel bridges in installations up to **140 feet in length**.

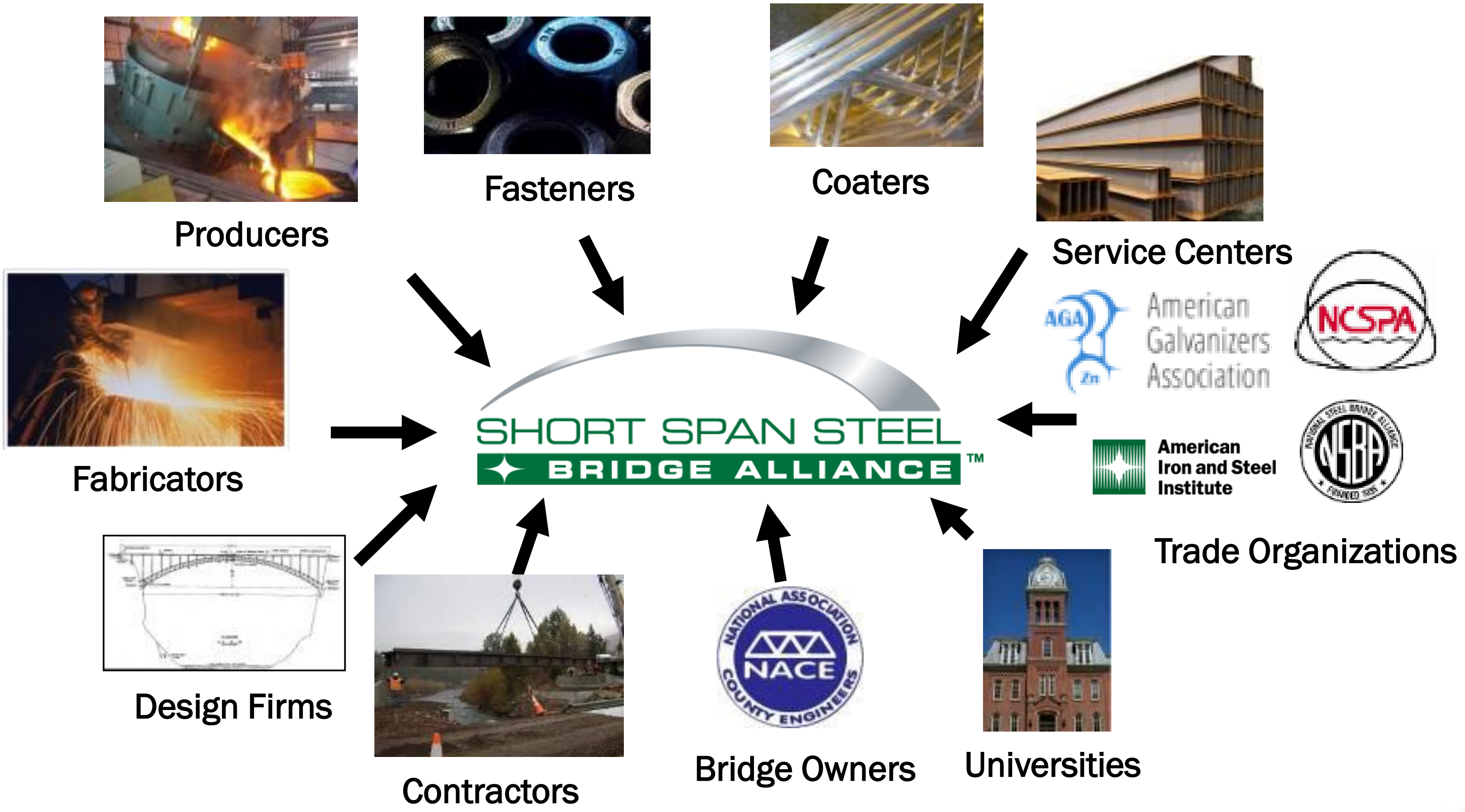
Rolled Beam & Plate

Buried Bridges

Truss

Press Brake & Folded Plate

SSSBA – Our Members



SSSBA – What We Do

- Education (webinars, workshops, forums, conferences)
- Technical Resources (standards, guidelines, best practices)
- Case Studies (economics: steel is cost-effective)
- Simple Design Tools (eSPAN140)
- Answer Questions (Bridge Technology Center)
- Prefabricated Bridge Manufacturers (industry contacts)
- Innovative & ABC Design

eSPAN140™

www.ShortSpanSteelBridges.org

Steel & Concrete Bridges

Initial Costs

Life Cycle Costs

Galvanized Bridges

Initial Costs: Steel & Concrete

Preconception that Concrete is Less Expensive than Steel for Typical Bridges

Many Times Steel is Not Even Considered

Owners Paying More Than They Could for Bridges

Unwarranted Lack of Competition Not Good

Missouri County Bridges – Where the SSSBA Began

Steel

<u>Audrain County, MO Bridge 411</u>
Built 2012
Steel 4 Girders
47.5 ft. Span
24 ft. Roadway Width
2 ft. Structural Depth
No Skew

Concrete

<u>Audrain County, MO Bridge 336</u>
Built 2012
Precast 6 Hollowcore Slab Girders
50.5 ft. Span
24 ft. Roadway Width
2 ft. Structural Depth
20^{o} Skew

County Crew Built Bridges

Side-by-Side Comparison Total Cost of Structure

Steel

19.3% Total Bridge Cost Savings with Steel

Concrete

Steel – Total Bridge Costs

Material	= $41,764
Labor	= $24,125
Equipment	= $21,521
Guard Rail	= $ 7,895
Rock	= $ 8,302
Engineering	= $ 8,246
TOTAL	= $111,853 ($97.48 / sq. ft.)

Concrete – Total Bridge Costs

Material	= $67,450
Labor	= $26,110
Equipment	= $24,966
Guard Rail	= $ 6,603
Rock	= $ 7,571
Engineering	= $21,335
TOTAL	= $154,035 ($120.83 / sq. ft.)

Superstructure Only Comparison

Steel

Superstucture Costs

Material	
Girders	= $ 21,463
Deck Panels	= $ 7,999
Reinf Steel	= $ 3,135
Concrete	= $ 4,180
Labor	= $ 5,522
Equipment*	= $ 500
SUPER TOTAL	= $ 42,799

SUPER TOTAL = $37.54 / sq. ft.

Concrete

Superstructure Costs

Material	
Slab Girders	= $ 50,765
Deck Panels	= $ 0
Reinf Steel	= $ 724
Concrete	= $ 965
Labor	= $ 4,884
Equipment*	= $ 4,000
SUPER TOTAL	= $ 61,338

SUPER TOTAL = $50.61 / sq. ft.

**Added cost to use galvanized steel = $5,453.80 or $0.22 / lb. (includes est. 10% fabrication fee)*
*** Cost to use weathering steel is approximately $0.04 / lb. (already included in cost in example)*

*County Crane (30 Ton) used for Steel, Larger Rented Crane (100 Ton) Required for Concrete (Equivalent County Crane Cost is $1520, would result in Steel Cost of $38.88 / sq. ft.)

True Cost Comparison Steel vs Concrete

Steel: Superstructure $37.54 per sq. ft.

Concrete: Superstructure Cost $50.61 per sq. ft.

25.8% superstructure cost savings

Same bridge conditions:

- Structural Depth = 2 ft. (No Difference in Approaches)
- Roadway Width = 24 ft.
- Same Abutments for Both Can be Used (Steel Could Use Lighter)
- Same Guard Rail System
- Same Work Crew

Case Study Bridges: Other Bridges in Audrain County

Superstructure	Steel						Concrete				
Bridge Number	061	140	149	152	710	AVG	028	057	069	520	AVG
Year Built	2008	2008	2008	2009	2010	AVG	2009	2010	2011	2006	AVG
Span Length	50	50	40	62	64	**53.2**	36	36	38	40	**37.5**
Skew	0	0	0	30	35	**13**	0	15	20	30	**16.25**
Cost Summary											
- Labor	$14,568	$21,705	$15,853	$24,765	$31,949	**$21,768**	$12,065	$15,379	$14,674	$19,044	**$15,291**
- Material	$56,676	$53,593	$46,282	$92,821	$69,357	**$63,746**	$51,589	$54,450	$50,576	$46,850	**$50,866**
- Rock	$6,170	$6,216	$3,694	$8,235	$6,501	**$6,163**	$5,135	$7,549	$5,378	$3,621	**$5,421**
- Equipment	$7,487	$12,026	$7,017	$19,579	$15,266	**$12,275**	$5,568	$10,952	$11,093	$14,742	**$10,589**
- Guardrail	$4,715	$7,146	$3,961	$7,003	$7,003	**$5,966**	$4,737	$4,663	$5,356	$3,323	**$4,520**
Construction Cost	$89,616	$100,686	$76,807	$152,403	$130,076	**$109,918**	$79,094	$92,993	$87,077	$87,580	**$86,686**
CONST. COST PER FT^2	**$74.68**	**$83.91**	**$80.01**	**$102.42**	**$84.68**	**$86.09**	**$91.54**	**$107.63**	**$95.48**	**$91.23**	**$96.32**

Missouri DOT State Bridges

Both Bridges Cross US 63 in Boone County

Concrete P/S: 92 ft – 92 ft

Route H (Columbia Airport)

Built 2011

Steel Plate Girder: 98 ft – 98 ft

Discovery Parkway (Columbia)

Built 2007

Contractor Built Bridges

Missouri DOT State Bridges

Both Bridges Cross US 63 in Boone County

Concrete P/S: 92 ft – 92 ft

Route H (Columbia Airport)

Built 2011

Letting Date 5/27/2011					
1800	206-10.00	Class 1 Excavation	85	CUYD	$1,700.00
1810	702-10.12	Structural Steel Piles (12 in.)	737	LF	$33,533.50
1820	702-60.00	Pre-Bore for Piling	240	LF	$9,600.00
1830	702-70.00	Pile Point Reinforcement	22	EA	$2,420.00
1840	703-20.03	Class B Concrete (Substructure)	76.2	[illegible]	[illegible]
1850	703-42.13	Slab on Concrete I-Girder [illegible]	[illegible]	[illegible]	[illegible]
1860	703-42.15	[illegible]	[illegible]	[illegible]	[illegible]
1870	705[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1880	706[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
~~1890~~	~~707[illegible]~~	[illegible]	[illegible]	[illegible]	[illegible]
1900	712-3[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1910	715-1[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1920	716-10[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1930	716-10[illegible]	[illegible]	[illegible]	EA	$2,480.00
1940	725-10[illegible]	[illegible] Spacers	10	EA	$20,000.00
				Total Bridge Cost =	$440,632.50
				Cost/ft² =	$77.71

Steel Plate Girder: 98 ft – 98 ft

Discovery Parkway (Columbia)

Built 2007

Letting Date 9/28/2007					
1560	206100	Class 1 Excavation	[illegible]	[illegible]	[illegible]
1580	7021012	Structural S[illegible]	[illegible]	[illegible]	[illegible]
~~1570~~	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	LB	$15,029.00
[illegible]	[illegible]	[illegible]		~~L.S.~~	~~$7,000.00~~
[illegible]	[illegible]	[illegible]	12	EA	$2,400.00
[illegible]	7151001	Vertical Drain at End Bents	2	EA	$4,000.00
1720	7162000	Laminated Neoprene Bearing Pad	9	EA	$10,800.00
1710	7161003	Laminated Neoprene Bearing Pad (Tapered)	18	EA	$6,750.00
1730	7251000	Corrugated Metal Pipe Pile Spacers	20	EA	$5,000.00
1670	7125365A	Intermediate Field Coat (System G)	22100	SQFT	$30,940.00
1680	7125370A	Finish Field Coat (System G)	2800	SQFT	$3,220.00
~~1690~~	~~7129911~~	~~Misc. Fab. Struc. Low Alloy Steel (Aesthethics~~	~~24330~~	~~LB~~	~~$54,742.50~~
				Total Bridge Cost =	$1,057,538.80
				Cost/ft² =	$64.04
				Cost/ft² with ENR CCI Adjustment of 1.139 =	$72.94

Using ENR CCI Index Increase of 2.7%/yr For 2017

Concrete = $ 91.18/ft²

Steel = $ 85.58/ft²

Summary on Initial Costs

SSSBA Conducted Case Studies:

- County & State Bridges
- Bids & Actual Costs
- Case Studies of County Bridges
- **Others Not Shown Here**

NSBA Cost Study

Superstructure	Steel						Concrete				
Bridge Number	061	140	149	152	710	AVG	028	057	069	520	AVG
Year Built	2008	2008	2008	2009	2010	AVG	2009	2010	2011	2006	AVG
Span Length	50	50	40	62	64	53.2	36	36	38	40	37.5
Skew	0	0	0	30	35	13	0	15	20	30	16.25
Cost Summary											
- Labor	$14,568	$21,705	$15,853	$24,765	$31,949	$21,768	$12,065	$15,379	$14,674	$19,044	$15,291
- Material	$56,676	$53,593	$46,282	$92,821	$69,357	$63,746	$51,589	$54,450	$50,576	$46,850	$50,866
- Rock	$6,170	$6,216	$3,694	$8,235	$6,501	$6,163	$5,135	$7,549	$5,378	$3,621	$5,421
- Equipment	$7,487	$12,026	$7,017	$19,579	$15,266	$12,275	$5,568	$10,952	$11,093	$14,742	$10,589
- Guardrail	$4,715	$7,146	$3,961	$7,003	$7,003	$5,966	$4,737	$4,663	$5,356	$3,323	$4,520
Construction Cost	$89,616	$100,686	$76,807	$152,403	$130,076	$109,918	$79,094	$92,993	$87,077	$87,580	$86,686
CONST. COST PER FT²	**$74.68**	**$83.91**	**$80.01**	**$102.42**	**$84.68**	**$86.09**	**$91.54**	**$107.63**	**$95.48**	**$91.23**	**$96.32**

tate Bridge (Designed by eSPAN140)

nsas Department of Transportation

- Shawnee County
- 112 feet (5 plate girder bridge)
- Competitive bid process (steel vs. concrete)
- DOT used eSPAN140 for preliminary design
- Constructed in summer 2014

Steel Bridge Bid

Concrete Bridge Bids

Steel = $ 1.240 mil

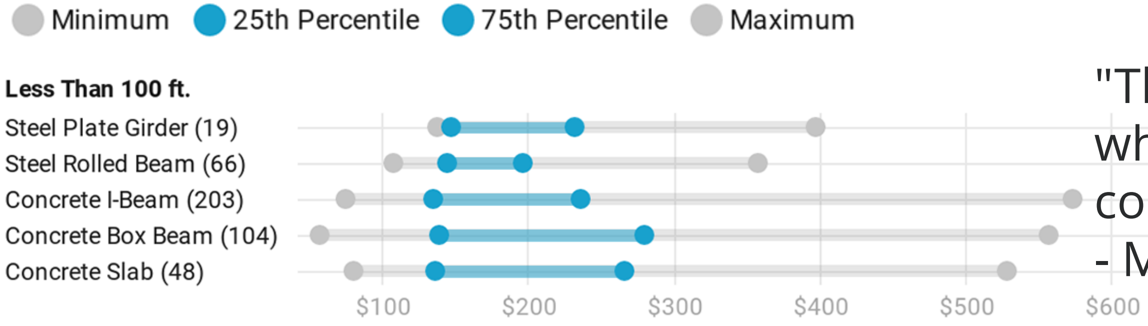
Concrete = $ 1.243 – $ 1.425 mil

County Bridge (Designed by eSPAN140)

- **Boone County, Missouri (Local)**
  - High Point Lane Bridge
  - 102 feet (2 lane rural road plate girder bridge)
  - 44” weathering steel plate girders (4 lines)
  - Constructed in summer 2013

National Bridge Cost by Beam Subtype ($/SF)

(#) indicates number of bridges for each beam type



"These conclusions come as a surprise to the authors, who assumed that concrete bridges would be more cost-competitive than steel bridges."
- Mike Digregorio, HDR

https://www.aisc.org/nsba/hdr-pricing-study/

Steel Bridges Compete and Win!

What About Life Cycle Costs?

As owners replace their bridge infrastructure, the question of Life Service and Life Cycle Costs routinely comes up between concrete and steel bridge options

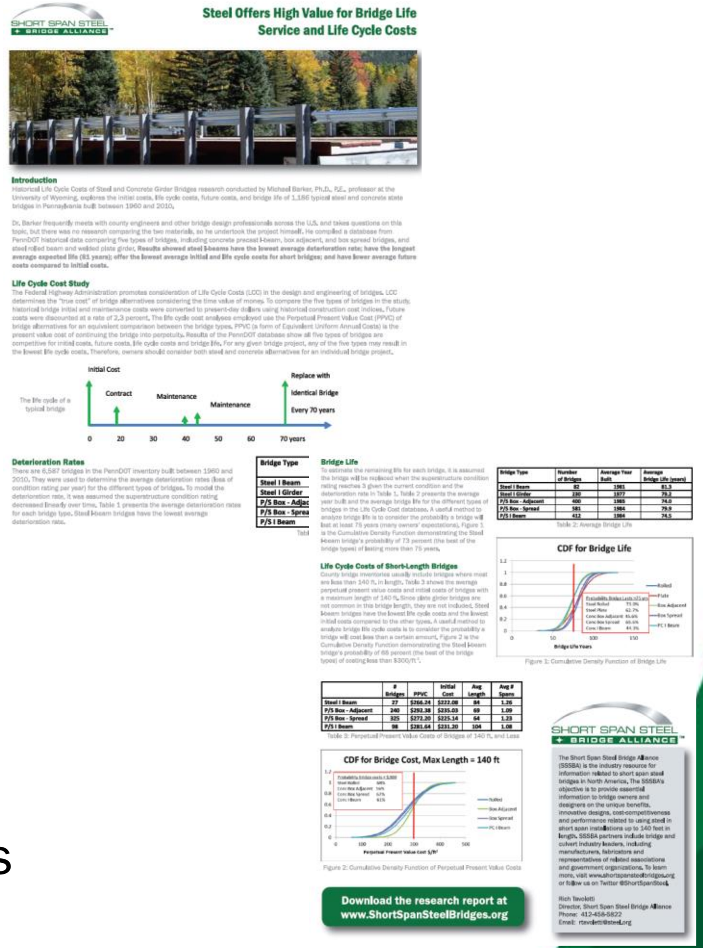
The bridge industry ~~does~~ did not have a good answer:

Both steel and concrete bridge advocates claim an advantage

Anecdotal information is not convincing

Historical Life Cycle Costs of Steel & Concrete Girder Bridges

Examine Historical Life Service (Performance and Maintenance) and Agency Life Cycle Costs (True Agency Costs for a Bridge) of Steel and Concrete Bridges in Pennsylvania



Report on ShortSpanSteelBridges.org

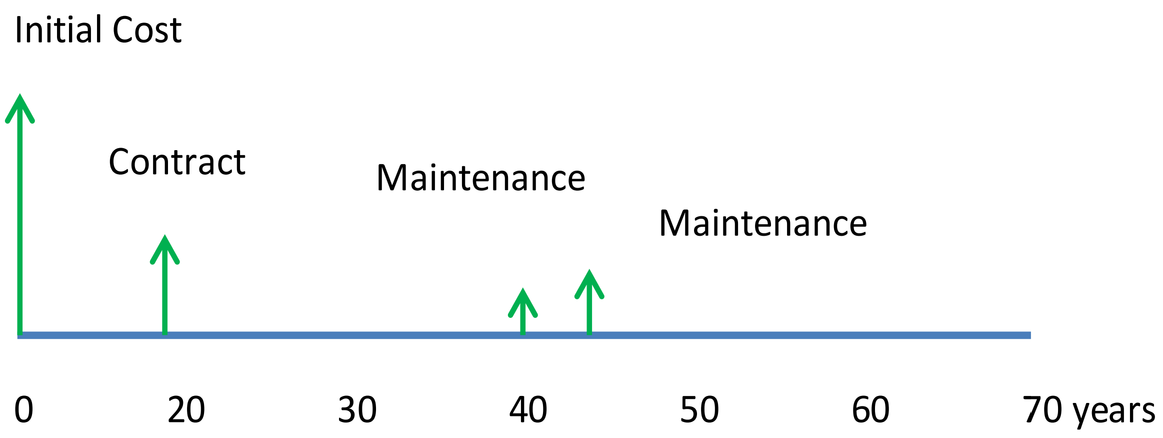
Additional Report on Galvanized Bridges

Thank You to PennDOT professionals for their participation
Support from AISI, NSBA and AGA

Life Cycle Cost Data Collection

Start with a Comprehensive Inventory of Bridges

Initial Costs & Date Built
Maintenance Costs and Date Performed
End of Service Date – End of Life Model



PennDOT Database Development

Criteria to Develop LCC Bridge Database

Modern typical bridge structures

Precast I-Beam, Box Adjacent, and Box Spread bridges

Steel Rolled Shape and Welded Plate Girder bridges

Bridges built between 1960 and 2010

Bridges with complete and accurate department maintenance records

Consider any maintenance cost that is equal to or greater than $0.25/ft^2

Bridges with known initial costs

Bridges with complete and accurate external contractor maintenance and rehabilitation

Initial cost limitation to bridges with initial cost less than $500/ft^2 and greater than $100/ft^2

Note: Total Recorded Initial and Maintenance Costs Used

PennDOT Database Development

All Bridges in PennDOT Inventory = 25,403
Number of Type Bridges in Inventory = 8,466
Number of Types Built 1960-2010 = 6,587

Bridges that Meet All Criteria

Bridge Type	Number of Bridges that Meet All criteria	Percentage of 1960 – 2010 database
Steel I Beam	82	14.9%
Steel I Girder	230	22.6%
P/S Box - Adjacent	400	27.8%
P/S Box - Spread	581	26.5%
P/S I Beam	412	29.8%
Total	1705	25.9%

PennDOT Database Bridge Life Model

Bridge Life Model uses Average Deterioration Rates of Total PennDOT Inventory

Assume Bridge Replacement at Condition Rating = 3
Super Structure Condition Rating Used

$$Deterioration\ Rate = \frac{(2014\ Condition\ Rating) - 9}{2014 - (Year\ Built)}$$

$$Remaining\ Life = \frac{3 - (2014\ Condition\ Rating)}{(Average\ Deterioration\ Rate)}$$

$$Bridge\ Life = 2014 - (Year\ Built) + Remaining\ Life$$

Bridge Type	Number of Bridges 1960 - 2010	Deterioration Rate (Condition Rating Loss/Year)
Steel I Beam	**550**	**-0.07114**
Steel I Girder	**1017**	**-0.08144**
P/S Box - Adjacent	**1440**	**-0.08125**
P/S Box - Spread	**2196**	**-0.07988**
P/S I Beam	**1384**	**-0.08383**

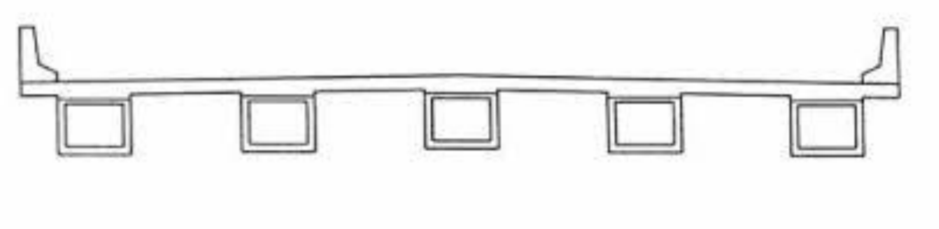
↑ Steel Rolled
Precast Box Spread

All are "similar" with None "Way Out" of Balance

Agency Life Cycle Costs – An Example

Precast Spread Box-Beam Bridge

BrKey:	30570
Bridge Type:	P/S, Box Beam (Spread)
County:	Shuylkill
Location:	0.75 mi. N of Exit 107(33)
Year Built:	1969
Spans:	3
Length:	176 ft
Deck Area:	7621 ft^2
Super Cond Rating:	5



Average Precast Box Beam – Spread bridge deterioration rate = -0.07988

$$Remaining\ Life = \frac{(3-5)}{-0.07988} = 25\ years$$

$$Bridge\ Life = 2014 + 25 - 1969 = 70\ years$$

Life Cycle Costs

Example Bridge Costs

Actual Costs / Years

Initial Cost:	Year = 1969	Cost = \$141475 (\$18.56/ft^2)	Work: Bridge Construction
External Contract:	Year = 1988	Cost = \$58401 (\$7.66/ft^2)	Work: Latex Overlay
Maintenance 1:	Year = 2009	Cost = \$1891 (\$0.25/ft^2)	Work: Repair Concrete Deck
Maintenance 2:	Year = 2013	Cost = \$2510 (\$0.33/ft^2)	Work: Repair Concrete Deck

Equivalent 2014 Costs / Years

ENR Construction Cost Indices

$$2014\ Dollars = \frac{CCI\ 2014}{CCI\ 19XX} 19XX\ Dollars$$

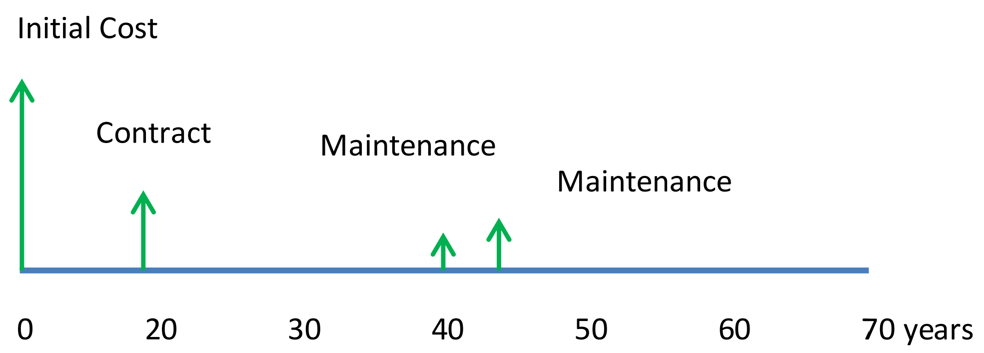
Transform the costs to constant 2014 dollars using Construction Cost

Initial Cost:	Year = 0	Cost = \$18.56/ft^2(9806/1269)	= \$143.45/ft^2
External Contract:	Year = 19	Cost = \$7.66/ft^2(9806/4519)	= \$ 16.63/ft^2
Maintenance 1:	Year = 40	Cost = \$0.25/ft^2(9806/8570)	= \$ 0.28/ft^2
Maintenance 2:	Year = 44	Cost = \$0.33/ft^2(9806/9547)	= \$ 0.34/ft^2

Life Cycle Costs

OMB Circular A-94 2011 30 yr Discount Rate = 2.3%

Example Bridge Life Cycle



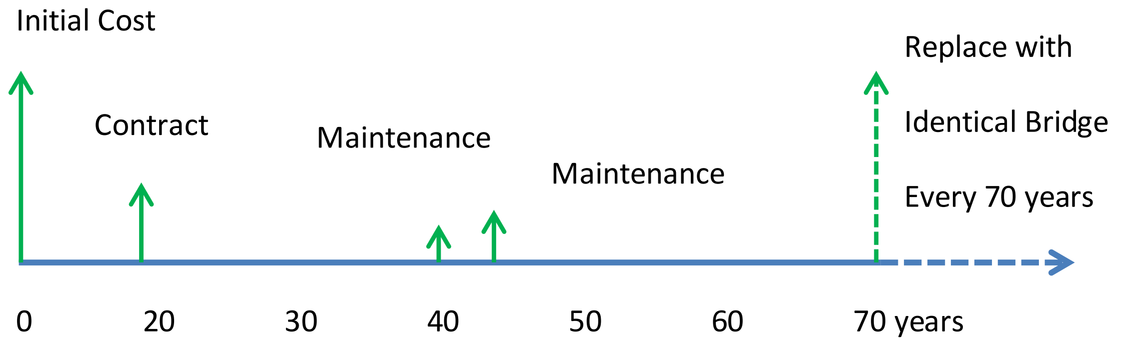
Present Value Cost for 1 Cycle

$$PVC = \$143.45 + \$16.63(1.023)^{-19} + \$0.28(1.023)^{-40} + \$0.34(1.023)^{-44} = \$154.49/ft^2$$

Life Cycle Costs

OMB Circular A-94 2011 30 yr Discount Rate = 2.3%

Example Bridge Life Cycle



Present Value Cost for 1 Cycle

$$PVC = \$143.45 + \$16.63(1.023)^{-19} + \$0.28(1.023)^{-40} + \$0.34(1.023)^{-44} = \$154.49/ft^2$$

Perpetual Present Value Cost = Capitalized Cost

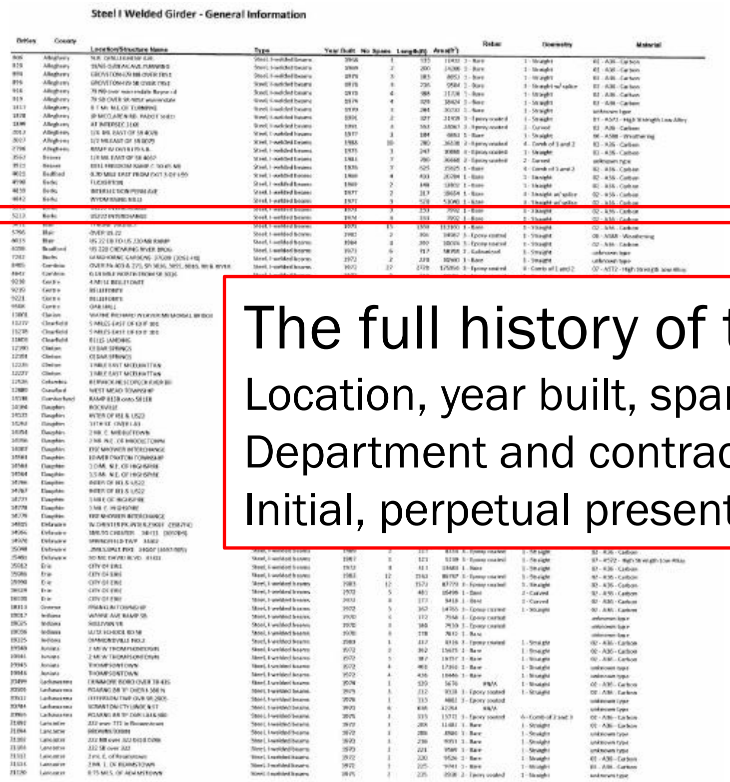
$$PPVC = \$154.49\left[\frac{(1+0.023)^{70}}{(1+0.023)^{70}-1}\right] = 1.256(\$154.49) = \$193.97/ft^2$$

With Capitalized Costs, Can Compare Bridges Directly

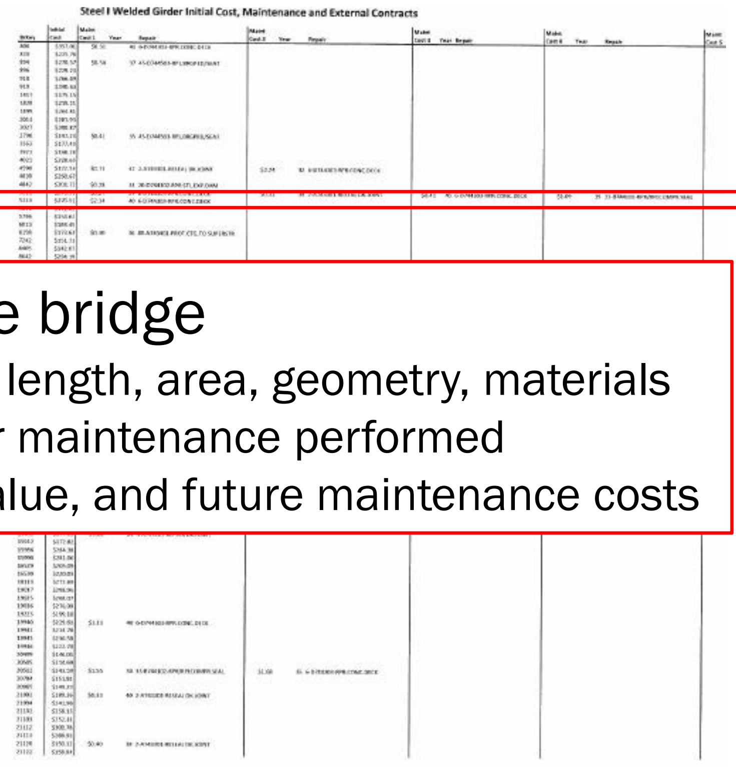
Life Cycle Cost Analyses

The Steel Plate Girder Bridge Data Base

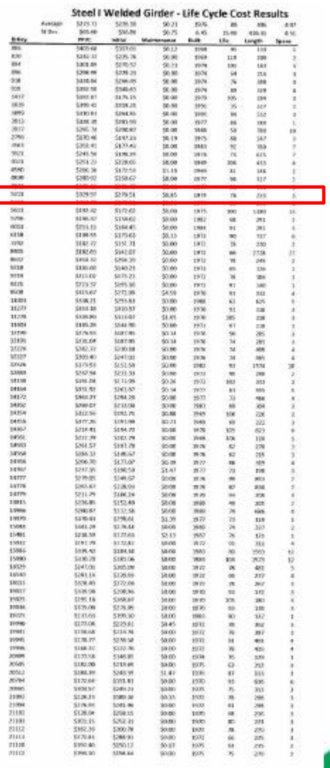
General Information


Steel I Welded Girder - General Information

Maintenance & Contract Work


Steel I Welded Girder Initial Cost, Maintenance and External Contracts

Initial & LCC


Steel I Welded Girder - Life Cycle Cost Results

The full history of the bridge

Location, year built, spans, length, area, geometry, materials

Department and contractor maintenance performed

Initial, perpetual present value, and future maintenance costs

LCC Report

Analysis and Variables Examined in Report

- Bridge Life
- PPVC/Capitalized Costs
  - Number of Spans
  - Bridge Length
  - PVC Future Costs
  - Department Maintenance
  - External Contracts

For Steel Bridges

- Curved vs. Straight
- Fracture-Critical
- Protection (Painted, Weathering, Galvanized)

For the entire report:
www.ShortSpanSteelBridges.org

Additional LCC report on Galvanizing:
www.ShortSpanSteelBridges.org

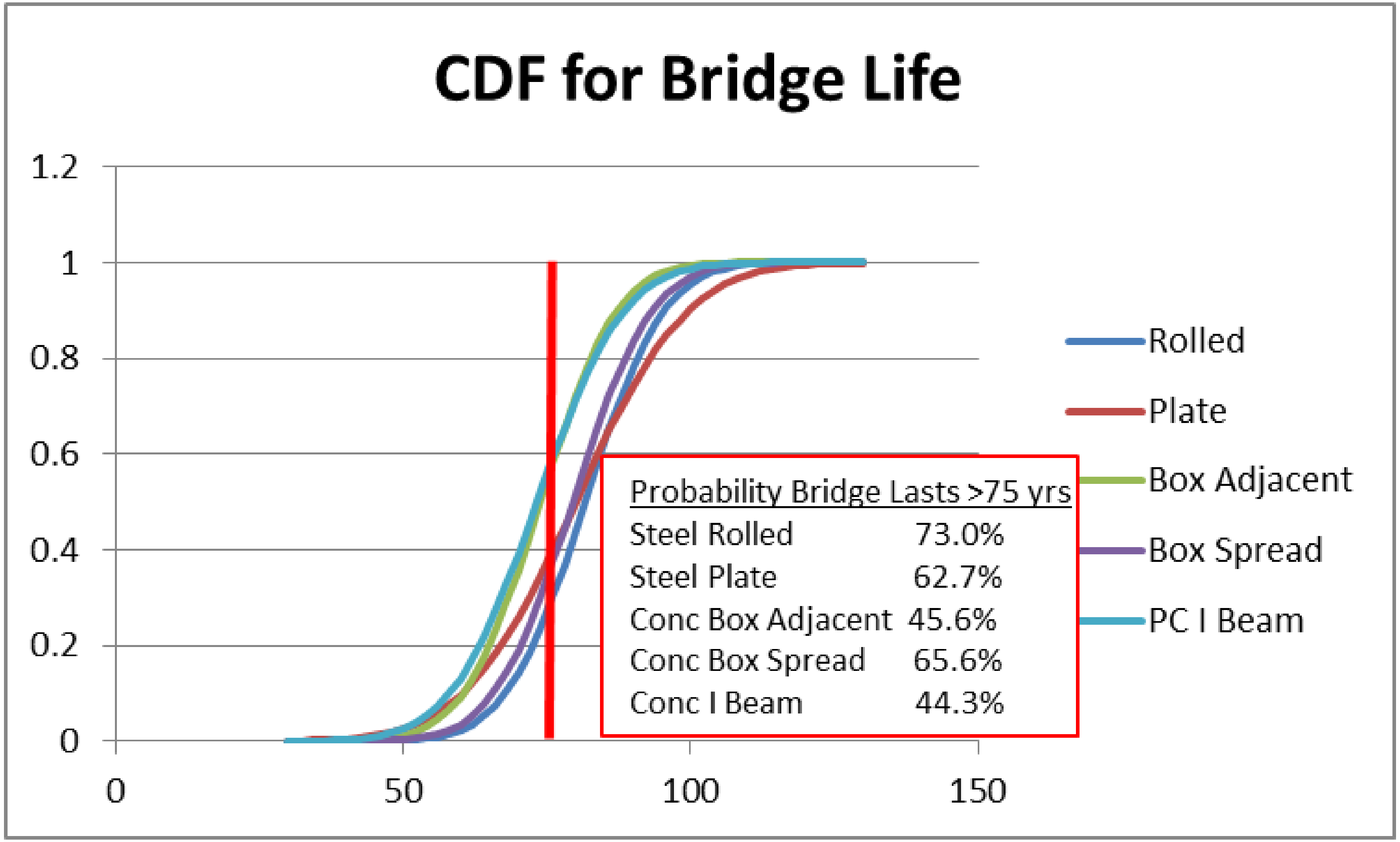
Bridge Life

Bridge Type	Number of Bridges in Final LCC Database	Average Year Built	Average Bridge Life (years)
Steel I Beam	82	1981	81.3
Steel I Girder	230	1977	79.2
P/S Box - Adjacent	400	1985	74.0
P/S Box - Spread	581	1984	79.9
P/S I Beam	412	1984	74.5

Steel Rolled
Precast Box - Spread

All are "similar" with None "Way Out" of Balance

Bridge Life



CDF for Bridge Life
1.2
1
0.8
0.6
0.4
0.2
0
0
50
100
150
Rolled
Plate
Box Adjacent
Box Spread
PC I Beam
Probability Bridge Lasts >75 yrs
Steel Rolled 73.0%
Steel Plate 62.7%
Conc Box Adjacent 45.6%
Conc Box Spread 65.6%
Conc I Beam 44.3%

Life Cycle Costs – All Bridges

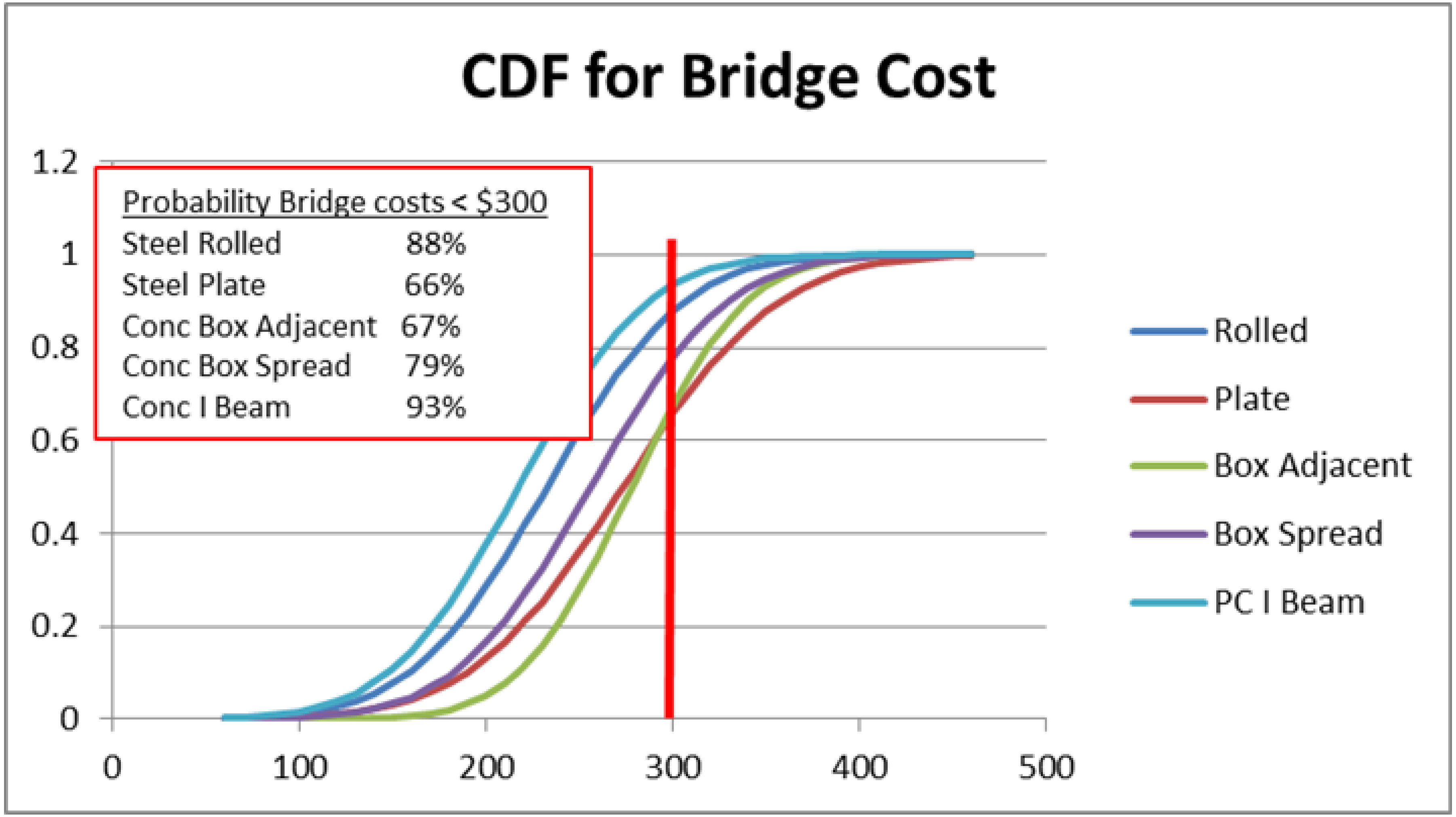
	# Bridges	PPVC	Initial Cost	Future Cost	Avg Length	Avg # Spans	Avg Year Built	Avg Life
Steel I Beam	54	$232.78	$194.78	$0.42	166	2.19	1980	82
Steel I Girder	144	$273.71	$226.10	$0.21	406	4.07	1976	80
P/S Box - Adjacent	282	$278.30	$223.74	$0.96	89	1.31	1987	74
P/S Box - Spread	397	$256.11	$210.65	$2.06	89	1.56	1986	79
P/S I Beam	309	$217.50	$174.10	$0.20	212	2.43	1985	73

↑

Precast I Beam
Steel Rolled

All are "similar" with None "Way Out" of Balance

Capitalized Costs – All Bridges



Life Cycle Costs– Length<140 ft

Short Length Bridges
Short Span Steel Bridge Alliance

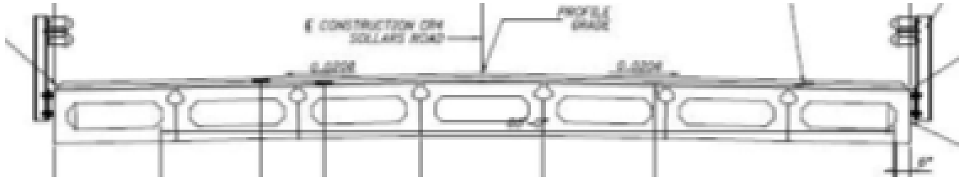
	# Bridges	PPVC	Initial Cost	Future Cost	Avg Length	Avg # Spans	Avg Year Built	Avg Life
Steel I Beam	27	$266.24	$222.08	$0.16	84	1.26	1978	82
Steel I Girder	18	$311.26	$257.19	$0.29	119	1.00	1977	81
P/S Box - Adjacent	240	$292.38	$235.03	$0.95	69	1.09	1987	74
P/S Box - Spread	325	$272.20	$225.14	$2.16	64	1.23	1986	81
P/S I Beam	98	$281.64	$231.20	$0.05	104	1.08	1987	77

↑

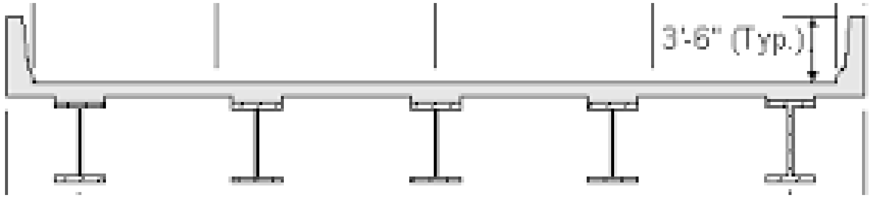
Steel Rolled
Precast Box Spread

All are "similar" with None "Way Out" of Balance

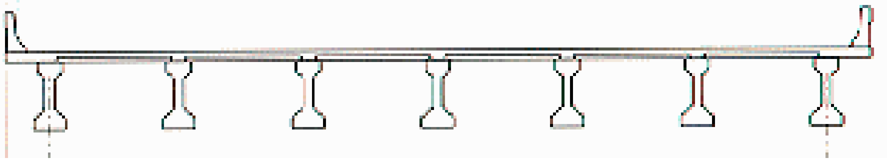
Which Type of Bridge is Best?



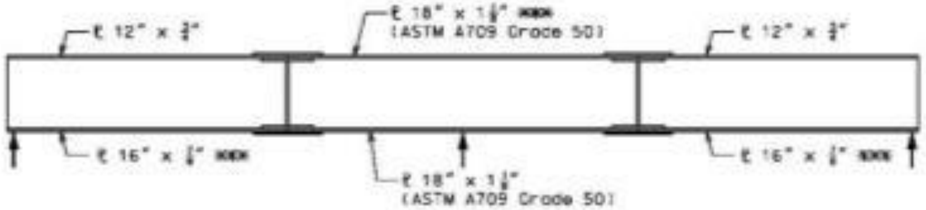
Precast Box Adjacent



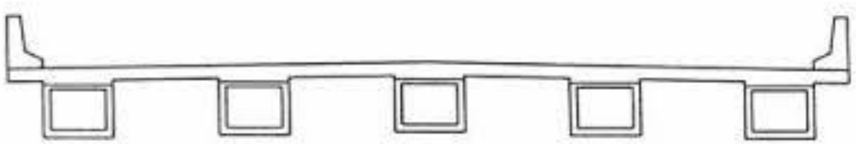
Steel Rolled Beam



Precast I Beam



Steel Plate Girder



Precast Box Spread

Which Type of Bridge is Best?

All are "similar" with None "Way Out" of Balance

Overall Weighted Average PPVC = $252.40/ft^2 – Capitalized Costs

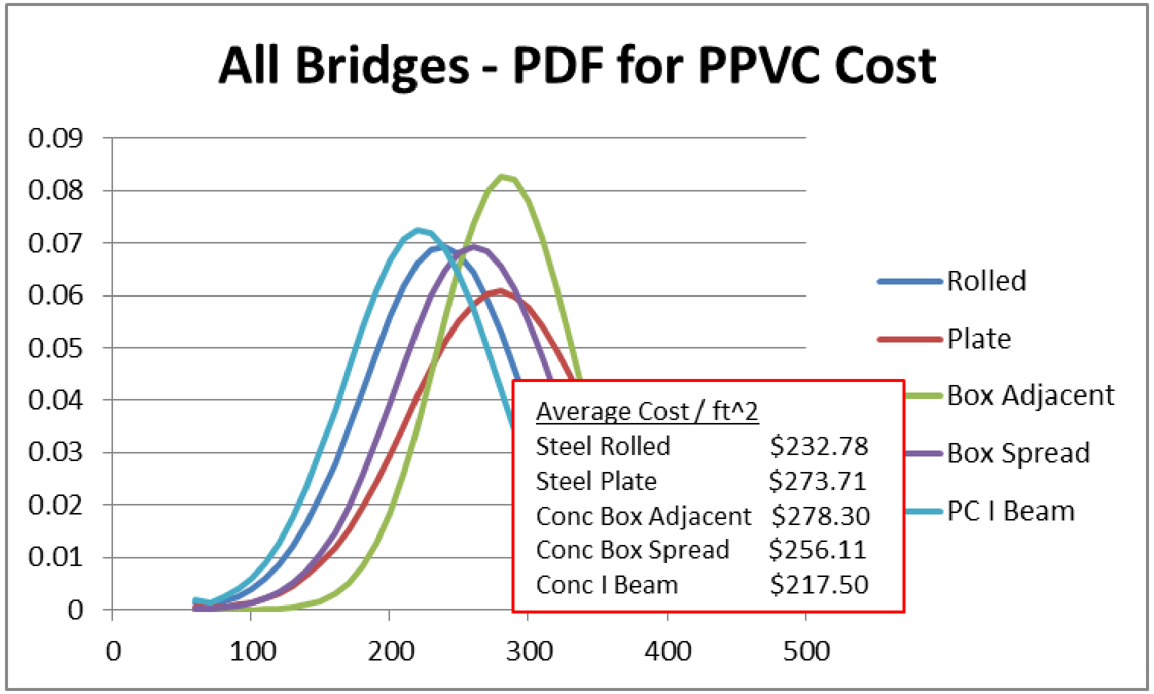
All Bridge Types within 14% of Weighted Average

Standard Deviation Range

$48.02/ft^2 - $65.60/ft^2

[COV ≈ 20% - 25%]

Any One Type of Bridge May Be Most Economical for a Given Bridge Project



There is No One Type of Bridge That Clearly Beats the Others

Conclusions

Typical Concrete and Steel Bridges are Competitive on Initial Cost, Future Costs, Life Cycle Costs and Bridge Life

Owners Should Consider Both Steel and Concrete Alternatives for Individual Bridge Projects

But, there were no Galvanized Bridges in the Database

What About Galvanized Steel Bridges?

Steel Girder Protection Systems: Painting, Weathering Steel, Metalizing & Galvanizing

Galvanizing has become an economical and effective protection system

- Initial costs about equal to or even less than quality three-coat paint system
- Significantly increases the life of a steel bridge
- Near zero future maintenance

The objective of this study was to develop useful owner information on the effects of galvanizing on the historical Life Cycle Costs for typical bridges

– Sponsored by US Bridge, Cambridge, Ohio

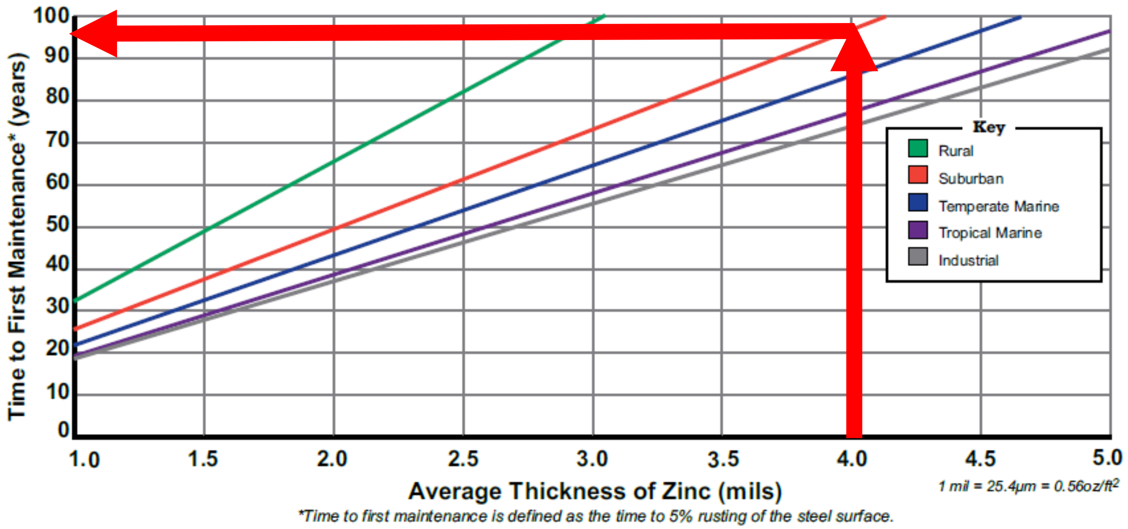
Galvanized Steel Bridge Database

Painted steel bridges in the current database were modified by assuming the steel had been galvanized instead of painted when built

Assumptions:

- Galvanization adds 25 years to each bridge life
- Galvanizing costs are the same as a quality paint system, therefore bridge initial costs do not change
- Future painting costs are removed from the maintenance record
- Corrosion repairs to girders are removed from the maintenance record
- Concrete deck and joint repairs and other maintenance work remain in the maintenance record

Where Does + 25 Years Come From?



AGA Hot Dip Galvanizing
time to First Maintenance

First Galvanized Bridge
Stearns Bayou Bridge built 1966
In 1997 predicted 66 years until 1st maintenance
Expected life well over 105 years

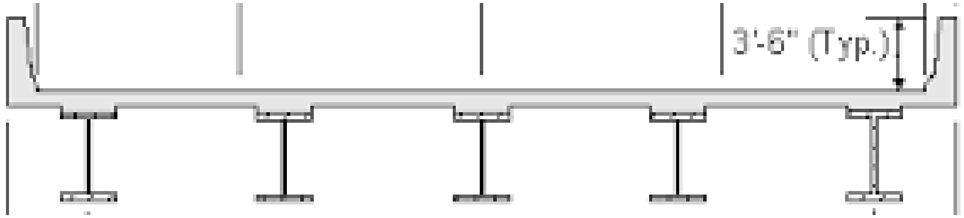
Bridge Type	Average Bridge Life (years)
Steel I Beam	81.3

Database Bridge Life

Agency Life Cycle Costs – A Simple Example

Painted Steel Girder Bridge

BrKey:	6520
Bridge Type:	Steel Rolled Beam
County:	Bradford
Year Built:	1973
Spans:	3
Length:	220 ft
Deck Area:	10560 ft^2
Super Cond Rating:	6



Using Painted Steel I Beam bridge deterioration rate of -0.0711, the remaining life is:

$$Painted\ Steel\ Bridge\ Remaining\ Life = \frac{(3-6)}{-0.0711} = 42\ years$$

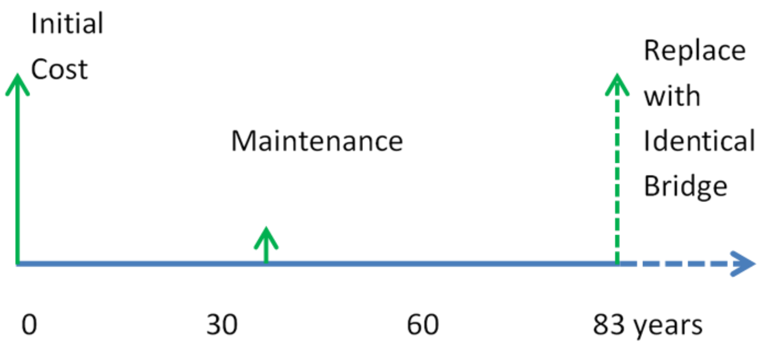
The bridge life is estimated to be:

$$Painted\ Bridge\ Life = 2014 + 42 - 1973 = 83\ years; \quad Galvanized\ Bridge\ Life = 108\ years$$

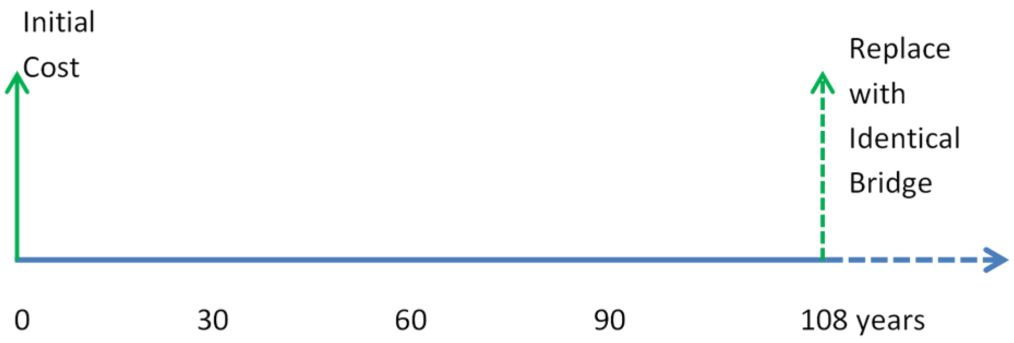
Life Cycle Costs

OMB Circular A-94 2011 30 yr Discount Rate = 2.3%

Painted



Galvanized



Present Value Cost for 1 Cycle

$$PVC = \$121.41 + \$42.26(1.023)^{-36} = \$140.05/ft^2$$

$$Maintenance\,PVC = 42.26(1.023)^{-36} = \$18.64/ft^2$$

$$PVC = \$121.41/ft^2$$

Perpetual Present Value Cost – Capitalized Costs

$$PPVC = \$140.05\left[\frac{(1+0.023)^{83}}{(1+0.023)^{83}-1}\right] = \mathbf{\$165.05}/ft^2$$

$$PPVC = \$121.41\left[\frac{(1+0.023)^{108}}{(1+0.023)^{108}-1}\right] = \mathbf{\$132.81}/ft^2$$

Database Results – All Steel Bridges

For all the Applicable Steel Bridges (Rolled Beam and Plate Girder)

	# Bridges	PPVC/CC	Initial Cost	Future Cost	Avg Length	Avg # Spans	Avg Year Built	Avg Life
Steel (Painted)	172	$264.82	$218.86	$0.30	361	3.81	1977	80
Steel (Galvanized)	172	**$242.31**	**$218.86**	**$0.15**	361	3.81	1977	**105**
Steel - (Weathering)	26	$247.53	$208.94	$0.06	206	1.88	1979	83

Galvanizing reduces the Capital Costs Significantly,
Reduction from a Painted Bridge is 8.5% (1 – 242.31/264.82)

Weathering and Galvanized Capital Costs are close,
but there are not many Weathering Steel Bridges in Database.
Also, some of the Weathering Steel Bridges are more complicated.
No Direct Comparison Presented here – No Validity.

Rolled Beam vs Concrete – Length<140 ft

Short Length Bridges

	# Bridges	PPVC	Initial Cost	Future Cost	Avg Length	Avg # Spans	Avg Year Built	Avg Life
Steel I Beam (Painted)	18	$277.34	$230.66	$0.18	81	1.33	1980	82
Steel I Beam (Galvanized)	**18**	**$254.46**	**$230.66**	**$0.07**	**81**	**1.33**	**1980**	**107**
P/S Box - Adjacent	240	$292.38	$235.03	$0.95	69	1.09	1987	74
P/S Box - Spread	325	$272.20	$225.14	$2.16	64	1.23	1986	81
P/S I Beam	98	$281.64	$231.20	$0.05	104	1.08	1987	77

Lower Capitalized Costs   Lower Future Costs   Longer Life

Rolled Beam vs Concrete – Length<140 ft

Short Length Bridges

	# Bridges	PPVC	Initial Cost	Future Cost	Avg Length	Avg # Spans	Avg Year Built	Avg Life
Steel I Beam (Painted)	18	$277.34	$230.66	$0.18	81	1.33	1980	82
Steel I Beam (Galvanized)	**18**	**$254.46**	**$230.66**	**$0.07**	**81**	**1.33**	**1980**	**107**
P/S Box - Adjacent	240	$292.38	$235.03	$0.95	69	1.09	1987	74
P/S Box - Spread	325	$272.20	$225.14	$2.16	64	1.23	1986	81
P/S I Beam	98	$281.64	$231.20	$0.05	104	1.08	1987	77

Steel Galvanized
Precast Box Spread
Steel Painted

Conclusions

Galvanized bridges have significantly lower Capitalized Costs and last 25 years longer compared to the painted steel bridges using rational assumptions.

<u>For All Painted Bridges</u>, Galvanizing Reduces Capitalized Costs

Rolled 8.1%

Plate 8.6%

<u>For Painted Bridges with Max Length = 140 ft</u>, Galvanizing Reduces Capitalized Costs

Rolled 8.2%

Plate 9.0%

<u>For All Painted Steel Bridges</u>

Galvanizing Reduces PV of Future Maintenance Costs 50%

Conclusions

The reduced Capitalized Costs also result in steel bridges being more competitive compared to concrete alternatives.

<u>For Max L = 140 ft Rolled Beam Bridges</u>,

Galvanized Steel Less Expensive than Best Concrete by 6.5%

vs.

Painted Steel More Expensive than Best Concrete by 1.9%

Summary

Typical Steel & Concrete Bridges are Competitive on First Cost

Typical Steel & Concrete Bridges are Competitive on Life Cycle Costs

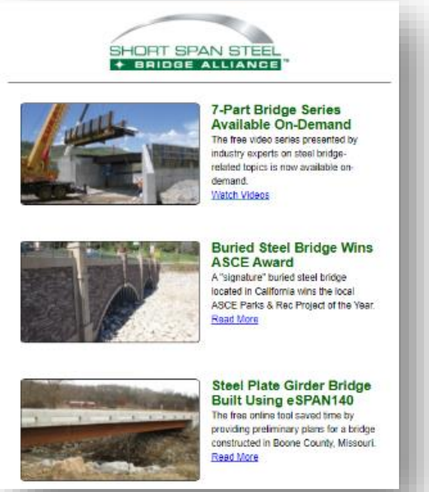
Galvanizing:

- Is Economical for First Costs
- Extends the Life of Steel Bridges
- Reduces Future Maintenance Costs
- Can Lower Agency Life Cycle Costs

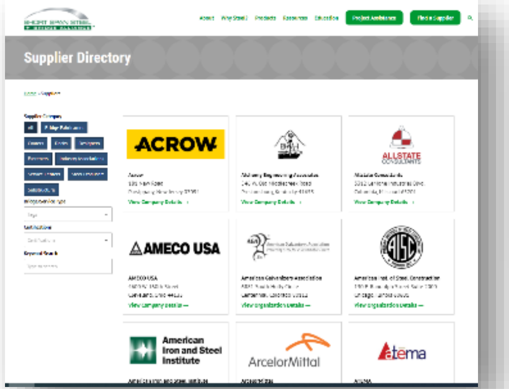
Owners Should Consider Both Steel and Concrete Alternatives for Individual Bridge Projects

5 Ways to Keep Learning About Steel Bridges

1. Subscribe to the Weekly Newsletter



2. Find a Supplier



3. Design a Bridge in 5-Minutes

eSPAN140™

4. Receive Free Project Assistance

5. Schedule a Workshop/Webinar

www.ShortSpanSteelBridges.org

Questions? Dan Snyder, Director, SSSBA, dsnyder@steel.org, (301) 367-6179

Website: ShortSpanSteelBridges.org

Twitter: @ShortSpanSteel

Facebook: Short Span Steel Bridge Alliance