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# ENGINEERING JOURNAL

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# Design Aids for Built-Up I-Shaped Beams with Slender Webs

PAUL P. NASADOS, JR.

With the advent of the 13th Edition AISC *Steel Construction Manual* (AISC, 2005a), hereafter referred to as the AISC *Steel Manual*, available strength design aids have been prepared for use in the design of built-up I-shaped beams with slender webs, with or without stiffeners, for allowable strength design (ASD) and load and resistance factor design (LRFD) methodologies.

While the application of slender web built-up sections is not as common as rolled shapes, their use is warranted under conditions of economy, specialization or unusual constraints. Section F4 of the *Specification for Structural Steel Buildings* (AISC, 2005b), hereafter referred to as the AISC *Specification*, governs the flexural design of beams with noncompact webs for doubly or singly symmetric I-shaped members; however, Section F5 provides a simplified and conservative approach to the flexural design of beams with compact, noncompact, or slender webs by ignoring the torsional properties of the cross section. This approach greatly simplifies the design equations; however, the engineer is still confronted with determining the controlling limit state by applying the numerous equations in Section F5. This is compounded by the provisions in Sections G2 and G3 for the limit states pertaining to shear and the proportioning limits imposed by Section F13.2. Hence, the available strength tables appearing in this paper were created to aid in the design of built-up I-shaped slender web beams.

Tables originally prepared by Nasados (1997) served as design aids for plate girder design in accordance with the *Load and Resistance Factor Design Specification for Structural Steel Buildings* (AISC, 1993). The plate girder design aids included homogeneous sections for 36- and 50-ksi yield strengths, and hybrid sections consisting of 50-ksi flanges and 36-ksi webs. Those original design aids have been revised and updated to reflect the current specifications and industry practice of using homogeneous material and minimum yield strength of 50 ksi.

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An example is presented to demonstrate the usage of the available strength tables. The example mimics the format of the design examples that appear on the companion CD that accompanies the AISC *Steel Manual* (AISC, 2005a).

## GENERATION OF THE AVAILABLE STRENGTH TABLES

The provisions of Sections F5, G2, and G3 (AISC, 2005b) are largely based on the work of Basler and Thurlimann (1961) and Basler (1961a and 1961b) and essentially have remained unchanged since their adoption into the AISC specifications. Available strength tables were generated by employing the equations presented in the current *Specification* for each limit state with the following two simplifications: First, the effective radius of gyration of the compressed portion of the girder used for the calculation of the lateral torsional buckling limit state in Section F5.2 is approximated as the radius of gyration of the compression flange plus one-third of the web that is in compression; this approximation appears as a user note at the end of Section F4.2, specifically,

$$r_i \approx \frac{b_{fc}}{\sqrt{12 \left( 1 + \frac{a_w}{6} \right)}} \quad (1)$$

where

$$a_w = \frac{h_c t_w}{b_{fc} t_{fc}} \leq 10 \quad (2)$$

Second, the following equations were used for the slenderness parameters in Section F5.3 for the compression flange local buckling limit state:

$$\lambda_{fc} = \lambda = \frac{b_{fc}}{2t_{fc}} \quad (3)$$

(AISC *Specification* Table B4.1, Case 2)

$$\lambda_{pf} = \lambda_p = 0.38 \sqrt{E/F_{yc}} \quad (4)$$

(AISC *Specification* Table B4.1, Case 2, Footnote b)

$$\lambda_{rf} = \lambda_r = 0.95 \sqrt{k_c E/F_L} \quad (5)$$

where

$$F_L = 0.7F_y$$

(AISC Specification Table B4.1, Case 2, footnote b)

Equation 5 yields:

$$\lambda_{rf} = 0.95 \sqrt{\frac{k_c E}{0.7F_{yc}}} \quad (6)$$

where

$$k_c = \frac{4}{\sqrt{h/t_w}} \quad 0.35 \leq k_c \leq 0.76 \quad (7)$$

(AISC Specification Table B4.1, footnote a)

Since there was a tremendous amount of data and innumerable subsequent calculations used to generate the available strength tables, a spreadsheet was programmed (Microsoft Excel utilizing Visual Basic for Applications) to determine the pertinent values shown in the tables. Equations for each limit state were programmed into the spreadsheet according to the specification and as noted earlier. Dimensions and section properties were calculated by applying basic geometric and mechanics equations.

#### FLEXURAL AND SHEAR DESIGN LIMIT STATES

The programmed spreadsheet determined the nominal flexural strength by calculating and selecting the controlling limit state for compression flange yielding per Section F5.1; lateral torsional buckling per Section F5.2, utilizing an effective radius of gyration given in Equation 1; compression flange local buckling per Section F5.3 utilizing Equations 3 to 7; and tension flange yielding per Section F5.4. Vertical flange buckling is checked by the program per the requirements of Section F13.2. It should be noted that the sections shown in the tables are all doubly symmetric; therefore, Equation F13-2 of Section F13.2 is not applicable, and no further treatment of this requirement is given within the tables.

The nominal shear strength is determined in the same fashion as the flexural strength but for the limit states of shear yielding and shear buckling per Section G2.1 and the limit state of tension field yielding per Section G3.2 subjected to the limits imposed by Section G3.1. Two shear strength tables were generated: one for utilizing the post buckling strength of the web including tension field action and one for excluding tension field action. This is clearly stated on each table. The requirements for including tension field action per Section G3.1 are inherent in the tables by programmed checks in the spreadsheet.

The allowable strength (ASD) or design strength (LRFD) for flexure and shear were determined by applying the

appropriate safety or resistance factor. Consequently, the data shown in the available strength tables is the result of the generation process.

#### AVAILABLE STRENGTH TABLES

The available strength tables (Appendices B and C) provide the available flexural or shear strength in a tabular format based on either ASD or LRFD methodologies. The tables were generated for welded doubly symmetric I-shaped slender web beams. All tables display the available strength for ASD or LRFD in a side-by-side format similar to the aids presented in the AISC *Steel Manual* (AISC, 2005a). Each table displays the appropriate safety and resistance factors and material yield strength in the heading of the table. The flexural strength tables also indicate the beam bending coefficient,  $C_b$ , set to unity. Local effects due to concentrated loads are not accounted for in the tables.

#### DIMENSIONS

There are an infinite number of combinations that could be generated for design tables; however, that would preclude publishing in a journal. Thus, the tables have incorporated some practical minimum fabrication sizes and author-chosen increments of plate sizes that may compose a built-up slender web beam.

Web depths begin at 60 in. and increase to 120 in. at 12-in. intervals; very slender webs are not used. Plate thicknesses for the web increase at a constant 1/16-in. increment instead of the recommended 1/8-in. increment for thicknesses over 3/8 in. per AISC fabrication suggestions (AISC, 2005a).

Flange widths and thicknesses are given beginning with 12 in. wide by 3/4 in. thick and ending at 30 in. wide by 3 in. thick with increments of 6 in. and 1/4 in., respectively. The width-to-thickness ratio of the compression flange was kept at or below 24 for practical fabrication concerns.

Lateral brace points of the compression flange are given for a condition of full lateral support, intervals of 5 ft, from 10 to 30 ft, and at 50, 75, and 100 ft.

Basic section properties are given along with the raw dimensions. The tabulated weight per foot excludes any additional weight due to welds or other attachments.

#### AVAILABLE STRENGTH

Available flexural strength tables (Appendix B) present available flexural strength based on the laterally unbraced length for a predetermined cross section for ASD and LRFD. Sections not yielding adequate strength above that of supporting self-weight are shown dashed.

Available shear strength tables (Appendix C) correspond to the web depths and thicknesses in the available flexural strength tables. Available shear strength is presented as a function of transverse stiffener spacing for webs with and

without tension field action for ASD and LRFD. Additionally, it should be noted that Tables 3-16 and 3-17 of the AISC *Steel Manual* (AISC, 2005a) give curves for determining available shear stress using the ratio of stiffener spacing to web depth versus web slenderness. If Table C1 is used, the limits of AISC *Specification* Section G3.1 must be satisfied.

Available shear strength is given up to a maximum stiffener spacing,  $a_{max}$ , as indicated in the tables by a vertical solid line. This point may readily be determined by the limiting equations for the shear buckling coefficient given in Section G2.1 of the AISC *Specification* for stiffened webs:

$$k_v = 5 \text{ if } \frac{a}{h} > 3.0 \text{ or } \left[ \frac{260}{h/t_w} \right]^2 \quad (8)$$

Rearranging and solving for  $a$  yields:

$$a_{max} = \text{minimum of } 3.0h \text{ and } \frac{67,600t_w^2}{h} \quad (9)$$

The maximum stiffener spacing designation is rounded to the nearest stiffener increment given in the table rather than its precise location. This line also indicates that the stiffeners have no effect on increasing the shear strength of the web, and also serves as a practical limit when considering fabrication and erection issues.

An example demonstrating the usage of the tables is presented in Appendix A. A full complement of the generated tables is provided in Appendices B and C.

## CONCLUSION

Available strength tables for slender web I-shaped beams have been presented. The tables allow rapid determination of available strength in flexure and shear for both ASD and LRFD design methodologies. The tables may be used during the course of design for preliminary member sizing, design checking, final design, or design comparison. Many tedious calculations regarding detailing, geometric dimensions, and numerous limit state checks for the design of slender-web I-shaped beams are eliminated by using the tables. The tables have been formatted similarly to the current AISC *Steel Manual* design aids in spirit and usage. An example has been presented to illustrate the usage of the tables.

## NOMENCLATURE

The following symbols are used in this paper:

$A_w$	=	Area of web plate ( $h \times t_w$ )
$a$	=	Clear distance between transverse stiffeners
$a_w$	=	Ratio of twice the web area in compression to the compression flange area

$b_{fc}$	=	Width of the compression flange
$C_b$	=	Beam bending coefficient
$E$	=	Modulus of elasticity for steel (29,000 ksi)
$F_L$	=	Calculated stress used to determine the nominal flexural strength
$F_y$	=	Minimum yield stress
$F_{yc}$	=	Minimum yield stress of the compression flange
$F_u$	=	Minimum tensile stress
$h$	=	Clear distance between flanges
$h_c$	=	Twice the distance from the centroid to the inside face of the compression flange
$I$	=	Moment of inertia
$k_c$	=	Buckling parameter of the compression flange
$k_v$	=	Shear buckling coefficient
$L$	=	Span length
$L_b$	=	Laterally unbraced length
$M_a$	=	Required flexural strength (ASD)
$M_D$	=	Moment due to dead load
$M_L$	=	Moment due to live load
$M_n$	=	Nominal flexural strength
$M_n/\Omega_b$	=	Allowable flexural strength (ASD)
$M_u$	=	Required flexural strength (LRFD)
$P$	=	Point load
$r_t$	=	Radius of gyration of the compression flange plus one-third of the compressed portion of the web
$t_{fc}$	=	Thickness of the compression flange
$t_w$	=	Thickness of the web
$V_a$	=	Required shear strength (ASD)
$V_D$	=	Shear due to dead load
$V_L$	=	Shear due to live load
$V_n$	=	Nominal shear strength
$V_n/\Omega_v$	=	Allowable shear strength (ASD)
$V_u$	=	Required shear strength (LRFD)
$\Delta_L$	=	Deflection due to live load
$\lambda$	=	Slenderness parameter (generalized)
$\lambda_{fc}$	=	Slenderness parameter for compression flange

$\lambda_p$	=	Limiting slenderness parameter for compact element
$\lambda_{pf}$	=	Limiting slenderness parameter for compact flange
$\lambda_r$	=	Limiting slenderness parameter for noncompact element
$\lambda_{rf}$	=	Limiting slenderness parameter for noncompact flange
$\phi_b$	=	Resistance factor for flexure = 0.9 (LRFD)
$\phi_b M_n$	=	Design flexural strength (LRFD)
$\phi_v$	=	Resistance factor for shear = 0.9 (LRFD)
$\phi_v V_n$	=	Design shear strength (LRFD)
$\Omega_b$	=	Safety factor for flexure = 1.67 (ASD)
$\Omega_v$	=	Safety factor for shear = 1.67 (ASD)

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### APPENDIX A

#### Example: Slender Web I-Shaped Flexural Member in Strong-Axis Bending

##### Given

A simply supported transfer girder with a span of 60 ft as shown in Figure A1. The nominal applied dead and live loads are 200 and 100 kips, respectively. The applied loads and lateral bracing are at the third points of the girder. The live load deflection is limited to  $L/240$ .

##### Determine

Using the available strength tables, select a suitable I-shaped flexural member section that satisfies the limit states of flexure and shear, and the limit state of deflection for serviceability. Use LRFD and ASD methodology.

##### Solution

The allowable maximum live load deflection is:

$$\Delta_{L(max)} = \frac{L}{240} = \frac{(60 \text{ ft} \times 12 \text{ in./ft})}{240} = 3.00 \text{ in.}$$

The maximum live load deflection will occur at the midspan, resulting in a required moment of inertia:

$$I_{req'd} = \frac{PL^3}{28E\Delta_L} = \frac{(100 \text{ kips})(60 \text{ ft} \times 12 \text{ in./ft})^3}{28(29,000 \text{ ksi})(3 \text{ in.})} = 15,300 \text{ in.}^4$$

(AISC *Steel Manual* Table 3-23, Diagram 9)

Assume an initial girder weight of 0.360 kip/ft.

The required moments and forces are determined as:

$$M_D = \frac{w_D L^2}{8} + P_D a = \frac{(0.360 \text{ kip/ft})(60 \text{ ft})^2}{8} + (200 \text{ kips})(20 \text{ ft}) = 4,160 \text{ kip-ft}$$

$$M_L = P_L a = (100 \text{ kips})(20 \text{ ft}) = 2,000 \text{ kip-ft}$$

$$V_D = \frac{w_D L}{2} + P_D = \frac{(0.360 \text{ kip/ft})(60 \text{ ft})}{2} + 200 \text{ kips} = 211 \text{ kips}$$

$$V_L = P_L = 100 \text{ kips}$$

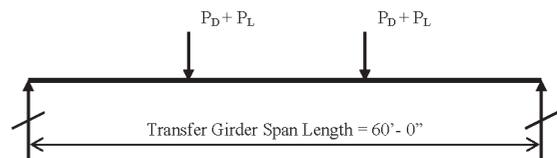


Fig. A1. Simply supported transfer girder.

For use of the available strength tables in Appendices B and C, the required strengths are determined per ASCE 7 (ASCE, 2002) Sections 2.3 and 2.4 (LRFD and ASD, respectively) for a typical load case:

LRFD	ASD
$M_u = 1.2(4,160 \text{ kip-ft})$ $+ 1.6(2,000 \text{ kip-ft})$ $M_u = 8,190 \text{ kip-ft}$	$M_a = 4,160 \text{ kip-ft}$ $+ 2,000 \text{ kip-ft}$ $M_a = 6,160 \text{ kip-ft}$
$V_u = 1.2(211 \text{ kips})$ $+ 1.6(100 \text{ kips})$ $v_u = 413 \text{ kips}$	$V_a = 211 \text{ kips} + 100 \text{ kips}$ $V_a = 311 \text{ kips}$

### Material Properties:

ASTM A572 Gr. 50,  $F_y = 50 \text{ ksi}$ ,  $F_u = 65 \text{ ksi}$  (AISC *Steel Manual* Table 2-4)

For  $L_b = 20 \text{ ft}$ ,  $C_b = 1.0$  for middle span (AISC *Steel Manual* Table 3-1), and  $F_y = 50 \text{ ksi}$

By inspection of the available flexural strength tables in Appendix B, narrow the options to a 60-in.-deep web.

LRFD	ASD
Web: 60 in. $\times$ $\frac{5}{16}$ in., Flanges: 24 $\times$ 1½ in.	Web: 60 in. $\times$ $\frac{5}{16}$ in., Flanges: 24 $\times$ 1¾ in.
From Appendix B, Table B1	From Appendix B, Table B1
$I = 73,700 \text{ in.}^4 > I_{req'd}$ <b>o.k.</b>	$I = 85,700 \text{ in.}^4 > I_{req'd}$ <b>o.k.</b>
$\phi_b M_n = 8,200 \text{ kip-ft}$ > 8,190 kip-ft <b>o.k.</b>	$M_n/\Omega_b = 6,320 \text{ kip-ft}$ > 6,160 kip-ft <b>o.k.</b>

By inspection of the available shear strength tables in Appendix C, it is clear that stiffeners must be used for a  $\frac{5}{16}$ -in.-thick web. For end panels, tension field action is not permitted per AISC Section G3. Enter the available shear strength tables with tension field action EXCLUDED in Appendix C and find at an initial stiffener spacing:

LRFD	ASD
Stiffener spacing, $a = 20 \text{ in.}$	Stiffener spacing, $a = 20 \text{ in.}$
$\phi_v V_n = 494 \text{ kips} > 413 \text{ kips}$ <b>o.k.</b>	$V_n/\Omega_v = 329 \text{ kips} > 311 \text{ kips}$ <b>o.k.</b>

Tension field action may be used in the adjacent stiffened panels. As the shear reduces across the span, stiffeners may be detailed according to the distribution of shear and selected by using the available shear strength tables with tension field action INCLUDED in Appendix C.

The stiffener spacing may be optimized by using engineering judgment and interpolation of the available shear strength tables in Appendix C, or by using AISC *Steel Manual* Tables 3-17a and 3-17b for any given spacing and web size.

Finally, check the actual girder weight versus the assumed:

LRFD	ASD
Assumed: 0.360 kip/ft	Assumed: 0.360 kip/ft
Actual: 0.309 kip/ft <b>o.k.</b>	Actual: 0.350 kip/ft <b>o.k.</b>

### Final Selection:

LRFD	ASD
Use: $F_y = 50 \text{ ksi}$	Use: $F_y = 50 \text{ ksi}$
Web: 60 in. $\times$ $\frac{5}{16}$ in., with $a_{initial} = 20 \text{ in.}$	Web: 60 in. $\times$ $\frac{5}{16}$ in., with $a_{initial} = 20 \text{ in.}$
Flanges: 24 in. $\times$ 1½ in.	Flanges: 24 in. $\times$ 1¾ in.

Other adequate sections that may be selected:

LRFD			
Web (in.)	Flanges (in.)	$F_y$ (ksi)	$a_{initial}$ (in.)
72 $\times$ $\frac{3}{8}$	18 $\times$ 1¾	50	30
84 $\times$ $\frac{3}{8}$	18 $\times$ 1½	50	30
96 $\times$ $\frac{7}{16}$	18 $\times$ 1¼	50	90
–	–	–	–
–	–	–	–
ASD			
Web (in.)	Flanges (in.)	$F_y$ (ksi)	$a_{initial}$ (in.)
72 $\times$ $\frac{3}{8}$	18 $\times$ 2	50	30
84 $\times$ $\frac{5}{16}$	18 $\times$ 1¾	50	20
84 $\times$ $\frac{5}{16}$	18 $\times$ 1½	50	90
96 $\times$ $\frac{3}{8}$	18 $\times$ 1½	50	30
96 $\times$ $\frac{5}{16}$	18 $\times$ 1¼	50	90

Choosing rolled sections for flexural strength from AISC *Steel Manual* Table 3-10 yields W40 $\times$ 593 or W36 $\times$ 529 for LRFD and W40 $\times$ 593 or W36 $\times$ 652 for ASD, which are also adequate for shear strength and serviceability. Special requirements may apply to these shapes per Section A3.1c of the AISC *Specification* and may be subject to availability through limited producers.











Table B3. Available Flexural Strength of Members with 84-in. Web Height

Nominal Shape	Wt/ft	Area	Depth	Flange		Web		Axis X-X			Available Flexural Strength, kip-ft												F <sub>y</sub> = 50 ksi C <sub>b</sub> = 1.0					
				width	thk.	height	thk.	t <sub>w</sub>	I <sub>x</sub>	S <sub>x</sub>	r <sub>x</sub>	Allowable Flexural Strength = M <sub>x</sub> /Ω <sub>b</sub> (ASD)						Design Flexural Strength = φ <sub>b</sub> M <sub>x</sub> (LRFD)						ASD	LRFD			
												0		10		15		20		25		30				50		75
in.	lb/ft	in. <sup>2</sup>	in.	in.	in.	in.	in.	in. <sup>3</sup>	in.	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD			
84X12	151	44.3	85.5	12	3/4	84	5/8	47800	1120	2.91	2270	3410	2100	3160	1880	2820	1650	2490	1170	1750	810	1220	292	438	130	195	-	-
	168	49.5	85.5	12	3/4	84	3/4	50800	1190	2.75	2570	3860	2360	3550	2100	3150	1840	2760	1240	1860	859	1290	309	465	137	207	-	-
	186	54.8	85.5	12	3/4	84	7/8	53900	1260	2.67	2860	4290	2610	3920	2310	3470	2010	3020	1300	1950	901	1350	324	488	144	217	-	-
	204	60.0	85.5	12	3/4	84	1/2	57000	1330	2.60	3140	4730	2850	4290	2510	3780	2110	3170	1350	2030	937	1410	337	507	150	225	-	-
	222	65.3	85.5	12	3/4	84	9/8	60100	1410	2.53	3430	5150	3090	4650	2710	4070	2180	3280	1400	2100	969	1460	349	524	155	233	-	-
	171	50.3	86.0	12	1	84	5/8	58800	1370	2.97	2880	4330	2690	4050	2420	3640	2150	3230	1610	2420	1120	1680	403	606	179	269	-	-
	189	55.5	86.0	12	1	84	3/4	61900	1440	2.89	3180	4780	2950	4440	2640	3980	2340	3510	1690	2540	1170	1760	422	634	188	282	-	-
	207	60.8	86.0	12	1	84	7/8	65000	1510	2.82	3470	5220	3210	4820	2860	4300	2520	3780	1750	2640	1220	1830	439	659	195	293	-	-
	225	66.0	86.0	12	1	84	1/2	68000	1580	2.75	3760	5650	3460	5200	3070	4620	2690	4040	1810	2720	1260	1890	453	681	201	303	-	-
	191	56.3	86.0	12	1 1/4	84	5/8	71100	1650	2.69	4050	6080	3700	5560	3280	4930	2860	4290	1860	2800	1290	1950	466	700	207	311	-	-
	209	61.5	86.5	12	1 1/4	84	3/4	73000	1690	2.98	3790	5700	3550	5330	3190	4800	2830	4260	2140	3220	1490	2240	536	806	238	358	-	-
	227	66.8	86.5	12	1 1/4	84	7/8	76100	1760	2.92	4090	6140	3810	5720	3410	5130	3020	4540	2210	3330	1540	2310	554	832	246	370	-	-
	245	72.0	86.5	12	1 1/4	84	1/2	79200	1830	2.86	4380	6580	4060	6100	3630	5450	3200	4810	2280	3420	1580	2380	569	856	253	380	-	-
	263	77.3	86.5	12	1 1/4	84	9/8	82300	1900	2.81	4660	7010	4310	6470	3840	5770	3370	5070	2330	3510	1620	2440	583	877	259	390	-	-
	212	62.3	87.0	12	1 1/2	84	5/8	81200	1870	3.11	4110	6180	3880	5830	3510	5270	3130	4710	2530	3800	1750	2640	631	949	281	422	-	-
	230	67.5	87.0	12	1 1/2	84	3/4	84300	1940	3.05	4410	6630	4140	6230	3740	5620	3330	5000	2610	3920	1810	2720	652	979	290	435	-	-
	248	72.8	87.0	12	1 1/2	84	7/8	87400	2010	2.99	4700	7070	4400	6620	3960	5950	3520	5290	2680	4030	1860	2800	670	1010	298	447	-	-
	265	78.0	87.0	12	1 1/2	84	1/2	90500	2080	2.94	4990	7510	4660	7000	4180	6280	3700	5560	2740	4130	1910	2860	686	1030	305	458	-	-
	283	83.3	87.0	12	1 1/2	84	9/8	93600	2150	2.89	5280	7940	4910	7380	4390	6610	3880	5830	2800	4220	1950	2930	701	1050	312	468	-	-
	232	68.3	87.5	12	1 3/4	84	5/8	92700	2120	3.15	4730	7110	4480	6730	4050	6090	3630	5460	2990	4490	2080	3120	747	1120	332	499	-	-
	250	73.5	87.5	12	1 3/4	84	3/4	95700	2190	3.10	5030	7560	4740	7130	4280	6440	3830	5750	3070	4620	2130	3210	768	1150	341	513	-	-
	268	78.8	87.5	12	1 3/4	84	7/8	98800	2260	3.05	5320	8000	5000	7520	4510	6780	4020	6040	3150	4730	2180	3280	786	1180	349	525	-	-
	286	84.0	87.5	12	1 3/4	84	1/2	102000	2330	3.00	5610	8440	5260	7900	4730	7110	4200	6320	3400	4830	2230	3350	803	1210	357	537	-	-
	304	89.3	87.5	12	1 3/4	84	9/8	105000	2400	2.95	5900	8870	5510	8280	4950	7440	4390	6590	3280	4920	2270	3420	819	1230	364	547	-	-
	253	74.3	88.0	12	2	84	5/8	104000	2370	3.19	5350	8040	5070	7620	4600	6910	4130	6200	3460	5190	2460	3610	864	1300	384	577	-	-
	271	79.5	88.0	12	2	84	3/4	110000	2440	3.14	5650	8490	5340	8020	4830	7260	4320	6500	3540	5320	2460	3690	884	1300	393	591	-	-
	288	84.8	88.0	12	2	84	7/8	110000	2510	3.09	5940	8930	5600	8420	5060	7600	4520	6790	3610	5430	2510	3770	903	1360	402	603	-	-
	306	90.0	88.0	12	2	84	1/2	113000	2580	3.05	6230	9370	5860	8800	5280	7940	4710	7070	3680	5540	2560	3840	921	1380	409	615	-	-
	324	95.3	88.0	12	2	84	9/8	117000	2650	3.01	6520	9800	6110	9180	5500	8270	4890	7350	3750	5630	2600	3910	937	1410	416	626	-	-
	291	85.5	88.5	12	2 1/4	84	5/8	116000	2620	3.21	5970	8980	5670	8520	5150	7740	4620	6950	3920	5900	2720	4100	981	1470	436	655	-	-
	309	90.8	88.5	12	2 1/4	84	3/4	119000	2690	3.17	6270	9420	5940	8920	5380	8080	4820	7250	4010	6020	2780	4180	1000	1510	445	669	-	-
	327	96.0	88.5	12	2 1/4	84	7/8	122000	2760	3.13	6560	9860	6200	9320	5610	8430	5020	7540	4080	6140	2840	4260	1020	1530	454	682	-	-
	345	101	88.5	12	2 1/4	84	1/2	125000	2830	3.09	6850	10300	6460	9700	5830	8760	5210	7820	4150	6240	2880	4340	1040	1560	462	694	-	-
	294	86.3	89.0	12	2 1/2	84	9/8	128000	2900	3.05	7140	10700	6710	10100	6050	9090	5390	8100	4220	6340	2930	4400	1060	1590	469	705	-	-
	311	91.5	89.0	12	2 1/2	84	5/8	128000	2870	3.24	6600	9910	6270	9420	5690	8560	5120	7700	4390	6600	3050	4590	1100	1650	488	734	-	-
	329	96.8	89.0	12	2 1/2	84	3/4	131000	2940	3.20	6890	10400	6530	9820	5930	8910	5320	8000	4480	6730	3110	4670	1120	1680	497	748	-	-
	347	102	89.0	12	2 1/2	84	7/8	134000	3010	3.16	7180	10800	6800	10200	6160	9250	5520	8290	4550	6840	3160	4750	1140	1710	506	761	-	-
	365	107	89.0	12	2 1/2	84	1/2	137000	3080	3.12	7480	11200	7060	10600	6380	9590	5710	8580	4630	6950	3210	4830	1160	1740	514	773	-	-
	314	92.3	89.5	12	2 3/4	84	9/8	140000	3150	3.08	7760	11700	7310	11000	6600	9980	5890	8860	4690	7050	3260	4900	1170	1760	521	784	-	-
	332	97.5	89.5	12	2 3/4	84	5/8	143000	3190	3.22	7510	11300	7130	10700	6480	9730	5820	8750	4950	7440	3440	5160	1240	1860	550	826	-	-
	350	103	89.5	12	2 3/4	84	3/4	146000	3260	3.18	7810	11700	7400	11100	6710	10100	6010	9040	5030	7550	3490	5250	1260	1890	558	839	-	-
	368	108	89.5	12	2 3/4	84	7/8	149000	3330	3.15	8100	12200	7650	11500	6930	10400	6210	9330	5100	7660	3540	5320	1270	1920	567	851	-	-
	385	113	89.5	12	2 3/4	84	1/2	152000	3400	3.11	8380	12600	7910	11900	7150	10700	6390	9610	5170	7770	3590	5390	1290	1940	574	863	-	-
	334	98.3	90.0	12	3	84	9/8	152000	3370	3.27	7840	11800	7470	11200	6790	10200	6120	9200	5340	8020	3710	5570	1330	2010	593	891	-	-
	352	104	90.0	12	3	84	5/8	155000	3440	3.24	8140	12200	7730	11600	7030	10600	6320	9500	5420	8150	3760	5660	1360	2040	602	905	-	-
	370	109	90.0	12	3	84	3/4	158000	3510	3.20	8430	12700	8000	12400	7250	10900	6510	9790	5500	8260	3820	5740	1370	2070	611	918	-	-
	388	114	90.0	12	3	84	7/8	161000	3580	3.17	8720	13100	8250	12400	7480	11200	6710	10100	5570	8370	3870	5820	1390	2090	619	931	-	-
	406	119	90.0	12	3	84	1/2	164000	3650																			







Table B4. Available Flexural Strength of Members with 96-in. Web Height

Nominal Shape	96-in. Web Height Dimensions										Available Flexural Strength, kip-ft										Design Flexural Strength = $\phi_b M_n$ (LRFD)									
	Wt/ft	Area	Depth	width	Flange	Web	thk.	height	thk.	thk.	Axis X-X					Allowable Flexural Strength = $M_n/\Omega_b$ (ASD) or										Design Flexural Strength = $\phi_b M_n$ (LRFD)				
											$b_f$	$t_f$	$t_w$	$h$	$r$	$S_x$	$I_x$	$r_t$	0	10	15	20	25	30	50	75	100			
in.	lb/ft	in. <sup>2</sup>	in.	in.	in.	in.	in.	in.	in.	in.	in. <sup>4</sup>	in.	in. <sup>3</sup>	in.	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD		
96x12	163	48.0	97.5	12	3/4	96	3/8	65200	1340	2.78	3430	3720	2280	3430	2030	3050	3050	1830	1220	1830	844	1270	304	457	135	203	-	-	-	-
	184	54.0	97.5	12	3/4	96	3/8	69800	1430	2.68	2860	4310	2620	3940	2320	3490	2020	3030	1310	1970	911	1370	328	493	146	219	-	-	-	-
	204	60.0	97.5	12	3/4	96	3/8	74400	1530	2.60	3250	4880	2950	4430	2590	3900	2180	3270	1390	2090	968	1450	348	524	155	233	-	-	-	-
	225	66.0	97.5	12	3/4	96	1/2	79000	1620	2.52	3620	5440	3260	4900	2860	4300	2290	3440	1460	2200	1020	1530	366	550	163	244	-	-	-	-
	245	72.0	97.5	12	3/4	96	5/8	83600	1710	2.45	3990	6000	3570	5370	3110	4680	2380	3580	1520	2290	1060	1590	381	573	169	254	-	-	-	-
	184	54.0	98.0	12	1	96	3/8	79500	1620	2.91	3170	4760	2950	4430	2640	3970	2330	3510	1710	2560	1180	1780	426	641	190	285	-	-	-	-
	204	60.0	98.0	12	1	96	3/8	84100	1720	2.83	3560	5340	3290	4950	2940	4410	2580	3880	1810	2720	1260	1890	452	680	201	302	-	-	-	-
	225	66.0	98.0	12	1	96	3/8	88700	1810	2.75	3940	5920	3620	5450	3220	4840	2820	4240	1900	2850	1320	1980	475	714	211	317	-	-	-	-
	245	72.0	98.0	12	1	96	1/2	93300	1900	2.68	4320	6490	3950	5940	3500	5250	3040	4570	1980	2970	1370	2060	494	743	220	330	-	-	-	-
	265	78.0	98.0	12	1	96	5/8	97900	2000	2.62	4690	7050	4270	6410	3760	5650	3200	4810	2050	3080	1420	2140	512	769	227	342	-	-	-	-
	225	66.0	98.5	12	1 1/4	96	3/8	98600	2000	2.93	4250	6390	3960	5960	3550	5340	3150	4730	2320	3480	1610	2420	580	871	258	387	-	-	-	-
	245	72.0	98.5	12	1 1/4	96	3/8	103000	2100	2.86	4640	6970	4300	6470	3850	5780	3390	5090	2410	3630	1680	2520	603	907	268	403	-	-	-	-
	265	78.0	98.5	12	1 1/4	96	1/2	108000	2190	2.80	5020	7540	4630	6960	4130	6200	3620	5440	2500	3750	1730	2610	625	939	278	417	-	-	-	-
	286	84.0	98.5	12	1 1/4	96	5/8	112000	2280	2.74	5390	8110	4960	7450	4400	6620	3850	5780	2570	3870	1790	2690	643	967	286	430	-	-	-	-
	225	66.0	99.0	12	1 1/2	96	3/8	109000	2190	3.06	4560	6860	4290	6450	3870	5820	3450	5190	2730	4100	1890	2840	681	1020	303	455	-	-	-	-
	245	72.0	99.0	12	1 1/2	96	3/8	113000	2290	3.00	4950	7450	4640	6970	4170	6270	3710	5580	2840	4260	1970	2960	709	1070	315	474	-	-	-	-
	265	78.0	99.0	12	1 1/2	96	1/2	118000	2380	2.94	5340	8030	4980	7490	4470	6720	3960	5950	2930	4410	2040	3060	734	1100	326	490	-	-	-	-
	306	90.0	99.0	12	1 1/2	96	5/8	127000	2570	2.83	6100	9160	5640	8480	5030	7570	4430	6660	3100	4660	2150	3240	776	1170	345	518	-	-	-	-
	245	72.0	99.5	12	1 3/4	96	3/8	123000	2480	3.11	5270	7910	4970	7490	4490	6750	4020	6030	3250	4880	2250	3390	811	1220	361	542	-	-	-	-
	265	78.0	99.5	12	1 3/4	96	3/8	128000	2570	3.06	5660	8500	5320	7990	4800	7210	4270	6420	3360	5050	2330	3500	839	1260	373	561	-	-	-	-
	286	84.0	99.5	12	1 3/4	96	1/2	133000	2670	3.00	6040	9080	5660	8510	5090	7650	4530	6800	3460	5200	2400	3610	865	1300	384	578	-	-	-	-
	306	90.0	99.5	12	1 3/4	96	5/8	137000	2760	2.95	6420	9660	6000	9010	5380	8090	4770	7170	3550	5340	2470	3710	888	1330	395	593	-	-	-	-
	327	96.0	99.5	12	1 3/4	96	1/2	142000	2850	2.90	6800	10200	6330	9510	5670	8520	5000	7520	3630	5460	2520	3790	909	1370	404	607	-	-	-	-
	265	78.0	100	12	2	96	3/8	138000	2760	3.15	5970	8970	5650	8490	5110	7680	4580	6880	3770	5670	2620	3940	943	1420	419	630	-	-	-	-
	286	84.0	100	12	2	96	3/8	143000	2860	3.10	6360	9560	6000	9010	5420	8140	4840	7270	3880	5840	2700	4160	997	1500	443	666	-	-	-	-
	306	90.0	100	12	2	96	5/8	148000	2950	3.05	6750	10100	6340	9530	5720	8590	5090	7660	3990	5990	2770	4160	997	1500	443	666	-	-	-	-
	327	96.0	100	12	2	96	1/2	152000	3040	3.00	7130	10700	6680	10000	6010	9030	5340	8030	4080	6130	2830	4260	1020	1530	453	682	-	-	-	-
	347	102	100	12	2	96	5/8	157000	3130	2.95	7510	11300	7010	10500	6290	9460	5580	8390	4170	6260	2890	4350	1040	1570	463	696	-	-	-	-
	286	84.0	101	12	2 1/4	96	3/8	153000	3050	3.18	6680	10000	6680	10000	6040	9080	5410	8130	4410	6630	3070	4490	1080	1620	478	718	-	-	-	-
	306	90.0	101	12	2 1/4	96	3/8	158000	3140	3.13	7070	10600	6980	10000	6040	9220	5660	8510	4520	6790	3140	4720	1130	1700	502	755	-	-	-	-
	327	96.0	101	12	2 1/4	96	1/2	163000	3240	3.09	7450	11200	7020	10600	6340	9530	5660	8510	4520	6790	3140	4720	1130	1700	502	755	-	-	-	-
	347	102	101	12	2 1/4	96	5/8	167000	3330	3.04	7840	11800	7360	11100	6630	9970	5910	8880	4610	6930	3200	4820	1150	1730	513	770	-	-	-	-
	368	108	101	12	2 1/4	96	3/8	172000	3420	3.00	8210	12300	7690	11600	6920	10400	6150	9250	4700	7070	3270	4910	1180	1770	522	785	-	-	-	-
	306	90.0	101	12	2 1/2	96	3/8	169000	3340	3.21	7390	11100	7010	10500	6360	9560	5710	8580	4830	7260	3360	5040	1210	1820	537	807	-	-	-	-
	327	96.0	101	12	2 1/2	96	3/8	173000	3430	3.16	7780	11700	7360	11100	6670	10000	5970	8980	4950	7430	3430	5160	1240	1860	550	826	-	-	-	-
	347	102	101	12	2 1/2	96	5/8	178000	3520	3.12	8160	12300	7700	11600	6970	10500	6230	9360	5050	7590	3510	5270	1260	1900	561	843	-	-	-	-
	368	108	101	12	2 1/2	96	1/2	182000	3610	3.08	8540	12800	8040	12100	7260	10900	6480	9740	5150	7740	3570	5370	1290	1930	572	860	-	-	-	-
	388	114	101	12	2 1/2	96	3/8	187000	3700	3.04	8920	13400	8380	12600	7550	11300	6720	10100	5240	7870	3640	5470	1310	1970	582	875	-	-	-	-
	327	96.0	102	12	2 3/4	96	3/8	184000	3630	3.23	8100	12200	7690	11600	6980	10500	6280	9440	5370	8070	3730	5600	1340	2020	596	896	-	-	-	-
	347	102	102	12	2 3/4	96	3/8	189000	3720	3.19	8490	12800	8040	12100	7290	11000	6540	9830	5480	8240	3810	5720	1370	2060	609	915	-	-	-	-
	368	108	102	12	2 3/4	96	1/2	193000	3810	3.15	8870	13300	8390	12600	7590	11400	6800	10200	5590	8390	3880	5830	1400	2100	621	933	-	-	-	-
	408	120	102	12	2 3/4	96	3/8	202000	3990	3.07	9630	14500	9080	13600	8180	12300	7300	11000	5770	8680	4010	6030	1440	2170	642	964	-	-	-	-
	347	102	102	12	3	96	3/8	200000	3910	3.25	8810	13200	8370	12600	7610	11400	6850	10300	5900	8870	4100	6160	1480	2220	656	986	-	-	-	-
	368	108	102	12	3	96	1/2	204000	4000	3.21	9200	13800	8720	13100	7920	11900	7110	10700	6020	9040	4180	6280	1500	2260	668	1000	-	-	-	-
	388	114	102	12	3	96	3/8	209000	4090	3.17	9580	14400	9070	13600	8220	12400	7370	11100	6120	9200	4250	6390	1530	2300	680	1020	-	-	-	-
	408	120	102	12	3	96	1/2	213000	4180	3.13																				

Table B4. Available Flexural Strength of Members with 96-in. Web Height

Nominal Shape	96-in. Web Height Dimensions			Available Flexural Strength, kip-ft												$F_y = 50 \text{ ksi}$ $C_b = 1.0$										
	Wt/ft lb/ft	Area in. <sup>2</sup>	Depth d in.	Flange width $b_f$ in.	Flange thk. $t_f$ in.	height h in.	Web thk. $t_w$ in.	Axis X-X			Allowable Flexural Strength = $M_x/\Omega_b$ (ASD) or Design Flexural Strength = $\phi_b M_n$ (LRFD)															
								$I_x$ in. <sup>4</sup>	$S_x$ in. <sup>3</sup>	$r_x$ in.	0	10	15	20	25	30	50	75	100							
96x18	194	57.0	97.5	18	3/4	96	5/8	86200	1770	4.44	3090	4650	3090	4650	3060	4610	2840	4270	2820	3940	1100	1660	490	737	280	414
	214	63.0	97.5	18	3/4	96	5/8	90800	1860	4.32	3440	5170	3440	5170	3380	5080	3130	4700	2870	4310	1160	1750	517	777	290	437
	235	69.0	97.5	18	3/4	96	7/8	95400	1960	4.22	3780	5680	3780	5680	3690	5540	3400	5110	3110	4680	1220	1830	540	812	300	457
	255	75.0	97.5	18	3/4	96	1/2	100000	2050	4.12	4110	6180	4110	6180	3980	5990	3660	5500	3340	5020	1260	1900	561	843	320	474
	276	81.0	97.5	18	3/4	96	5/8	105000	2150	4.02	4440	6680	4440	6680	4270	6420	3920	5890	3560	5360	1300	1960	579	870	330	490
	225	66.0	98.0	18	1	96	5/8	108000	2200	4.60	4570	6870	4300	6460	4020	6040	3740	5620	3460	5200	1540	2310	683	1030	380	577
	245	72.0	98.0	18	1	96	5/8	112000	2290	4.50	4970	7460	4650	6990	4340	6520	4030	6060	3720	5590	1600	2400	711	1070	400	601
	265	78.0	98.0	18	1	96	7/8	117000	2390	4.41	5350	8050	5340	8020	4990	7510	4650	6990	4310	6480	1650	2490	736	1110	410	622
	286	84.0	98.0	18	1	96	1/2	122000	2480	4.32	5740	8620	5700	8570	5330	8010	4960	7450	4580	6890	1710	2560	758	1140	430	641
	306	90.0	98.0	18	1	96	5/8	126000	2570	4.24	6120	9190	6070	9120	5660	8510	5250	7900	4850	7290	1870	2830	778	1170	440	658
	255	75.0	98.5	18	1 1/4	96	5/8	129000	2630	4.70	5630	8460	5630	8460	5320	7990	4980	7490	4640	6980	1750	2590	879	1320	490	743
	276	81.0	98.5	18	1 1/4	96	5/8	134000	2720	4.62	6020	9050	6020	9050	5670	8520	5300	7970	4940	7420	1870	2830	907	1360	510	767
	296	87.0	98.5	18	1 1/4	96	7/8	139000	2820	4.54	6410	9640	6410	9640	6020	9040	5620	8440	5220	7850	2100	3160	933	1400	520	789
	316	93.0	98.5	18	1 1/4	96	1/2	143000	2910	4.46	6800	10200	6780	10200	6360	9550	5930	8910	5500	8260	2150	3240	957	1440	540	809
	337	99.0	98.5	18	1 1/4	96	5/8	148000	3000	4.39	7180	10800	7150	10700	6690	10100	6230	9360	5770	8670	2200	3310	978	1470	550	827
	286	84.0	99.0	18	1 1/2	96	5/8	151000	3060	4.77	6690	10100	6690	10100	6340	9530	5940	8930	5550	8340	2420	3640	1080	1620	610	911
	306	90.0	99.0	18	1 1/2	96	5/8	156000	3150	4.70	7080	10600	7080	10600	6690	10100	6270	9420	5840	8780	2490	3740	1110	1660	620	935
	327	96.0	99.0	18	1 1/2	96	7/8	161000	3240	4.63	7470	11200	7470	11200	7040	10600	6590	9900	6130	9220	2580	3830	1130	1700	640	958
	347	102	99.0	18	1 1/2	96	1/2	165000	3340	4.56	7860	11800	7860	11800	7380	11100	6900	10400	6440	9640	2600	3910	1160	1740	650	978
	368	108	99.0	18	1 1/2	96	5/8	170000	3430	4.50	8240	12400	8240	12400	7720	11600	7200	10800	6690	10100	2670	3990	1180	1770	660	997
	316	93.0	99.5	18	1 3/4	96	5/8	174000	3490	4.83	7760	11700	7760	11700	7360	11100	6910	10400	6750	9710	2870	4200	1280	1920	720	1080
	337	99.0	99.5	18	1 3/4	96	5/8	178000	3580	4.76	8150	12200	8150	12200	7720	11600	7230	10900	6750	10200	2940	4420	1310	1960	730	1100
	357	105	99.5	18	1 3/4	96	7/8	183000	3670	4.70	8540	12800	8540	12800	8070	12100	7550	11400	7040	10600	3000	4510	1330	2000	750	1130
	378	111	99.5	18	1 3/4	96	1/2	187000	3770	4.64	8920	13400	8920	13400	8410	12600	7870	11800	7330	11000	3080	4590	1360	2040	760	1150
	398	117	99.5	18	1 3/4	96	5/8	192000	3860	4.58	9310	14000	9310	14000	8750	13100	8180	12300	7600	11400	3110	4670	1380	2080	777	1170
	347	102	100	18	2	96	5/8	196000	3920	4.81	8820	13300	8820	13300	8390	12600	7880	11800	7370	11100	3330	5000	1480	2220	831	1250
	368	108	100	18	2	96	7/8	201000	4010	4.74	9220	13900	9220	13900	8740	13100	8200	12300	7660	11500	3390	5100	1510	2270	848	1280
	388	114	100	18	2	96	1/2	205000	4100	4.75	9600	14400	9600	14400	9090	13700	8520	12800	7950	12000	3450	5190	1530	2310	863	1300
	408	120	100	18	2	96	5/8	210000	4200	4.70	9990	15000	9990	15000	9440	14200	8840	13300	8240	12400	3510	5270	1560	2340	877	1320
	429	126	100	18	2	96	7/8	214000	4290	4.65	10400	15600	10400	15600	9780	14700	9150	13800	8580	12900	3560	5350	1580	2380	891	1340
	378	111	101	18	2 1/4	96	5/8	219000	4350	4.90	9890	14900	9890	14900	9420	14200	8850	13300	8280	12400	3780	5680	1680	2520	945	1420
	419	123	101	18	2 1/4	96	7/8	223000	4440	4.85	10300	15500	10300	15500	9770	14700	9170	13800	8580	12900	3850	5780	1710	2570	961	1440
	439	129	101	18	2 1/4	96	1/2	228000	4530	4.80	10700	16000	10700	16000	10100	15200	9490	14300	8870	13300	3910	5870	1740	2610	977	1470
	459	135	101	18	2 1/4	96	5/8	232000	4620	4.75	11100	16600	11100	16600	10500	15700	9810	14700	9150	13800	4020	6040	1760	2650	991	1490
	408	120	101	18	2 1/2	96	5/8	241000	4780	4.93	11000	16500	11000	16500	10400	15700	9820	14800	9190	13800	4240	6200	1880	2680	1000	1510
	429	126	101	18	2 1/2	96	5/8	246000	4870	4.88	11400	17100	11400	17100	10800	16200	10100	15200	9490	14300	4300	6460	1910	2870	1080	1620
	449	132	101	18	2 1/2	96	7/8	251000	4960	4.83	11700	17600	11700	17600	11100	16800	10500	15700	9780	14700	4360	6560	1940	2910	1090	1640
	470	138	101	18	2 1/2	96	1/2	255000	5050	4.79	12100	18200	12100	18200	11500	17300	10800	16200	10100	15100	4420	6640	1960	2950	1100	1680
	490	144	101	18	2 1/2	96	5/8	260000	5140	4.74	12500	18800	12500	18800	11800	17800	11100	16700	10400	15600	4470	6730	1990	2990	1120	1680
	439	129	102	18	2 3/4	96	5/8	264000	5210	4.95	12000	18100	12000	18100	11500	17200	10800	16200	10100	15200	4690	7050	2090	3130	1170	1760
	459	135	102	18	2 3/4	96	7/8	269000	5300	4.91	12400	18700	12400	18700	11800	17800	11100	16700	10400	15600	4760	7150	2110	3180	1190	1790
	480	141	102	18	2 3/4	96	1/2	274000	5390	4.86	12800	19300	12800	19300	12200	18300	11400	17000	10700	16100	4820	7240	2140	3220	1200	1810
	500	147	102	18	2 3/4	96	5/8	278000	5480	4.82	13200	19900	13200	19900	12500	18800	11600	17700	11000	16500	4980	7330	2170	3260	1220	1830
	521	153	102	18	2 3/4	96	7/8	283000	5570	4.78	13600	20400	13600	20400	12900	19300	12100	18100	11300	16900	5050	7410	2190	3290	12	





Table B5. Available Flexural Strength of Members with 108-in. Web Height

Nominal Shape	Wt/ft lb/ft	Area in. <sup>2</sup>	Depth d in.	Flange width b <sub>f</sub> in.	Flange thk. t <sub>f</sub> in.	Web height h in.	Web thk. t <sub>w</sub> in.	Axis X-X			Available Flexural Strength, kip-ft												F <sub>y</sub> = 50 ksi C <sub>b</sub> = 1.0					
								I <sub>x</sub> in. <sup>4</sup>	S <sub>x</sub> in. <sup>3</sup>	r <sub>x</sub> in.	Allowable Flexural Strength = M <sub>x</sub> /Ω <sub>b</sub> (ASD) or Design Flexural Strength = φ <sub>b</sub> M <sub>x</sub> (LRFD)						ASD		LRFD									
											Lateral Unbraced Length = L <sub>b</sub> , ft												Ω <sub>b</sub> = 1.67		φ <sub>b</sub> = 0.90			
								0		10		15		20		25		30		50		75		100				
								ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD	
108x12	199	56.5	110	12	3/4	108	3/8	92600	1690	2.62	3100	4650	2820	4230	2480	3730	2110	3170	1350	2030	938	1410	338	508	150	226	-	-
	222	65.3	110	12	3/4	108	7/16	99100	1810	2.53	3580	5380	3230	4850	2830	4260	2280	3420	1460	2190	1010	1520	364	548	162	243	-	-
	245	72.0	110	12	3/4	108	1/2	106000	1930	2.45	4060	6100	3630	5460	3160	4760	2420	3640	1550	2330	1080	1620	387	582	172	259	-	-
	268	78.8	110	12	3/4	108	9/16	112000	2050	2.38	4530	6810	4020	6040	3480	5240	2540	3820	1630	2450	1130	1700	407	611	181	272	-	-
	219	64.5	110	12	1	108	3/8	111000	2010	2.77	3870	5810	3560	5350	3170	4760	2780	4170	1890	2840	1310	1970	472	710	210	315	-	-
	242	71.3	110	12	1	108	7/16	117000	2130	2.69	4350	6540	3980	5990	3530	5300	3070	4620	2110	3020	1390	2090	502	754	223	335	-	-
	265	78.0	110	12	1	108	1/2	124000	2250	2.62	4830	7270	4400	6610	3880	5830	3290	4950	2110	3170	1460	2200	527	792	234	352	-	-
	288	84.8	110	12	1	108	9/16	130000	2370	2.55	5310	7980	4800	7210	4210	6330	3430	5160	2200	3300	1530	2290	550	826	244	367	-	-
	240	70.5	111	12	1 1/4	108	3/8	129000	2330	2.88	4640	6980	4310	6480	3860	5800	3400	5110	2440	3670	1700	2550	611	918	271	408	-	-
	263	77.3	111	12	1 1/4	108	7/16	135000	2450	2.81	5130	7710	4740	7120	4230	6350	3710	5580	2570	3860	1780	2680	642	965	285	429	-	-
	286	84.0	111	12	1 1/4	108	1/2	142000	2570	2.74	5620	8440	5160	7750	4580	6890	4000	6020	2860	4030	1860	2800	670	1010	298	447	-	-
	309	90.8	111	12	1 1/2	108	3/8	149000	2690	2.68	6090	9160	5570	8370	4930	7410	4290	6440	3170	4720	1930	2900	694	1040	309	464	-	-
	260	76.5	111	12	1 1/2	108	7/16	147000	2650	2.95	5420	8150	5060	7610	4550	6830	4030	6060	3010	4520	2090	3140	753	1130	335	503	-	-
	283	83.3	111	12	1 1/2	108	1/2	154000	2770	2.89	5920	8890	5500	8260	4920	7400	4350	6530	3140	4720	2180	3280	785	1180	349	524	-	-
	306	90.0	111	12	1 1/2	108	9/16	160000	2890	2.83	6400	9620	5920	8900	5280	7940	4650	6990	3260	4890	2260	3400	814	1220	362	544	-	-
	329	96.8	111	12	1 1/2	108	1/2	167000	3010	2.77	6880	10300	6340	9520	5640	8470	4940	7420	3360	5050	2330	3510	840	1260	373	561	-	-
	281	82.5	112	12	1 3/4	108	3/8	166000	2970	3.01	6210	9330	5820	8750	5240	7880	4660	7010	3590	5390	2490	3740	897	1350	398	599	-	-
	304	89.3	112	12	1 3/4	108	7/16	172000	3090	2.95	6700	10100	6260	9400	5620	8440	4980	7480	3720	5590	2580	3880	930	1400	413	621	-	-
	327	96.0	112	12	1 3/4	108	1/2	179000	3210	2.90	7190	10800	6680	10000	5990	9000	5290	7950	3840	5770	2670	4010	960	1440	427	641	-	-
	350	103	112	12	1 3/4	108	9/16	186000	3330	2.85	7670	11500	7100	10700	6340	9640	5590	8400	3950	5930	2740	4120	987	1480	439	659	-	-
	301	88.5	112	12	2	108	3/8	185000	3300	3.06	7000	10500	6580	9890	5940	8920	5290	7960	4170	6270	2890	4350	1040	1570	463	696	-	-
	324	95.3	112	12	2	108	7/16	191000	3410	3.01	7490	11300	7020	10500	6320	9490	5620	8440	4300	6470	2990	4490	1080	1620	478	719	-	-
	347	102	112	12	2	108	1/2	198000	3530	2.95	7980	12000	7450	11200	6690	10100	5930	8910	4430	6650	3070	4620	1110	1660	492	739	-	-
	370	109	112	12	2	108	9/16	204000	3650	2.91	8460	12700	7870	11800	7050	10600	6230	9360	4540	6820	3150	4740	1130	1710	504	758	-	-
	322	94.5	113	12	2 1/4	108	3/8	203000	3620	3.10	7790	11700	7340	11000	6630	9970	5930	8910	4760	7150	3300	4960	1190	1790	528	794	-	-
	345	101	113	12	2 1/4	108	7/16	210000	3730	3.05	8280	12400	7780	11700	7020	10500	6250	9390	4890	7350	3400	5110	1220	1840	544	817	-	-
	368	108	113	12	2 1/4	108	1/2	217000	3850	2.95	8770	13200	8210	12300	7390	11100	6570	9870	5020	7540	3490	5240	1250	1890	558	838	-	-
	390	115	113	12	2 1/4	108	9/16	223000	3970	3.00	9250	13900	8640	13000	7750	11700	6870	10300	5130	7720	3570	5360	1280	1930	570	857	-	-
	342	101	113	12	2 1/2	108	3/8	223000	3940	3.13	8580	12900	8100	12200	7330	11000	6560	9860	5350	8040	3710	5580	1340	2010	594	893	-	-
	365	107	113	12	2 1/2	108	7/16	229000	4060	3.08	9070	13600	8540	12800	7720	11600	6890	10400	5490	8240	3810	5730	1370	2060	609	916	-	-
	388	114	113	12	2 1/2	108	1/2	236000	4170	3.04	9560	14400	8980	13500	8090	12200	7200	10800	5610	8440	3900	5860	1400	2110	624	937	-	-
	411	121	113	12	2 3/4	108	9/16	242000	4290	3.00	10000	15100	9400	14100	8460	12700	7510	11300	5730	8610	3980	5980	1430	2150	637	957	-	-
	362	107	114	12	2 3/4	108	3/8	242000	4260	3.16	9380	14100	9000	13300	8030	12100	7200	10800	5940	8930	4130	6200	1490	2230	660	992	-	-
	385	113	114	12	2 3/4	108	7/16	248000	4380	3.11	9870	14800	9310	14000	8420	12600	7520	11300	6080	9140	4220	6350	1520	2280	676	1020	-	-
	408	120	114	12	2 3/4	108	1/2	255000	4490	3.07	10400	15600	9740	14600	8790	13200	7840	11800	6210	9330	4310	6480	1550	2330	690	1040	-	-
	431	127	114	12	2 3/4	108	9/16	261000	4610	3.03	10800	16300	10200	15300	9160	13800	8160	12300	6330	9510	4390	6600	1580	2380	703	1060	-	-
	383	113	114	12	3	108	3/8	261000	4580	3.18	10200	15300	9630	14500	8730	13100	7830	11800	6540	9830	4540	6820	1630	2460	726	1090	-	-
	406	119	114	12	3	108	7/16	268000	4700	3.14	10700	16000	10100	15100	9120	13700	8160	12300	6680	10000	4640	6970	1670	2510	742	1120	-	-
	429	126	114	12	3	108	1/2	274000	4810	3.10	11100	16800	10500	15800	9500	14300	8480	12700	6810	10200	4730	7100	1700	2560	756	1140	-	-
	452	133	114	12	3	108	9/16	281000	4930	3.06	11600	17500	10900	16400	9870	14800	8800	13200	6930	10400	4810	7230	1730	2600	770	1160	-	-







Table B6. Available Flexural Strength of Members with 120-in. Web Height

Nominal Shape	120-in. Web Height Dimensions										Available Flexural Strength, kip-ft										$F_y = 50 \text{ ksi}$ $C_b = 1.0$						
	Wt/ft	Area	Depth	Flange width	thk. $t_f$	Web height $h$	thk. $t_w$	Axis X-X			Allowable Flexural Strength = $M_n/\phi_b$ (ASD) or Design Flexural Strength = $\phi_b M_n$ (LRFD)										ASD	LRFD					
								$I_x$	$S_x$	$r_t$	Lateral Unbraced Length— $L_b$ , ft																
in.	lb/ft	in. <sup>2</sup>	in.	in.	in.	in.	in. <sup>4</sup>	in. <sup>3</sup>	in.	0	10	15	20	25	30	50	75	100									
120x12	214	63.0	122	12	3/4	120	120000	1970	2.56	3250	4890	2940	4420	2580	3880	2110	3180	1350	2030	940	1410	338	508	150	226	—	—
	240	70.5	122	12	7/8	120	129000	2120	2.47	3850	5790	3450	5190	3010	4530	2330	3500	1490	2240	1030	1560	373	560	166	249	—	—
	265	78.0	122	12	3/4	120	138000	2270	2.38	4440	6680	3950	5930	3420	5140	2510	3770	1610	2410	1120	1680	402	603	178	268	—	—
	291	85.5	122	12	3/4	120	147000	2410	2.31	5030	7550	4430	6650	3810	5730	2860	4000	1700	2560	1180	1780	426	641	189	285	—	—
	235	69.0	122	12	1	120	142000	2330	2.72	4090	6150	3750	5640	3330	5000	2900	4370	1920	2890	1330	2010	480	722	214	321	—	—
	260	76.5	122	12	1	120	151000	2470	2.63	4700	7060	4280	6430	3780	5670	3240	4870	2070	3120	1440	2160	518	779	230	346	—	—
	286	84.0	122	12	1	120	160000	2620	2.56	5290	7960	4790	7200	4200	6320	3440	5180	2220	3310	1530	2300	551	828	245	368	—	—
	311	91.5	122	12	1	120	169000	2770	2.49	5880	8840	5280	7940	4620	6940	3620	5440	2320	3480	1610	2420	579	871	257	387	—	—
	255	75.0	123	12	1 1/4	120	164000	2680	2.83	4940	7430	4570	6880	4080	6140	3590	5400	2520	3780	1750	2630	629	945	280	420	—	—
	281	82.5	123	12	1 1/4	120	173000	2830	2.75	5550	8350	5110	7680	4540	6820	3970	5970	2680	4020	1860	2790	669	1010	297	447	—	—
	306	90.0	123	12	1 1/4	120	182000	2980	2.68	6150	9250	5630	8460	4980	7490	4340	6520	2820	4240	1960	2940	704	1060	313	471	—	—
	332	97.5	123	12	1 1/4	120	191000	3120	2.62	6750	10100	6130	9220	5410	8130	4600	6910	2940	4420	2040	3070	735	1110	327	491	—	—
	276	81.0	123	12	1 1/2	120	187000	3040	2.91	5810	8730	5400	8120	4840	7280	4280	6430	3130	4700	2170	3260	782	1180	348	522	—	—
	301	88.5	123	12	1 1/2	120	196000	3180	2.84	6420	9640	5940	8930	5310	7980	4670	7020	3300	4950	2290	3440	824	1240	366	550	—	—
	327	96.0	123	12	1 1/2	120	205000	3330	2.78	7020	10500	6470	9720	5760	8650	5040	7580	3440	5180	2390	3590	861	1290	383	575	—	—
	352	104	123	12	1 1/2	120	214000	3480	2.72	7610	11400	6980	10500	6190	9310	5400	8120	3580	5370	2480	3730	894	1340	397	597	—	—
	296	87.0	124	12	1 3/4	120	210000	3400	2.97	6670	10000	6240	9370	5610	8430	4970	7480	3750	5640	2610	3920	938	1410	417	627	—	—
	322	94.5	124	12	1 3/4	120	219000	3540	2.91	7280	10900	6780	10200	6070	9130	5370	8070	3920	5900	2720	4100	981	1470	436	655	—	—
	347	102	124	12	1 3/4	120	228000	3690	2.85	7890	11900	7310	11000	6530	9810	5750	8640	4080	6130	2830	4260	1020	1530	453	681	—	—
	373	110	124	12	1 3/4	120	237000	3830	2.80	8480	12700	7830	11800	6970	10500	6120	9200	4220	6340	2930	4400	1050	1580	468	704	—	—
	316	93.0	124	12	2	120	230000	3750	3.02	7540	11300	7070	10600	6370	9580	5670	8520	4390	6590	3050	4580	1100	1650	487	732	—	—
	342	101	124	12	2	120	242000	3900	2.97	8150	12300	7620	11500	6840	10300	6070	9120	4560	6850	3170	4760	1140	1710	507	762	—	—
	368	108	124	12	2	120	251000	4040	2.91	8760	13200	8150	12300	7300	11000	6460	9710	4720	7090	3280	4920	1180	1770	524	788	—	—
	393	115.5	124	12	2	120	260000	4190	2.86	9350	14100	8670	13000	7750	11700	6830	10300	4860	7310	3380	5070	1220	1830	540	812	—	—
	337	99.0	125	12	2 1/4	120	256000	4110	3.06	8420	12600	7920	11900	7140	10700	6370	9570	5030	7560	3490	5250	1260	1890	559	839	—	—
	362	107	125	12	2 1/4	120	265000	4250	3.01	9030	13600	8460	12700	7620	11400	6770	10200	5200	7820	3610	5430	1300	1960	578	869	—	—
	388	114	125	12	2 1/4	120	274000	4400	2.96	9630	14500	9000	13500	8080	12100	7160	10800	5360	8060	3730	5600	1340	2020	596	896	—	—
	413	122	125	12	2 1/4	120	283000	4540	2.91	10200	15400	9520	14300	8530	12800	7540	11300	5510	8280	3830	5750	1380	2070	612	920	—	—
	357	105	125	12	2 1/2	120	279000	4470	3.10	9290	14000	8760	13200	7910	11900	7070	10600	5670	8530	3940	5920	1420	2130	630	947	—	—
	383	113	125	12	2 1/2	120	288000	4610	3.05	9900	14900	9300	14000	8390	12600	7480	11200	5850	8800	4060	6110	1460	2200	650	977	—	—
	408	120	125	12	2 1/2	120	297000	4750	3.00	10500	15800	9840	14800	8860	13300	7870	11800	6010	9040	4180	6280	1500	2260	668	1000	—	—
	434	128	125	12	2 1/2	120	306000	4900	2.93	11100	16700	10400	15600	9310	14000	8250	12400	6160	9270	4280	6430	1540	2320	685	1030	—	—
	378	111	126	12	2 3/4	120	303000	4820	3.15	10200	15300	9600	14400	8690	13100	7770	11700	6330	9510	4390	6600	1580	2380	703	1060	—	—
	403	119	126	12	2 3/4	120	312000	4970	3.08	10800	16200	10200	15300	9160	13800	8180	12300	6500	9780	4520	6790	1630	2440	723	1090	—	—
	429	126	126	12	2 3/4	120	321000	5110	3.03	11400	17100	10700	16100	9630	14500	8580	12900	6670	10000	4630	6960	1670	2510	741	1110	—	—
	454	134	126	12	2 3/4	120	330000	5250	2.99	12000	18000	11200	16900	10100	15200	8960	13500	6820	10300	4740	7120	1710	2560	758	1140	—	—
	398	117	126	12	3	120	326000	5180	3.15	11100	16600	10500	15700	9460	14200	8480	12700	6980	10500	4850	7290	1750	2620	776	1170	—	—
	424	125	126	12	3	120	335000	5320	3.11	11700	17500	11000	16500	9940	14900	8880	13400	7160	10800	4970	7470	1790	2690	796	1200	—	—
	449	132	126	12	3	120	344000	5470	3.06	12300	18400	11500	17300	10400	15600	9280	14000	7330	11000	5090	7650	1830	2750	814	1220	—	—
	475	140	126	12	3	120	353000	5610	3.02	12900	19300	12100	18100	10900	16300	9670	14500	7480	11200	5190	7810	1870	2810	831	1250	—	—





Table B6. Available Flexural Strength of Members with 120-in. Web Height

Nominal Shape	Wt/ft lb/ft	120-in. Web Height Dimensions				Axis X-X		Available Flexural Strength, kip-ft												$F_y = 50 \text{ ksi}$ $C_b = 1.0$											
		Area in. <sup>2</sup>	Depth d in.	Flange		Web height h in.	thk. t <sub>w</sub> in.	I <sub>x</sub> in. <sup>4</sup>	S <sub>x</sub> in. <sup>3</sup>	r <sub>t</sub> in.	Allowable Flexural Strength = $M/\Omega_b$ (ASD) or Design Flexural Strength = $\phi_b M_n$ (LRFD)						ASD		LRFD												
				width b <sub>f</sub> in.	thk. t <sub>f</sub> in.						0		10		15		20		25		30		50		75		100				
in.				in.	in.	in.	in.	in.	in.	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD	ASD	LRFD
120x30	408	120	123	30	1 1/4	120	3300000	5380	7.91	10100	15200	10100	15200	10100	15200	10100	15200	10100	15200	10100	15200	10100	15200	8870	13300	5100	7660	2870	4310		
	434	128	123	30	1 1/4	120	3390000	5530	7.80	10700	16100	10700	16100	10700	16100	10700	16100	10700	16100	10700	16100	10700	16100	9280	14000	5230	7860	2940	4420		
	459	135	123	30	1 1/4	120	3480000	5680	7.69	11200	16900	11200	16900	11200	16900	11200	16900	11200	16900	11200	16900	11200	16900	9690	14600	5350	8040	3010	4520		
	485	143	123	30	1 1/4	120	3570000	5820	7.60	11800	17700	11800	17700	11800	17700	11800	17700	11800	17700	11800	17700	11800	17700	10100	15200	5460	8200	3070	4610		
	459	135	123	30	1 1/2	120	3860000	6280	8.02	13300	19900	13300	19900	13300	19900	13300	19900	13300	19900	13300	19900	13300	19900	10600	16000	6250	9390	3520	5280		
	485	143	123	30	1 1/2	120	3950000	6430	7.92	13900	20800	13900	20800	13900	20800	13900	20800	13900	20800	13900	20800	13900	20800	11100	16600	6380	9590	3590	5390		
	510	150	123	30	1 1/2	120	4040000	6570	7.83	14500	21700	14500	21700	14500	21700	14500	21700	14500	21700	14500	21700	14500	21700	11500	17200	6500	9770	3660	5500		
	536	158	123	30	1 1/2	120	4130000	6720	7.75	15000	22600	15000	22600	15000	22600	15000	22600	15000	22600	15000	22600	15000	22600	11900	17800	6620	9940	3720	5590		
	510	150	124	30	1 3/4	120	4430000	7180	8.10	16000	24000	16000	24000	16000	24000	16000	24000	16000	24000	16000	24000	16000	24000	12400	18700	7410	11100	4170	6270		
	536	158	124	30	1 3/4	120	4520000	7320	8.02	16600	24900	16600	24900	16600	24900	16600	24900	16600	24900	16600	24900	16600	24900	12800	19300	7540	11300	4240	6380		
	561	165	124	30	1 3/4	120	4610000	7470	7.94	17200	25900	17200	25900	17200	25900	17200	25900	17200	25900	17200	25900	17200	25900	13200	19900	7660	11500	4310	6480		
	587	173	124	30	1 3/4	120	4700000	7610	7.86	17800	26800	17800	26800	17800	26800	17800	26800	17800	26800	17800	26800	17800	26800	13600	20500	7780	11700	4380	6580		
	561	165	124	30	2	120	5010000	8070	8.16	18200	27400	18200	27400	18200	27400	18200	27400	18200	27400	18200	27400	18200	27400	14200	21300	8580	12900	4820	7250		
	587	173	124	30	2	120	5100000	8220	8.09	18800	28300	18800	28300	18800	28300	18800	28300	18800	28300	18800	28300	18800	28300	14600	22000	8710	13100	4900	7360		
	613	180	124	30	2	120	5280000	8360	8.02	19400	29200	19400	29200	19400	29200	19400	29200	19400	29200	19400	29200	19400	29200	15000	22600	8830	13300	4970	7470		
	638	188	124	30	2	120	5580000	8970	8.22	20400	30700	20400	30700	20400	30700	20400	30700	20400	30700	20400	30700	20400	30700	15400	23200	8950	13400	5030	7570		
	613	180	125	30	2 1/4	120	5670000	9120	8.15	21100	31600	21100	31600	21100	31600	21100	31600	21100	31600	21100	31600	21100	31600	15800	24000	9100	13600	5100	7670		
	638	188	125	30	2 1/4	120	5760000	9260	8.08	21700	32600	21700	32600	21700	32600	21700	32600	21700	32600	21700	32600	21700	32600	16200	24800	9200	13800	5170	7770		
	664	195	125	30	2 1/2	120	5850000	9400	8.02	22300	33500	22300	33500	22300	33500	22300	33500	22300	33500	22300	33500	22300	33500	16600	25600	9300	14000	5240	7870		
	664	195	125	30	2 1/2	120	6170000	9870	8.26	22700	34100	22700	34100	22700	34100	22700	34100	22700	34100	22700	34100	22700	34100	17000	26400	9400	14200	5310	7970		
	689	203	125	30	2 1/2	120	6260000	10000	8.20	23300	35000	23300	35000	23300	35000	23300	35000	23300	35000	23300	35000	23300	35000	17400	27200	9500	14400	5380	8070		
	715	210	125	30	2 1/2	120	6350000	10200	8.13	23900	35900	23900	35900	23900	35900	23900	35900	23900	35900	23900	35900	23900	35900	17800	28000	9600	14600	5450	8170		
	740	218	125	30	2 1/2	120	6440000	10300	8.08	24500	36800	24500	36800	24500	36800	24500	36800	24500	36800	24500	36800	24500	36800	18200	28800	9700	14800	5520	8270		
	715	210	126	30	2 3/4	120	6760000	10800	8.29	24900	37400	24900	37400	24900	37400	24900	37400	24900	37400	24900	37400	24900	37400	18600	29600	9800	15000	5590	8370		
	740	218	126	30	2 3/4	120	6850000	10900	8.23	25500	38400	25500	38400	25500	38400	25500	38400	25500	38400	25500	38400	25500	38400	19000	30400	9900	15200	5660	8470		
	766	225	126	30	2 3/4	120	6940000	11100	8.18	26100	39300	26100	39300	26100	39300	26100	39300	26100	39300	26100	39300	26100	39300	19400	31200	10000	15400	5730	8570		
	791	233	126	30	2 3/4	120	7030000	11200	8.12	26700	40200	26700	40200	26700	40200	26700	40200	26700	40200	26700	40200	26700	40200	19800	32000	10100	15600	5800	8670		
	766	225	126	30	3	120	7350000	11700	8.32	27100	40800	27100	40800	27100	40800	27100	40800	27100	40800	27100	40800	27100	40800	20200	32800	10200	15800	5870	8770		
	791	233	126	30	3	120	7440000	11800	8.27	27700	41700	27700	41700	27700	41700	27700	41700	27700	41700	27700	41700	27700	41700	20600	33600	10300	16000	5940	8870		
	817	240	126	30	3	120	7530000	12000	8.22	28400	42600	28400	42600	28400	42600	28400	42600	28400	42600	28400	42600	28400	42600	21000	34400	10400	16200	6010	8970		
	842	248	126	30	3	120	7620000	12100	8.16	29000	43500	29000	43500	29000	43500	29000	43500	29000	43500	29000	43500	29000	43500	21400	35200	10500	16400	6080	9070		

**APPENDIX C  
AVAILABLE SHEAR STRENGTH TABLES**

**Table C1. Available Shear Strength with Tension Field Action INCLUDED**

Web		Available Shear Strength, kips																				F <sub>y</sub> = 50 ksi			
		Allowable Shear Strength = V <sub>r</sub> /Ω <sub>v</sub> (ASD) or Design Shear Strength = φ <sub>v</sub> V <sub>r</sub> (LRFD)																				ASD	LRFD		
height	area	Transverse Stiffener Spacing (s, in.)																				Ω <sub>v</sub> = 1.67		φ <sub>v</sub> = 0.90	
h	A <sub>w</sub>	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220	230	
60	18.8	ASD	337	335	306	280	257	238	221	206	192	181	171												
		LRFD	506	504	461	420	387	358	332	309	289	272	256												
60	22.5	ASD	404	404	389	355	326	302	281	263	247	233	221	210	201	192	185								
		LRFD	608	608	584	533	490	454	422	395	371	350	332	316	301	289	278								
72	22.5	ASD	404	402	369	341	318	297	278	260	245														
		LRFD	608	604	554	513	478	446	418	391	368														
72	27.0	ASD	485	485	466	427	397	371	347	326	307	289	274	260	248										
		LRFD	729	729	701	642	597	557	522	490	461	435	412	391	373										
72	31.5	ASD	566	566	559	523	485	452	424	398	376	356	338	322	308	295	283	273	263						
		LRFD	851	851	840	786	728	680	637	599	565	535	508	484	462	443	426	410	396						
84	26.3	ASD	472	468	432	403	380	358	338																
		LRFD	709	703	649	606	571	539	508																
84	31.5	ASD	566	566	542	502	471	443	418	395	373	354	336												
		LRFD	851	851	815	754	707	666	628	593	561	531	504												
84	36.8	ASD	660	660	650	609	569	535	505	477	451	428	407	388	370	354	340								
		LRFD	992	992	977	916	855	804	758	717	678	644	612	583	556	533	511								
84	42.0	ASD	754	754	754	725	677	635	599	566	537	510	486	464	444	426	409	394	380	368	356	345			
		LRFD	1130	1130	1130	1090	1020	955	900	851	807	766	730	697	667	640	615	592	571	552	535	519			
84	47.3	ASD	849	849	849	835	795	745	702	664	630	600	573	548	525	505	487	470	454	440	428	416	405	386	
		LRFD	1280	1280	1280	1250	1200	1120	1060	998	948	902	861	823	790	759	731	706	683	662	643	625	609	580	
96	30.0	ASD	539	535	495	466	442	421																	
		LRFD	810	803	744	700	665	632																	
96	36.0	ASD	647	647	619	577	545	517	491	467	444														
		LRFD	972	972	931	867	819	777	739	702	667														
96	42.0	ASD	754	754	742	697	655	621	589	560	532	507	483	461	441										
		LRFD	1130	1130	1120	1050	985	933	885	841	800	762	726	693	663										
96	48.0	ASD	862	862	829	775	732	694	659	627	598	570	545	522	501	481	463	446							
		LRFD	1300	1300	1300	1250	1160	1100	1040	990	942	898	857	819	784	752	723	696	670						
96	54.0	ASD	970	970	970	951	904	852	807	766	729	696	665	636	610	586	564	544	525	508	492	477	463	451	
		LRFD	1460	1460	1460	1430	1360	1280	1210	1150	1100	1050	999	956	917	881	848	817	789	763	739	717	696	677	
108	40.5	ASD	728	728	697	652	620	592	566	541															
		LRFD	1090	1090	1050	980	932	890	851	813															
108	47.3	ASD	849	849	835	785	743	707	675	645	616	589	564												
		LRFD	1280	1280	1250	1180	1120	1060	1010	969	928	886	848												
108	54.0	ASD	970	970	970	930	874	830	791	755	722	690	661	633	607	583	561								
		LRFD	1460	1460	1460	1400	1310	1250	1190	1140	1080	1040	993	952	913	877	843								
108	60.8	ASD	1090	1090	1090	1070	1020	961	915	873	834	798	764	733	704	677	651	628	606	586	567				
		LRFD	1640	1640	1640	1610	1530	1440	1370	1310	1250	1200	1150	1100	1060	1020	979	944	911	880	852				
120	45.0	ASD	808	808	774	727	695	667	641																
		LRFD	1220	1220	1160	1090	1040	1000	964																
120	52.5	ASD	943	943	927	874	830	795	762	732	702	674													
		LRFD	1420	1420	1390	1310	1250	1190	1150	1100	1060	1010													
120	60.0	ASD	1080	1080	1080	1030	974	929	890	853	819	786	756	726	698	672									
		LRFD	1620	1620	1620	1550	1460	1400	1340	1280	1230	1180	1140	1090	1050	1010									
120	67.5	ASD	1210	1210	1210	1190	1130	1070	1030	992	942	905	869	835	804	774	746	720	695						
		LRFD	1820	1820	1820	1780	1700	1610	1540	1480	1420	1360	1310	1260	1210	1160	1120	1080	1040						

Notes: 1) Solid vertical line indicates maximum stiffener spacing; 2) A<sub>w</sub> is conservatively taken as h<sub>t</sub>w; 3) Limits of Specification Section G3.1 must be satisfied.

Table C2. Available Shear Strength with Tension Field Action EXCLUDED

Web		Available Shear Strength, kips																				F <sub>y</sub> = 50 ksi															
height	thk.	area	Allowable Shear Strength = V <sub>n</sub> /Ω <sub>v</sub> (ASD) or Design Shear Strength = φ <sub>v</sub> V <sub>n</sub> (LRFD)																				ASD	LRFD													
h	t <sub>w</sub>	A <sub>w</sub>	Transverse Stiffener Spacing (s, in.)																				Ω <sub>v</sub> = 1.67	φ <sub>v</sub> = 0.90													
in.	in.	in. <sup>2</sup>	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220	230												
60	5/8	18.8	ASD	337	329	200	130	98	80	69	63	58	54	52											ASD	LRFD											
			LRFD	506	494	301	195	147	120	104	94	87	82	78											Ω <sub>v</sub> = 1.67	φ <sub>v</sub> = 0.90											
60	%	22.5	ASD	404	404	335	225	169	138	120	108	100	94	90	86	84	82	80																			
			LRFD	608	608	503	338	254	208	180	162	150	141	135	130	126	123	121																			
72	5/8	22.5	ASD	404	388	225	141	102	81	69	60	55																									
			LRFD	608	584	339	212	154	122	103	91	82																									
72	%	27.0	ASD	485	485	389	244	177	141	119	104	94	87	82	78	75																					
			LRFD	729	729	585	367	266	211	178	157	142	131	124	118	113																					
72	7/8	31.5	ASD	566	566	530	388	281	223	188	166	150	139	131	124	120	116	113	110	108																	
			LRFD	851	851	796	583	423	336	283	249	226	209	196	187	180	174	169	165	162																	
84	5/8	26.3	ASD	472	449	253	155	109	85	70																											
			LRFD	709	674	380	232	164	127	105																											
84	%	31.5	ASD	566	566	437	267	189	146	120	104	92	84	78																							
			LRFD	851	851	656	402	284	220	181	156	139	127	118																							
84	7/8	36.8	ASD	660	660	606	424	300	232	191	165	147	134	124	117	111	107	103																			
			LRFD	992	992	910	638	451	349	288	248	221	201	187	176	167	160	155																			
84	1/2	42.0	ASD	754	754	754	619	447	346	286	246	219	200	185	174	166	159	154	149	146	143	140	138														
			LRFD	1130	1130	1130	930	673	521	429	370	329	300	279	262	249	239	231	224	219	214	210	207														
84	9/8	47.3	ASD	849	849	849	783	637	493	407	350	312	284	264	248	236	227	219	213	207	203	199	196	193	189												
			LRFD	1280	1280	1280	1180	958	742	611	527	469	427	397	373	355	341	329	320	312	305	299	295	291	287												
96	5/8	30.0	ASD	539	510	281	169	117	89																												
			LRFD	810	766	422	254	176	134																												
96	%	36.0	ASD	647	647	486	292	203	154	124	105	92																									
			LRFD	972	972	730	439	304	231	187	158	139																									
96	7/8	42.0	ASD	754	754	683	464	322	244	198	167	147	132	121	113	106																					
			LRFD	1130	1130	1030	697	483	367	297	252	220	198	182	169	159																					
96	1/2	48.0	ASD	862	862	862	692	480	365	295	250	219	197	180	168	158	151	144	139	135																	
			LRFD	1300	1300	1300	1040	721	548	443	376	329	296	271	252	238	226	217	209	203																	
96	9/8	54.0	ASD	970	970	970	875	683	519	420	356	312	280	257	239	225	214	206	198	192	187	183	179	176	174												
			LRFD	1460	1460	1460	1320	1030	780	631	535	469	421	386	359	322	309	298	289	282	275	270	265	261													
108	%	40.5	ASD	728	728	536	318	218	163	130	108																										
			LRFD	1090	1090	806	479	327	245	195	163																										
108	7/8	47.3	ASD	849	849	761	506	346	259	206	172	149	132	120																							
			LRFD	1280	1280	1140	760	519	389	310	259	224	199	180																							
108	1/2	54.0	ASD	970	970	970	755	516	386	308	257	222	197	179	165	154	145	138																			
			LRFD	1460	1460	1460	1130	775	580	463	386	334	296	269	248	231	218	208																			
108	9/8	60.8	ASD	1090	1090	1090	969	734	550	438	366	316	281	255	235	219	207	197	189	182	176	172															
			LRFD	1640	1640	1640	1460	1100	826	659	550	475	422	383	353	329	311	296	284	273	265	258															
120	%	45.0	ASD	808	808	588	346	234	173	136																											
			LRFD	1220	1220	883	520	351	260	205																											
120	7/8	52.5	ASD	943	943	840	549	371	274	216	178	152	134																								
			LRFD	1420	1420	1260	825	558	413	325	268	229	201																								
120	1/2	60.0	ASD	1080	1080	1080	819	554	410	323	266	228	200	179	164	152	142																				
			LRFD	1620	1620	1620	1230	833	616	485	400	342	301	270	246	228	214																				
120	9/8	67.5	ASD	1210	1210	1210	1060	789	583	460	379	324	285	256	233	216	202	191	182	175																	
			LRFD	1820	1820	1820	1600	1190	877	691	570	487	428	384	351	325	304	288	274	263																	

Notes: 1) Solid vertical line indicates maximum stiffener spacing; 2) A<sub>w</sub> is conservatively taken as ft<sub>w</sub>.

# A Model Specification for Stability Design by Direct Analysis

R. SHANKAR NAIR

The 2005 AISC *Specification for Structural Steel Buildings* (AISC, 2005a), hereafter referred to as the AISC *Specification*, offers three alternatives for the design of structures for stability. The main body of the AISC *Specification*, in Chapter C, prescribes two methods: the Effective Length Method in Section C2.2a and the First-Order Analysis Method in Section C2.2b. (Neither method is identified by these names in the AISC *Specification*.) Appendix 7 presents the Direct Analysis Method. The Effective Length and First-Order Analysis Methods have limited applicability; the Direct Analysis Method is applicable to all structures.

Of the three approaches, the Effective Length Method will be most familiar to users of previous editions of the AISC *Specification* and that is why it was placed in the main body of the current edition. The Direct Analysis Method (now in an appendix) is, however, the most powerful and versatile of the available methods and, as noted, it is applicable to all structures, unlike the other approaches. It is likely that in time the Direct Analysis Method will become the “standard” method of design for stability.

This paper presents a model specification for stability design by direct analysis. It is based on the stability provisions of the 2005 AISC *Specification*, rewritten around the Direct Analysis Method alone. The material is presented in the language and format of the AISC *Specification*, including “User Notes” and the italicizing of terms listed in the glossary where they first appear in a section. The focus on a single method has offered the opportunity to expand some of the provisions beyond what is in the current AISC *Specification*, both to improve clarity and to address issues that have arisen from use of the document. Where this involved substantive changes, they are explained in an appendix to this paper (Appendix A).

A second appendix (Appendix B) outlines the purpose or physical significance of each of the important steps in the Direct Analysis Method by showing the correlation of these steps to the basic requirements for design of structures for stability. The “traditional” Effective Length Method is included in the correlation to show how that method differs from the Direct Analysis Method.

A third appendix (Appendix C) provides guidance to the user on the modeling of structures for the application of the Direct Analysis Method.

This model specification is not an approved AISC specification or American National Standards Institute (ANSI) standard. In the author’s judgment, however, a design that conformed to this model specification would also conform to the stability provisions of the 2005 AISC *Specification* (AISC, 2005a). Indeed, it is anticipated that Chapter C of the 2010 edition of the AISC *Specification* (which is in the ballot process as this paper goes to press) will be substantially similar to this model specification; the Effective Length Method and the First-Order Analysis Method (now in Chapter C) will be moved to Appendix 7.

## MODEL SPECIFICATION: DESIGN FOR STABILITY

This specification addresses requirements for the design of structures for stability by the Direct Analysis Method. It is organized as follows:

1. General Stability Requirements
2. Calculation of Required Strengths
3. Calculation of Available Strengths

### 1. GENERAL STABILITY REQUIREMENTS

Stability shall be provided for the structure as a whole and for each of its elements. The effects of all of the following on the stability of the structure and its elements shall be considered: (1) *second-order effects* (both  $P-\Delta$  and  $P-\delta$  effects); (2) flexural, shear, and axial deformations, and all other deformations that contribute to displacements of the structure; (3) geometric imperfections; (4) stiffness reductions due to inelasticity; and (5) uncertainty in stiffness and strength. All load-dependent effects shall be calculated at a level of loading corresponding to *LRFD load combinations* or 1.6 times *ASD load combinations*.

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Any rational method of design for stability that considers all of the listed effects is permitted.

**User Note:** The term “design” as used in these provisions is the combination of analysis of the structure to determine the *required strengths* of components and the proportioning of the components to have adequate *available strength*.

The *Direct Analysis Method*, which consists of the calculation of required strengths in accordance with Section 2 and the calculation of available strengths of members and connections in accordance with Section 3, is permitted for all structures.

**User Note:** See Appendix B for an explanation of how requirements (1) through (5) of Section 1 are satisfied in the Direct Analysis Method.

## 2. CALCULATION OF REQUIRED STRENGTHS

The *required strengths* of components of the structure shall be determined from an analysis conforming to Section 2.1. The analysis shall include consideration of initial imperfections in accordance with Section 2.2 and adjustments to stiffness in accordance with Section 2.3.

### 2.1. General Analysis Requirements

The analysis of the structure shall conform to the following requirements:

- (1) The analysis shall be an elastic *second-order analysis* that considers both  $P-\Delta$  and  $P-\delta$  effects.

**User Note:** The second-order analysis may consist of either a rigorous second-order analysis or a *first-order analysis* amplified to account for second-order effects. The impact of  $P-\delta$  effects on structure response may be neglected where it can be shown to be negligible; however, it will still be necessary, in all cases, to consider the effects of  $P-\delta$  on individual members.

- (2) The analysis shall consider flexural, shear and axial member deformations, and all other deformations that contribute to displacements of the structure. The analysis shall incorporate reductions in all stiffnesses that are considered to contribute to the stability of the structure, as specified in Section 2.3.
- (3) The analysis shall consider all gravity and other applied *loads* that may influence the stability of the structure.

**User Note:** It is important to include in the analysis all gravity loads, including loads on *leaning columns* and other elements that are not part of the *lateral load-resisting system*.

- (4) For design by LRFD, the second-order analysis shall be carried out under *LRFD load combinations*. For design by ASD, the second-order analysis shall be carried out under 1.6 times the *ASD load combinations*, and the results shall be divided by 1.6 to obtain the required strengths of components.

### 2.2. Consideration of Initial Imperfections

The effect of initial imperfections on the stability of the structure shall be taken into account either by direct modeling of imperfections in the analysis as specified in Section 2.2a or by the application of *notional loads* as specified in Section 2.2b.

**User Note:** The imperfections considered in this section are imperfections in the locations of points of intersection of members. In typical building structures, the important imperfection of this type is the out-of-plumbness of columns. Initial out-of-straightness of individual members is not addressed in this section; it is accounted for in the compression member design provisions of Chapter E of the *AISC Specification* (AISC, 2005a) and need not be considered explicitly as long as it is within the limits specified in the *AISC Code of Standard Practice* (AISC, 2005b).

#### 2.2a. Direct Modeling of Imperfections

In all cases and all types of structures, it is permissible to account for the effect of initial imperfections by including the imperfections in the analysis. The structure shall be analyzed with points of intersection of members displaced from their nominal locations.\* The magnitude of the initial displacements shall be the maximum amount considered in the design; the pattern of the displacements shall be such that it provides the greatest destabilizing effect.

\* As a logical extension of the Direct Analysis Method (beyond the explicit provisions of the 2005 *Specification*), imperfections may be modeled at additional locations in the analysis. When this is done, the effective unbraced lengths of members, for calculation of compressive strength for flexural buckling in the direction in which imperfections were included in the analysis, may be taken as the length between the points at which the imperfections were modeled.

**User Note:** Initial displacements similar in configuration to both displacements due to loading and anticipated buckling modes should be considered in the modeling of imperfections. The magnitude of the initial displacements should be based on permissible construction tolerances, as specified in the AISC *Code of Standard Practice* (AISC, 2005b) or other governing requirements, or on actual imperfections if known.

In the analysis of structures that support gravity loads primarily through nominally vertical columns, walls or frames, where the ratio of maximum second-order drift to maximum first-order drift (both determined for LRFD load combinations or 1.6 times ASD load combinations, with stiffnesses adjusted as specified in Section 2.3) in all stories is equal to or less than 1.7, it is permissible to neglect initial imperfections in the analysis for load combinations that include applied lateral loads.

## 2.2b. Use of Notional Loads to Represent Imperfections

For structures that support gravity loads primarily through nominally vertical columns, walls or frames, it is permissible to use notional loads to represent the effect of initial imperfections in accordance with the requirements of this section. The notional loads shall be applied to a model of the structure based on its nominal geometry.

**User Note:** The notional load concept is applicable to all types of structures, but the specific requirements in 2.2b(1) through 2.2b(4) are applicable only for the particular class of structure identified above.

- (1) Notional loads shall be applied as *lateral loads* at all levels. The notional loads shall be additive to other lateral loads and shall be applied in all load combinations, except as indicated in Section 2.2b(4). The magnitude of the notional loads shall be:

$$N_i = 0.002Y_i \quad (2-1)$$

where

- $N_i$  = notional load applied at level  $i$ , kips (N)  
 $Y_i$  = *gravity load* applied at level  $i$  from the LRFD load combination or 1.6 times the ASD load combination, as applicable, kips (N)

**User Note:** The notional loads can lead to additional (generally small) fictitious base shears in the structure. The correct horizontal reactions at the foundation may be obtained by applying an additional horizontal force at the base of the structure, equal and opposite in direction to the sum of all notional loads, distributed among vertical load-carrying elements in the same proportion as the gravity load supported by those elements.

- (2) The notional load at any level,  $N_i$ , shall be distributed over the level in the same manner as the gravity load at that level. The notional loads shall be applied in the direction that provides the greatest destabilizing effect.

**User Note:** For most building structures, the requirement regarding notional load direction may be satisfied as follows: For load combinations that do not include lateral loading, consider four alternative directions of notional load application, 90° apart, in the same direction at all levels; in load combinations that include lateral loading, apply all notional loads in the direction of the resultant of all lateral loads in the combination.

- (3) The notional load coefficient of 0.002 in Equation 2-1 is based on a nominal initial story out-of-plumbness ratio of 1/500. Where the use of a different maximum out-of-plumbness is justified, it is permissible to adjust the notional load coefficient proportionally.

**User Note:** An initial out-of-plumbness of 1/500 represents the tolerance on column plumbness specified in the AISC *Code of Standard Practice* (AISC, 2005b).

- (4) For frames in which the ratio of maximum second-order drift to maximum first-order drift (both determined for LRFD load combinations or 1.6 times ASD load combinations, with stiffnesses adjusted as specified in Section 2.3) is equal to or less than 1.7 in all stories, it is permissible to apply the notional load,  $N_i$ , only in gravity-only load combinations and not in combinations that include other lateral loads.

**User Note:** The specified drift ratio threshold of 1.7 is based on analyses using reduced stiffnesses. If the drift ratio is determined from analyses using nominal, unreduced stiffnesses, the equivalent drift ratio is 1.5.

## 2.3. Adjustments to Stiffness

The analysis of the structure to determine the *required strengths* of components shall use reduced stiffnesses, as follows:

- (1) A factor of 0.8 shall be applied to all stiffnesses that are considered to contribute to the stability of the structure. It is permissible to apply this reduction factor to all stiffnesses in the structure.

**User Note:** Applying the stiffness reduction to some members and not others can, in some cases, result in artificial distortion of the structure under load and possible unintended redistribution of forces. This can be avoided by applying the reduction to all members, including those that do not contribute to the stability of the structure.

- (2) An additional factor,  $\tau_b$ , shall be applied to the flexural stiffnesses of all members whose flexural stiffnesses are considered to contribute to the stability of the structure,

where

$$\begin{aligned}\tau_b &= 1.0 \text{ for } \alpha P_r/P_y \leq 0.5 \\ &= 4(\alpha P_r/P_y)[1 - (\alpha P_r/P_y)] \text{ for } \alpha P_r/P_y > 0.5 \\ \alpha &= 1.0 \text{ (LRFD)} \quad \alpha = 1.6 \text{ (ASD)}\end{aligned}$$

and

$P_r$  = required axial compressive strength under LRFD or ASD load combinations, kips (N)

$P_y$  = axial yield strength, kips (N)

**User Note:** Taken together, sections (1) and (2) require the use of  $0.8EA$  and  $0.8\tau_b EI$  for structural steel members in the analysis instead of  $EA$  and  $EI$ .

- (3) In structures to which Section 2.2b is applicable, in lieu of using  $\tau_b < 1.0$  where  $\alpha P_r/P_y > 0.5$ , it is permissible to use  $\tau_b = 1.0$  for all members if a notional load of  $0.001Y_i$  [where  $Y_i$  is as defined in Section 2.2b(1)] is applied at all levels, in the direction specified in Section 2.2b(2), in all load combinations. These notional loads shall be added to those, if any, used to account for imperfections and shall not be subject to Section 2.2b(4).

- (4) Where components comprised of materials other than structural steel are considered to contribute to the stability of the structure and the governing codes and specifications for the other materials require greater reductions in stiffness, such greater stiffness reductions shall be applied to those components.

### 3. CALCULATION OF AVAILABLE STRENGTHS

When *required strengths* have been determined in accordance with Section 2, the *available strengths* of members and connections shall be calculated in accordance with the provisions of Chapters D, E, F, G, H, I and J, as applicable, of the 2005 AISC *Specification for Structural Steel Buildings* (AISC, 2005a), with no further consideration of overall structure stability. The *effective length factor*,  $K$ , of all members shall be taken as unity unless a smaller value can be justified by rational analysis.

Bracing intended to define the unbraced lengths of members shall have sufficient stiffness and strength to control member movement at the braced points. Methods of satisfying this requirement are provided in Appendix 6 of the 2005 AISC *Specification* (AISC, 2005a).

**User Note:** The requirements of Appendix 6 of the 2005 AISC *Specification* are not applicable to bracing that is included in the analysis of the overall structure as part of the overall load-resisting system.

### REFERENCES

- AISC (2005a), *Specification for Structural Steel Buildings*, ANSI/AISC 360, American Institute of Steel Construction, Chicago, IL.
- AISC (2005b), *Code of Standard Practice for Steel Buildings and Bridges*, American Institute of Steel Construction, Chicago, IL.

## APPENDIX A

### EXPLANATION OF CHANGES

The model specification for stability design presented in this paper is based on Chapter C and Appendix 7 of the 2005 AISC *Specification for Structural Steel Buildings* (AISC, 2005a). Where substantive technical changes have been made in AISC *Specification* provisions, they are explained in this appendix. The changes are conservative in that a design that conforms to the proposed model specification would also conform to the 2005 AISC *Specification*.

#### Type of Structure

Some of the provisions of the 2005 AISC *Specification*, specifically those related to the use of notional loads, are applicable only to conventional building structures that support gravity loads primarily through nominally vertical columns, walls or frames. They are not applicable, for instance, to arches or laterally unsupported compression chords of long-span trusses. This limitation is not noted explicitly in the AISC *Specification*.

The model specification is based on the very versatile Direct Analysis Method and is intended to be applicable to a broader range of structures than just conventional building frames. Therefore, those provisions that can only be used for typical building structures [Sections 2.2b and 2.3(3)] are clearly identified and alternatives usable with all structures are provided. [The notional load concept is broadly applicable, but the specific provisions in Sections 2.2b and 2.3(3) are intended only for the limited class of building structures.]

#### General Stability Requirements

Uncertainty in stiffness and strength has been added to the list of effects to be considered. All three of the stability design methods in the 2005 AISC *Specification* (as well as the method in the present work) include consideration of uncertainty in stiffness and strength, but this item was not included explicitly in the list of general requirements.

The requirement that second-order effects be considered at a level of load corresponding to LRFD load combinations or 1.6 times ASD load combinations is set forth now as a general requirement. The 2005 AISC *Specification* has this requirement only in the sections on specific methods, which could be taken to imply, incorrectly, that it applied only to those methods and was not a general requirement for all designs.

#### Exclusion of $P-\delta$ Effects

The 2005 AISC *Specification* permitted second-order analyses that neglected  $P-\delta$  effects under certain conditions. This exclusion has been eliminated. Given that most structures would not have qualified for the exclusion and would have

required consideration of both  $P-\Delta$  and  $P-\delta$  effects, and therefore design offices would need the capability to handle both effects, there was little to be gained from the extra step of checking for applicability of the exclusion.

#### Inclusion of All Loads in the Analysis

Section 2.1(3) makes it clear that all loads on the structure, including loads on “leaner” columns and other components that are not part of the lateral load-resisting frame, must be included in the second-order analysis. This might appear obvious to engineers familiar with the fundamental principles of stability analysis, but there has been confusion on this point among some users of the 2005 AISC *Specification*.

#### Direct Modeling of Imperfections

The requirements for direct modeling of imperfections, covered in one sentence in the 2005 AISC *Specification*, are presented in greater detail.

##### *Direct Modeling of Imperfections, Exclusion*

When notional loads are used to simulate the effects of initial imperfections, the imperfections can, in effect, be neglected under certain conditions (when the ratio of second-order to first-order drift is below a certain threshold and the load combination includes applied lateral loads). The 2005 AISC *Specification* offers no analogous exclusion to consideration of imperfections when direct modeling of imperfections is used. The model specification offers the same exclusion for the direct-modeling approach as for the notional-load approach (see last paragraph of Section 2.2a).

#### Application of Notional Loads

Requirements regarding the distribution and direction of notional loads are specified in much greater detail in the present work [Section 2.2b(2)]. These requirements may have been implicit in the 2005 AISC *Specification*; they are now spelled out.

#### Drift Ratio Threshold for Excluding Notional Loads in Combination with Applied Lateral Loads

In the 2005 AISC *Specification*, the drift ratio (ratio of second-order drift to first-order drift) below which notional loads need not be combined with applied lateral loads is 1.5, based on analyses with nominal, unadjusted stiffnesses. Given that stiffnesses will always be reduced (by Section 2.3) in the Direct Analysis Method, this model specification defines the threshold value on the basis of analyses with reduced stiffnesses, which increases the value to 1.7.

**Table 1. Comparison of Basic Stability Requirements with Specific Provisions**

Table 1. Comparison of Basic Stability Requirements with Specific Provisions		
Basic Requirement in Section 1 of This Model Specification	Provision in Direct Analysis Method (DAM)	Provision in Effective Length Method (ELM)
(1) Consider second-order effects (both $P-\Delta$ and $P-\delta$ )	2.1(1). Consider second-order effects ( $P-\Delta$ and $P-\delta$ )**	Consider second-order effects ( $P-\Delta$ and $P-\delta$ )**
(2) Consider all deformations	2.1(2). Consider all deformations	Consider all deformations
(3) Consider geometric imperfections <i>This includes joint-position imperfections* (which affect structure response) and member imperfections (which affect structure response and member strength)</i>	Effect of joint-position imperfections* on structure response	2.2a. Direct modeling or 2.2b. Notional loads
	Effect of member imperfections on structure response	Included in the stiffness reduction specified in 2.3
	Effect of member imperfections on member strength	Included in member strength formulas, with $KL = L$
(4) Consider stiffness reduction due to inelasticity <i>This affects structure response and member strength</i>	Effect of stiffness reduction on structure response	Included in the stiffness reduction specified in 2.3
	Effect of stiffness reduction on member strength	Included in member strength formulas, with $KL = L$
(5) Consider uncertainty in strength and stiffness <i>This affects structure response and member strength</i>	Effect of stiffness/strength uncertainty on structure response	Included in the stiffness reduction specified in 2.3
	Effect of stiffness/strength uncertainty on member strength	Included in member strength formulas, with $KL = L$
<p>* In typical building structures, the “joint-position imperfections” are the column out-of-plumbnesses.  ** Second-order effects may be considered either by rigorous second-order analysis or by amplification of the results of first-order analysis (using the <math>B_1</math> and <math>B_2</math> amplifiers in the AISC <i>Specification</i>).</p>		

**Adjustments to Stiffness**

The 2005 AISC *Specification* requires analysis with reduced axial and flexural stiffnesses of members whose stiffnesses are considered to contribute to the lateral stability of the structure. It offers no explicit guidance, however, about member shear stiffnesses, diaphragm stiffnesses, column base rotational stiffnesses, etc. The present work takes the more conservative approach of applying the basic 0.8 reduction to all stiffnesses that contribute to the stability of the structure [see Section 2.3(1)].

**Adjustments to Stiffness of Other Materials**

The Direct Analysis Method is applicable to all structures including, for instance, combinations of concrete shear walls and steel frames. The model specification states that if the governing codes or specifications for other materials used in combination with structural steel require greater stiffness reductions than specified here for the steel, those greater reductions should be applied to the non-steel components in the analysis of the combined structure [see Section 2.3(4)]. This is not stated explicitly in the 2005 AISC *Specification*.

**APPENDIX B**

**RELATIONSHIP OF SPECIFICATION PROVISIONS TO GENERAL STABILITY REQUIREMENTS**

The general requirements for design of structures for stability are listed as Items 1 through 5 in Section 1 of this model specification. Table 1 shows how these five requirements are addressed in the Direct Analysis Method (defined in Sections 2 and 3 of this specification). For comparison, the last column shows how the five requirements are addressed in the “traditional” Effective Length Method (Section C2.2a of the 2005 AISC *Specification*).

The First-Order Analysis Method (Section C2.2b of the 2005 AISC *Specification*) is not included in Table 1 because of its very indirect relationship to the five basic requirements. It uses mathematical manipulation to achieve roughly the same results as the Direct Analysis Method, as follows: The “additional lateral load” in Section C2.2b(2) of the 2005 AISC *Specification* is calibrated to achieve roughly the same result as a notional load for initial out-of-plumbness plus a  $B_2$  multiplier for  $P-\Delta$  plus a stiffness reduction; add a  $B_1$  multiplier for  $P-\delta$  as specified in Section C2.2b(3) of the 2005 AISC *Specification*, check member capacity using  $KL = L$ , and everything in the Direct Analysis Method is covered.

## APPENDIX C

### MODELING OF STRUCTURES FOR DESIGN BY THE DIRECT ANALYSIS METHOD

This appendix provides guidance and suggestions for the modeling of structures for the application of the Direct Analysis Method of design for stability. Though focused on the specification for stability design by direct analysis proposed in this paper, the modeling suggestions in this appendix are also applicable to stability design by direct analysis using Appendix 7 of the 2005 AISC *Specification*.

The Direct Analysis Method of design for stability is applicable to all types of structures; however, the following discussion on modeling is intended primarily for “typical” building structures made up of nominally vertical columns, walls or frames and horizontal floors and roofs. (The final section of this appendix discusses structures other than typical buildings.)

#### Components and Effects to Be Included

The specification contains the following requirements:

- The analysis shall consider flexural, shear and axial member deformations, and all other deformations that contribute to displacements of the structure.
- The analysis shall consider all gravity and other applied loads that may influence the stability of the structure.

It is important to note that “consider” is not synonymous with “include” in these provisions. Some of the listed effects could be considered and then, if judged to be insignificant (on the basis of a rational evaluation of their importance), be excluded from the analysis. Suggestions regarding the inclusion in the model of certain typical building components and their properties follow.

#### *Lateral Load-Resisting Systems*

Clearly, all lateral load-resisting systems and components must be included in the model. These might include braced frames, moment-resisting frames, shear walls, and other systems intended to provide lateral stability and resistance to lateral loads.

In general, it will be necessary to model these components at their correct locations in three-dimensional space. In symmetric structures with lateral load-resisting systems completely uncoupled in the two orthogonal directions, it may be possible in some cases to employ two-dimensional models. This should be attempted only when overall torsional instability is clearly not an issue (such as when the lateral load resisting components are well distributed through the building footprint or are located at or near the building perimeter).

Braced frames may be represented in the model as either pin-connected or rigidly connected assemblies. What is important is that the analysis be consistent with the design: If rigid connections are assumed in the model, the design must account for the resulting moments; if pin connections are modeled, end moments may be neglected in the design of members.

#### *Components Not Part of Lateral Load-Resisting Systems*

The analysis must account for the destabilizing effect of all loads on the structure, including loads applied on components that are not part of the lateral load-resisting systems. This means that all vertical load-carrying components, including “leaning columns” (columns stabilized laterally through their connection to the rest of the building), and all the loads on these components, must be included in the model and the analysis.

It is not always necessary to model all leaning columns individually. A group of leaning columns that have equal lateral displacements may be modeled as a single column, with the load on the entire group applied to that single column. The single column should be located at the approximate centroid of the load on the group of columns it represents. (Where overall torsional instability of the building is of concern, leaning columns should not be grouped, since torsional displacements of floors and roof correspond to unequal lateral displacements in all columns.)

Beams and girders whose only function in the structure is to deliver floor loads to columns (with simple connections at the columns) need not, in general, be included in the model. The floor loads may be applied directly to the columns as concentrated loads.

#### *Floor and Roof Diaphragms*

Most of the computer programs in common use for the analysis of building structures allow floor and roof diaphragms to be modeled as being rigid in their own plane, which can greatly simplify the analysis. Even with general frame analysis software, modeling the floor and roof diaphragms as rigid (through the use of appropriate plate or beam elements) can simplify the analysis.

While the floor and roof diaphragms in real buildings are never perfectly rigid, the rigid-diaphragm assumption can often be justified. What is important is the in-plane deformation of the diaphragm relative to the interstory drift of the building. If the maximum diaphragm deformation is no more than a small fraction of the maximum interstory drift, the rigid-diaphragm idealization will cause little error in the results of the analysis.

Most concrete slabs (formed or on steel deck) are stiff enough to be modeled as rigid in their own plane. Steel roof deck is much less rigid. Nevertheless, the flexibility of steel-deck roof diaphragms on multi-story residential and office buildings can often be neglected. These buildings do not typically have large distances between lateral load-resisting components (distances that the diaphragm must span horizontally); moreover, the stability demand at the top floor of a multi-story building is likely to be small.

Cold-formed steel roof diaphragms on industrial buildings with widely spaced lateral load-resisting components cannot usually be idealized as rigid. Nonrigid diaphragms may be modeled as horizontal beams of appropriate stiffness spanning between lateral load-resisting elements, supporting the tops of leaning columns. Or they could be modeled rigorously as plate elements.

### Stiffness Adjustments

The specification (Section 2.3) requires adjustments to stiffness in the analysis model. This stiffness reduction is mandatory in analyses to be used for design for strength but is not necessary in analyses for serviceability. Instead of developing two separate models with different stiffnesses, it would be generally conservative to use the same model (with reduced stiffness) for serviceability as for strength, with the prescribed serviceability deformation limits increased appropriately.

### Application of Notional Loads

The specification requires that the notional load at any level be distributed over the level in the same manner as the gravity load at that level. The most straightforward way to do this is to model the notional load as a fraction (typically 1/500) of the gravity load, applied horizontally rather than vertically, at the same locations as the gravity load. Thus, if the gravity loading is applied as concentrated loads at columns, the notional loads would also be applied that way. And if gravity load is applied as a distributed load on the floor, so too would the notional loads be applied. (If the program or modeling details do not permit distributed horizontal load on the floor diaphragms or framing, it will be necessary to convert these loads into concentrated loads at the columns.)

For gravity-only load combinations, four directions of notional load application, 90° apart, same direction at all floors, must be considered. For combinations that include wind or other lateral loading, the notional loads at all floors are applied in the direction of the resultant of all lateral loads in the combination.

### Load Combinations

The codes that specify design loadings require consideration of numerous combinations of gravity and environmental loads. When different directions of the environmental loads are taken into account, the result can be a very large number of combinations. The number of loadings will be increased even further by the need to consider four different directions of notional load application for each gravity-only load combination.

For the second-order analysis that is required for stability design, the principle of superposition of loads does not apply; each load combination requires an independent analysis (and not just an adding together, with appropriate factors, of the results for each load component, as would be possible for a linear analysis).

The practice in many design offices is to apply all load combinations in every analysis. This approach has the benefit of simplicity (requiring no judgment in the selection of loads to be considered), and for linear analysis the penalty in computation time is small. But when the analysis is a second-order analysis, the time penalty can be significant.

To reduce computation time, designers using the Direct Analysis Method (or any method of design that requires second-order analysis) could attempt to identify the load combinations most likely to govern the design, and apply only those few combinations in all but the final cycles of the analysis, code-checking, resizing and re-analysis process.

### Second-Order Analysis

Almost all computer programs that claim to do second-order analysis handle  $P-\Delta$  effects adequately, but some do not consider  $P-\delta$  effects. For many (if not most) real-world buildings, it is acceptable to use a program that neglects the effect of  $P-\delta$  on the overall response of the structure: If the ratio of second-order drift to first-order drift is less than 1.5, and no more than one-third of the total gravity load on the building is on columns that are moment-connected in the direction of translation being considered, the error in a  $P-\Delta$ -only analysis will be less than about 3% and may be considered negligible. (It is necessary in all cases to consider the effect of  $P-\delta$  on individual compression members.)

The Direct Analysis Method of design for stability is compatible with approximate analysis procedures. While a second-order analysis is required, it does not have to be a rigorous large-deformation analysis using a sophisticated computer program. Linear, first-order analysis with results amplified to account for second-order effects, the “ $B_1-B_2$  procedure” specified as an option in the AISC *Specification* is an acceptable means of second-order analysis.

In the  $B_1$ - $B_2$  procedure, the  $B_1$  multiplier, calculated for each member subject to combined compression and flexure and each direction of bending of the member, accounts for the increase in moment caused by  $P$ - $\delta$  effects on that individual member. The  $B_2$  multiplier, calculated for each story of the structure and each direction of lateral translation of the story, accounts for the increase in member forces and moments caused by  $P$ - $\Delta$  effects.

### Structures Other Than Typical Buildings

The Direct Analysis Method with direct modeling of imperfections can be a particularly powerful tool in the design of structures other than typical building frames. In the method as presented in this model specification (and, less explicitly, in the 2005 *Specification*), initial imperfections may be modeled directly in the analysis at points of intersection of members; individual members can then be designed assuming an effective length equal to the actual length between these points.

In a logical extension of the method, initial imperfections can be modeled directly in the analysis at additional points beyond the points of intersection of members; members can then be designed assuming an effective length equal to the length between these more closely-spaced points. (See footnote to Section 2.2a of the model specification.)

For example, for a long-span truss with a laterally unbraced compression chord, initial lateral displacements could be included in the analysis model at each panel point. For an arch rib, initial lateral and vertical displacements could be modeled at a number of points along the rib.

In each case, the magnitude of the modeled initial displacements should be based on permissible construction tolerances and the pattern should reflect the anticipated buckling modes (typically single curve for lateral displacement of the truss chord or arch rib, double curve for in-plane displacement of the arch, and so on). Initial displacement patterns similar in shape to anticipated displacements due to loading should also be considered, if different from the buckling modes.

In the calculation of the available compressive strengths of individual members for comparison with required strengths determined from the analysis, the effective lengths of the members, for flexural buckling in the direction in which initial displacements were defined, should be taken as the lengths between the points at which the displacements were defined.

Thus, in the truss example,  $KL$  for lateral buckling of the chord would be the distance between panel points (even though the chord is not fully braced at these points). In the arch example, if initial displacements, in-plane and lateral, were applied to the rib at intervals of 20 ft in the analysis,  $KL$  for checking the available compressive strength of the rib may be taken as 20 ft, regardless of the actual spacing of “bracing” points on the rib.



# The Effect of Selected RFI Variables on Steel Fabrication Performance

THOMAS M. BURNS

The fabrication of structural steel is a critical process in the supply chain of many construction projects. An effective transfer of design information is necessary for a steel fabricator to estimate quantities, place mill orders, prepare shop drawings, and receive necessary approvals. Design documentation (i.e., plans and specifications) must be interpreted, transformed into shop drawings, and approved before the physical task of fabrication can commence. Questions seeking clarification on any aspect of the design will generate a request for information (RFI) by the steel fabricator. Although the steel fabricator may focus on other tasks while awaiting an answer, the time spent waiting for an answer represents a discontinuity in the flow of information at this point in the design-construction interface. These discontinuities may cause delays in the shop drawing production process and affect performance in subsequent fabrication activities. Since structural steel is a long lead item, fabrication performance is important to the steel supply chain as well as subsequent project activities.

Characteristics of RFI variables within a project may provide an indication of both documentation and communication quality. In order to keep the fabrication of steel on schedule, the design documentation must be sufficiently complete and, where necessary, clarified in a responsive manner. Design documentation containing a minimal number of errors, omissions and inconsistencies will typically generate a smaller number of requests by the steel fabricator. A reduced need for clarification minimizes the potential for delays in the production and approval of shop drawings. The characteristics of communication within a given project are important when clarifications are requested. Once a need for the RFI has been determined, communication between the engineer and fabricator will affect the potential for delays in the shop drawing production phase. The volume of RFIs is a function of the extent of deficiencies within the design

documentation while the effectiveness of the RFI process is a function of the severity of the deficiencies and communication characteristics. Figure 1 illustrates the factors and variables involved.

Poor fabrication outcomes can affect construction productivity as well. Fabricated elements that arrive late, contain deficiencies, or are out-of-sequence have been linked to significant schedule slippage (Thomas and Sanvido, 2000) while poor shop drawings can decrease erection productivity (Thomas, Riley and Sanvido, 1999). It is crucial that structural steel be on-schedule and correctly fabricated to maintain performance objectives. High-quality shop drawings are essential in achieving this result and are dependent on the need for and processing of RFIs.

## RFIS AND PERFORMANCE

It is crucial that structural steel be correctly fabricated and on-schedule to maintain performance objectives. Thomas and Sanvido (2000) analyzed three construction projects and found that problems with fabricated components caused slippage of the construction schedule by as much as 129%. The delivery of the steel to the project is affected by its predecessors, including shop drawing production and approval. The successful completion of these tasks relies on an efficient use of RFIs. Poor project performance has been linked

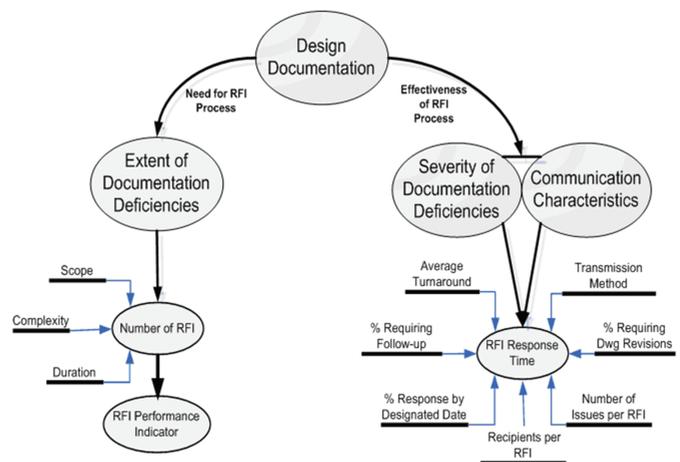


Fig. 1. Factors and variables in the RFI process.

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to higher numbers of RFIs (Pugh, 1994) while the time it takes to respond to RFIs has also been associated with project performance (Tilley, Wyatt and Mohamed, 1997; Pugh, 1994). Pugh (1994) concluded that the RFI process is a leading indicator of performance at the design-construction interface and a strong indicator for potential schedule delays. Therefore, it seems apparent that characteristics of RFI variables will influence shop drawing production, approval and fabrication of structural steel.

The time and cost consequences of RFIs and their management have been studied and found to have a significant impact on organizational resources. A 2004 study sponsored by the National Institute of Standards and Technology used interviews, surveys and focus groups to estimate the impact of inadequate interoperability in the United States capital facilities sector. Information gathered from this study revealed that specialty fabricators average 15.5 hours processing a single RFI while design firms average approximately 200 hours per month managing RFIs (Gallaher, O'Connor, Dettbarn and Gilday, 2004). This finding is similar to another study which concluded that project participants spent an average of 17 hours processing a single RFI (Mohamed, Tilley and Tucker, 1999).

Although the steel construction industry would benefit from information regarding the relationship between various RFI variables and the shop drawing production process, no such quantitative study has been performed. Similarly, there has been no quantitative study performed on the relationship between any RFI variables and subsequent steel fabrication activities. This study fills this void by investigating the relationship between selected RFI variables and performance in both the shop drawing production and fabrication phases.

#### DATA COLLECTION AND SAMPLE

The data used in this study was collected from 10 AISC-member steel fabricators located throughout the continental United States. Project data regarding actual and estimated milestone dates in the fabrication process were collected from the steel fabricators via a questionnaire. The fabricators were asked to submit information on projects where (1) only traditional fabrication services were provided and (2) services were procured using lump sum contracts. Traditional fabrication services were defined as those where the fabricator's role was solely that of "steel provider" as opposed to those projects where the fabricator may have been involved in design. Similarly, lump sum contracts were chosen to exclude projects where design was not substantially complete. These limitations were incorporated into the design of this study in order to reduce the effect of potential extraneous variables. The effect of fabricator involvement in design (i.e., design-assist) could provide an opportunity for a comparative follow-up study but was not included in this work.

Any research is interested in accurately measuring what it intends to measure. In the case of measuring construction performance, the use of data from completed projects is commonly used in the investigation of measures related to construction cost and duration. In construction-related research, the use of questionnaires to collect project data for performance measures is also common (Moshini and Davidson, 1992; Griffis, Hogan and Li, 1995; Pocock, Hyun, Liu and Kim, 1996; Konchar and Sanvido, 1998; Hanna, Camlic, Peterson and Nordheim, 2002). RFI documentation found in logs and other communication provides quantitative information to the outside observer. The use of RFI documentation to ascertain RFI variables relating to volume, response time, and other RFI metrics has previously been used by Pugh (1994), Tilley et al. (1997), and Hanna et al. (2002). The construct that performance within the steel fabrication process can be associated with certain RFI variables is based upon previous studies that investigated the effect of RFIs on overall construction project performance (Pugh, 1994; Tilley, 1998). Previous research found that RFI process characteristics are a leading indicator of project performance and that certain measures relative to response time and the number of clarification RFIs could allow for comparisons between projects. The theoretical constructs and operational assumptions used in this study appear consistent with other literature involving RFIs and performance.

A total of 82 project questionnaires were returned with RFI documentation. Due to incomplete information or nonconformance with the aforementioned criteria, 34 projects were rejected. This resulted in a sample consisting of 48 projects from various construction sectors (Figure 2). The size of projects, by project tonnage, included in the sample ranged from 33 to 6,500 tons. The mean value of fabricated steel weight in the sample is 572 tons per project with approximately 67% of the sample projects having fabricated elements weighing in the 100- to 1,000-ton range (Figure 3). Project size appeared related to the volume of clarification RFIs as may be expected. A trend of increasing

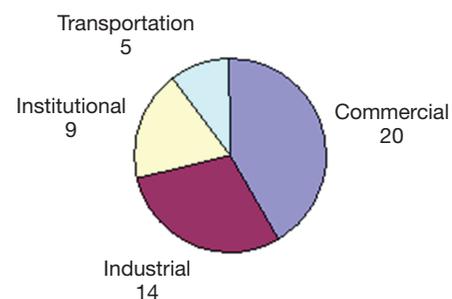


Fig. 2. Sample projects by construction sector.

average number of clarification RFIs as the average weight of fabricated elements increased was apparent in the sample. Figure 4 illustrates the average number of clarification RFI per project in each of the project weight categories.

All submitted data was checked for consistency and reviewed, if necessary, with the fabricator to increase reliability. All projects in the accepted sample were completed during the 2005 to 2006 calendar years.

### PERFORMANCE MEASURES

Performance measures for construction projects commonly involve time and cost indicators. The Construction Industry Institute's (CII) Benchmarking and Metrics program has several performance indicators utilizing actual and initial (estimated) values of duration. Measurement of duration-related performance using estimated and actual calendar dates to delineate operationally defined start and stop points for project phases has similarly been used. Griffis et al. (1995), in a CII-sponsored study, investigated cost and duration performance using metrics calculated as ratios of actual-to-estimated values and noted such metrics were "the most widely used and understood."

Using estimated-to-actual duration is the basis of performance measurement in this study. The two performance measures used in this study were the shop drawing production performance (SHOPPERF) and fabrication duration performance (FABDPERF). Using the milestone dates from the fabricator's production schedule, the estimated length of time for shop drawing production and fabrication duration were calculated for each project. Shop drawing production performance was based on a timeframe that commenced with the notice to proceed and ended with the issue date of the last set of shop drawings. Fabrication duration performance was based on a timeframe starting with the issue date of the first batch of shop drawings and ending with the shipment date of the last sequence of steel for the project. The issue date was chosen as the "start" of fabrication as it may lag the

actual approval date due to revisions that may be needed. These phases of shop drawing production and fabrication are illustrated in Figure 5. Since each performance measure is expressed as a ratio of estimated to actual time, higher values of each measure indicate increased performance. The formulas for both of these performance measures are as follows:

$$SHOPPERF = \frac{\text{Estimated days in shop drawing phase}}{\text{Actual days in shop drawing phase}}$$

$$FABDPERF = \frac{\text{Estimated days for fabrication duration}}{\text{Actual days for fabrication duration}}$$

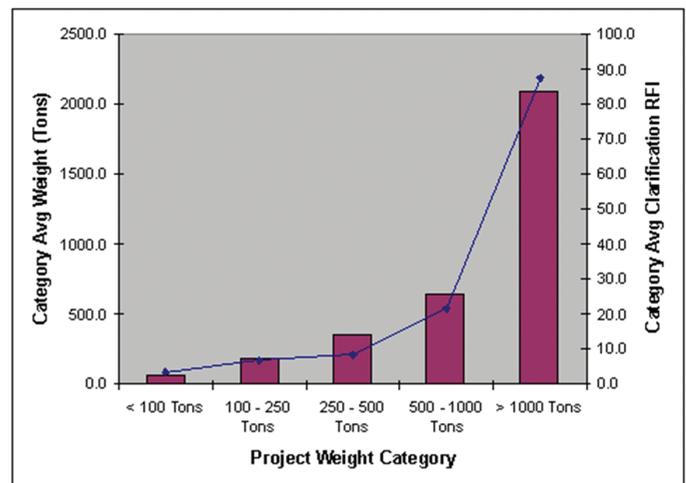


Fig. 4. Relationship of average clarification RFIs to fabricated weight.

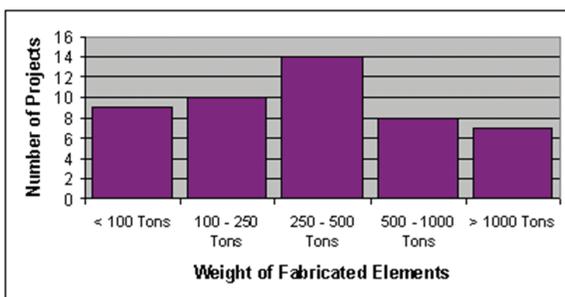


Fig. 3. Sample project categorized by fabricated weight.

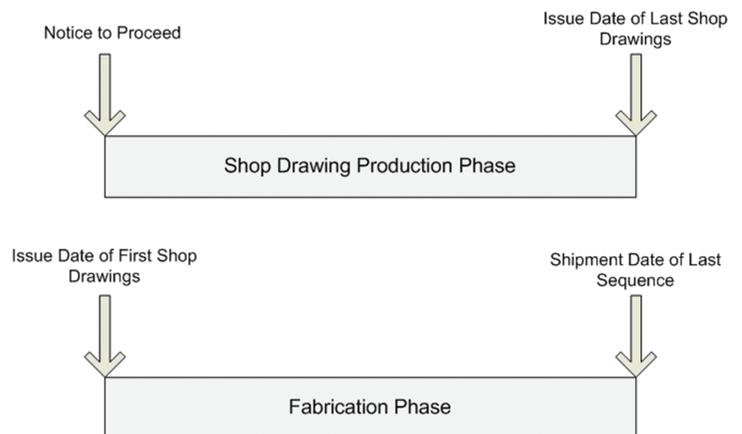


Fig. 5. Start-stop milestones for phases.

## RFI VARIABLES

The RFI variables selected for this study were chosen because they were previously identified, readily accessible, and quantitative in nature. Four RFI variables were initially investigated in this study: (1) the average RFI response time, (2) the percentage of RFIs requiring follow-up, (3) the percentage of RFI responses over 7 days, and (4) the RFI performance indicator. These RFI variables comprise elements of RFI volume and timing that are considered important characteristics in a project. These were initially studied for their effect on shop drawing production performance.

RFIs can be generated for a variety of reasons. In this study, RFIs were categorized for their relation to (1) clarification of the design, (2) substitution requests, (3) erection/field issues, or (4) extraneous information/matters. While all categories require time to process, clarification-related RFIs are generally considered most relevant to documentation quality. RFI documentation from the 48 sample projects contained 1,134 RFIs categorized as shown in Figure 6.

The average RFI response time was calculated based on the fabricator's RFI logs which contained the date sent and date returned for each RFI. RFI response time is calculated as the length of time (days) between the date sent and the date returned. Average RFI response time for the project was simply the arithmetic average and outliers more than 3 standard deviations above the mean were removed from the sample project. The next RFI variable, percentage of RFIs requiring follow-up, was again calculated based on an analysis of the RFI logs. If an RFI was generated based on the original response to a previously written RFI it was deemed a "follow-up RFI." The percentage of these follow-up RFIs within a project was calculated to provide this variable. The third RFI variable investigated the effect of extended response times since longer response times could be potentially more detrimental to performance. To consider this characteristic, it was decided to investigate the percentage

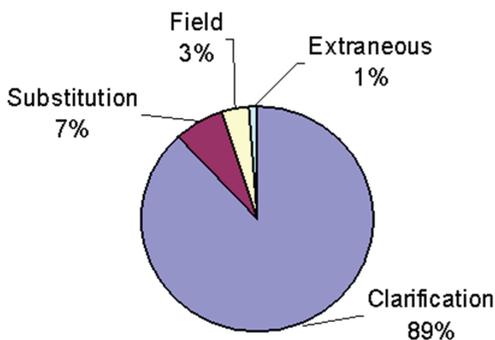


Fig. 6. Categorization of RFIs in sample.

of RFIs in each project that required more than five working days (seven calendar days) to process. This threshold was chosen based on recommended RFI protocol (Andrews, 2005). The final RFI variable investigated for its effect on performance is termed the RFI performance indicator and is based upon previous research (Tilley et al., 1997; Tilley, 1998). This variable provides a numerical value based upon the ratio of clarification-related RFIs to the contract value and duration of fabrication. Contract value and project duration act as proxies for project size and complexity, which would influence the need for clarification. This variable allows comparisons to be made between different projects as it reflects the level of deficiency within the contract documents received by the steel fabricator. The formula for the RFI performance indicator is shown as follows:

$$PI = \left[ \frac{N_c}{(CV)D} \right]$$

where

- $PI$  = RFI performance indicator
- $N_c$  = number of clarification-related RFIs
- $CV$  = contract value (\$100,000)
- $D$  = initial project duration (months)

## REGRESSION MODEL AND RESULTS

Multiple regression is a statistical technique that estimates the value of a dependent variable as a function of several independent variables. This analytical tool is used to determine many facets of the relationship between a dependent variable and a set of independent variables. A useful characteristic of this technique is its ability to ascertain the amount of variance in the dependent variable which is accounted for by the independent variables. The coefficient of determination,  $R^2$ , of the model ranges between 0 and 1 and represents the percentage of variability in the dependent variable explained by the regression model. Although the  $R^2$  statistic describes the amount of explained variability, it has to be interpreted relative to other factors which comprise the model. Adding more independent variables to a regression model will always increase the  $R^2$  statistic but may be problematic due to interaction between independent variables. Good regression models will use the smallest number of independent variables that still provide practical interpretation of the dependent variable.

The sample of 48 projects was adequate for the proposed regression technique. Determining this adequacy depends on a number of factors, including the particular statistical test, the desired power level, the significance criterion, and the effect size. To determine the proper sample size, the minimum power level for the regression analysis was set at 0.75, while a medium effect size was posited ( $f^2 = 0.15$ ). A significance level,  $\alpha$ , of 0.10 was chosen which is similar to other

Table 1. Correlation of Transformed RFI Variables with Shop Drawing Production Performance Variable.		
		SHOPPERF
LNRFIPER	Pearson Correlation	-0.388
	Significance (2-tailed)	0.006
	N	48
LNRESTME	Pearson Correlation	-0.282
	Significance (2-tailed)	0.052
	N	48

Table 2. Regression Statistics for Shop Drawing Production Performance Model.								
		Unstandardized Coefficients		Std. Coefficients			Collinearity Statistics	
Model		B	Std. Error	Beta	t	Significance	Tolerance	VIF
1	(Constant)	0.666	0.060	—	11.073	0.000	—	—
	LNRFIPER	-0.0913	0.029	-0.411	-3.172	0.003	0.994	1.006
	LNRESTME	-0.0735	0.031	-0.312	-2.409	0.020	0.994	1.006

VIF = variance inflation factor

construction-related research. Using procedures outlined by Cohen (1988), the sample size of 48 exceeded the desired power level in this study.

The initial step of the research analysis sought to determine if any of the RFI variables had a significant effect on the shop drawing production performance variable. Scatter plots were examined for linearity as well as outliers. Normality of the independent variables was checked using the observed values of skewness and kurtosis and found to be within a  $\pm 2$  standard error of zero. Subsequent correlation analyses revealed the RFI performance indicator and the average RFI response time variables were significantly associated with shop drawing production performance. The other two RFI variables did not have significant correlations and, therefore, were removed from further consideration. Since multiple regression is based on an assumption of linearity, the two significant RFI variables were transformed by applying the natural logarithm to each. This natural log transformation was found to strengthen this correlation between both RFI variables and the shop drawing production performance. The correlation statistics for each can be found in Table 1.

A multiple regression model to estimate the shop drawing production performance based on the RFI performance indicator and the average RFI response time variables was developed. This regression model using the transformed RFI performance indicator (LNRFIPERF) and the transformed

average RFI response time (LNRESTME) was found to significantly predict shop drawing production performance ( $p = 0.002$ ). Table 2 provides the inferential statistics for this additive model. The coefficient of determination,  $R^2$ , for this model was 0.248, indicating that these two RFI variables together explain almost 25% of the variance in shop drawing production performance for the sample. The model equation is as follows:

$$\begin{aligned} \text{SHOPPERF} = & 0.666 - 0.0735(\text{LNRESTME}) \\ & - 0.0913(\text{LNRFIPERF}) \end{aligned}$$

This model indicates that as the RFI performance indicator variable and the average RFI response time variable decrease, shop drawing production performance will increase. Although this model explains only 25% of the variance within the sample projects, it must be interpreted with respect to the nature of the shop drawing production process itself as well as the model. Shop drawing production is a complex process because of the communication characteristics involved in producing the final output. The process itself contains various lines of communication involving multiple participants including the fabricator, engineer of record, specialty engineers/designers, and possibly outside detailers. These multiple communication pathways may be exchanging information regarding RFIs using a variety of technologies,

**Table 3. Regression Statistics for Fabrication Duration Performance Model.**

		Unstandardized Coefficients		Std. Coefficients			Collinearity Statistics	
Model		<i>B</i>	Std. Error	Beta	<i>t</i>	Sig.	Tolerance	VIF
1	(Constant)	0.833	0.106	—	7.829	0.000	—	—
	LNRFIPER	-0.145	0.051	-0.386	-2.839	0.007	0.994	1.006
	LNRESTME	-0.0731	0.054	-0.184	-1.355	0.182	0.994	1.006

including e-mail, fax, project management intranets, or some combination of those. Additionally, communication may be influenced by the level of familiarity that participants may have with each other as well as familiarity with the project type and the project delivery system. Instead of exploring the large number of variables that could influence the performance of shop drawing production, this model opted to investigate the aforementioned RFI variables because they were previously identified, readily accessible, and quantitative in nature. The practical nature of this model is reflected in the use of two common RFI variables, the RFI performance indicator variable and the average RFI response time variable, to estimate shop drawing production performance. This statistically significant result is particularly interesting since the sample of 48 projects was obtained from 10 different fabricators, located in various parts of the country, and using projects from various construction sectors.

Although this study quantifies the influence of only several selected RFI variables on the shop drawing production performance, these results are consistent with other studies investigating the impact of RFIs on performance. Other investigations of RFI variables with respect to project performance have concluded that RFI variables are a leading indicator of project performance (Pugh, 1994; Tilley, 1998). These studies also noted the influence of documentation deficiency on the volume of RFIs, while others have associated decreased performance measures with increased documentation deficiency (Shohet and Frydman, 2003; Tilley, McFallan and Tucker, 2000). The effect of RFI response time on steel shop drawing production is congruent with others that have found that increased RFI response time is associated with decreased performance (Mohamed et al, 1999; Tommelein and Ballard, 1997; Pugh, 1994).

The following step in this analysis investigated the association between performance of shop drawing production and the subsequent schedule performance of steel fabrication. In this study, the actual duration of the steel fabrication phase was the number of days between the issue date of the first set of shop drawings and the shipment of the last sequence of steel to the site. Since shop drawing production precedes the fabrication of structural steel, establishing an estimate

of fabrication duration performance from performance in the shop drawing phase could serve as an important planning tool.

A correlation analysis was performed between the shop drawing production performance and the fabrication duration performance, that found a significant relationship between these two performance measures ( $r = 0.375$ ,  $\rho = 0.009$ ). With the finding of a positive association between duration performance in the shop drawing production phase and the subsequent fabrication phase, an additive multiple regression model was investigated to estimate fabrication duration performance using the two RFI variables found to be significant previously. This model, estimating fabrication duration performance based on the RFI performance indicator variable and the average RFI response time variable, was significant at the 0.009 level. Table 3 provides the inferential statistics for this additive model. The coefficient of determination ( $R^2$ ) for this model was 0.172, indicating that these two RFI variables together explain approximately 17% of the variance in fabrication duration performance in the sample. The regression equation is as follows:

$$FABDPERF = 0.833 - 0.145(LNRFIPERF) - 0.0731(LNRESTME)$$

This model indicates that as the RFI performance indicator and the average RFI response time variable decrease, fabrication duration performance will increase. Again, this model must be again interpreted with respect to the many variables that could possibly affect the fabrication duration as well as the purpose of the model itself. It also indicates that other factors affect fabrication duration in addition to the two RFI variables studied. This should be expected since RFI variables logically share a closer association with the shop drawing production phase. When considered with regard to the number of decisions, deliveries, participants and activities that are involved in getting steel to the project site, it is noteworthy that two basic RFI variables explain roughly one-sixth of the total duration variability in the fabrication phase.

Although fabrication duration could be considered to be insulated from variables within the RFI process, this analysis indicates that fabrication duration performance shares a significant association with the same two RFI variables that were significantly associated with shop drawing production. The results are consistent with the other literature that has asserted that the pace of steel fabrication is driven by the production and approval of shop drawings (Van de Pas, Tinker and Holland, 2005). Timely fabrication of structural steel hinges upon the approval of shop drawings which has been shown to be quantitatively associated with the relative RFI volume and the characteristics of RFI response time. Increasing numbers of RFIs and longer turnaround times invariably produce discontinuities in the fabrication process. Although these discontinuities may originate in the shop drawing production phase, the previous regression equation indicates a ripple effect that occurs in the actual fabrication of the steel components.

### CONCLUSION

The widely held belief that increased RFI volume and response time result in negative consequences for the fabrication of structural steel has been quantified. Relative increases in RFI volume lead to discontinuities in the production of shop drawings. Problems in the shop drawing production phase cause a ripple effect in downstream performance relative to the duration of the fabrication phase. The quantitative model developed in this study rests on the theory that shop drawing production and fabrication duration performance can be modeled based upon selected RFI variables. While there are many variables that could influence performance in various stages of steel fabrication, this study opted to investigate RFI variables that have been previously identified and are readily found using typical fabrication documentation. Statistically significant multiple regression equations were developed using two RFI variables to explain approximately 25% of the performance variance in the shop production and 17% of the performance variance in fabrication duration. This significant result occurred in a sample of 48 projects of various sizes and construction types, submitted from 10 different steel fabricators located throughout the United States.

The quality of design documentation is a major attribute of communication at the beginning of the design-fabrication interface. Documentation that is complete, consistent and unambiguous will require less clarification. In this study, the variable found to be statistically significant that reflects the extent of documentation deficiency is the RFI performance indicator (LNRFIPER). This variable, adapted from earlier research work (Tilley et al., 1997; Tilley, 1998), accounts for the number of clarification RFIs generated with respect to a project's size and duration. Higher values of the RFI performance indicator variable indicate a greater usage of RFIs

within a given project and portend discontinuities in the shop drawing production process. This variable was found to have the strongest association with both shop drawing production and fabrication duration performance, which is congruent with related research.

While the quality of the design documentation is the primary determinant of the need for RFIs, communication within the process also plays a role in performance. This study has quantitatively established that the average RFI response time variable (LNRESTME) is also associated with shop drawing production performance in steel fabrication. The ability to get answers quickly when seeking clarification on design-related issues is an important factor in the timely completion of the fabricator's work. Longer RFI response times result in discontinuities that are associated with longer durations in the shop drawing production and fabrication phases.

### RECOMMENDATIONS

This research identifies specific RFI variables and their statistically significant relationship with shop drawing production and fabrication duration performance. The models developed in this study found that the RFI performance indicator variable and the RFI response time variable have a substantive influence on shop drawing production and fabrication processes. Since the data used in this study represented 48 sample projects from 10 steel fabricators, generalizations to the population of steel fabricators working as steel providers in lump sum projects can be supported. The quantitative foundation of this generalized model can be applied by individual fabricators interested in performance improvement through statistical RFI management. The cataloging of RFI data on past projects could provide the steel fabricator an opportunity to develop robust models incorporating other variables pertaining to project delivery, coordination, and delegation of responsibility. The development of statistical models based on such data would allow individual fabricators to predict confidence intervals using the RFI performance indicator variable. These intervals would identify RFI ranges that would be associated with performance levels for an upcoming project. Information regarding project RFI response time could be combined with historical response time data to develop control processes, similar to control charting, which would allow quantitative, real-time recognition of performance in ongoing projects.

Engineers and designers could also benefit from a database of the RFI variables discussed herein. Such variables could be used as quality service indicators to external parties. Lower values of the RFI performance variable suggest higher levels of quality in design documentation, while lower values of the response time variable would reflect an increased commitment to prompt clarification. Both of these may be useful in documenting a design organization's

commitment to quality during qualification-based selection procedures. Similar to contractor's experience modification rate (EMR), the availability of documented indices associated with good performance could be used to further enhance professional reputation.

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# Technical Note: Optimum Flexural Design of Steel Members Utilizing Moment Gradient and $C_b$

ABBAS AMINMANSOUR

Flexural strength of members based on the limit state of lateral-torsional buckling is a function of the moment gradient of the unbraced length under consideration. The bending modification factor,  $C_b$ , accounts for the shape of the moment gradient within the unbraced length and allows for adjustment of the member flexural strength, possibly increasing it by a considerable amount. Therefore, neglecting the impact of  $C_b$  on member strength may lead to over-design. This paper discusses the application of  $C_b$  to the design of members subjected to bending including beams as well as members subjected to combined loading (compression and bending, tension and bending, or biaxial bending). The concept of  $C_b$  and the formula for determining the modification factor is similar when using Allowable Strength Design (ASD) or the Load and Resistance Factor Design (LRFD) method. However, designers used to the 1989 *Allowable Stress Design and Plastic Design Specification for Structural Steel Buildings* (AISC, 1989a), hereafter referred to as the 1989 ASD *Specification*, and the 9th edition of the *AISC Manual of Steel Construction* (AISC, 1989b) will find more updates in the new formula and method of calculating and using  $C_b$ . Numerical examples are presented using both ASD and LRFD methods.

Four limit states apply to bending of steel beams: yielding, lateral-torsional buckling, flange local buckling, and web local buckling. Yura, Galambos and Ravindra (1978) present a thorough discussion of behavior of steel beams under bending and the different controlling limit states. The modification factor,  $C_b$ , affects cases in which member unbraced length,  $L_b$ , is greater than  $L_p$  and thus lateral-torsional buckling (LTB) controls flexural strength.

A fundamental assumption made in developing the relevant design aids included in the *AISC Steel Construction Manual* (AISC, 2005b) for flexural design when LTB controls is that the critical unbraced segment of the beam has a uniform moment diagram (gradient). If this is not the case, the modification factor,  $C_b$ , should be used to adjust the flexural strength of the member. It is noted that every unbraced segment of a beam has its own  $C_b$ , which may or may not be equal to that of other segments.

Calculation of  $C_b$  has gone through a number of evolutions over the years. Zoruba and Dekker (2005) offer a historic and technical overview of  $C_b$  in the AISC Specifications.

The 2005 *AISC Specification for Structural Steel Buildings* (AISC, 2005a), hereafter referred to as the *AISC Specification*, offers Equation 1 for calculation of  $C_b$ .

$$C_b = \frac{12.5M_{max}}{2.5M_{max} + 3M_A + 4M_B + 3M_C} R_m \leq 3.0 \quad (1)$$

where

- $M_{max}$  = absolute value of maximum moment in the unbraced segment, kip-in. (N-mm)
- $M_A$  = absolute value of moment at quarter point of the unbraced segment, kip-in. (N-mm)
- $M_B$  = absolute value of moment at centerline of the unbraced beam segment, kip-in. (N-mm)
- $M_C$  = absolute value of moment at three-quarter point of the unbraced beam segment, kip-in. (N-mm)
- $R_m$  = cross-sectional monosymmetry parameter
  - = 1.0 for doubly symmetric members
  - = 1.0 for singly symmetric members subjected to single curvature bending
  - =  $0.5 + 2(I_{yc}/I_y)$  for singly symmetric members subjected to reverse curvature bending
- $I_y$  = moment of inertia about the principal y-axis, in.<sup>4</sup> (mm<sup>4</sup>)
- $I_{yc}$  = moment of inertia about y-axis referred to the compression flange, or if reverse curvature bending, referred to the smaller flange, in.<sup>4</sup> (mm<sup>4</sup>)

Designers used to the 1989 ASD *Specification* (AISC, 1989a) will find more changes in the new formula and method of calculating and using  $C_b$ . This is due to the fact that the 1989 ASD *Specification* had not been updated between 1989 and 2005, while the LRFD *Specification* had gone through a number of revisions to reflect the state-of-the-art in research and practice.

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Example 1 illustrates application of Equation 1 to determine  $C_b$  for a case not included in Table 3-1 of the AISC *Steel Construction Manual* (AISC, 2005b). It is noted that from this point on, all references in the following examples are made to the 13th Edition AISC *Steel Construction Manual*.

### EXAMPLE 1

#### Given

Simply supported girder shown in Figure 1, laterally braced at ends and load point.

$P$ : 3 kips DL + 10 kips LL

$w$ : 0.35 kips/ft DL (including beam weight) + 1.15 kips/ft LL

#### Find

Calculate  $C_b$  using ASD and LRFD load combinations.

#### Solution

Using ASD load combinations:

$$P_a = 3 \text{ kips} + 10 \text{ kips} = 13.0 \text{ kips}$$

$$w_a = 0.35 \text{ kip/ft} + 1.15 \text{ kip/ft} = 1.50 \text{ kip/ft}$$

This beam and loading is a combination of cases 1 and 7 from Table 3-23 of the AISC *Steel Construction Manual* (pages 3-211 and 3-213).

Consider the case of beam with concentrated load at midspan. It can be shown that values of  $M_{max}$ ,  $M_A$ ,  $M_B$  and  $M_C$  are as follows.

$$M_A = 24.4 \text{ kip-ft}$$

$$M_B = 48.8 \text{ kip-ft}$$

$$M_C = 73.1 \text{ kip-ft}$$

$$M_{max} = 97.5 \text{ kip-ft}$$

Similarly, it can be shown that for the uniform load,

$$M_A = 73.8 \text{ kip-ft}$$

$$M_B = 127 \text{ kip-ft}$$

$$M_C = 158 \text{ kip-ft}$$

$$M_{max} = 169 \text{ kip-ft}$$

We now calculate  $C_b$  using Equation 1 with  $M_A$ ,  $M_B$ ,  $M_C$  and  $M_{max}$  totals from both loading conditions. Note that  $R_m = 1.0$  (single curvature).

$$M_A = 24.4 \text{ kip-ft} + 73.8 \text{ kip-ft} \\ = 98.2 \text{ kip-ft}$$

$$M_B = 48.8 \text{ kip-ft} + 127 \text{ kip-ft} \\ = 176 \text{ kip-ft}$$

$$M_C = 73.1 \text{ kip-ft} + 158 \text{ kip-ft} \\ = 231 \text{ kip-ft}$$

$$M_{max} = 97.5 \text{ kip-ft} + 169 \text{ kip-ft} \\ = 267 \text{ kip-ft}$$

$$C_b = \frac{12.5M_{max}}{2.5M_{max} + 3M_A + 4M_B + 3M_C} R_m \\ = \frac{12.5(267 \text{ kip-ft})}{2.5(267 \text{ kip-ft}) + 3(98.2 \text{ kip-ft}) + 4(176 \text{ kip-ft}) + 3(231 \text{ kip-ft})} \\ \times (1.0) \\ = 1.41$$

Using LRFD load combinations:

$$P_u = (1.2)(3 \text{ kips}) + (1.6)(10 \text{ kips}) \\ = 19.6 \text{ kips}$$

$$w_u = (1.2)(0.35 \text{ kip/ft}) + (1.6)(1.15 \text{ kip/ft}) \\ = 2.26 \text{ kip/ft}$$

Note the relationship between loads calculated based on the ASD and LRFD load combinations.

$$\frac{P_u}{P_a} = \frac{19.6 \text{ kips}}{13.0 \text{ kips}} = 1.51$$

and

$$\frac{w_u}{w_a} = \frac{2.26 \text{ kip/ft}}{1.50 \text{ kip/ft}} = 1.51$$

Therefore,  $M_{max}$ ,  $M_A$ ,  $M_B$  and  $M_C$  for each loading case using the LRFD load combinations will be 1.51 times those found earlier based on the ASD load combinations. This ratio cancels out from top and bottom of the  $C_b$  equation and yields the same  $C_b$  value for the LRFD load combination as for the ASD approach.

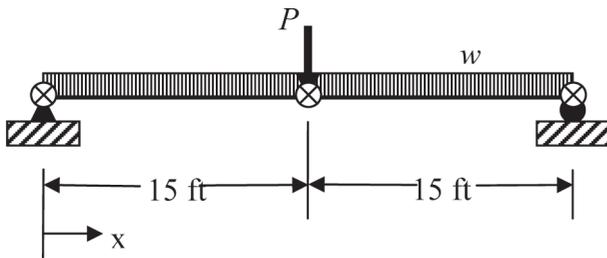


Fig. 1. Simply supported girder for Example 1.

Note that according to Table 3-1 in the AISC *Steel Manual* (page 3-10),  $C_b$  for the point load and uniformly distributed loads acting alone are 1.67 and 1.30, respectively.

The modification factor  $C_b$  has values ranging from 1.0 to 3.0. The case  $C_b = 1.0$  is the most critical. Larger values of  $C_b$  may result in increased flexural strength. Section F1 of the AISC *Specification* states that “ $C_b$  is permitted to be conservatively taken as 1.0 for all cases.” It further states that “For cantilevers or overhangs where the free end is unbraced,  $C_b = 1.0$ .” The reader is encouraged to review the pertinent parts of the 2005 AISC *Specification* (AISC, 2005a) and its commentary for more details and exceptions to the above statements.

### FLEXURAL STRENGTH FOR $C_b > 1.0$

Burgett and Tide (1980) offer a method for design of beams with  $C_b > 1.0$  for the Allowable Stress Design (ASD) method using the 1989 *ASD Specification* (AISC, 1989a). He recommends using an effective unbraced length ( $L_e$ ) instead of the original unbraced length ( $L_x$ ) to select a trial section for  $C_b > 1.0$ . Burgett suggests use of the formula  $L_e = L_x / C_b$  to determine  $L_e$ . Once a trial section is selected with  $L_e$ ,  $M_u$ , and  $C_b = 1.0$ , it must be checked for compliance with the 1989 *ASD Specification* for the original  $L_x$  and  $C_b$ . This method works well for relatively large unbraced lengths and using the Allowable Stress Design method. The following discussion will cover procedures that are consistent with the unified 2005 AISC *Specification for Structural Steel Buildings* (AISC, 2005a) and apply to both Allowable Strength Design method as well as the Load and Resistance Factor Design methods.

According to the 2005 AISC *Specification* (AISC, 2005a), the nominal flexural strength of beams based on the limit state of lateral torsional buckling with  $C_b > 1.0$  is determined using the formula given in Equation 2:

$$\left[ M_n \right]_{C_b > 1.0} = (C_b) \left[ M_n \right]_{C_b = 1.0} \leq M_p \text{ or } M'_p \quad (2)$$

ASD and LRFD versions of Equation 2 follow.

$$\left[ \frac{M_n}{\Omega} \right]_{C_b > 1.0} = (C_b) \left[ \frac{M_n}{\Omega} \right]_{C_b = 1.0} \leq \frac{M_p}{\Omega} \text{ or } \frac{M'_p}{\Omega} \quad (2\text{-ASD})$$

$$\left[ \phi_b M_n \right]_{C_b > 1.0} = (C_b) \left[ \phi_b M_n \right]_{C_b = 1.0} \leq \phi_b M_p \text{ or } \phi_b M'_p \quad (2\text{-LRFD})$$

### FLEXURAL DESIGN FOR $C_b > 1.0$

Equation 2 and its ASD and LRFD versions form the basis for incorporating  $C_b$  in determining flexural strength of members based on the limit state of lateral torsional

buckling. As noted earlier,  $C_b$  may be conservatively taken to be equal to 1.0 in all cases. However, by doing so the designer is likely to miss gains from  $C_b > 1.0$ , which may lead to smaller member sizes. Such gains may be quite significant, particularly for beams with relatively large unbraced lengths. Therefore, it makes sense to consider the impact of  $C_b$  for unbraced beams. Recall that values of  $C_b$  may range from 1.0 to 3.0. Thus, it is possible that member strength after incorporating  $C_b$  may be as much as three times that without considering  $C_b$ .

The amount of gain or benefit from  $C_b$  varies depending on section size, material properties, unbraced length, and value of  $C_b$ . Figure 2 graphically illustrates variation of nominal flexural strength versus the unbraced length for compact sections. The chart for non-compact sections would look similar to Figure 2, except that  $M'_p$ ,  $L'_p$  and  $L'_m$  will be used instead of  $M_p$ ,  $L_p$  and  $L_m$ .

Two bending modification factors are utilized in the chart of Figure 2 with  $C_{b2} > C_{b1} > 1.0$  to illustrate different possibilities. Note particularly that  $C_b M_n$  may not exceed  $M_p$  for compact sections and  $M'_p$  for non-compact sections.

We will consider three cases in the following discussion on incorporating  $C_b$  in flexural design: beams with relatively small unbraced lengths, beams with relatively large unbraced lengths, and beams with moderate unbraced lengths. For ease of discussion, it is assumed here that all beam sections are compact. Since the AISC *Steel Construction Manual* lists  $M'_p$  for non-compact sections the same way in charts and tables as it does  $M_p$  for compact sections, there are no procedural differences between the two.

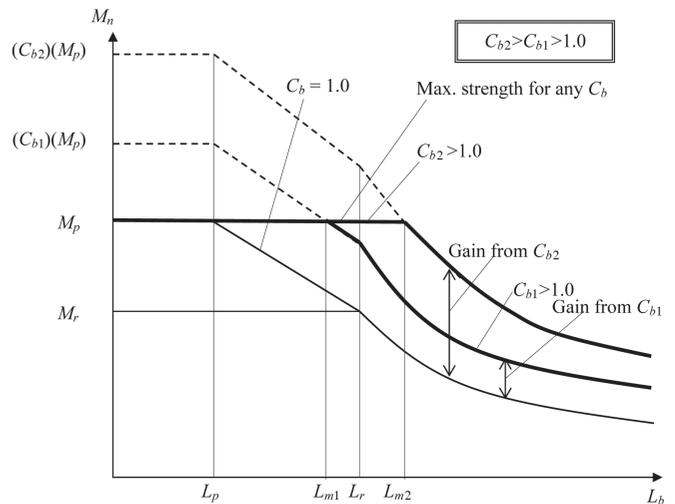


Fig. 2. Impact of  $C_b$  on  $M_n$  for compact sections.

For beams with relatively small unbraced length and  $L_b$  not exceeding  $L_p$ , either yielding or local buckling controls and  $C_b$  does not apply. In such cases, the nominal flexural strength is already at the maximum of  $M_p$  ( $M'_p$  for non-compact sections).

In cases of beams with relatively large unbraced lengths, it is very likely the beam will fully benefit from  $C_b$  and therefore Equation 2 may be used as follows for design.

$$M_u \leq \left[ \frac{M_n}{\Omega} \right]_{C_b > 1.0} = (C_b) \left[ \frac{M_n}{\Omega} \right]_{C_b = 1.0} \leq \left[ \frac{M_p}{\Omega} \right] \quad (3\text{-ASD})$$

$$M_u \leq \left[ \phi_b M_n \right]_{C_b > 1.0} = (C_b) \left[ \phi_b M_n \right]_{C_b = 1.0} \leq \phi_b M_p \quad (3\text{-LRFD})$$

or

$$\frac{M_u}{C_b} \leq \left[ \frac{M_n}{\Omega} \right]_{C_b = 1.0} \quad (4\text{-ASD})$$

$$\frac{M_u}{C_b} \leq \left[ \phi_b M_n \right]_{C_b = 1.0} \quad (4\text{-LRFD})$$

As suggested by Equations 4, for design of beams with relatively large unbraced lengths and  $C_b > 1.0$ , the designer may select a trial section based on a fictitious required moment of  $[M_u]_{C_b = 1.0} = (M_u / C_b)$ . This section is then checked for strength using its original  $M_u$  and  $C_b$ .

For beams with moderate unbraced lengths, one may still follow the approach recommended for relatively large unbraced lengths, but use a smaller  $C_b$  to obtain a trial section. Alternatively, the designer may initially neglect the impact of  $C_b$ , obtain a trial section based on  $C_b = 1.0$ , and continue checking smaller sections until a desired section is found. In either case, the trial section must be checked for strength using its original  $M_u$  and  $C_b$ .

Note that in all cases, the requirement of  $\phi_b M_p \geq M_u$  for LRFD and  $M_p / \Omega \geq M_u$  for ASD must be checked for all trial sections before any additional work is done.

## EXAMPLE 2

### Given

Simply supported beam with  $L = 50$  ft,  $w_D = 0.24$  kip/ft (beam weight included),  $w_L = 0.72$  kip/ft, A992 steel. Consider bending only.

### Find

Use ASD and LRFD methods to select the lightest W-section if

- (a)  $L_b = 5$  ft
- (b)  $L_b = 25$  ft

## Solution

ASD Method:

$$\begin{aligned} w_a &= w_D + w_L \\ &= 0.24 \text{ kip/ft} + 0.72 \text{ kip/ft} \\ &= 0.96 \text{ kip/ft} \end{aligned}$$

$$\begin{aligned} M_a &= \frac{w_a L^2}{8} \\ &= \frac{(0.96 \text{ kip/ft})(50 \text{ ft})^2}{8} \\ &= 300 \text{ kip-ft} \end{aligned}$$

Case (a)

$L_b = 5$  ft—relatively small, assume braced beam,  $C_b$  not applicable

From Table 3-2 (page 3-17) look for a section with  $M_{px} / \Omega \geq M_a = 300$  kip-ft

Try W21×55

$L_b = 5.0$  ft  $<$   $L_p = 6.11$  ft, braced beam  $\rightarrow$  assumptions about  $L_b$  and  $C_b$  correct

Therefore,  $M_{nx} / \Omega = M_{px} / \Omega = 314$  kip-ft  $>$   $M_a = 300$  kip-ft

Use W21×55, A992 steel

Case (b)

$L_b = 25$  ft—relatively large  $\rightarrow$  assume full benefit from  $C_b$

Note from Table 3-1 of the AISC *Steel Construction Manual* (page 3-10) that  $C_b = 1.30$  for a uniformly loaded simply supported beam braced at midpoint.

Select a trial section based on the following

$$\begin{aligned} [M_a]_{C_b = 1.0} &= \frac{[M_a]_{C_b = 1.30}}{C_b} \\ &= \frac{300 \text{ kip-ft}}{1.30} \\ &= 231 \text{ kip-ft} \end{aligned}$$

Go to page 3-122 of the AISC *Steel Construction Manual* with  $L_b = 25$  ft,  $M_a = 231$  kip-ft, and  $C_b = 1.0$

Try W18×76

From Table 3-2 of the AISC *Steel Construction Manual* (page 3-16):

$M_{px} / \Omega = 407$  kip-ft  $>$   $M_a = 300$  kip-ft  $\rightarrow$  section may work

$[M_{nx} / \Omega]_{C_b = 1.0} = 273$  kip-ft read directly off of the chart on page 3-122.

$$\begin{aligned}
[M_{nx}/\Omega]_{C_b=1.3} &= (C_b)[M_{nx}/\Omega]_{C_b=1.0} \\
&= (1.30)(273 \text{ kip-ft}) \\
&= 355 \text{ kip-ft} < M_{px}/\Omega = 407 \text{ kip-ft}
\end{aligned}$$

Note that beam fully benefited from  $C_b$  since

$$[M_{nx}/\Omega]_{C_b=1.3} < M_{px}/\Omega$$

$$[M_{nx}/\Omega]_{C_b=1.3} = 355 \text{ kip-ft} > M_a = 300 \text{ kip-ft}$$

W18×76 is adequate

For lightest, try W14×74

$$M_{px}/\Omega = 314 \text{ kip-ft} > M_a = 300 \text{ kip-ft} \rightarrow \text{may work}$$

$[M_{nx}/\Omega]_{C_b=1.0} = 212 \text{ kip-ft}$  read directly off of the chart on page 3-122.

$$\begin{aligned}
[M_{nx}/\Omega]_{C_b=1.3} &= (C_b)[M_{nx}/\Omega]_{C_b=1.0} \\
&= (1.30)(212 \text{ kip-ft}) \\
&= 276 \text{ kip-ft} < M_{px}/\Omega = 314 \text{ kip-ft}
\end{aligned}$$

Therefore,  $[M_{nx}/\Omega]_{C_b=1.3} = 276 \text{ kip-ft} < M_a = 300 \text{ kip-ft} \rightarrow$   
Not adequate

Use W18×76, A992 steel

*LRFD Method:*

$$\begin{aligned}
w_u &= 1.2w_D + 1.6w_L \\
&= 1.2(0.24 \text{ kip/ft}) + 1.6(0.72 \text{ kip/ft}) \\
&= 1.44 \text{ kip/ft}
\end{aligned}$$

$$\begin{aligned}
M_u &= \frac{w_u L^2}{8} \\
&= \frac{(1.44 \text{ kip/ft})(50 \text{ ft})^2}{8} \\
&= 450 \text{ kip-ft}
\end{aligned}$$

Case (a)

$L_b = 5 \text{ ft}$ —relatively small, assume braced beam,  $C_b$  not applicable

From Table 3-2 of the AISC *Steel Construction Manual* (page 3-17) look for a section with  $\phi_b M_{px} \geq M_u = 450 \text{ kip-ft}$

Try W21×55

$L_b = 5.0 \text{ ft} < L_p = 6.11 \text{ ft}$ , braced beam  $\rightarrow$  assumptions about  $L_b$  and  $C_b$  correct

$$\text{Therefore, } \phi_b M_{nx} = \phi_b M_{px} = 473 \text{ kip-ft} > M_u = 450 \text{ kip-ft}$$

Use W21×55, A992 steel

Case (b)

$L_b = 25 \text{ ft}$ —relatively large  $\rightarrow$  assume full benefit from  $C_b$

Note from Table 3-1 of the AISC *Steel Construction Manual* (page 3-10) that  $C_b = 1.30$  for a uniformly loaded simply supported beam braced at midpoints.

Select a trial section based on the following assumption.

$$\begin{aligned}
[M_u]_{C_b=1.0} &= \frac{[M_u]_{C_b=1.30}}{C_b} \\
&= \frac{450 \text{ kip-ft}}{1.30} \\
&= 346 \text{ kip-ft}
\end{aligned}$$

Go to page 3-122 of the AISC *Steel Construction Manual* and select a trial section for  $L_b = 25 \text{ ft}$ ,  $M_u = 346 \text{ kip-ft}$ , and  $C_b = 1.0$

Try W18×76

From Table 3-2 of the AISC *Steel Construction Manual* (page 3-16):  $\phi_b M_{px} = 611 \text{ kip-ft} > M_u = 450 \text{ kip-ft} \rightarrow$  may work

$[\phi_b M_{nx}]_{C_b=1.0} = 410 \text{ kip-ft}$  (read directly off of the chart on page 3-122)

$$\begin{aligned}
[\phi_b M_{nx}]_{C_b=1.3} &= (C_b)[\phi_b M_{nx}]_{C_b=1.0} \\
&= (1.30)(410 \text{ kip-ft}) \\
&= 533 \text{ kip-ft} < \phi_b M_{px} \\
&= 611 \text{ kip-ft}
\end{aligned}$$

Note that beam fully benefited from  $C_b$  since  $[\phi_b M_{nx}]_{C_b=1.3} < \phi_b M_{px}$

$$[\phi_b M_{nx}]_{C_b=1.3} = 533 \text{ kip-ft} > M_u = 450 \text{ kip-ft}$$

W18×76 is adequate

It can be shown that a W14×74 is not adequate. Therefore, use W18×76, A992 steel

Note that if  $C_b = 1.0$  were used, a W18×86 would have been selected instead.

It is noted that the focus of this paper and all example problems presented here is on the impact of  $C_b$  on member flexural strength. Other criteria, such as deflection, may control the design and must be checked.

Solid lines in the beam design charts of the AISC *Steel Construction Manual* are meant to obtain the lightest section for  $C_b = 1.0$ . Using them for selecting sections for  $C_b > 1.0$  is not quite right, though reasonable. In order to find the lightest section for  $C_b > 1.0$ , at least two tries are necessary.

### IMPACT OF $C_b$ ON THE $b_x$ COEFFICIENT

Part Six of the AISC *Steel Construction Manual* (AISC, 2005b) presents a method and aids for design of members subjected to combined loads (compression and bending, tension and bending, or biaxial bending). This approach, based on Aminmansour (2000 and 2006), utilizes three new coefficients  $p$ ,  $b_x$  and  $b_y$  in analysis or design of such members. Following is a discussion on the impact of  $C_b$  on the  $b$  coefficient.

In addition to design of members subjected to combined loading, the method and aids presented in Part Six of the AISC *Steel Construction Manual* may prove to be helpful in design of beams in certain circumstances as illustrated in some of the examples that follow.

Values of  $b_x$  given in Part Six of the AISC *Steel Construction Manual* and the discussion that follows applies to beam-columns as well as members subjected to combined tension and bending, biaxial bending, or bending alone. Since the limit state of lateral-torsional buckling does not apply to bending of beams about their weak axis, our discussion here will be limited to the  $b_x$  coefficient only.

Values of the  $b_x$  coefficient given by Equations 5 and listed in Part 6 of the AISC *Steel Construction Manual* are based on  $C_b = 1.0$ .

$$b_x = \frac{8}{9 \left( \frac{M_{nx}}{\Omega} \right)} \quad (5\text{-ASD})$$

$$m = \frac{8}{9(\phi_b M_{nx})} \quad (5\text{-LRFD})$$

Combining Equations 2 and 5 yields:

$$\begin{aligned} [b_x]_{C_b > 1.0} &= \frac{8}{9 \left[ \frac{M_n}{\Omega} \right]_{C_b > 1.0}} \\ &= \frac{8}{9(C_b) \left[ \frac{M_n}{\Omega} \right]_{C_b = 1.0}} \\ &= \left( \frac{1}{C_b} \right) \left( \frac{8}{9 \left[ \frac{M_n}{\Omega} \right]_{C_b = 1.0}} \right) \\ &= \frac{[b_x]_{C_b = 1.0}}{C_b} \end{aligned} \quad (6 \text{ ASD})$$

$$\begin{aligned} [b_x]_{C_b > 1.0} &= \frac{8}{9[\phi_b M_n]_{C_b > 1.0}} \\ &= \frac{8}{9(C_b)[\phi_b M_n]_{C_b = 1.0}} \\ &= \left( \frac{1}{C_b} \right) \left( \frac{8}{9[\phi_b M_n]_{C_b = 1.0}} \right) \\ &= \frac{[b_x]_{C_b = 1.0}}{C_b} \end{aligned} \quad (6 \text{ LRFD})$$

Now, apply the upper limit of Equations 2 to Equations 6 to obtain Equation 7 as follows:

$$[b_x]_{C_b > 1.0} = \frac{[b_x]_{C_b = 1.0}}{C_b} \geq [b_x]_{min} \quad (7)$$

where

$$[b_x]_{min} = \frac{8}{9 \left( \frac{M_p}{\Omega} \text{ or } \frac{M'_p}{\Omega} \right)} \quad (8\text{-ASD})$$

$$[b_x]_{min} = \frac{8}{9(\phi_b M_p \text{ or } \phi_b M'_p)} \quad (8\text{-LRFD})$$

Values of  $[b_x]_{min}$  are listed in Table 6-1 of the AISC *Steel Construction Manual* at  $L_b = 0$  ft for a large number of W-sections for both ASD and LRFD methods.

### USING $b_x$ IN ANALYSIS AND DESIGN FOR FLEXURE WITH $C_b > 1.0$

The following observations may be used in analysis and design of steel members subjected to bending, including combined loads, with  $C_b > 1.0$ . Keep in mind that values of  $b_x$  listed in Table 6-1 of the AISC *Steel Construction Manual* are for  $C_b = 1.0$  and already account for compact/non-compactness.

For laterally braced beams the limit state of yielding (local buckling for non-compact sections) controls and  $C_b$  does not apply. Therefore, for such situations, simply use the listed values of  $b_x$ .

For beams with relatively large unbraced lengths, it is likely that the member will fully benefit from  $C_b$ . Therefore, note that

$$[b_x]_{C_b > 1.0} = \frac{[b_x]_{C_b = 1.0}}{C_b} \geq [b_x]_{min}$$

For beams with moderately long unbraced length where partial benefit from  $C_b$  may be realized, the designer may treat the beam as in the latter case, but use a smaller  $C_b$  to obtain a trial section.

In all preceding cases, the trial section must be analyzed exactly based on its  $L_b$  and original  $C_b$  values to obtain  $b_x$ .

Important Note: The reader is reminded that a section with a  $b_x$  value equal to or smaller than a required value will be adequate in bending for the conditions given. See Aminmansour (2000 and 2006) for more comprehensive information on this subject.

### EXAMPLE 3

#### Given

W24×76,  $L_b = 16$  ft,  $C_b = 1.67$ , A992 steel

#### Find

Calculate available flexural strength using both ASD and LRFD methods

#### Solution

ASD Method:

Method I:

From Table 3-2 of the AISC *Steel Construction Manual* (page 3-16):

$$M_p / \Omega = 499 \text{ kip-ft}$$

$$L_p = 6.78 \text{ ft}$$

$$L_r = 19.6 \text{ ft}$$

$$BF = 15.0 \text{ kips}$$

$$L_p = 6.78 \text{ ft} < L_b = 16 \text{ ft} < L_r = 19.6 \text{ ft}$$

$$\begin{aligned} \left[ \frac{M_n}{\Omega} \right]_{C_b=1.0} &= \left( \frac{M_n}{\Omega} \right) - BF(L_b - L_p) \\ &= 499 \text{ kip-ft} - (15.0 \text{ kips})(16.0 \text{ ft} - 6.78 \text{ ft}) \\ &= 361 \text{ kip-ft} \end{aligned}$$

$$\begin{aligned} \left[ \frac{M_n}{\Omega} \right]_{C_b=1.0} &= (C_b) \left[ \frac{M_n}{\Omega} \right]_{C_b=1.0} \\ &= (1.67)(361 \text{ kip-ft}) = 603 \text{ kip-ft} > \left( \frac{M_p}{\Omega} \right) \\ &= 499 \text{ kip-ft} \end{aligned}$$

Therefore,  $[M_n / \Omega]_{C_b=1.67} = [M_p / \Omega] = 499 \text{ kip-ft}$

Method II:

From Table 6-1 of the AISC *Steel Construction Manual* (page 6-42):

$$b_x = 2.46 \times 10^{-3} (\text{kip-ft})^{-1} \text{ for } C_b = 1.0$$

$$[b_x]_{min} = 1.78 \times 10^{-3} (\text{kip-ft})^{-1}$$

$$\begin{aligned} [b_x]_{C_b > 1.0} &= \frac{[b_x]_{C_b=1.0}}{C_b} \\ &= \frac{2.46 \times 10^{-3} (\text{kip-ft})^{-1}}{1.67} \\ &= 1.47 \times 10^{-3} (\text{kip-ft})^{-1} < [b_x]_{min} \\ &= 1.78 \times 10^{-3} (\text{kip-ft})^{-1} \end{aligned}$$

$$\begin{aligned} \text{Use } [b_x]_{C_b=1.67} &= [b_x]_{min} \\ &= 1.78 \times 10^{-3} (\text{kip-ft})^{-1} \end{aligned}$$

$$\begin{aligned} \left[ \frac{M_n}{\Omega} \right]_{C_b=1.67} &= \frac{8}{9[b_x]_{C_b=1.67}} \\ &= \frac{8}{9[1.78 \times 10^{-3} (\text{kip-ft})^{-1}]} \\ &= 499 \text{ kip-ft} \end{aligned}$$

LRFD Method:

Method I:

From Table 3-2 of the AISC *Steel Construction Manual* (page 3-16):

$$\phi_b M_p = 750 \text{ kip-ft}$$

$$L_p = 6.78 \text{ ft}$$

$$L_r = 19.6 \text{ ft}$$

$$BF = 22.5 \text{ kips}$$

$$L_p = 6.78 \text{ ft} < L_b = 16 \text{ ft} < L_r = 19.6 \text{ ft}$$

$$\begin{aligned} [\phi_b M_n]_{C_b=1.0} &= \phi_b M_p - BF(L_b - L_p) \\ &= 750 \text{ kip-ft} - (22.5 \text{ kips})(16.0 \text{ ft} - 6.78 \text{ ft}) \\ &= 543 \text{ kip-ft} \end{aligned}$$

$$\begin{aligned} [\phi_b M_n]_{C_b > 1.0} &= (C_b)[\phi_b M_n]_{C_b=1.0} \\ &= (1.67)(543 \text{ kip-ft}) \\ &= 907 \text{ kip-ft} > \phi_b M_p = 750 \text{ kip-ft} \end{aligned}$$

Therefore,  $[\phi_b M_n]_{C_b=1.67} = \phi_b M_p = 750 \text{ kip-ft}$

Method II:

From Table 6-1 of the AISC *Steel Construction Manual* (page 6-42):

$$b_x = 1.64 \times 10^{-3} (\text{kip-ft})^{-1} \text{ for } C_b = 1.0$$

$$[b_x]_{min} = 1.19 \times 10^{-3} (\text{kip-ft})^{-1}$$

$$\begin{aligned} [b_x]_{C_b > 1.0} &= \frac{[b_x]_{C_b=1.0}}{C_b} \\ &= \frac{1.64 \times 10^{-3} (\text{kip-ft})^{-1}}{1.67} \\ &= 0.982 \times 10^{-3} (\text{kip-ft})^{-1} < [b_x]_{min} = 1.19 \times 10^{-3} (\text{kip-ft})^{-1} \end{aligned}$$

$$\begin{aligned} \text{Use } [b_x]_{C_b=1.67} &= [b_x]_{min} \\ &= 1.19 \times 10^{-3} (\text{kip-ft})^{-1} \end{aligned}$$

$$\begin{aligned} [\phi_b M_n]_{C_b=1.67} &= \frac{8}{9[b_x]_{C_b=1.67}} \\ &= \frac{8}{9[1.19 \times 10^{-3} (\text{kip-ft})^{-1}]} \\ &= 747 \text{ kip-ft} \end{aligned}$$

### EXAMPLE 4

#### Given

Simply supported beam with  $L = L_b = 30$  ft,  $w_D = 0.30$  kip/ft,  $w_L = 0.90$  kip/ft

#### Find

Select the lightest W14 of A992 steel. Consider bending only.

#### Solution

Since Table 6-1 of the AISC *Steel Construction Manual* has a more comprehensive list of W14s, we will use the  $b_x$  method in this design.

*ASD Method:*

$$w_u = w_D + w_L = 0.30 \text{ kip/ft} + 0.90 \text{ kip/ft} = 1.20 \text{ kip/ft}$$

From Table 3-1 of the AISC *Steel Construction Manual* (page 3-10),  $C_b = 1.14$ .

$$\begin{aligned} M_u &= \frac{w_u L^2}{8} \\ &= \frac{(1.20 \text{ kip/ft})(30 \text{ ft})^2}{8} \\ &= 135 \text{ kip-ft} \end{aligned}$$

Use Equation 5-ASD and replace  $(M_{nx}/\Omega)$  with  $M_u$  to obtain  $(b_x)_{req}$

$$\left[ (b_x)_{req} \right]_{C_b=1.14} = \frac{8}{9(135 \text{ kip-ft})} = 6.58 \times 10^{-3} \text{ (kip-ft)}^{-1}$$

From Table 6-1 of the AISC *Steel Construction Manual* (page 6-71), try W14×61 with

$$[b_x]_{C_b=1.0} = 6.20 \times 10^{-3} \text{ (kip-ft)}^{-1} < 6.58 \times 10^{-3} \text{ (kip-ft)}^{-1}$$

This section is adequate for  $C_b = 1.0$ ; therefore it is adequate for  $C_b = 1.14$  as well. However, for illustration purposes, we will verify this fact.

$$\begin{aligned} [b_x]_{C_b=1.14} &= \frac{[b_x]_{C_b=1.0}}{C_b} \\ &= \frac{6.20 \times 10^{-3} \text{ (kip-ft)}^{-1}}{1.14} \\ &= 5.44 \times 10^{-3} \text{ (kip-ft)}^{-1} > [b_x]_{min} \\ &= 3.49 \times 10^{-3} \text{ (kip-ft)}^{-1} \end{aligned}$$

$$\begin{aligned} \text{Since } [b_x]_{C_b=1.14} &= 5.44 \times 10^{-3} \text{ (kip-ft)}^{-1} < [b_x]_{req} \\ &= 6.58 \times 10^{-3} \text{ (kip-ft)}^{-1} \end{aligned}$$

W14×61 is adequate.

For lightest, try W14×53 with  $b_x = 9.56 \times 10^{-3} \text{ (kip-ft)}^{-1}$

It can be shown that this section has a larger  $b_x$  than  $[b_x]_{req} = 6.58 \times 10^{-3} \text{ (kip-ft)}^{-1}$  after incorporating the impact of  $C_b$ . Therefore, W14×53 is not adequate.

Use W14×61, A992 steel

*LRFD Method:*

$$\begin{aligned} w_u &= 1.2w_D + 1.6w_L = 1.2(0.30 \text{ kip/ft}) + 1.6(0.90 \text{ kip/ft}) \\ &= 1.80 \text{ kip/ft} \end{aligned}$$

From Table 3-1 of the AISC *Steel Construction Manual* (page 3-10),  $C_b = 1.14$ .

$$\begin{aligned} M_u &= \frac{w_u L^2}{8} \\ &= \frac{(1.80 \text{ kip/ft})(30 \text{ ft})^2}{8} \\ &= 203 \text{ kip-ft} \end{aligned}$$

Use Equation 5-LRFD and replace  $\phi_b M_{nx}$  with  $M_u$  to obtain  $(b_x)_{req}$

$$\begin{aligned} \left[ (b_x)_{req} \right]_{C_b=1.0} &= \frac{8}{9(203 \text{ kip-ft})} \\ &= 4.38 \times 10^{-3} \text{ (kip-ft)}^{-1} \end{aligned}$$

From Table 6-1 of the AISC *Steel Construction Manual* (page 6-71), try W14×61 with

$$[b_x]_{C_b=1.0} = 4.12 \times 10^{-3} \text{ (kip-ft)}^{-1} < 4.38 \times 10^{-3} \text{ (kip-ft)}^{-1}$$

This section is adequate for  $C_b = 1.0$ ; therefore it is adequate for  $C_b = 1.14$  as well. However, for illustration purposes, we will verify this fact.

$$\begin{aligned} [b_x]_{C_b=1.14} &= \frac{[b_x]_{C_b=1.0}}{C_b} \\ &= \frac{4.12 \times 10^{-3} \text{ (kip-ft)}^{-1}}{1.14} \\ &= 3.61 \times 10^{-3} \text{ (kip-ft)}^{-1} > [b_x]_{min} \\ &= 2.32 \times 10^{-3} \text{ (kip-ft)}^{-1} \end{aligned}$$

$$\begin{aligned} \text{Since } [b_x]_{C_b=1.14} &= 3.61 \times 10^{-3} \text{ (kip-ft)}^{-1} < [b_x]_{req} \\ &= 4.38 \times 10^{-3} \text{ (kip-ft)}^{-1} \end{aligned}$$

W14×61 is adequate.

For lightest, try W14×53 with  $b_x = 6.36 \times 10^{-3} \text{ (kip-ft)}^{-1}$

It can be shown that this section has a larger  $b_x$  than  $[b_x]_{req} = 4.38 \times 10^{-3} \text{ (kip-ft)}^{-1}$ . Therefore, W14×53 is not adequate.

Use W14×61, A992 steel

Note that if  $[b_x]_{C_b > 1.0} > [b_x]_{min}$ , the beam fully benefits from  $C_b > 1.0$ . Otherwise, the benefit is partial.

### EXAMPLE 5

#### Given

W18×86 member as shown in Figure 3, A992 steel, braced frame, bending about the  $x$ -axis only

$$P_u = 630 \text{ kips}$$

$$M_{ux} = 210 \text{ kip-ft}$$

$$(KL)_x = 26 \text{ ft}$$

$$(KL)_y = L_b = 13 \text{ ft}$$

#### Find

Determine if this section adequate per AISC *Specification* for the given conditions.

#### Solution

*LRFD Method:*

Obtain the following information for a W18×86 from Table 6-1 of the AISC *Steel Construction Manual* (page 6-54):

$$[b_x]_{C_b=1.0} = 1.37 \times 10^{-3} \text{ (kip-ft)}^{-1}$$

$$[b_x]_{min} = 1.27 \times 10^{-3} \text{ (kip-ft)}^{-1}$$

$$(r_x/r_y) = 2.95$$

Determine  $(KL)_y$  eq

$$\begin{aligned} (KL)_{y \text{ eq}} &= \frac{(KL)_x}{\left(\frac{r_x}{r_y}\right)} \\ &= \frac{26 \text{ ft}}{2.95} \\ &= 8.81 \text{ ft} < (KL)_y \\ &= 13.0 \text{ ft} \end{aligned}$$

Use  $KL = (KL)_y = 13.0 \text{ ft}$

Therefore,  $p = 1.14 \times 10^{-3} \text{ kips}^{-1}$

Note that in this case,  $C_b = 1.30$  (braced at ends and midspan)

$$\begin{aligned} [b_x]_{C_b=1.30} &= \frac{[b_x]_{C_b=1.0}}{1.30} \\ &= \frac{1.37 \times 10^{-3} \text{ (kip-ft)}^{-1}}{1.30} \\ &= 1.05 \times 10^{-3} \text{ (kip-ft)}^{-1} < [b_x]_{min} \\ &= 1.27 \times 10^{-3} \text{ (kip-ft)}^{-1} \end{aligned}$$

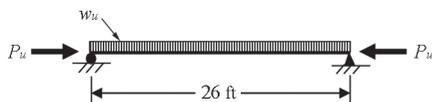


Fig. 3. Beam-column for Example 5.

Therefore,  $[b_x]_{C_b=1.30} = [b_x]_{min} = 1.27 \times 10^{-3} \text{ (kip-ft)}^{-1}$

$$pP_u = (1.14 \times 10^{-3} \text{ kips}^{-1})(630 \text{ kips}) = 0.718 > 0.200$$

Use  $bP_u + mM_{ux} + nM_{uy} \leq 1.0$

$$\begin{aligned} 0.718 + [1.27 \times 10^{-3} \text{ (kip-ft)}^{-1}](210 \text{ kip-ft}) + 0 \\ = 0.718 + 0.267 + 0 \\ = 0.985 < 1.00 \end{aligned}$$

W18×86, A992 steel is adequate for the given conditions.

Note that the impact of  $C_b = 1.3$  in this case is not significant. However, the example problem is presented as an illustration of the method.

Reader is encouraged to repeat this problem using the ASD method.

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# Current Steel Structures Research

REIDAR BJORHOVDE

Sustainability has become a major world issue over the past few years. Due to the impact of the construction market on the gross domestic product (GDP)—approximately 12 to 13% for the United States—sustainability is becoming a key consideration in all architectural designs. By direct extension, this is now affecting the work of structural engineers in general, although much of the current influence is almost hidden among the many and complex issues of construction. Various rating schemes, such as the Leadership in Energy and Environmental Design (LEED) system in the United States, are used extensively to assess architectural and engineering designs; but, of course, the issue goes much beyond the efforts of the design profession, insofar as structures are concerned.

However, it is a fact that codes and standards will be significantly affected, and structural engineers need to recognize the importance of the subject and take a proactive role in the overall design process. Since steel is the most recycled of all materials, the industry and AISC alike have long recognized the critical nature of the subject and are on record as pursuing sustainability aggressively. Intensive research efforts are now under way in a number of countries, and it is already clear that construction techniques and materials are changing significantly to meet the needs of future societies. There is no question that steel and steel structures occupy a central and advantageous position in all of these undertakings.

A major international research and development effort on the part of the world steel industry is under way in several locales, and one of the projects reported in this paper reflects current European approaches and where the developments may lead. In many ways, the sustainability work is also tied to seismic research efforts, since such studies must take into account efficient construction techniques and economies, and that goes hand-in-hand with sustainability. A seismic study that is examined in this paper focuses on effective composite construction for members and frames, and another study looks at the development of novel and innovative fastening solutions for steel in combination with structures using other materials. Of course, bridges have major effects on local and regional communities, and two studies

discussed in the paper examine the improvements that can be achieved by advanced load analyses as well as different structural systems and details.

References are provided throughout the paper, whenever such are available in the public domain. However, much of the work is still in progress, and reports or publications have not yet been prepared for public dissemination.

## SUSTAINABILITY OF STEEL STRUCTURES

**Sustainability of Steel Structures:** This is a major, long-term project that is being conducted at the Institute for Sustainability and Innovation in Structural Engineering (ISISE) at the University of Coimbra in Coimbra, Portugal, with Professor Luis da Silva as the director.

In addition to the development of a sustainability assessment protocol for a variety of practical construction cases, the project aims at expanding, identifying and quantifying the influence of the following features (Gervásio, 2008):

- The key advantages of steel and steel construction
- Energy efficiency of steel production
- The effects of various structural and non-structural details
- The time needed for high-quality and safe fabrication and construction
- Functional requirements and potential changes over life cycle
- Construction material waste and recyclability
- Durability of steel, the life span of the structure, and the eventual rehabilitation or demolition

Construction provides approximately 7% of world employment and 28% of industry employment. At the same time, it is known that the construction industry consumes nearly 50% of all resources extracted from the earth, and a significant percentage of the total energy consumption and greenhouse gas emissions (GHG) (= CO<sub>2</sub>) can be identified as related to construction. Construction and demolition waste account for a large percentage of the total waste, and it is especially high in wealthier nations.

It is recognized that the influence of several of the preceding features has been documented reasonably well, but not always in the context of steel construction. For example,

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addressing steelmaking by itself, it is essential to note the shift from basic oxygen furnaces (BOF) to electric arc furnaces (EAF) that has taken place in the United States over the past 20 years. Specifically, all American structural shape producers now use EAF and ladle metallurgy technology, along with continuous casting, to give the most efficient steel production in the world. In Europe and other areas of the world this is much less so, to the effect that BOF production is still used for approximately two-thirds of worldwide steel production.

Considering energy consumption and CO<sub>2</sub> emissions for BOF and EAF illustrates in part how far the industry has come. Based on data from the International Iron and Steel Institute (IISI), the energy consumption is reduced by 67% and the CO<sub>2</sub> emissions are reduced by 82% when the change is made from BOF to EAF. Further, another European research project is aiming at the development of steel production with ultra-low CO<sub>2</sub> emissions, with a reduction of 50% compared to the numbers of today.

The efficiency of steel construction is a major advantage, in terms of significantly reduced fabrication and construction time, construction site organization, high-quality workmanship, and reduced construction site waste. But the greatest advantages of steel for sustainability are the facts that

1. Steel is 100% recyclable.
2. EAF-based products are based on steel scrap rather than iron ore and coke, hence reducing the environmental and natural resource impacts of steel construction.
3. Steel has a high strength-to-weight ratio, for high construction efficiency.
4. Steel frames are highly adaptable to changes in functional requirements over the life span of the structure.

The current rating systems for steel structures, including the American-based LEED, all emphasize (1) materials and resources (MR) and (2) innovation and design processes (ID). In these respects, the MR advantages of steel as outlined earlier are very clear. For ID, the ability of steel to adapt to a variety of uses, including changes that are needed during the life cycle of the structure are major advantages. So is the use of cold-formed elements and pre-engineered buildings, as well as composite construction and other systems that make the most efficient use of different materials. And finally, the relative ease with which a steel structure can be taken down and the elements reused for other structures or simply recycled is a plus that does not enter into most considerations at the pre-construction stage.

In essence, therefore, the full sustainability capacity of structures can only be assessed realistically by considering the complete life cycle. As would be expected, the recommendations of the researchers focus on the eminent performance of steel in all elements of the life cycle analyses.

## STRUCTURAL BEHAVIOR AND STRENGTH UNDER SEISMIC LOADS

**Seismic Design and Analysis of Rectangular Concrete-Filled Steel Tube (RCFT) Members and Frames:** This project is conducted at the University of Illinois at Urbana, with Professor Jerome F. Hajjar as the director. It has been funded by the National Science Foundation and the University of Minnesota (Tort and Hajjar, 2004, 2008).

The study aims at developing a performance-based design technique for structures with RCFT columns and steel girders and includes a reliability assessment procedure. The work is very advanced, specifically by incorporating two- and three-dimensional evaluations with seismic and nonseismic loads, as well as nonlinear time-history analyses. The mechanisms of load transfer and composite interaction have been examined in comparison with experimental data from other studies, and the correlation with the finite element formulation was found to be very good. Using the ground motions from a range of earthquake records, the researchers were able to establish realistic assessments of the progression of damage in a series of RCFT structures. This is critical for an eventual, practice-oriented, performance-based design approach.

It will be useful to see how these results compare to some previous studies of damage and damage accumulation in structures (for example, Bažant and Cedolin, 1991; Chi, Deierlein and Ingrassia, 2000). Extensive damage accumulation studies have been conducted at numerous locations, particularly in France by Lemaitre, Pijaudier-Cabot and others.

## PERFORMANCE OF NOVEL FASTENING SYSTEMS

**Market Opportunities for Innovative Fastening Solutions for Steel Structures:** This is a major three-year (2007–2010) project undertaken jointly by three European universities and three European companies. Funding is provided by the Research Fund for Coal and Steel under the auspices of the European Union. The lead effort is taking place at the University of Stuttgart in Stuttgart, Germany, with Professor Ulrike Kuhlmann as the director. The other two universities are the Czech Technical University in Prague, the Czech Republic, and the University of Coimbra in Coimbra, Portugal.

The primary emphasis of the project is to provide fastening techniques and solutions for structures where reinforced concrete has been the traditional choice of material. Economical approaches focus on connections between steel elements and concrete structures, with the fairly large construction tolerances for the latter creating significant problems at the construction sites. Specifically, the connection details that are being developed provide for easy fabrication, quick and accurate erection in the structure, high load capacity, and sufficient ductility. The primary focus is on methods that can be readily adopted by practicing engineers. Two examples are shown in Figures 1 and 2, with steel

beams attached to a concrete wall with simple and practical connections.

It is important and interesting to note that the European codes that address steel and concrete structures, EC3 and EC2, respectively, both have to accept the proposed solutions.

### PERFORMANCE OF BRIDGE STRUCTURES

#### Size Effects in the Fatigue Behavior of Tubular Bridge Connections:

This study is part of a major, long-term project that has been conducted at the Federal Institute of Technology (EPFL) in Lausanne, Switzerland, with Professors Alain Nussbaumer and Manfred Hirt as the directors.

Bridges such as the one shown in Figure 3 have become very common in Europe. This has happened in spite of the complex tubular connections, difficult welding fabrication, and fatigue considerations in design that require extremely detailed evaluations. But the elegance and simplicity of these solutions and the long-term successful construction and service record have made these structures into signature bridges.

One of the major considerations in the design of tubular bridges is the fatigue resistance and service life of the connections. Early studies found that connections for tubes with a larger wall thickness tended to fail earlier than small thickness members. This is referred to as the size effect, and a variety of solutions were developed over the years. Part

of the problem was that very few studies of the size effect had actually been conducted. Even more troublesome is the fact that today's projects have typically been based on geometries that are typical for offshore structure, since bridges utilize entirely different sizes and geometries. This is especially the case for the lower chords of the tubular trusses. Further, many current design recommendations are based on the stress at the weld toe of the failing member, the so-called hot-spot, a number of which are illustrated in Figure 4. The hot-spot approach tends to be very punitive for the thicker wall tubes that are used in bridges. Finally, designs based on static loads produce member sizes that are outside the range of the current design recommendations.

The primary aim of the EPFL research project was to establish the fatigue behavior of K-joints with circular hollow sections (CHS) (Costa Borges, 2008). Specifically, the influences of the various geometric parameters on the fatigue strength had to be determined. To that end, a number of full-scale tests were conducted where crack depths were monitored and measured. An advanced three-dimensional crack propagation model was also developed to establish a broad base for the design criteria that would be forthcoming. The model was based on linear elastic fracture mechanics, using an incremental crack growth strategy.

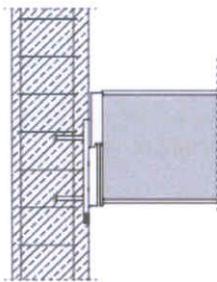


Fig. 1. Steel beam connected to concrete wall with anchor plate and shear studs.

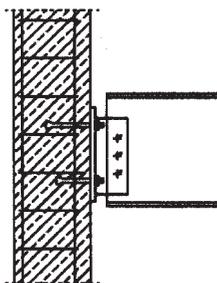


Fig. 2. Steel beam connected to concrete wall with anchor plate and shear tab.



Fig. 3. The Cas das Piedras Bridge in Portugal (photograph courtesy of Alain Nussbaumer).

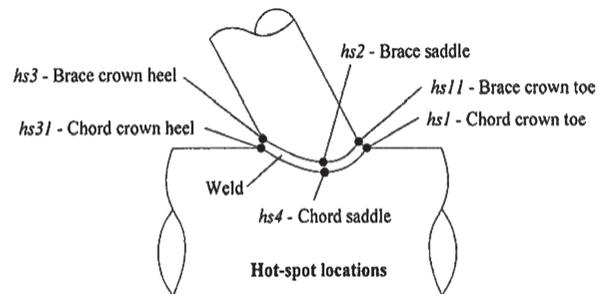


Fig. 4. Definitions of hot-spot locations for a tubular connection (courtesy of Alain Nussbaumer).

A full-blown parametric study was conducted, using typical bridge connection details and three basic load cases. Specifically, the connections had a low chord radius-to-wall thickness ratio. A geometry correction factor that is a function of the relative crack depth for such joints has been introduced, whereby the absolute size of the connection is accounted for. The absolute size of the joint is also known as the "size effect." Finally, the researchers have shown that the size correction factors for the fatigue strength can be expressed as a function of the non-dimensional geometric parameters, the chord wall thickness, and the load cases that have been used.

**A Methodology for an Integral Life Cycle Analysis of Bridges in View of Sustainability:** This study is currently going on at the Institute for Sustainability and Innovation in Structural Engineering at the University of Coimbra in Coimbra, Portugal. The project director is Professor Luis da Silva.

The study was started relatively recently, following the project that addresses sustainability for building structures, as reported earlier in this paper. The procedures are similar insofar as the steel is concerned; extensive simulation studies will be conducted to assess life cycle considerations and the factors that are unique to bridge structures. These will include risk analyses.

Finally, two case studies will be done, focusing on a composite highway bridge and a bridge with integral abutments.

**Load Rating of Curved Composite Steel I-Girder Bridges through Load Testing with Heavy Trucks:** This project has been conducted at the University of Minnesota, with financial support provided by the Minnesota Department of Transportation and the Center for Transportation Studies. Professor Jerome F. Hajjar directed the project.

Load rating of bridges is a major and very important effort on the part of all U.S. states, and the procedures for such ratings have been developed by the American Association for State Highway and Transportation Officials (AASHTO, 2003). The ratings are used extensively by transportation officials and the trucking industry. Curved girders are particularly difficult to rate under the current provisions, since these are based on straight-line girder evaluations with a correction factor for the curvature as well as a reduction of the flange yield stress. Improved methods that are based on grillage analyses have been developed, and these are now being applied to curved girders. The purpose of the analyses and the heavy truck testing of the project was to assess the accuracy of the grillage analysis and to develop rating procedure recommendations for these types of bridges (Krzmarzick and Hajjar, 2006).

Extensive parametric evaluations of a range of bridges and models were conducted, finding that the predicted bending stresses were very accurate, whereas warping normal stresses were less so, although still acceptable. The final rating recommendations include how to take composite action into account in the stiffness and stress computations, determining effective widths and modular ratios, and how to

incorporate lateral bracing effects. Finally, work is continuing to develop rating procedures that can be used with and without load testing.

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# Suggested Readings from Other Publishers

The following abstracts summarize papers published by others on the subject of steel design and construction that may be of interest to *Engineering Journal* readers.

From Volume 86, Number 11, 3 June 2008 of *The Structural Engineer* published by The Institution of Structural Engineers, London:

## **Refurbishment of St Pancras—Justification of Cast Iron Columns**

Ian Brooks, Alan Browne, David Gratton and Andrew McNulty

This paper presents the results of an extensive programme of material and full-scale laboratory tests undertaken on existing cast iron columns from St Pancras Railway Station in London. The original station, which was constructed during the 1860s, has been upgraded to form the international terminus for the Channel Tunnel Rail Link. The current use will impose greater vertical loads and horizontal displacements on the cast iron columns than they previously experienced. A preliminary assessment suggested that it would be prudent to undertake a program of tests to determine the material properties and understand the structural behavior under load with more confidence. A total of five columns were made available for full-scale testing to destruction; these were made redundant by the introduction of escalator slots and light wells. In addition, coupons were obtained from columns for material tests. The coupon tests provided sufficient information to determine a reliable materials model suitable for a nonlinear finite element analysis of the columns. The full-scale tests confirmed that the presence of cast-in features affects the overall structural behavior of the column. The results from the material and full-scale tests are compared. It is concluded that there is consistency between the material and full-scale tests. Back analysis of the full-scale tests using the material model developed from the material tests confirmed that the model is reliable for analysis in the permissible stress domain and gives reasonable assessments of the failure mode and load when lack-of-fit conditions can be properly assessed.

From Volume 134, Issue 7 of the *Journal of Structural Engineering* published by the American Society of Civil Engineers:

## **Macromodel-Based Simulation of Progressive Collapse: Steel Frame Structures**

Kapil Khandelwal, Sherif El-Tawil, Sashi K. Kunnath and H.S. Lew

Computationally efficient macromodels are developed for investigating the progressive collapse resistance of seismically designed steel moment frame buildings. The developed models are calibrated using detailed finite-element models of beam-column subassemblages and account for the most important physical phenomena associated with progressive collapse. The models are utilized to compare the collapse resistance of two-dimensional, 10-story steel moment frames designed for moderate and high seismic risk according to current design specifications and practices. The simulation results show that the frame designed for high seismic risk has somewhat better resistance to progressive collapse than the system designed for moderate seismic risk. The better performance is attributed to layout and system strength rather than the influence of improved ductile detailing. The alternate path method is shown to be useful for judging the ability of a system to absorb the loss of a critical member. However, it is pointed out that the method does not provide information about the reserve capacity of the system and so its results should be carefully evaluated.

## **Physical Theory Hysteretic Model for Steel Braces**

Murat Dicleli and Ertugrul Emre Calik

This paper presents a simple yet efficient physical theory model that can be used to simulate the inelastic cyclic axial force—axial deformation and axial force—transverse deformation relationships of steel braces. The model consists of a brace idealized as a pin-ended member with a plastic hinge located at its midlength. Input parameters of the model are based only on the properties of the brace. The model combines analytical formulations based on the nonlinear behavior of the brace with some semiempirical normalized formulas

developed on the basis of a study of available experimental data. The model realistically accounts for growth effect and degradation of buckling capacity due to Baushinger effects and residual kink present within the brace and it is broadly applicable to steel braces with various section types and slenderness ratios. It is observed that the analytically obtained axial force versus axial displacement as well as axial force versus transverse displacement hysteresis loops compare reasonably well with the experimental ones.

### **Gusset Plate Connections to Circular Hollow Section Braces under Inelastic Cyclic Loading**

Gilberto Martinez-Saucedo, Jeffrey A. Packer and Constantin Christopoulos

Braces are commonly used to provide lateral stiffness and strength to steel-framed buildings subjected to wind or earthquake loading. Of the structural sections that can be employed as brace members, hollow structural sections represent a very good solution due to their excellent structural properties in compression. Nevertheless, their use has been hitherto compromised for seismic applications mainly due to a lack of simplified connection details that avoid brittle failures. At present, slotted hollow structural section connections are popular in seismic zones, but the hollow section is typically reinforced with steel cover plates to increase the net area at the critical location to avoid premature fracture under tension loading cycles. This reinforcing practice can likely be avoided, for circular hollow sections, if both the tube and the plate are slotted in such a manner that the weld terminates at the tube gross cross section. The potential of this innovative detail is demonstrated by means of three large-scale specimen tests under pseudodynamic loading.

From Volume 134, Issue 8 of the *Journal of Structural Engineering* published by the American Society of Civil Engineers:

### **Cyclic Behavior of Steel Wide-Flange Columns Subjected to Large Drift**

James D. Newell and Chia-Ming Uang

During an earthquake, steel braced-frame columns can be subjected to high axial forces combined with inelastic rotation demand resulting from story drift. Cyclic testing of nine full-scale W14 column specimens representing a practical range of flange and web width-to-thickness ratios were subjected to different levels of axial force demand (35, 55 and 75% of nominal axial yield strength) combined with up to

10% story drift. No global buckling was observed in all test specimens. Flange local buckling was the dominant buckling mode. Specimens achieved interstory drift capacities of 0.07 to 0.09 rad. These large deformation capacities were, in part, achieved due to the delay in flange local buckling resulting from the stabilizing effect provided by the stocky column web of the W14 section specimens. Testing indicated that the ASCE 41 predicted plastic rotation capacities are very conservative. The ASCE 41 criteria do not specify plastic rotation capacity at axial load ratios greater than 0.5; however, tested specimens exhibited significant plastic rotation capacities of approximately 15 to 25 times the member yield rotation.

### **Low-Rise Steel Structures under Directional Winds: Mean Recurrence Interval of Failure**

D. Duthinh, J.A. Main, A.P. Wright and E. Simiu

The Commentary to the American Society of Civil Engineers (ASCE) Standard 7-05 states that the nominal mean recurrence interval (MRI) of the wind speed inducing the design strength is about 500 years if the specified load factor is 1.5, as in early versions of ASCE 7, and “somewhat higher than 500 years” if the specified load factor is 1.6, as in ASCE 7-05. However, the Commentary also states, “it is not likely that the 500-year event is the actual speed at which engineered structures are expected to fail, due to resistance factors in materials, due to conservative design procedures that do not always analyze all load capacity, and due to a lack of a precise definition of failure.” In this paper, we propose a working definition of failure for steel structures using nonlinear finite-element analysis, and we present a methodology for estimating the MRI of failure under wind loads that accounts in a detailed and rigorous manner for nonlinear structural behavior and for the directionality of the wind speeds and the aerodynamic effects. The methodology uses databases of wind tunnel pressure (database-assisted design), nonlinear finite-element analysis, and directional wind speeds from the National Institute of Standards and Technology (NIST) hurricane database augmented by statistical techniques. As a case study to illustrate the methodology, we consider a single frame of a steel industrial building. Under the assumption that uncertainties with respect to the parameters that determine the wind loading and to the material behavior are negligible, the minimum MRI of failure for the steel frame being investigated was found to be of the order of 100,000 years, which corresponds to a probability of 1/2,000 that the frame will fail during a 50-year lifetime.

Volume 134, Issue 9 of the *Journal of Structural Engineering* contains a Special Section on Behavior and Design of Steel I-Section Members. Also from Volume 134, Issue 9 of the *Journal of Structural Engineering* published by the American Society of Civil Engineers:

### **Ductility and Energy Dissipation Capacity of Shear-Dominated Steel Plate Walls**

In-Rak Choi and Hong-Gun Park

An experimental study was performed to investigate the potential maximum ductility and energy dissipation capacity of steel plate walls with thin infill plates. Three specimens of a three-story steel plate wall were tested. A concentrically braced frame (CBF) and a moment-resisting frame (MRF) were also tested for comparison. To maximize the ductility and energy dissipation capacity of the steel plate walls, ductile details were used. The test parameters were the aspect ratio of the infill plate and the shear strength of the column. The steel plate walls exhibited much better ductility and energy dissipation capacity as compared to the CBF and MRF. This result indicates that unlike conventional reinforced concrete walls and CBFs, shear-dominated steel plate walls with thin infill plates possess excellent ductility capacity as well as high strength and stiffness. Based on the results of previous studies and the present study, the variations in the ductility and the energy dissipation capacity of the steel plate walls according to the design parameters were investigated.

### **Direct Analysis and Design of Steel Frames Accounting for Partially Restrained Column Base Conditions**

Murat Eröz, Donald W. White and Reginald DesRoches

The 2005 AISC specification provides a new method for stability design of steel frame structures termed the direct analysis method (DM). This paper addresses the consideration of partial base fixity using the DM. A refined model of the column base moment-rotation response is developed using an adaptation of the component method (CM) of Eurocode 3 plus a representation of the foundation stiffness. The paper also summarizes and applies an extension of the DM for frames containing web-tapered members. An example clear-span gable frame is checked using several models of its nominally simple four-bolt base detail: ideally pinned, elastic based on  $G = 10$  from the AISC sidesway-uninhibited alignment chart, and elastic-perfectly plastic using the CM. It is demonstrated that the member strength unity checks and the frame deflections obtained by modeling of the column bases as elastic based on  $G = 10$  are accurate to slightly optimistic compared to the refined base model. It is found that the contribution of the significant initial stiffness of typical bases to the overall frame response is limited by the connection strength.

### **Validation of Cyclic Void Growth Model for Fracture Initiation in Blunt Notch and Dogbone Steel Specimens**

A.M. Kanvinde and G.G. Deierlein

Tests and finite-element analyses of blunt notch and dogbone specimens are presented to demonstrate the application and validation of the cyclic void growth model (CVGM) to evaluate the initiation of ductile fracture under cyclic loading in steel structures. Modeling concepts and procedures for characterizing the CVGM material parameters using notched bar tests are described. Accuracy of the model is validated through a series of cyclic tests of 14 blunt notch compact fracture specimens and four dogbone specimens. Four types of moderate to high strength structural steels are investigated (two types of A572-Grade 50, A514-Grade 110, HPS70W). The test specimens reflect stress and strain conditions encountered in structural steel components and provide sufficiently strong stress and strain gradients to validate the characteristic length assumptions in the model. Detailed finite-element analyses that employ the CVGM criterion are shown to predict fracture with good accuracy across the specimen geometries, steel types, and loading histories.

From Volume 134, Issue 10 of the *Journal of Structural Engineering* published by the American Society of Civil Engineers:

### **Pushover Response of a Braced Frame with Suspended Zipper Struts**

Chuang-Sheng Yang, Roberto T. Leon and Reginald DesRoches

This paper presents the results from an experimental pushover test on a one-third-scale model of a special inverted-V-braced steel frame with zipper struts. Zipper elements are vertical elements added at the intersections of the braces above the first floor and designed to carry upward the unbalanced loads resulting from buckling of the braces. As far as the writers know, this is the first test on such a configuration that has been suggested as an alternate to conventional braced frames in the American Institute of Steel Construction seismic specification for many years. The model was pushed to a target roof drift ratio of +3.58%, which was achieved without strength degradation and followed a trilinear backbone curve. The load was then reversed until the bottom story brace in tension fractured at a drift of -0.78%. After this fracture, the frame still carried about 37% of the maximum base shear. The zipper elements demonstrated their ability to activate buckling in all stories except the top one, redistributing the loads in the structure and minimizing strength losses. Two-dimensional and one three-dimensional frame models were analyzed and found to reproduce satisfactorily the experimental results up to the beginning of tearing in the tension brace.

# ERRATA

## Reduced Beam Section Spring Constants

Paper by BART MORTENSEN, JANICE J. CHAMBERS and TONY C. BARTLEY  
(2nd Quarter, 2008)

The last sentence under the heading, “RELATIONSHIP BETWEEN THE SPRING CONSTANT AND MINIMUM PLASTIC SECTION MODULUS OF RBS BEAMS” should read, “Note that ‘% flange reduction’ is equal to the total flange reduction,  $2c/b_f \times 100$ .”

## Design Aid for Triangular Bracket Plates Using AISC Specifications

Paper by SHILAK SHAKYA and SRIRAMULU VINNAKOTA  
(3rd Quarter, 2008)

On page 189, the heading for Table 1 should read, “Values of  $t^*/b$  for  $a/b$  equal to.”

On page 189, the last sentence in the paragraph following Equation 12 should read, “The location of this boundary denoted by  $z_1$  (measured from the inside 90° corner) can be determined from Equations 11 and 12 by setting  $\lambda_{cz}$  equal to 1.5 and is given here:”

On page 189, Equation 15 should be replaced with

$$\frac{t^*}{b} = \frac{4}{\sqrt{3}} \frac{K}{\pi} \sqrt{\frac{F_y}{E}} \sqrt{1 + \left(\frac{a}{b}\right)^2}$$

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In text: (Doe, 1992)

In Reference List:

Doe, J.H. (1992), "Structural Steel," *Engineering Journal*, AISC, Vol. 100, No. 1, 1st Quarter, pp. 2–10.

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