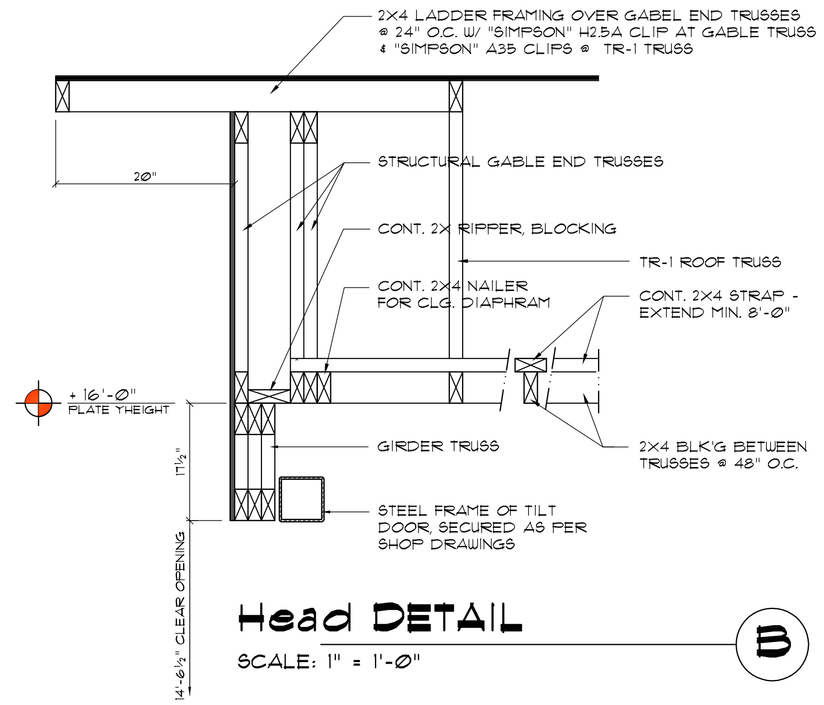


Head DETAIL

SCALE: 1" = 1'-0"

B

FRAMING ANCHOR SCHEDULE

APPLICATION	MANUF'R/MODEL	CAP.
TRUSS TO WALL:	SIMPSON H2.5a	750#
GIRDER TRUSS TO POST/HEADER:	SIMPSON LGT, W/ 28 - 16d NAILS	1785#
HEADER TO KING STUD(S):	SIMPSON ST22	1370#
PLATE TO STUD:	SIMPSON SP2	1065#
STUD TO SILL:	SIMPSON SPI	585#
PORCH BEAM TO POST:	SIMPSON PC66/EPC66	1700#
PORCH POST TO FND.:	SIMPSON ABU66	2300#
MISC. JOINTS	SIMPSON A34	315#/240#

NOTE:
ALL ANCHORS SHALL BE SECURED W/ NAILS AS PRESCRIBED BY THE MANUFACTURER FOR MAXIMUM JOINT STRENGTH, UNLESS NOTED OTHERWISE.

NOTE:
REFER TO THE INCLUDED STRUCTURAL DETAILS FOR ADDITIONAL ANCHORS/ JOINT REINFORCEMENT AND FASTENERS.

NOTE:
ALL UNLISTED JOINTS IN THE LOAD PATH SHALL BE REINFORCED WITH SIMPSON A34 FRAMING ANCHORS, TYPICAL T.O.

NOTE:
"SIMPSON" PRODUCT APPROVALS:
MIAMI/DADE COUNTY REPORT #97-0107.05, #96-1126.11, #99-0623.04
SBCCI NER-443, NER-393

SHOP DWG COORDINATION: THE TRUSS ANCHOR STRAPS AS INDICATED IN THE CONSTRUCTION DOCUMENTS ARE SUGGESTED STRAPS AND THAT THE TRUSS ENGINEERED SHOP DRAWING LOADS TAKE PRECEDENCE OVER THAT INDICATED IN THE CONSTRUCTION DOCUMENTS.
THE UPLIFT LOADS INDICATED FOR EACH TRUSS IN THE ENGINEERED TRUSS SHOP DRAWINGS MAY BE MATCHED TO STANDARD PRODUCT UPLIFT RATINGS FOR COMPARABLE UPLIFT CONNECTORS, AND THAT THE PRODUCTS THAT PROVIDE EQUAL OR GREATER UPLIFT RESISTANCE FOR THE LISTED LOADS MAY BE USED IN LIEU OF THOSE INDICATED IN THE CONSTRUCTION DOCUMENTS OR AS APPROVED BY THE BUILDING OFFICIAL.

THE CONTRACTOR SHALL COORDINATE THE TRUSS TO TRUSS ANCHOR REQUIREMENTS WITH THE TRUSS ENGINEERING SHOP DRAWINGS. SOME OF THE TRUSS TO TRUSS CONNECTIONS WILL REQUIRE ANCHOR STRAPS IN ADDITION TO TYPICAL NAILING. ANCHOR DEVICES SHALL BE REQUIRED FOR ALL JOINTS WITH AN UPLIFT OR GRAVITY LOAD OF 100 LBS OR GREATER.

TRUSSES BEARING ON INTERIOR PARTITIONS WHERE UPLIFT LOADS ARE PRESENT SHALL REQUIRE ANCHORS OF EQUAL OR GREATER LOAD CAPACITY THAN THAT INDICATED BY THE TRUSS SHOP DRAWINGS. THE UPLIFT ANCHOR SYSTEM SHALL BE CONTINUOUS TO THE FOUNDATION.

GENERAL TRUSS NOTES:

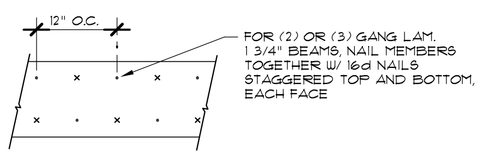
1. TRUSSES SHALL BE DESIGNED BY A LICENSED ENGINEER, AND IN ACCORDANCE WITH THE REQUIREMENTS OF THE "NATIONAL FOREST PRODUCTS ASSOCIATION" - MANUAL FOR "STRESS RATED LUMBER AND ITS CONNECTIONS", LATEST Ed., ALONG W/ THE "TRUSS PLATE INSTITUTE" SUGGESTED GUIDELINES FOR TEMPORARY AND PERMANENT BRACING, AND HANDLING OF TRUSSES. TRUSS SHOP DRAWINGS SHALL INCLUDE TRUSS DESIGN, PLACEMENT PLANS, DETS, & TRUSS TO TRUSS CONNECTIONS.
2. TRUSS SHOP DRAWINGS SHALL BE SIGNED & SEALED BY THE DESIGNING ENGINEER.
3. FOLLOWING DEVELOPMENT OF TRUSS SHOP DRAWINGS, ADJUSTMENTS TO THE ANCHOR REQUIRMENTS MAY BE REQUIRED DEPENDING ON THE ENGINEERED GRAVITY AND WIND UPLIFT REQUIREMENTS OF TRUSSES OR GIRDERS. THE CONTRACTOR SHALL MAKE AVAILABLE A COMPLETE SET OF TRUSS SHOP DRAWINGS TO THE ARCHITECT FOR THE PURPOSE OF REVIEW OF LOADS IMPOSED ON THE BALANCE OF THE STRUCTURE. ANY SUCH REQUIRED CHANGE SHALL BE INCORPORATED INTO THE CONSTRUCTION OF THIS STRUCTURE.

NOTE!
ALL PENETRATIONS OF THE TOP PLATE OF ALL LOAD BEARING WALLS SHALL BE SEALED WITH FIRE RETARDANT CAULKING, INCLUDING WIRING, PLUMBING OR OTHER SUCH PENETRATIONS. WALLS OVER 8'-0" TALL SHALL HAVE CONTINUOUS BLOCKING TO LIMIT CAVITY HEIGHT TO 8'-0". PENETRATIONS THROUGH SUCH BLOCKING SHALL BE TREATED IN THE SAME MANNER AS TOP PLATES, NOTED ABOVE

NOTE!
ALL UPLIFT CONNECTORS SHALL BE FIELD ADJUSTED TO MATCH OR EXCEED THE DEVELOPED LOADS PER ENGINEERED TRUSS SHOP DRAWINGS

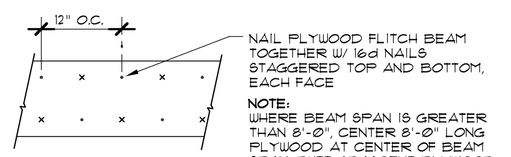
WOOD STRUCTURAL NOTES

1. TEMPORARY BRACING OF THE STRUCTURE DURING ERECTION, REQUIRED FOR SAFE AND STABLE CONSTRUCTION, SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR SO ENGAGED. TEMPORARY & PERMANENT BRACING OF ROOF TRUSSES SHALL BE AS PER THE STANDARD GUIDELINES OF THE "TRUSS PLATE INSTITUTE".
2. ALL TRUSSES SHALL BE DESIGNED BY A LICENSED PROFESSIONAL ENGINEER & SHALL BE SIGNED AND SEALED BY SAME. TRUSS DESIGN SHALL INCLUDE PLACEMENT PLANS, TRUSS DETAILS, TRUSS TO TRUSS CONNECTIONS & THE STANDARD SPECIFICATIONS & RECOMMENDATIONS OF INSTALLATION OF THE "TRUSS PLATE INSTITUTE".
3. WOOD STUDS IN EXTERIOR WALLS & INTERIOR BEARING WALLS SHALL BE NOT LESS THAN Nr.2 HEM-FIR OR BETTER.
4. CONNECTORS FOR WOOD FRAMING SHALL BE GALVANIZED METAL OR BLACK METAL AS MANUFACTURED OR AS CALLED FOR IN THE PLANS AND BE OF A DESIGN SUITABLE FOR THE LOADS AND USE INTENDED. REFER TO THE JOINT REINFORCEMENT SCHEDULE FOR PRINCIPLE CONNECTIONS.



MULTIPLE GANG LAM. DETAIL

NOT TO SCALE



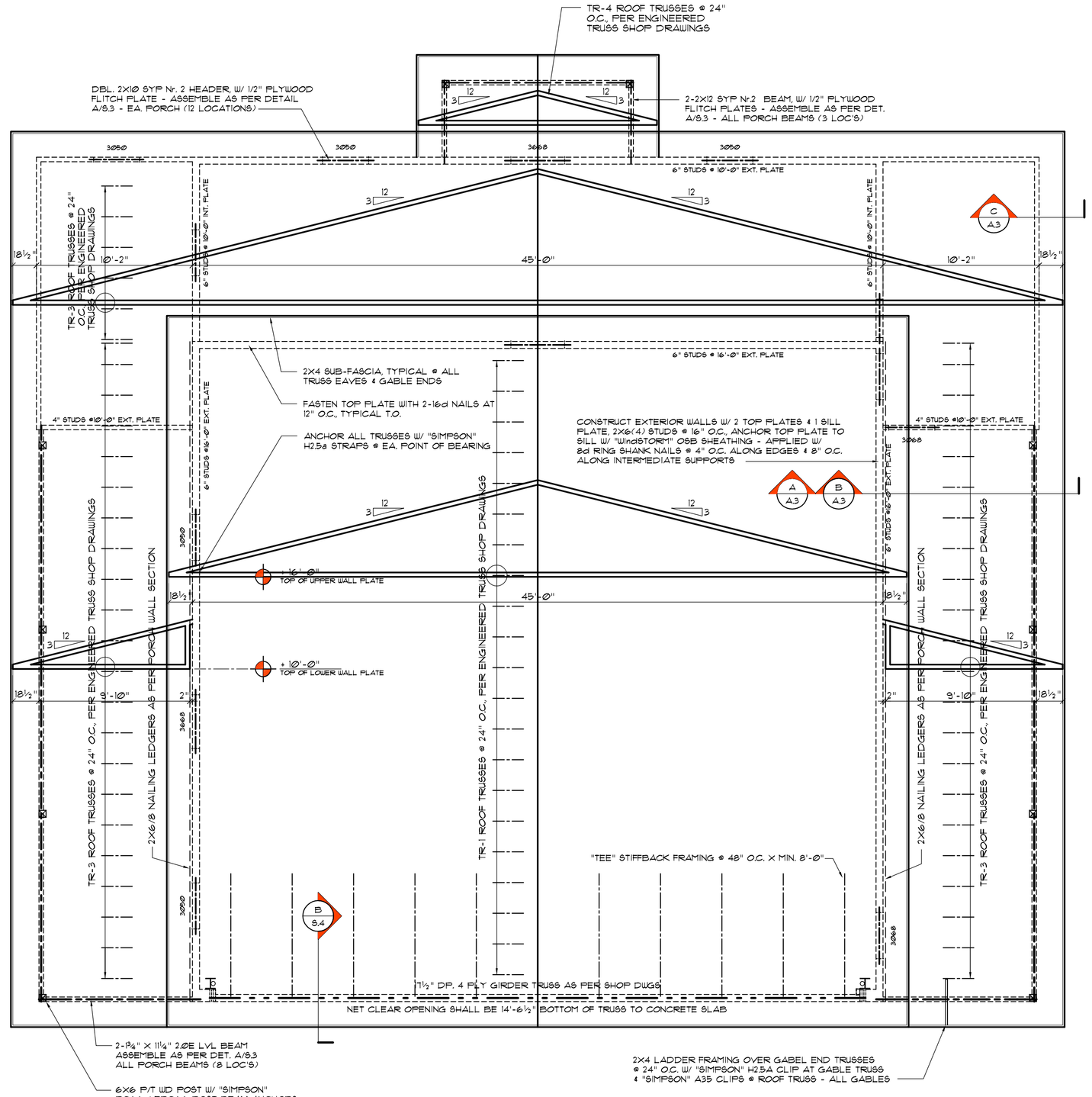
PLYWOOD FLITCH BEAM DETAIL

NOT TO SCALE

B/U Beam DETAILS

SCALE: NONE

A



ROOF PLAN

SCALE: 3/16" = 1'-0"

NOTE!
SHEATH ROOF W/ 1/2" CDX PLYWOOD PLACED W/ LONG DIMENSION PERPENDICULAR TO THE ROOF TRUSSES, SECURE TO FRAMING W/ 8d RING SHANK NAILS - AS PER DETAIL N ON SHEET S.3

NOTE!
THE DESIGN WIND SPEED FOR THIS PROJECT IS 130 MPH PER 2023 FBC 1609 AND LOCAL JURISDICTION REQUIREMENTS

NOTE!
REFER TO THE WINDOW/DOOR HEADER SCHEDULE ON SHEET S.3 FOR ALL MINIMUM SIZE HEADERS AND ALTERNATES MINIMUM SIZE ALLOWABLE IS 2-2X10

ROOF PLAN NOTES

R-1	ALL ROOF PITCH 3 / 12, U.N.O.
R-2	ALL OVERHANG 20" UNLESS OTHERWISE NOTED
R-3	PROVIDE ATTIC VENTILATION VIA MATCHING RIDGE VENT IN ACCORDANCE WITH 2023 FBC

CUSTOM RESIDENCE and AIRCRAFT HANGER for:
DON DOWNS
CANNON CREEK AIRPARK, COLUMBIA COUNTY, FLORIDA
WALL SECTIONS

Celebrating 54 Years of Service
1972 - 2026
N.P. Geisler, Architect
AR0007005

CUSTOM ARCHITECTURAL DESIGN

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COMM: 2K2604

REVISIONS: 17 MAR 2026

SHEET: S.3

3 OF 4

Nicholas P Geisler
Digitally signed by Nicholas P Geisler
Date: 2026.03.17 13:33:19 -04'00'
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