

Errata:

Note: The errata for the 1st edition of this book have been discontinued.

2nd edition errata:

Corrections made to the 1st printing, incorporated into the 2nd printing:

Problem #12 was changed as follows:

- Design Data and Assumption wording was changed to the following: “The braking force is governed by the proportioned axle weights of the HL-93 truck.”

Corrections made to the 2nd printing, incorporated into the 3rd printing:

Problem #12 Design Data and Assumption wording was changed to the following:

- The illustration was changed to not show a pinned connection at the top of the pier.
- Design Data and Assumption wording was changed to the following: “The pier alone resists the braking force and is assumed to be cantilevered above the footing.”

Corrections made to the 3rd printing, incorporated into the 4th printing:

Problem #31 Solution:

The ϕ_c resistance factor for steel compression was updated in AASHTO 7th edition to 0.95 from 0.90. The correct answer in Step 3 should be as follows:

Design Axial Capacity = $P_r = \phi_c P_n = (0.95) * (427 \text{ kips}) = \textbf{Answer: 406 kips}$ ($\phi_c = 0.95$ per section 6.5.4.2)

The answer choices were updated as well to (A) 140 kips, (B) 390 kips, (C) 406 kips, (D) 450 kips