

## AISC to Offer Online Education Series

Beginning October 1, AISC will introduce a monthly series of online audio and video short-courses at [www.aisc.org/online\\_seminars](http://www.aisc.org/online_seminars). These 1- to 1.5-hour courses can be viewed for free, and after passing a test on the course content, a CEU form valid in all states can be purchased for only \$25. The scheduled courses currently include the following:

Release Date	Author	Title
Oct. 1, 2007	Ted Galambos	Shakedown Behavior of Steel-Framed Structures
Nov. 1, 2007	Stan Rolfe	Fatigue and Fracture Control in Steel Structures
Dec. 1, 2007	Geoff Kulak	High-Strength Bolting: The Essentials
Jan. 1, 2008	Ron Ziemian	Basic Introduction to Nonlinear Analysis
Feb. 1, 2008	Shankar Nair	A New Approach to Design for Stability
March 1, 2008	Greg Dierelein	Seismic Design and Behavior of Composite RCS Frames
April 1, 2008	Mike Engelhardt	Basic Concepts in Ductile Detailing of Steel Structures

## SSTC Fall Seminars

The Steel Structures Technology Center has announced three one-day, seven-hour seminars and a two-hour evening seminar. All four seminars are conducted in cooperation with the International Code Council (ICC).

*Structural Steel and Bolting Inspection* includes International Building Code (IBC) special inspection requirements, steel materials, steel fabrication and erection, and high-strength bolting (one day).

*Structural Welding Inspection* includes IBC special inspection requirements and welding inspection under American Welding Society (AWS) structural welding codes (one day).

*Inspection of Seismic Steel Frames* includes AISC, IBC, and AWS requirements for connection details, welding, bolting, inspection, and nondestructive testing for steel buildings designed to the AISC *Seismic Provisions* (one day).

*Plan Reading for Steel Construction* includes structural design and shop drawings (two-hour evening format).

For seminar dates and more information, visit [www.steelstructures.com](http://www.steelstructures.com).

## IABSE 2008 Call for Papers

The International Association for Bridge and Structural Engineering has issued its call for papers for the 2008 IABSE Annual Meetings and Congress. The deadline for abstracts is October 31, 2007. Full papers based on accepted abstracts (acceptance will be verified by December 31) will be accepted until February 29, 2008. The annual meeting will take place September 14-19 next year in Chicago. Themes and topics include design challenges, learning from experiences, creative design and construction processes, and engineering as a global profession. For more details about paper topics and for more information about the conference, visit [www.iabse.org/chicago08](http://www.iabse.org/chicago08).

## 2007 World Steel Bridge Symposium Coming to New Orleans

The 2007 World Steel Bridge Symposium marches into New Orleans in just a couple of months. Hosted by the National Steel Bridge Alliance, a division of AISC, the annual event will take place December 4-7 at the Sheraton New Orleans Hotel. WSBS will host steel bridge owners, designers, and contractors from around the world to discuss all aspects of steel bridge design and construction. The exhibit hall will be full of products and services to advance the state-of-the-art of the steel bridge industry, and attendees will learn about the latest innovations in steel bridges.

Program features will include:

- Short-span bridges
- Intermediate-span bridges
- Case studies featuring the use of high-performance steel
- Modular and accelerated bridge construction
- Restoration, rehabilitation, and re-use
- Fabricating, constructing, and erecting
- Innovative bridge designs
- Inspection and maintenance

If you are interested in exhibiting or sponsoring at the 2007 WSBS, please contact Jody Lovsness at 402.758.9099 or [lovsness@nsbaweb.org](mailto:lovsness@nsbaweb.org). For more information on the symposium, visit [www.steelbridges.org](http://www.steelbridges.org).

## PROJECTS

### Art Museum of Western Virginia Tops Out

This summer, the Art Museum of Western Virginia, located in downtown Roanoke, celebrated the topping out its new museum building. The new 81,000-sq.-ft facility is being built to better accommodate the Art Museum's growing collection and enable it to meet the demands for its education and outreach programs.

The building will be a dramatic composition of flowing, layered forms in steel, patinated zinc, and high-performance glass, paying sculptural tribute to the nearby Blue Ridge Mountains.

Construction remains on schedule. Installation of the metal panels that form the exterior wall enclosure has begun, and numerous ZEPPS panels (Zahner Engineered Profiled Panel System), which are used to provide the protruding, cantilevered edges of the building's undulating roof, have been installed. Once all of the panels and the remaining roofing substructure are in place, the structure will be ready for the stainless steel roof application.

Designed by Los Angeles architect Randall Stout, the Art Museum's steel was fabricated by Superior Steel, Knoxville,



Tenn. (AISC Member). The new facility is scheduled to open in the fall of 2008.

### Correction

The fabricator of record for the new Dallas Cowboys Stadium was listed incorrectly in last month's issue. The prime steel contractor was W & W Steel, which subcontracted some of the secondary support trusses to Prospect Steel. AISC regrets any confusion caused by the error.

# letters

## Structure-after-design

Most contractors will agree that cost is designed in. Customer requirements and site conditions, blended with architects' willingness to surpass themselves, often result in projects that seem to be reaching new heights in cost. That said, as steel detailers we recommend that the customers not only discuss their projects with the architects, but also with the structural engineering group. Get a sound structural design recommendation first and then walk it through with the architectural firm in order to get the body and shape onto the skeleton.

I really enjoyed "Banking on Sustainability" (July MSC, p 26). This is exactly what we recommend: a fresh look at the dynamics of doing things. I congratulate Mr. Christensen on his approach and I hope that it confirms a trend in the industry. I'd like to add that you can *bank* on the experience of the structural engineering group every time.

As steel detailers we are quite far down the food chain and have little say in major projects. We leave this to the structural engineering group, but in many cases they too have their hands tied. Let's change that.

**Mario Lapointe**  
North American Steel Detailing

## On a Misleading Note?

Zoruba and Liddy did an excellent job of outlining the specifications relevant to current structural steel (SteelWise, March 2007). But in one of their listed items, namely Direct-Tension-Indicator Washers, ASTM F959, they offered a note "e" to their table that stated: "Washers that express colored dyes when compressed are not covered by ASTM."

This note may be misleading because our Squirter DTI washers are produced to the requirements of ASTM F959 and installed according to the corresponding procedures in the RCSC specification. The orange silicone itself is not covered by ASTM, but a DTI having this feature can still be approved on jobsites and used exactly as a non-squirting DTI is used.

We believe the squirt feature, when calibrated on Skidmores on bolts at jobsites, as the manufacturer recommends, can enable the bolt installers and inspectors to be better and more efficient, and therefore improve the constructability of steel structures.

**Chris Curven**  
Applied Bolting Technology Products

*Charlie Carter, P.E., S.E., chief structural Engineer with AISC, responds:*

Thank you for helping us to clarify our intent. We should have said that, when washers that express colored dyes when compressed are used, they are used following the same procedures as conventional DTIs.

## No Mixing, No Welding

I would like to augment the answer that was given to the first question in the August Steel Quiz, which asked about the difference between "filler metal" and "weld metal." The term filler metal refers to the chemistry and physical properties of the welding metal by itself. The term weld metal refers to the chemistry and physical properties of the weld deposit. This metal is a combination of the effects of the welding process, the chemistry of the filler metal, and the chemistry of the base metal. The answer, as given, did not include the effect of the base metal. If there is no mixing of the filler metal and base metal, the joining process is either brazing or soldering, not welding.

**D. Robert Lawrence II, CWI, CWE**