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Kingstowne Section 36A Office Building with Parking Garage

PSU AE Senior Thesis April 8, 2013

Fairfax County, VA

James Chavanic Structural



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Presentation Outline

- BUILDING INTRODUCTION
- EXISTING STRUCTURE
- THESIS PROPOSAL
- STRUCTURAL DEPTH
- BREADTH 1: SITE REDESIGN
- BREADTH 2: FAÇADE REDESIGN (GLAZING)
- RESULTS
- QUESTIONS



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BUILDING OVERVIEW

- 200,000 SF
- 8 Stories (4 Parking, 4 Office)
- Height = 101'-2" (86'-11" from Avg. Grade)
- \$ 19 Million
- Construction: February 2012 May 2013

PROJECT TEAM

Owner: Halle Architect: GC: Civil Eng.: Mech. Eng.: Struct. Eng.:

PROJECT INFORMATION

- Owner: Halle Companies
 - ct: Davis, Carter, Scott Ltd. (DCS Design) L.F. Jennings Inc.
 - g.: Tri-Tek Engineering
 - Eng.: Jordan & Skala Engineers
 - Eng.: Cagley & Associates



Image From Bing Maps

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Site Relationship





Original Images: DCS Design

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ROOF

- Spans

EXISTING STRUCTURE

3.25" LW Concrete on 2" 18 GA Composite Deck (Mech. Areas)

• 3" x 20 GA Type N Roof Deck (Remaining Areas)

■ A-C 45′-0″, C-D 36′-6″, D-F 43′-6″ East West Direction 28'-6"

Composite action in mechanical areas

(4) 17,000 lb. Roof-top Mechanical Units



Original Image: Cagley & Associates

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- 2" x 18 GA Composite Deck 3.25" LW Concrete Topping (3000 psi) Spans

- A-C 45'-0" , C-D 36'-6" , D-F 43'-6" East West Direction 28'-6"
- Composite action beams and girders 13'-4" Floor to floor height

EXISTING STRUCTURE

OFFICE LEVELS 2 THROUGH 4

- Lateral System
 - Moment Frames
 - Concentrically Braced Frames
 - Eccentrically Braced Frames



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- 8" Thick concrete flat slab
 - #4 @ 12" O.C. Bottom Mat
- f'_c = 5000 psi
- Typical bay is 28'-6" x 29'-0"
- 24" x 24" Typical columns
- 10-8" Floor to floor height
- Lateral System

EXISTING STRUCTURE

PARKING LEVELS AND OL1

- 12 Shear walls
- 12" Thick
- f'_c = 5000 psi
- #5 @ 12″ O.C. Typical E.F.



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- All Concrete f'c = 3000 psi
- 48" Thick concrete mat foundations
- Spread Footings
- Strip Footings 2500 psi bearing capacity

EXISTING STRUCTURE

FOUNDATION

- 7000 psi bearing capacity
- 8' x 8' to 16' x 24'

 Geopiers (Rammed Aggregate Piers) ■ 30" Dia. 16' deep 100 k capacity each



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SETTING THE STAGE

- Currently, no tenant selected
- Police / Emergency services for Fairfax County, VA
- Risk Category IV (Originally Category II)
- U.S. Department of Defense Standards

Proposed Work

E STAGE



www.defense.gov



www.gsa.gov



www.asce.org

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STRUCTURAL DEPTH

- Reinforced concrete
- Maintain flat slab system
- Gravity Design
 - Use designed OL1 for OL2 OL4
 - Design edge beams
 - Design roof structure
- Lateral Design
 - Ordinarily reinforced concrete shear walls
- Progressive Collapse Design
 - Satisfy requirements adopted by the U.S. Dept. of Defense
- Goals
 - Reduce cost of structural system
 - Simplify construction

PROPOSED WORK

BREADTH 1: SITE REDESIGN

- Assess potential security issues
- Goal
 - Reduce risks to human occupants

BREADTH 2: FACADE REDESIGN

- Design glazing for worst scenario from site redesign
- Goals
 - Protect occupants of the building
 - Maintain thermal performance

MAE REQUIREMENTS

- AE 530 Computer Modeling of Building Structures
- AE 538 Earthquake Engineering
- AE 542 Building Enclosure Science and Design

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GRAVITY SYSTEM

- 2 way flat slab
 - Office levels
 - Significantly cheaper than existing steel system
 - Reduces floor-to-floor height
- Perimeter edge beams
 - Creates moment frames
- All columns continued from parking levels through office levels 2 additional column lines
- Check strength of existing column designs Higher loads

GRAVITY **D**ESIGN

Depth constrained to allowed structure plenum

DESIGN CONSIDERATIONS

- Risk Category IV ■ I_{snow} = 1.2
- All Concrete $f'_c = 5000 \text{ psi}$
- Façade Load
 - Assume 100 psf
- Floor to floor height
 - 9'-0" Floor to ceiling
 - 17" Clear space in existing Office structure
 - Provide 24" below flat slab
 - 8" slab system
 - Result = 11′-8″
 - Reduce overall by 7'-8"

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DESIGN OF EDGE BEAMS

- GSA Design Guide Appendix B.3
- 9'-0" Tributary Width
- 20" Trial Depth (2.5*h)
 - Gives sufficient beam/slab ratio
- ACI Moment Coefficients
- Frame Analysis

GRAVITY **D**ESIGN

■ 2(DL + 0.5L)

- East West direction
- North South direction
- Pattern Loading



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DESIGN/CHECK OF COLUMNS

- GSA Design Guide Appendix B.3
- Live load reduction considered
- Spliced at OL1
 - "Check" below
- Unbalanced moment from slabs
- Spreadsheet

 - Highest load columns
- Typically 129% of Original A_s

GRAVITY **D**ESIGN

■ 2(DL + 0.5L)

- "Design" above
- Typical columns



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SOIL LOAD





WIND LOAD

- 120 MPH (Cat. IV)
- Exposure B
- GC_{ni}
 - Office = 0.18
 - Parking = 0.55
- Cont. Base Shear
 - 765 k
 - North Blowing



SEISMIC LOAD

- Site Class = D
- I_{seismic} = 1.5
- SDC = C
- R = 5 (ORC Walls)
- $C_s = 0.0249$
- Weight = 39,017 k
- Base Shear
 - 972 k

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ETABS MODEL

- All elements modeled
- Idealize parking levels
- Total height = 91'-4"
- Effects of cracked sections
- Rigid diaphragms
- Columns in-line with walls
- Walls
- Seismic loads control

LATERAL DESIGN

- Membrane elements
- 18" x 18" maximum mesh
- Extreme torsional irregularity N-S direction



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9	SH	EA	R
		SV	V7
		SV	V1
		SV	V 5
		SV	V 4
			9

LATERAL DESIGN

WALL DESIGN

- SW12 (Same Design)
- SW7 Worst Case
- Seismic N-S Controls
- Primarily Soil Load
- SW3 (Same Design)
- SW1 Worst Case
- Seismic N-S Controls
- , SW6
- Not in scope
- Architectural interference
- Seismic E-W Controls



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LATERAL DESIGN (SW4)





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LATERAL DESIGN (SW4)

R WALL DESIGN

- nings
- 105" Tall
- 54″ Wide
- Increased Reinforcement
- Coupling Beams
 - 35″ Deep
 - ACI 318-11 21.9.7
 - Diagonal Reinforcement
 - Transverse Reinforcement
 - Tight Curtain
- Increase Boundary Reinforcement Intersection w/ SW2 and SW3



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FOUNDATION IMPACT

K ON TYPICAL SPREAD FOOTING

- Gravity and Lateral Considered
 - Free Columns
 - Negligible Lateral Influence
 - Boundary Columns
 - High Lateral Influence
- Footing at C-1.5 Checked
 - ASD Combo (D + 0.75L + 0.75S) = 1165 k
 - 11'-0" × 11'-0"
 - Assuming 9 Geopiers
- Results
 - 12'-0" x 16'-0" (58% Inc.)
 - 12 Geopiers (33% Inc.)

4' 4' 1 30" DIA. GEOPIER –



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PROPRESSIVE **C**OLLAPSE **D**ESIGN

- Load Combo $W_f = 1.2D + 0.5L$
 - Internal Ties (3W_fL_i)
 - Peripheral Ties (6W_fL_iL_p)
 - Vertical Ties (A_TW_f)

REQUIREMENTS

- UFC 4-023-03
 - Occupancy Category IV
 - Tie Force Method
 - Alternative Path Method
 - Enhanced Local Resistance

TIE-FORCE METHOD

• $\phi R_n = \phi \Omega A_s F_v$



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PROPRESSIVE **C**OLLAPSE **D**ESIGN

- Load Combo [(0.9 or 1.2)D + (0.5L or 0.2S)]
 - Increase at "Collapse" Bays (x 1.83)

- Hinge Properties Calculated
- Cracked Section Properties
- Pinned Base Restraints

ALTERNATE PATH METHOD

- Notional Lateral Load
 - 0.2% of Floor DL

SAP 2000 Model

0.03 Radians (LS)



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PROPRESSIVE **C**OLLAPSE **D**ESIGN

- Occupancy Category IV
- Double Moment Capacity

RESULTING DESIGN

- Limit Aggregate Size

ENHANCED LOCAL RESISTANCE

First 2 Stories Above Grade

- 31" Deep Beams N S Direction
- 28" Deep Beams E W Direction



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STRUCTURAL DESIGN SUMMARY

SLABS

- 8" Thick Concrete Typical Bottom Mat
- #6 @ 12″ O.C. N S ■ #6 @ 15" O.C. E – W

- Longitudinal Reinforcement
 - Varies #9, #10, #11
- Transverse Reinforcement ■ #4 @ 5″ O.C.
- 24" Wide

EDGE BEAMS

■ 28" – 31" Deep

COLUMNS

- 24" x 30" Exterior (12 #11 Bars)
- Interior Reinforcement Increases

COST COMPARISON

- Existing Structure
 - \$4,127,161
- All Concrete Structure
 - \$4,541,898
- Difference
 - \$414,737
- 8% Increase
 - Progressive collapse design
 - Edge beams
 - Result = \$448,000 Additional Structure Cost

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- 35' Standoff Distance
- Small Car Bomb
 - 80 lb. TNT Equivalent

DESIGN GUIDES

- ASTM F2248-12
 - Equivalent 3s Blast Load
- E1300-12a
 - Glazing Design Tables

GLAZING **D**ESIGN

DESIGN PARAMETERS



RESULTS

- All glass heat strengthened
- Occupants Protected
- Thermal Performance Not Achieved
 - More heat gain in summer
 - More heat gain in winter

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- Successful design of structure using reinforced concrete
- Meets requirements for OC IV Building
- Meets requirements of Department of Defense for progressive collapse
- Site safety increased, however not ideal
- Occupant safety increased
 Lost thermal performance

CONCLUSION

However, costs \$448,000 more



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