Lumber 92 Wood Products 102

MATERIAL 106

Plastic Lumber 106

Wood Panel Products 107

Wood Chemical Treatments 115

Wood Fasteners 117

Manufactured Wood Components 124

Types of Wood Construction 127



FROM CONCEPT TO REALITY 131
An Enclosure for a Residential Solimning
Proof

4 Heavy Timber Frame Construction 135

Fire-Resistive Heavy Timber Construction 140

■ Considerations of Sustainability in Heavy Timber Construction 141

Combustible Buildings Framed with Heavy Timber 149

Lateral Bracing of Heavy Timber Buildings 149

Building Services in Heavy Timber Buildings 149

Longer Spans in Heavy Timber 150

FOR PRELIMINARY DESIGN OF A HEAVY

TIMBER STRUCTURE 156
Heavy Timber and the Building Godes 156
Uniqueness of Heavy Timber Framing 156

5 Wood Light Frame Construction 161

History 165

Platform Frame 164

Considerations of Sustainability in Wood Light Frame Construction 166

Foundations for Light Frame Structures 166

Building the Frame 175 Variations on Wood Light Frame Construction 209

■ FOR PRELIMINARY DESIGN OF A WOOD LIGHT FRAME STRUCTURE 212

Wood Light Frame Construction and the Building Codes 212 Uniqueness of Wood Light Frame Construction 214

6 Exterior Finishes for Wood Light Frame Construction 221

Protection from the Weather 222

Roofing 222

Windows and Doors 230

PAINTS AND COATINGS 284

Siding 238

Corner Boards and Exterior Trim 248

■ CONSIDERATIONS OF SUSTAINABILITY IN PAINTS AND OTHER ARCHITECTURAL COATINGS 250

Exterior Construction 251 Sealing Exterior Joints 251

Exterior Painting, Finish Grading, and Landscaping 252

7 Interior Finishes for Wood Light Frame Construction 255

Completing the Building Enclosure 263

Wall and Ceiling Finish 273 Millwork and Finish Carpentry 273

PROPORTIONING FIREPLACES 274

PROPORTIONING STAIRS 288

Flooring and Geramic Tile Work 290

Finishing Touches 292



8 Brick Masonry 297

History 298 Mortar 301

■ Considerations of Sustainability in Brick Masonry 304

Brick Masonry 304

Masonry Wall Construction 327

9 Stone and Concrete Masonry 337

Stone Masonry 338

■ Considerations of Sustainability in Stone and Concrete Masonry 350

Concrete Masonry 358 Other Types of Masonry Units 368 Masonry Wall Construction 368

Masonry Wall Construction 377

Types of Masonry Walls 378

FOR PRELIMINARY DESIGN OF A LOADBEARING MASONRY STRUCTURE 386 Spanning Systems for Masonry Bearing Wall
Construction 386
Detailing Masonry Walls 390
Some Special Problems of Masonry
Construction 395

MOVEMENT JOINTS IN BUILDINGS 396
Masonry and the Building Codes 404

11 Steel Frame Construction 411

History 412

The Material Steel 414

Uniqueness of Masonry 405

FOR PRELIMINARY DESIGN OF A STEEL

STRUCTURE 417

Details of Steel Framing 431

The Construction Process 441

Fireproofing of Steel Framing 459

Longer Spans in Steel 464

■ Fabric Structures 472

Composite Columns 476

Industrialized Systems in Steel 476

■ CONSIDERATIONS OF SUSTAINABILITY IN

Steel and the Building Codes 478

Uniqueness of Steel 478

12 Light Gauge Steel Frame Construction 489

The Concept of Light Gauge Steel Construction 490

■ CONSIDERATIONS OF SUSTAINABILITY IN LIGHT GAUGE STEEL FRAMING 491

Framing Procedures 492

Other Common Uses of Light Gauge Steel Framing 499

■ FOR PRELIMINARY DESIGN OF A LIGHT GAUGE STEEL FRAME STRUCTURE 502

Pile Materials

Piles may be made of timber, steel, concrete, and various combinations of these materials (Figure 2.47). Timber piles have been used since Roman times, when they were driven by large mechanical hammers hoisted by muscle power. Their main advantage is

that they are economical for lightly loaded foundations. On the minus side, they cannot be spliced during driving and are, therefore, limited to the length of available tree trunks, approximately 65 feet (20 m). Unless pressure treated with a wood preservative or completely submerged below the water table, they will decay (the lack of free oxygen in the water prohibits organic growth). Relatively small hammers must be used in driving timber piles to avoid splitting them. Capacities of individual timber

cations. H-piles displace relatively little soil during driving. This minimizes the upward displacement of adjacent soil, called *heaving*, that sometimes occurs when many piles are driven close together. Heaving can be a particular problem on urban sites, where it can lift adjacent buildings.

H-piles can be brought to the site in any convenient lengths, welded together as driving progresses to form any necessary length of pile, and cut off with an oxyacetylene torch when the required depth is reached. The cutoff ends can then be welded onto other piles to avoid waste. Corrosion can be a problem in some soils, however, and unlike closed pipe piles and hollow precast concrete piles, H-piles cannot be inspected after driving to be sure they are straight and undamaged. Allowable loads on H-piles run from 30 to 225 tons (27,000 to 204,000 kg).

and concreted immediately after driving. Pipe piles are stiff and can carry loads from 40 to 300 tons (36,000 to 270,000 kg). They displace relatively large amounts of soil during driving, which can lead to upward heaving of nearby soil and buildings. The larger sizes of pipe piles require a very heavy hammer for driving.

Minipiles, also called pin piles or micropiles, are a lightweight form of steel piles made from steel bar or pipe 2 to 12 inches (50 to 300 mm) in diameter. Minipiles are inserted into holes drilled in the soil and grouted in place. When installed within existing buildings, they may also be forced into the soil by hydraulic jacks pushing downward on the pile and upward on the building structure. Since no hammering is required, they are a good choice for repair or improvement of existing foundations where vibrations