

Roofing Week in Chicago

January 20-22, 2021



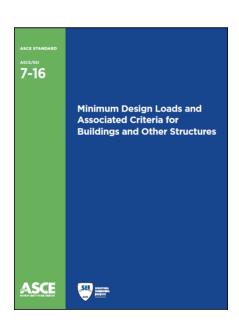
Roofing & New Wind Uplift Requirements in 2018's Codes



Mark S. Graham

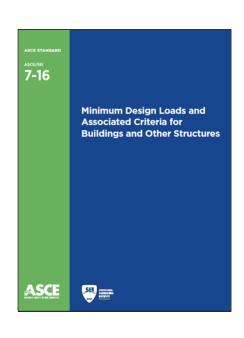
Vice President, Technical Services National Roofing Contractors Association Rosemont, Illinois

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- Provisions: 402 pages
- Commentary: 417 pages
- Soft cover
- Electronic file (PDF)

www.asce.org



Wind loads:

Ch. 26—General requirements

Ch. 27—Buildings-MWFRS (Directional procedure)

Ch. 28—Buildings-MWFRS (Envelope procedure)

Ch. 29—Appurtenances & other structures

Ch. 30—Components and cladding

Part 1: Enclosed and partially-enclosed (low-rise)

• Part 2: Simplified method (low-rise)

• Part 3: Enclosed and partially-enclosed

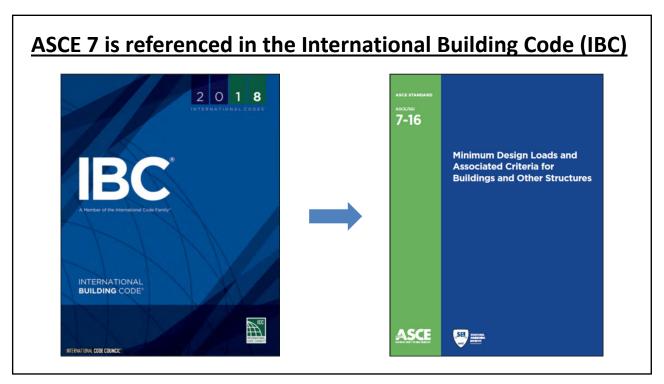
• Part 4: Simplified method (60 ft. < h ≤ 160 ft.)

• Part 5: Open buildings

• Part 6: Parapets & rooftop equipment

Ch. 31—Wind tunnel procedure

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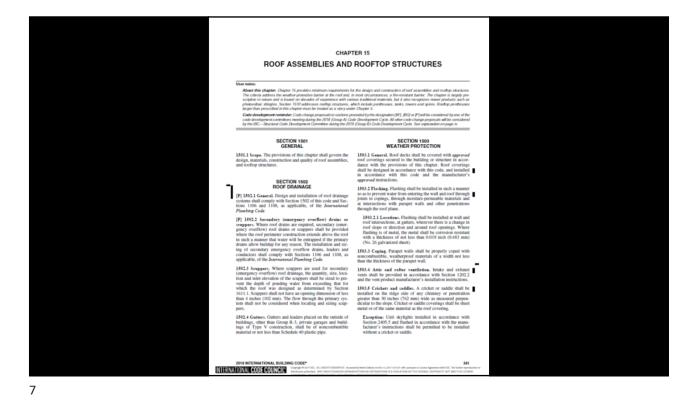
Comparing IBC editions to ASCE 7 editions

IBC	ASCE 7
IBC 2006	ASCE 7-05
IBC 2009	ASCE 7-05
IBC 2012	ASCE 7-10
IBC 2015	ASCE 7-10
IBC 2018	ASCE 7-16
IBC 2021	ASCE 7-16

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International Building Code, 2018 Edition

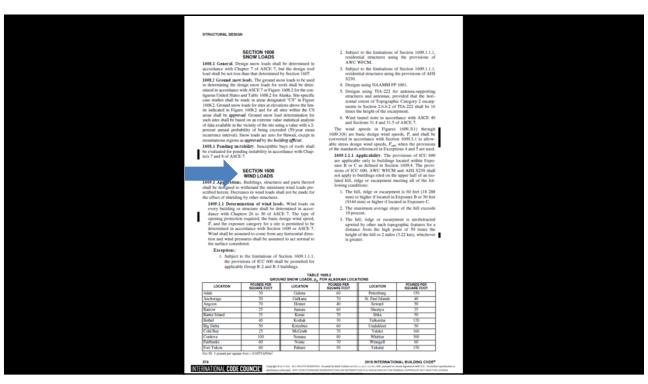


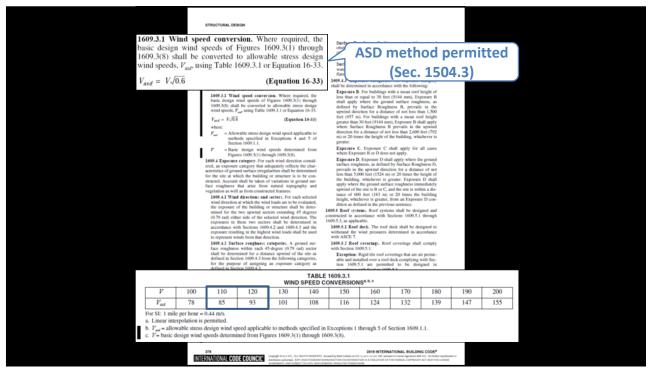
SECTION 1504 PERFORMANCE REQUIREMENTS **SECTION 1504** PERFORMANCE REQUIREMENTS 1504.1 Wind resistance of roofs. Roof decks and roof coverings shall be designed for wind loads in accordance with Chapter 16 and Sections 1504.2, 1504.3 and 1504.4. 1504.2 Wind resistance of clay and concrete tile. Wind loads on clay and concrete tile roof coverings shall be in accordance with Section 1609.5. **ASCE 7-16** 1504.3 Wind resistance of nonballasted roofs. Roof coverings insta are mecha **ASCE 7-16's ASD method** k shall be designed or components and cladding accordance with Section 1609.5.2. The wind load on the roof covering shall be permitted to be determined using allowable stress design. INTERNATIONAL CODE COUNCIL'

Allowable stress design vs. Ultimate strength design

- ASD has been a traditional design method
- · Ultimate strength design is not new
 - First implemented into ASCE 7 with the 2010 Edition
- What's the difference (as it applies to wind design)?
 - Different wind maps
 - V_{ULT} has higher basic wind speeds than V_{ASD}
 - Factors:
 - Ultimate strength design uses a "strength design pressure" (1.0W)
 - Allowable stress design uses a "allowable stress design load factor" of 0.6W

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With ASCE 7-10 and ASCE 7-16, there are four different Basic Wind Speed maps, based on Risk Category

Basic wind speeds

Chicago:

ASCE 7-05:

• V_{ASD} = 90 mph (50-year return period)

ASCE 7-16:

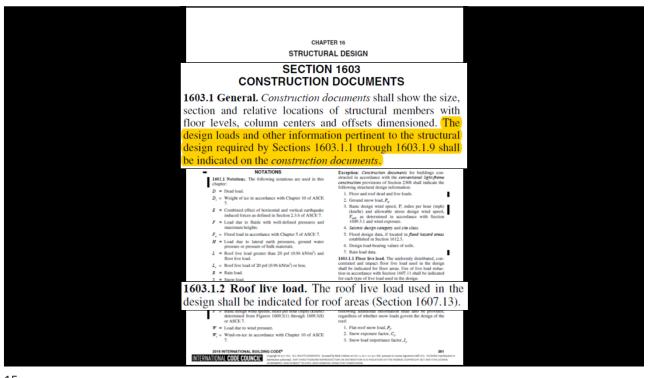
- Risk Category I (MRI = 300 years): V_{ULT} = 100 mph
- Risk Category II (MRI = 700 years): V_{IJIT} = 107 mph
- Risk Category III (MRI = 1,700 years): V_{IIIT} = 114 mph
- Risk Category IV (MRI = 3,000 years): V_{IJIT} = 119 mph

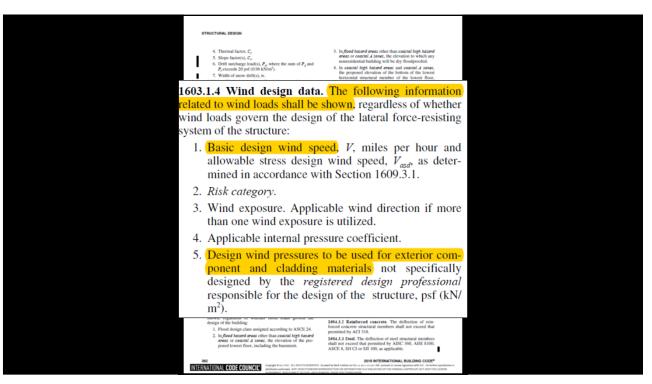
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Applied Technology Council (ATC) hazards by location

www.hazards.atcouncil.org







Noteworthy changes in ASCE 7-16 Compared to ASCE 7-10

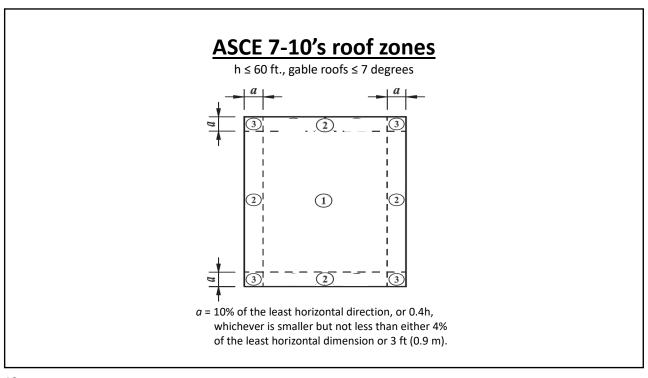
- Revised basic wind speed maps
- Changes (and new) pressure coefficients
- Revised perimeter and corner zones

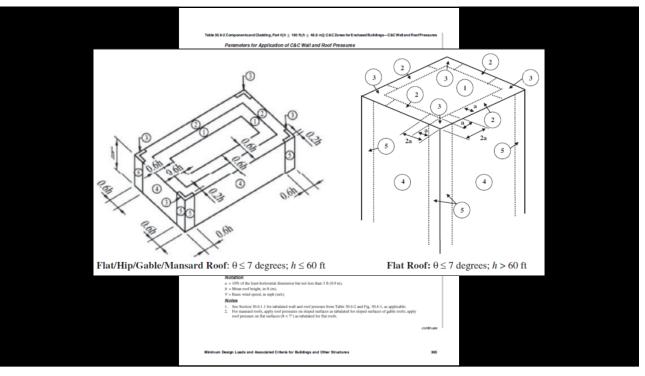
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Comparing GC_p pressure coefficients

 $h \le 60$ ft., gable roofs ≤ 7 degrees

Zone	ASCE 7-10	ASCE 7-16	Change	
1'	n/a	0.9	-10%	
1 (field)	-1.0 -1.7		+70%	
2 (perimeter)	-1.8	-2.3	+28%	
3 (corners)	-2.8	-3.2	+14%	







Comparing ASCE 7-05, ASCE 7-10 and ASCE 7-16

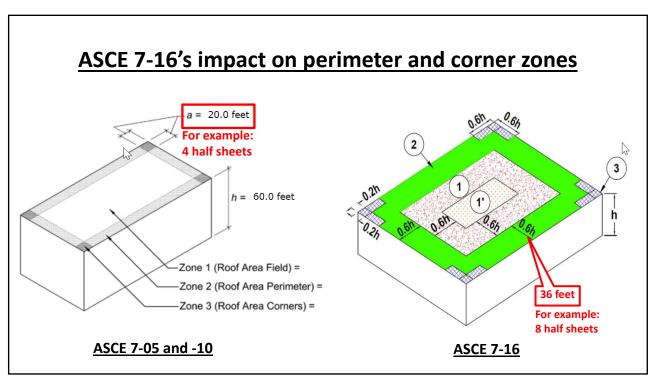
Example: A low-rise office building (Risk Category II) in Chicago, IL. The building is an enclosed structure with a mean roof height of 60 ft. The building is in an open terrain area that can be categorized as Exposure Category C.

Document	Basic wind	Design wind pressure (psf)			
	speed (mph)	Zone 1' (Center)	Zone 1 (Field)	Zone 2 (Perimeter)	Zone 3 (Corners)
ASCE 7-05	V _{ASD} = 90		24	40	58
ASCE 7-10 Ult.	V _{ULT} = 115		39	65	97
ASCE 7-10 ASD	V _{ASD} = 90		23	39	58
ASCE 7-16 Ult.	V _{ULT} = 105	30	51	67	92
ASCE 7-16 ASD	V _{ASD} = 90	18	31 —	30 % inc	rease

Comparing ASCE 7-05, ASCE 7-10 and ASCE 7-16

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ASCE 7-10 ASD	V _{ASD} = 90		23 —	FM 1-6	0 58
ASCE 7-16 Ult.	V _{ULT} = 105	30	51	67	92
ASCE 7-16 ASD	V _{ASD} = 90	18	31 -	FM 1-75	or FM 1-90

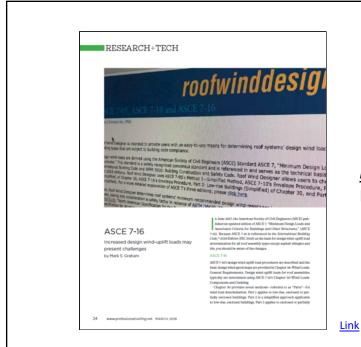


ASCE 7-16's impact

- Higher wind loads (typically)
- New, more complicated zone layout
- Larger perimeter zones
- More fasteners (typically)
- More half sheets

There is a roof application labor impact associated with ASCE 7-16...

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<u>Professional Roofing</u>

March 2018

A few words on "safety factors"...

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Safety factor

A factor of safety is intended to address possible variances in load determination; normally anticipated variances in materials, including material aging and deterioration; and in application.

A safety factor in wind design

- Use of a safety factor is not required by the Code
- FM Global assigns a SF = 2.0 in their ASD-based classifications
 A FM I-90 classification has a maximum 45 psf uplift in Zone 2 (field)
- ASTM D6630 (a guide) suggest a SF = 2.0 based on ASD
- CSA A123.21 uses a SF = 1.5
- SPRI WD-1 suggests a SF = 2.0 for ASD and uses a SF = 1.0 in their Ultimate Design examples

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So, what is an appropriate/a reasonable safety factor for Ultimate Strength Design?

Since Ultimate Strength Design's loads are inherently higher than ASD's loads, in a sense, there is somewhat of an additional "factor addressing an additional level of safety" already built into wind design using Ultimate Strength Design

Comparing ASCE 7-05, ASCE 7-10 and ASCE 7-16

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ASCE 7-10 ASD	V _{ASD} = 90		23	39	58
ASCE 7-16 Ult.	V _{ULT} = 105	30	51	65 % increase	
ASCE 7-16 ASD	V _{ASD} = 90	18	31	41	55

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If a SF = 2.0 is applied to Ultimate Strength Design... Comparing ASCE 7-05, ASCE 7-10 and ASCE 7-16

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ASCE 7-10 ASD	V _{ASD} = 90		23	39	58
ASCE 7-16 Ult.	V _{ULT} = 105	30	51	FM 1-105 or FM 1-120	
ASCE 7-16 ASD	V _{ASD} = 90	18	31	FM 1-75 or FM 1-90	

A SF = 2.0 seems excessive for Ultimate Strength Design

A safety factor of about 1.5 appears to be reasonable when using the Ultimate Strength Design method for wind uplift design

Mark S. Graham CRCA/IIBEC-Chicago "Roofing Week in Chicago" January 22, 2021

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The Designer has the authority/responsibility to determine an appropriate safety factor (if any)... and it should be clearly indicated

Questions...

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